



1st Avenue - River Road to Grant Road

Community Outreach Phase I Summary Memo

Outreach Period: September 18 – December 8, 2024

Prepared by:
HDR Engineering, Inc.
1 S. Church Ave. Ste 1400
Tucson, AZ 85701

In cooperation with:
City of Tucson

Table of Contents

Introduction	1
Mainstreet Business Assistance Program	1
Notifications	2
Posters	2
Direct Mailer.....	2
Digital Advertisements.....	2
Direct Emails.....	3
Email Blasts	3
Social Media	4
Press Releases	6
Community Newsletters	6
Meeting Materials	6
Handout	6
Display Boards.....	7
Comment Boards	7
Website	8
Interactive Map	9
Community Events	10
Open House Events.....	10
Pop-Up/Tabling Events.....	10
Community Meetings	11
Survey and Results	11
Survey	11
Survey Results	11
Demographics	15
Additional Comments and Questions	17

APPENDICES

Appendix A: Notifications

Appendix B: Meeting Materials

Appendix C: Survey

Appendix D: Survey Results

Appendix E: General Comments

Introduction

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority (PAG/RTA), is improving 1st Avenue from River Road to Grant Road. The purpose is to modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, improve traffic flow/operations, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists.

In fall 2024, Community Outreach Phase I began and included a survey that sought community input on priorities for the corridor. Community input was collected from September 18, 2024, through December 8, 2024.

The priorities we heard most from the community included safety for all users and improving sidewalks and bike lanes for cyclists and pedestrians. More details can be found in the sections below.

Mainstreet Business Assistance Program

The project collaborated with and utilized the Mainstreet Business Assistance Program to connect with business owners along the corridor. Mainstreet is a free regional construction mitigation program focused on minimizing impacts to businesses caused by transportation improvement projects.



Notifications

Notifications that shared details on the survey, as well as public meeting opportunities, were distributed before and during the survey launch. Details on each notice are below. These notices were distributed in both English and Spanish and can be found in *Appendix A, Notifications*.

Posters

Posters advertising one virtual public meeting and one in-person public meeting were delivered to 435 businesses and other interested stakeholders along the corridor.

Direct Mailer

A direct mailer with information about the public meetings and survey was mailed to 6,212 residents and businesses within a ¼ mile of the project area.

Digital Advertisements

Five digital ads advertising the survey ran on Arizona Daily Star's website from September 20 through November 22, 2024, on both desktop and mobile platforms. The results of the ads are as follows:

Facebook/Instagram ads:

- English
 - 👁 25,924 impressions
 - 🖱 447 clicks
- Spanish
 - 👁 24,252 impressions
 - 🖱 334 clicks

Tucson.com desktop ads:

- English
 - 👁 19,987 impressions
 - 🖱 16 clicks
- Spanish
 - 👁 19,981 impressions
 - 🖱 12 clicks

Tucson.com ROS (Run of Site) ads:

- English
 - 👁 17,503 impressions
 - 🖱 14 clicks
- Spanish
 - 👁 17,498 impressions
 - 🖱 14 clicks

Direct Emails

Direct emails sharing information about the public meetings and survey were sent out to several stakeholders on September 27, October 11, and November 27, 2024. A full list of recipients is included below:

- Ward 3 Council Office
- Living Streets Alliance
- Limberlost Neighborhood Association
- Campus Farm Neighborhood Association
- Amphi Neighborhood Association
- Mountain View Neighborhood Association
- Keeling Neighborhood Association
- Hendrick Acres Neighborhood Association
- Mountain First Avenue Neighborhood Association
- El Cortez Neighborhood Association
- Jefferson Park Neighborhood Association
- Sugar Hill Neighborhood Association
- Samos Neighborhood Association

Email Blasts

Three (3) email blasts were sent to people who signed up for the mailing list, and project team members. The statistics for each email blast are listed below:

September 18, 2024

- 182 emails sent
- ✉ 180 (98%) delivered
- ⚡ 2 bounces
- 📧 82 opened (46%)

October 3, 2024

- 181 emails sent
- ✉ 180 (99%) delivered
- ⚡ 1 bounce
- 📧 75 opened (42%)

November 18, 2024

- 181 emails sent
- ✉ 181 (100%) delivered
- ⚡ 0 bounces
- 📧 97 opened (54%)

Social Media

A social media campaign was developed – with content and graphics in both English and Spanish – and posted between September 19 and December 4, 2024, using the City of Tucson Department of Transportation and Mobility’s social media accounts on X, Instagram, and Facebook. The social media posts are listed on the following page in Table 1.

September 19, 2024		
X	Instagram	Facebook
0 reactions	21 likes	3 reactions
1 comment	0 comments	1 comment
0 retweets		0 shares
260 views		
September 23, 2024		
X	Instagram	Facebook
0 reactions	11 likes	0 reactions
0 comments	1 comment	0 comments
0 retweets		0 shares
228 views		
October 2, 2024		
X	Instagram	Facebook
1 reaction	11 likes	3 reactions
0 comments	1 comment	1 comment
1 retweet		6 shares
330 views		
October 9, 2024		
X	Instagram	Facebook
No post	13 likes	5 reactions
	0 comments	0 comments
		0 shares

November 13, 2024

X	Instagram	Facebook
3 reactions	9 likes	3 reactions
1 comment	0 comments	2 comments
1 retweet		1 share
250 views		

November 20, 2024

X	Instagram	Facebook
0 reactions	9 likes	1 reaction
0 comments	0 comments	2 comments
0 retweets		1 share
232 views		

November 26, 2024

X	Instagram	Facebook
0 reactions	12 likes	1 reaction
0 comments	0 comments	2 comments
0 retweets		0 shares
212 views		

December 4, ,2024

X	Instagram	Facebook
1 reaction	5 likes	2 reactions
0 comments	0 comments	0 comments
1 retweet		1 share
753 views		

Press Releases

The City of Tucson distributed two (2) press releases, one announcing the survey's launch, and the other advertising the upcoming public meetings. Analytics for these press releases are included below:

- September 18, 2024
 - 👥 11,389 recipients
 - ✉️ 10,626 (93%) delivered
 - 📧 2,716 (26%) opened
 - 📧 763 (7%) bounced
- October 2, 2024
 - 👥 11,409 recipients
 - ✉️ 10,640 (93%) delivered
 - 📧 3,796 (24%) opened
 - 📧 769 (7%) bounced

Community Newsletters

Survey and project information was included in the following community newsletters:

- September 20, 2024: Ward 3 Newsletter
- September 27, 2024: Ward 3 Newsletter
- October 4, 2024: Ward 3 Newsletter
- October 8, 2024: Living Streets Alliance October Newsletter
- October 11, 2024: Ward 3 Newsletter
- October 18, 2024: Ward 3 Newsletter
- November 22, 2024: Ward 3 Newsletter
- November 27, 2024: Ward 3 Newsletter
- December 9, 2024: Living Streets Alliance December Newsletter

Meeting Materials

An in-person open house was held on October 9, 2024, at Donna Liggins Recreational Center and a virtual open house took place on Zoom on October 10, 2024. Several materials for these events were produced in both English and Spanish. Copies are included in *Appendix B, Meeting Materials*.

Handout

A handout was developed by the team and distributed during the in-person open house. It included information about the project, including elements, benefits, a map, a timeline, and contact information.

Display Boards

Display boards were available at the in-person open house and titled as follows:

- Welcome
- Overview
- Project Elements
- Estimated Project Schedule
- Current Conditions: Traffic
- Current Conditions: Active Transportation
- Current Conditions: Public Transit
- Current Conditions: Safety
- Current Conditions: Drainage
- Your Feedback Matters

These display boards were included in a PowerPoint presentation for the virtual open house.

Comment Boards

Comment boards were available allowing attendees to give input on the following:

- Current Conditions: Traffic
- Current Conditions: Active Transportation
- Current Conditions: Public Transit
- Current Conditions: Safety
- Current Conditions: Drainage
- General Comments

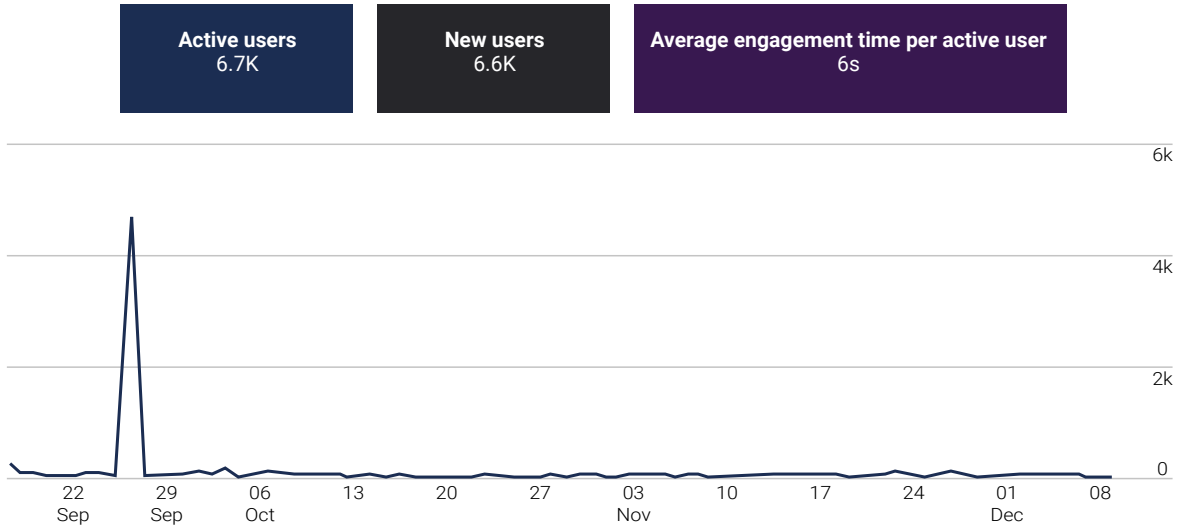
A total of 31 comments were placed on these boards. All comments can be found in *Appendix B, Meeting Materials*.



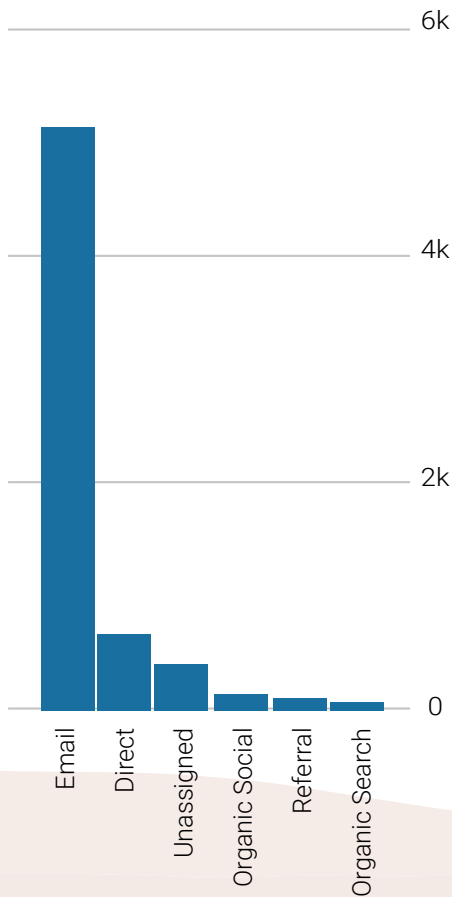
Website

The survey was officially launched on **tucson1stavenueproject.com** on September 18, 2024. Below are the analytics from the website during the outreach period.

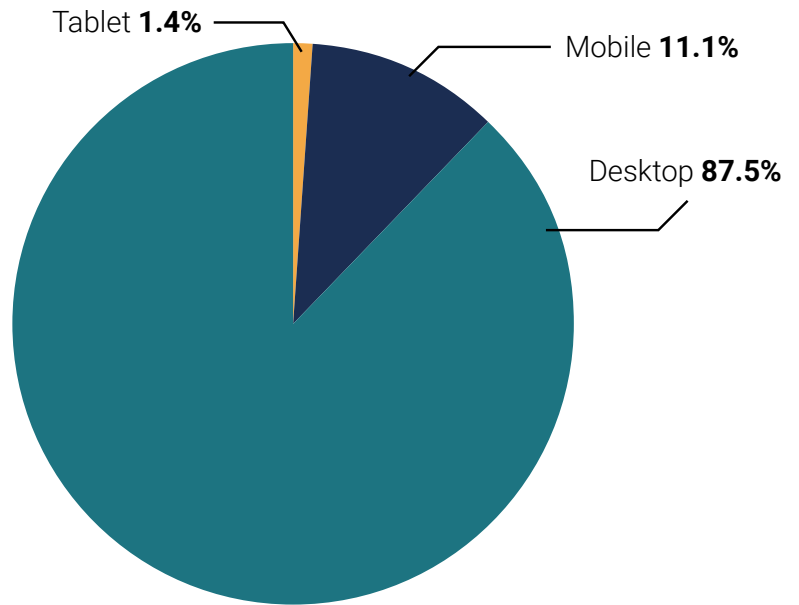
Users



Where Do New Users Come From?



How Do Users Access the Website?

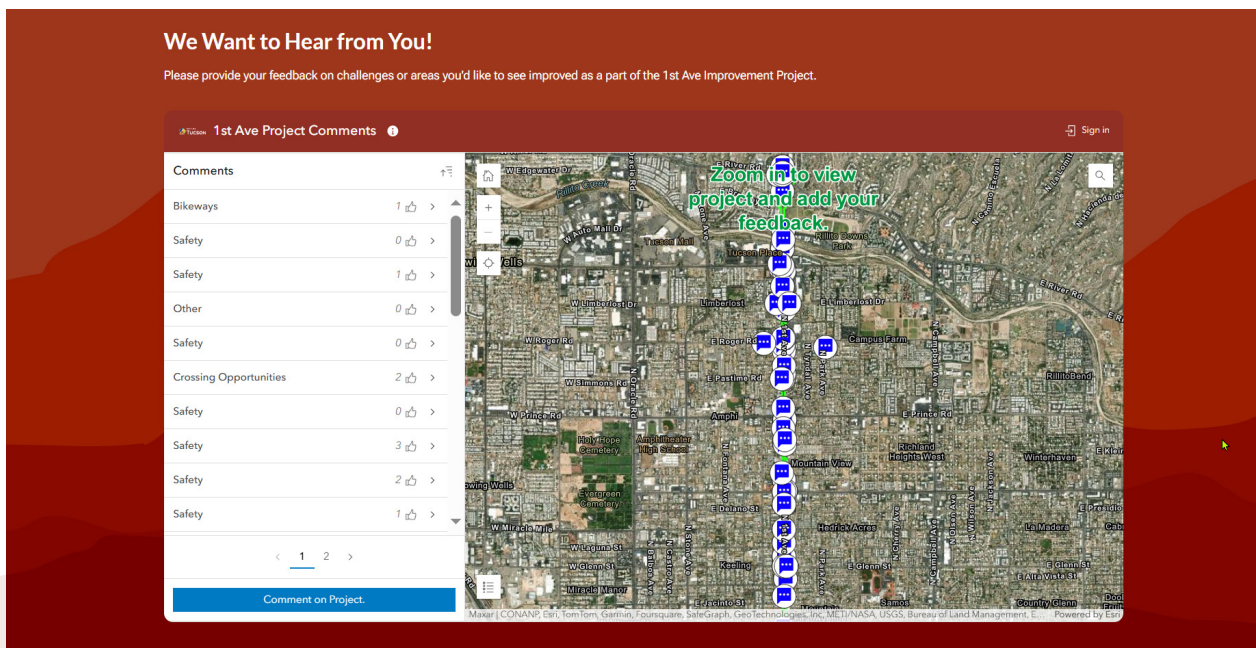


Interactive Map

An interactive map was available on the website during the survey period. Between September 18 and December 8, 2024, a total of thirty-one (31) map comments were received. Below is a summary of key themes and locations with the highest number of comments.

- 39% of comments mentioned safety as a top concern. Other safety comments included:
 - Designing elements that will help reduce speed.
 - Minimizing unsafe left turns at busy intersections such as Glenn Road, Limberlost Road, Wetmore Road, and River Road.
- Other concerns mentioned included:
 - Requests to avoid widening 1st Avenue.
 - Making 1st Avenue safer for cyclists and pedestrians by improving sidewalks and bike lanes.
 - Using sustainable practices when considering landscaping.
- The intersection with the highest number of comments is River Road.
 - A key theme among these comments is making the road safer by using design elements to help minimize unsafe left turns (i.e., Michigan left turns, protected left turns).
 - Respondents also said the road should be made safer for cyclists and pedestrians by improving crosswalks and bike lanes.
 - Respondents want the area around the River Road intersection to be repaved.
- Other intersections with a large number of comments/likes/replies include:
 - Glenn Road: safety, sidewalks
 - Grant Road: safety, sidewalk/pedestrian accessibility
 - Fort Lowell Road: landscaping, intersection
 - Roger Road: bus stop, sidewalk/pedestrian accessibility
 - The Loop: bikeways, sidewalk/pedestrian accessibility

Full responses and a heat map of locations and received comments can be found in *Appendix E, General Comments*.



Community Events

Open House Events

One in-person open house and one virtual open house were held to share information and solicit feedback on the project. The dates, locations, and number of attendees are listed below in Table 2.

Table 2. Open House Dates, Locations, and Number of Attendees

Date	Location	Number of Attendees
Oct. 9, 2024	Donna Liggins Rec. Center	30
Oct. 10, 2024	Zoom	16

Pop-Up/Tabling Events

Pop-up/tabling events were held throughout October, November, and December 2024. Project team members were present at each location to pass out information and surveys and answer questions from community members. A traveling mural was also available at several events, allowing community members to view a map of the project area and write or draw on it. Locations and dates for the events are provided below in Table 3.

Table 3. Pop-Up/Tabling Event Dates, Event Types, and Locations

Date	Location	Number of Attendees
Oct. 20, 2024	Heirloom Farmers Market	Rillito River Park
Oct. 23, 2024	Library Pop-Up	Woods Memorial Library
Nov. 22, 2024	Credit Union Pop-Up	Vantage West Credit Union
Dec. 7, 2024	Cyclovita	Woods Memorial Library



The traveling mural at the Heirloom Farmers Market on October 20, 2024.

Community Meetings

Information about the project and the survey was presented at the Amphi Neighborhood Association meeting on November 21, 2024. Project Manager Patrick Hartley spoke to a group of 10 and collected surveys.

Survey and Results

Survey

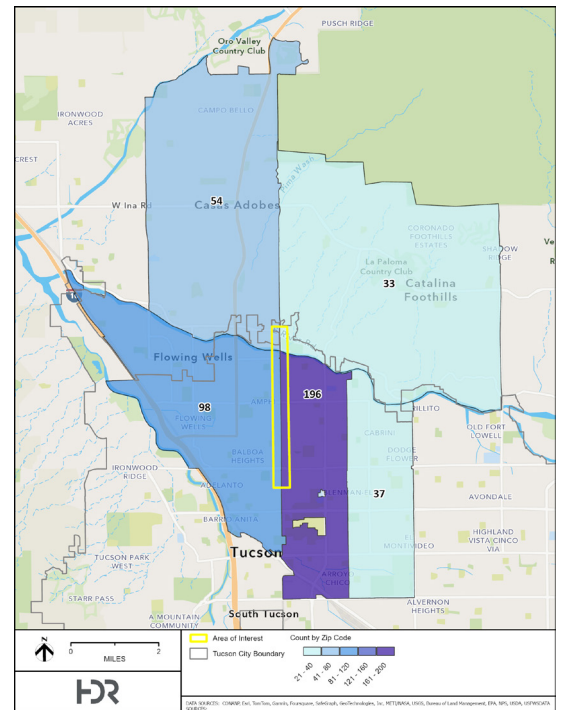
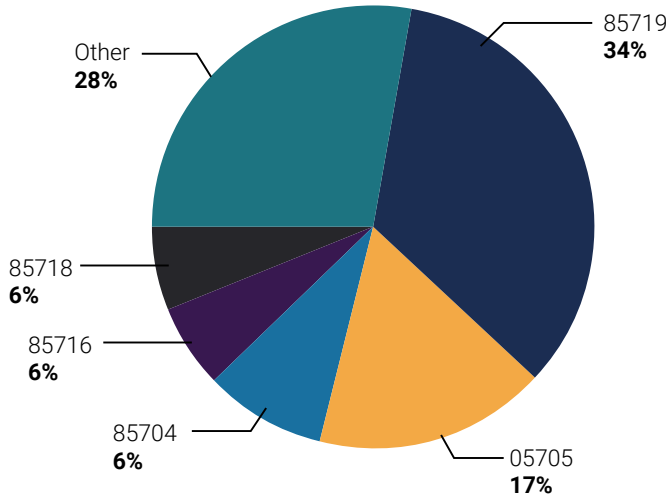
The survey was officially launched on September 18, 2024. It remained live on the project website through December 8, 2024. The survey consisted of 17 questions – nine questions specific to the corridor and eight demographic questions. A copy of this survey can be found in *Appendix C, Survey*.

Survey Results

In total, there were 588 survey responses. Responses are summarized below; full results can be found in *Appendix D, Survey Results*.

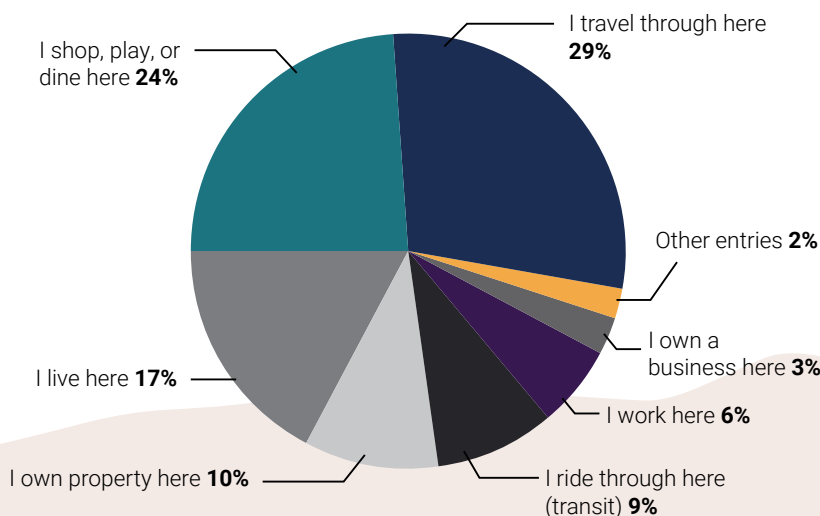
Question #1

Before you dive in, please share your home zip code:



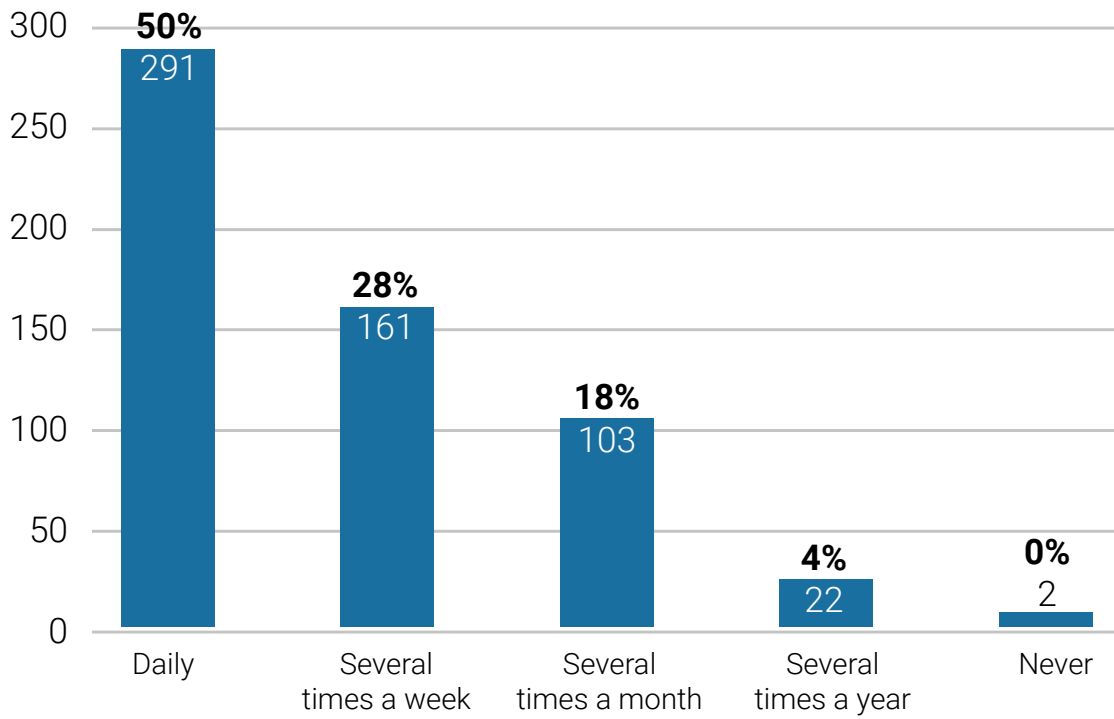
Question #2

What is your connection to the corridor? Select all that apply.



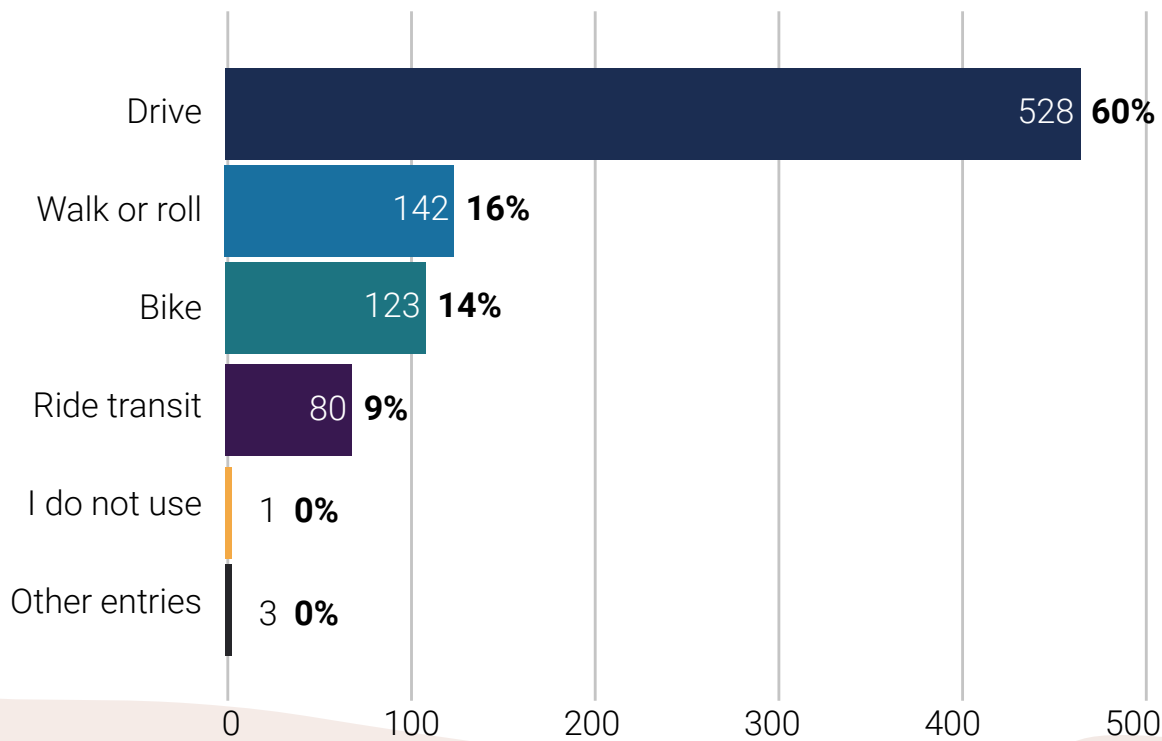
Question #3

How often do you use the corridor? Select one.



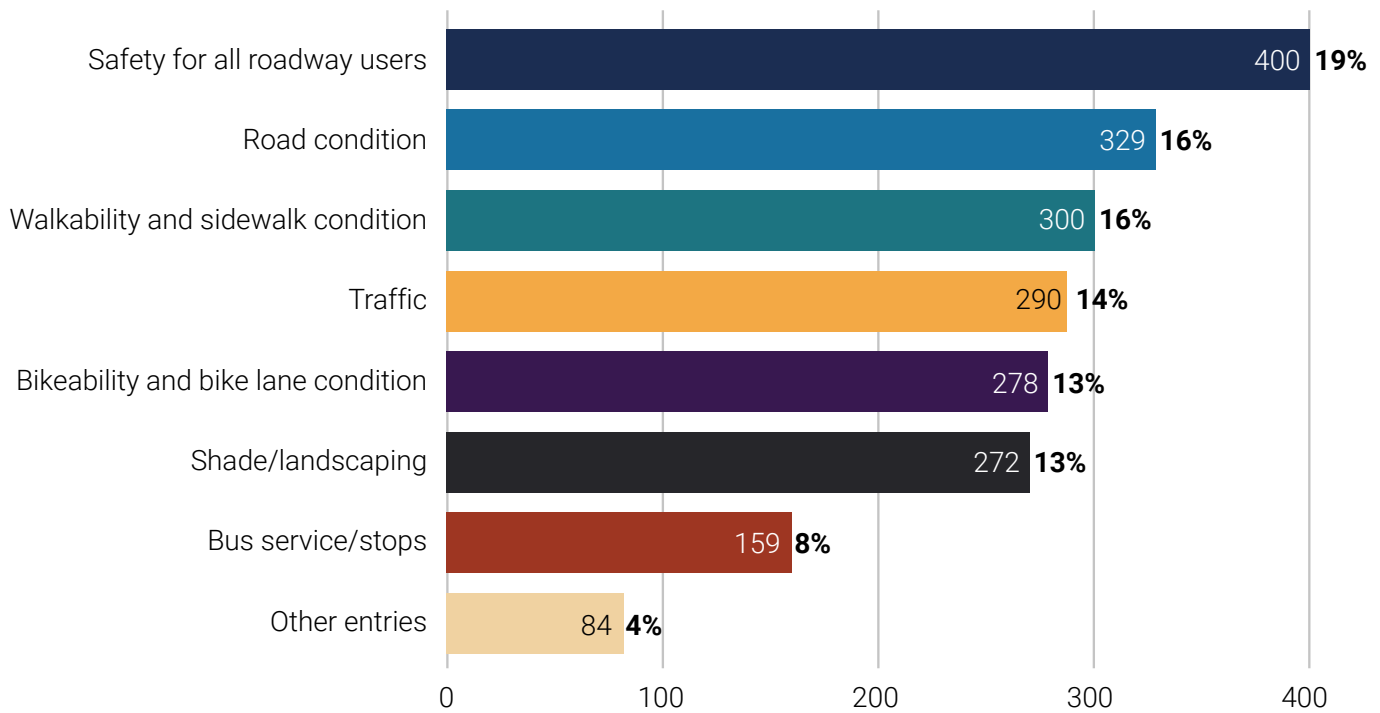
Question #4

How do you travel along the corridor? Select all that apply.



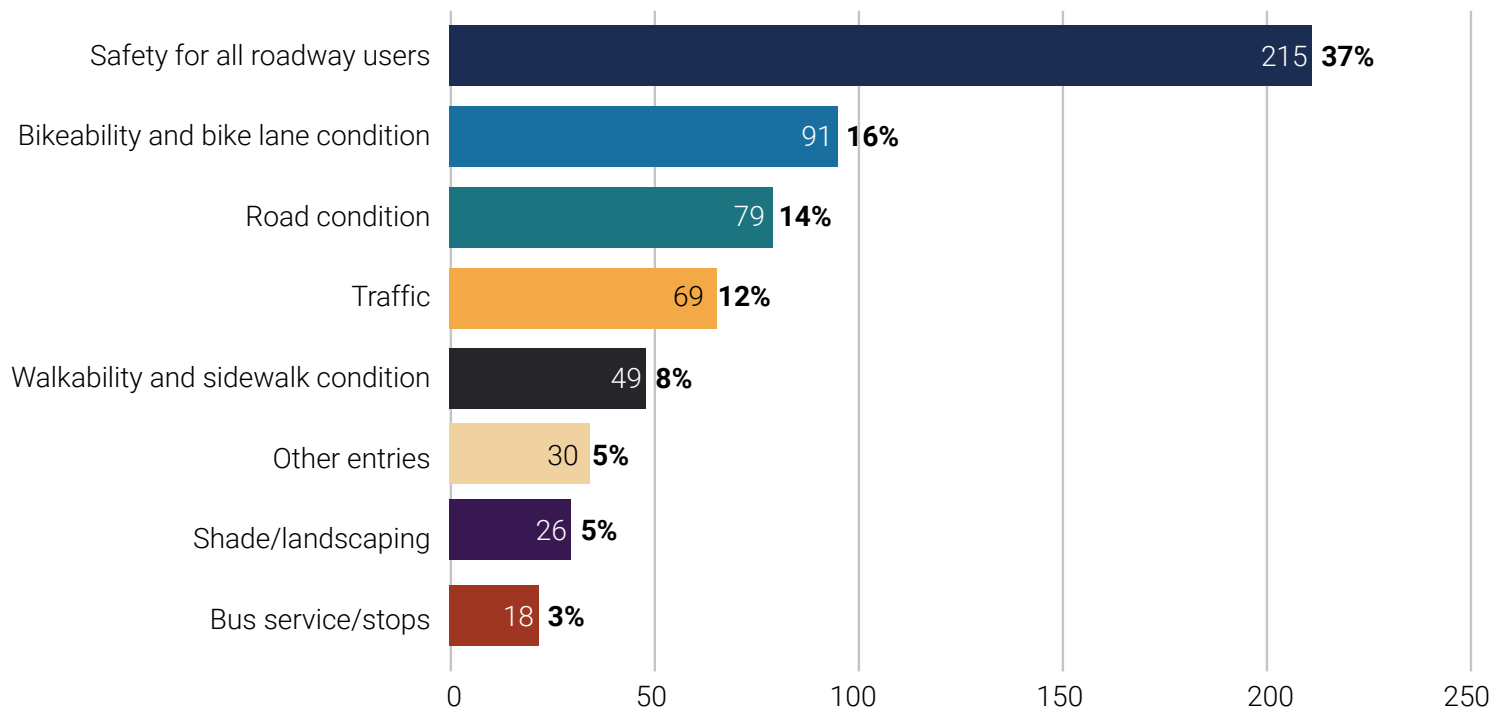
Question #5

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



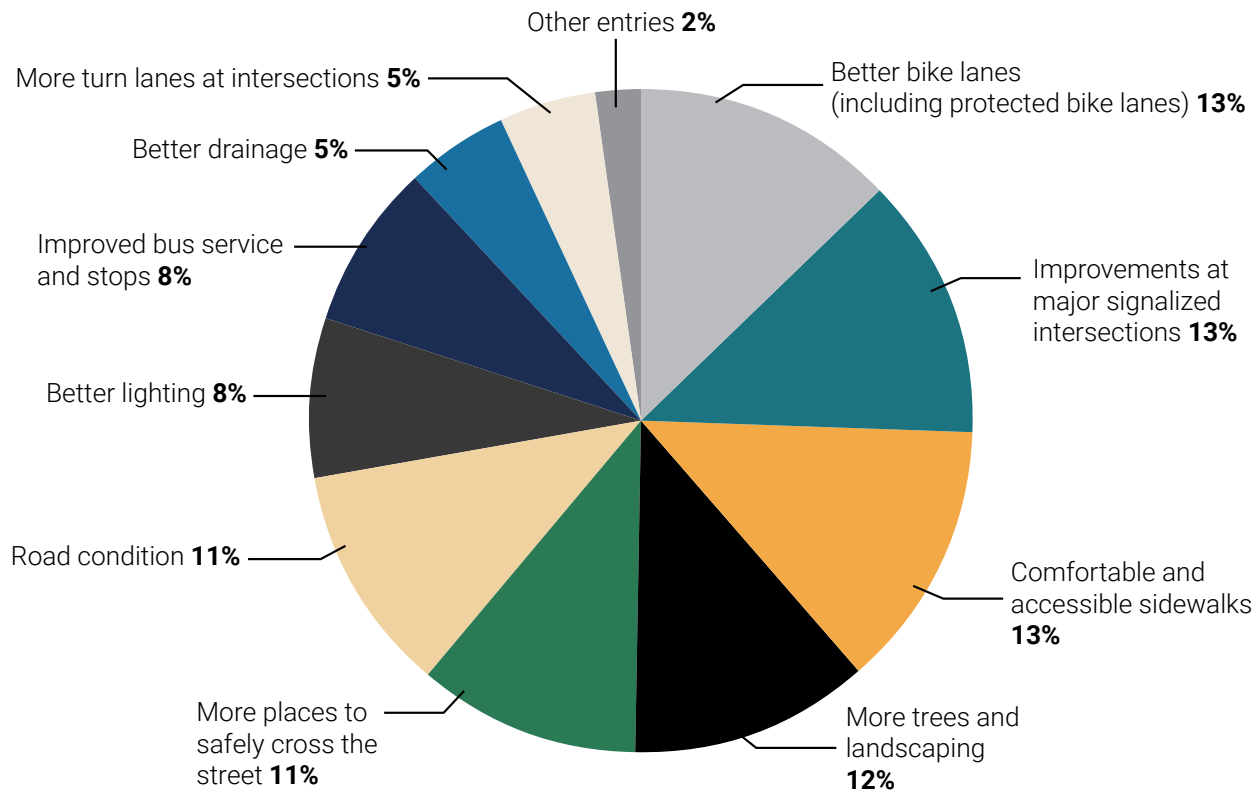
Question #6

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



Question #7

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



Question #8

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

Question #9

Do you have any other comments that you would like to share about the project or corridor?*

- Concerns about crossing outside of crosswalks along the corridor
- Safety along the corridor
- More bus pullouts to avoid stopping traffic
- More sidewalks
- More lighting
- Better bicycle lanes

*These are current themes listed by respondents. Full responses can be found in *Appendix D, Survey Results*.

Demographics

A majority of responses to the survey were from residents living in the 85719 zip code, which is right along the 1st Avenue corridor. Thirty-four percent (34%) of respondents (196) live in this zip code. The survey also received a large number of responses from the following zip codes:

- 85705: 17% of respondents (98)
- 85704: 10% of respondents (54)
- 85716: 6% of respondents (37)
- 85718: 6% of respondents (33)

A further breakdown of respondents by zip code can be found in *Appendix D, Survey Results*.

To highlight potential gaps or alignments in survey responses, survey response demographics were compared to corridor demographics and are outlined below in Table 4. Responses to key questions from underrepresented demographic groups are outlined below in Table 5 and included in *Appendix D, Survey Results*.

Table 4. Survey Response Demographics and Corridor Demographics

	Survey Response Demographics	Corridor Demographics
Race/Ethnicity	<ul style="list-style-type: none">• 15% of respondents are Hispanic.	<ul style="list-style-type: none">• 32% of corridor residents are Hispanic.
Age	<ul style="list-style-type: none">• 26% of respondents are 65 years and older.• 18% of respondents are 25-34 years old.	<ul style="list-style-type: none">• The median age in the corridor is 27.
Income	<ul style="list-style-type: none">• 33% of respondents have an annual income of \$100,000 or more.• 23% of respondents have an annual income between \$50,000-\$74,999.• 4% of respondents have an annual income under \$15,000.	<ul style="list-style-type: none">• 16% of corridor residents have an annual income of \$100,000 or more.• 14% of corridor residents have an annual income between \$50,000-\$74,999.• 22% of corridor residents have an annual income under \$15,000.

Table 5. Survey Responses from Underrepresented Demographic Groups

Question	Top Responses	Underrepresented Groups
<p>What challenges do you have as a corridor user? Select all that apply.</p>	<ol style="list-style-type: none"> 1. Safety for all roadway users 2. Road condition 3. Walkability and sidewalk condition 4. Traffic 5. Bikeability and bike lane condition 6. Shade/landscaping 	<p>For respondents with an annual income under \$50,000, Walkability is more challenging than Road Condition. Traffic is less challenging than Bikeability and Shade.</p> <p>For Hispanic respondents, Traffic is less challenging than Bikeability and Shade.</p>
<p>Which challenge do you care about solving most? Select one.</p>	<ol style="list-style-type: none"> 1. Safety for all roadway users 2. Bikeability and bike lane condition 3. Road condition 4. Traffic 5. Walkability and sidewalk condition 	<p>Respondents with an annual income under \$50,000 care more about Walkability than Traffic.</p> <p>Hispanic respondents care more about Road condition than Bikeability.</p>
<p>What are the top five things you want to make better on the corridor?</p>	<ul style="list-style-type: none"> • Better bike lanes: 13% • Improvements at major (signalized) intersections for people walking and biking: 13% • Comfortable and accessible sidewalks: 13% • More trees and landscaping: 12% 	<p>Comfortable and accessible sidewalks are the top choice for both respondents with an annual income under \$50,000 and Hispanic respondents.</p>

All demographic information captured in the survey can be found in *Appendix D, Survey Results*

Additional Comments and Questions

A total of Fifty-three (53) comments were received by December 8, 2024, the last day of the comment period, through the following methods:

- Thirty-one (31) map comments were received.
- Nineteen (19) comments were submitted through the project website comment form.
- Three (3) comments were received on the project hotline.

General themes from these comment options are listed below:

- The need for protected bike lanes and HAWK crossings
- Better sidewalks
- More bus pullouts
- More lighting
- More safety measures to stop speeding
- Several requests to avoid widening 1st Avenue

Full responses can be found in *Appendix E, General Comments*.

Appendix A: Notifications





1st Avenue Improvement Project

Your vision *matters*.

Help shape the future of 1st Avenue between River Road and Grant Road and join us at an upcoming event or take our survey!



Take our Survey!

Upcoming events:

Open House
Wednesday, Oct. 9 | 6 PM
Donna Liggins Recreational Center

Virtual Open House
Thursday, Oct. 10 | 6 PM
https://bit.ly/1stAve_TUS



Proyecto de Mejora de 1st Avenue

Su visión *importa*.

Ayude a dar forma al futuro de la 1st Avenue entre River Road y Grant Road y únase a nosotros en un próximo evento o responda a nuestra encuesta!



¡Responda a nuestra encuesta!

Próximos eventos:

Casa Abierta
miércoles, 9 de octubre | 6 PM
Donna Liggins Recreational Center

Casa Abierta Virtual
jueves, 10 de octubre | 6 PM
https://bit.ly/1stAve_TUS

Connect with us! | ¡Conecta con nosotros!

- Website/Sitio web: www.tucson1stavenueproject.com
- Email/Correo electrónico: connect@tucson1stavenueproject.com
- Call us/Llámenos: 520.815.0555

Follow us! | ¡Síguenos!





Your vision *matters*.

Help shape the future of 1st Avenue between River Road and Grant Road and join us for upcoming events or take our survey!



https://bit.ly/1stAve_Survey

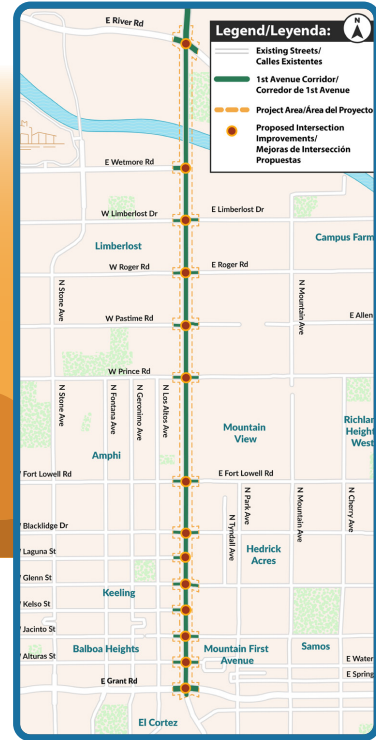
Upcoming Events

Open House | Wednesday, 10/9 | 6 PM
Donna Liggins Rec. Center

Online Open House | Thursday, 10/10 | 6 PM
https://bit.ly/1stAve_TUS

Connect with us!

- 📍 Website: www.tucson1stavenueproject.com
- ✉ Email: connect@tucson1stavenueproject.com
- ☎ Call us: 520.815.0555



1st Avenue Improvement Project
c/o HDR Engineering
1 S. Church Avenue Ste. 1400
Tucson, AZ 85701

Indicia
clearance area

Su visión *importa*.

¡Ayude a dar forma al futuro de la 1st Avenue entre River Road y Grant Road y únase a nosotros en un próximo evento o responda a nuestra encuesta!



https://bit.ly/1stAve_Survey

Próximos eventos

Casa Abierta | miércoles 10/9 | 6 PM
Donna Liggins Rec. Center

Casa Abierta Virtual | jueves 10/10 | 6 PM
https://bit.ly/1stAve_TUS

Address and barcode
clearance area

¡Conecta con nosotros!

- 📍 Sitio web: www.tucson1stavenueproject.com
- ✉ Correo electrónico: connect@tucson1stavenueproject.com
- ☎ Llámemos: 520.815.0555

Digital Advertisements



Share your vision today!

Improvements are coming to 1st Avenue from River Road to Grant Road.

[Take our survey](#)



¡Comparta su visión!

Se están realizando mejoras en 1st Avenue desde River Road hasta Grant Road.

[Responda a nuestra encuesta](#)



Share your vision today!
Improvements are coming to 1st Avenue from River Road to Grant Road.
[Take our survey](#)

¡Comparta su visión!
Se están realizando mejoras en 1st Avenue desde River Road hasta Grant Road.
[Responda a nuestra encuesta](#)



Share your vision today!

Improvements are coming to 1st Avenue from River Road to Grant Road.

[Take our survey](#)



¡Comparta su visión!

Se están realizando mejoras en 1st Avenue desde River Road hasta Grant Road.

[Responda a nuestra encuesta](#)



Share your vision today!

Improvements are coming to 1st Avenue from River Road to Grant Road.

[Take our survey](#)



¡Comparta su visión!

Se están realizando mejoras en 1st Avenue desde River Road hasta Grant Road.

[Responda a nuestra encuesta](#)



Share your vision today!

Improvements are coming to 1st Avenue from River Road to Grant Road.

[Take our survey](#)



¡Comparta su visión!

Se están realizando mejoras en 1st Avenue desde River Road hasta Grant Road.

[Responda a nuestra encuesta](#)



Direct Emails

From: [Patrick Hartley](#)
Subject: 1st Avenue Improvement Project: Phase 1 Community Survey Final Opportunity
Date: Wednesday, November 27, 2024 12:26:44 PM
Attachments: [Outlook-xobxohhw.png](#)
[20240927_1st Ave_Handout_FNL.pdf](#)
[20240927_1st Ave_Handout_SPANISH_FNL.pdf](#)

Good Afternoon and Happy Thanksgiving!

I wanted to let you know that the City of Tucson is in the final push to collect feedback from the Tucson community for the initial phase of 1st Avenue Improvement Project design process. The community survey is scheduled to close on December 8th and we want to make sure that residents in your neighborhood, as those who live closest to the project, have an opportunity to share their priorities!

There's two ways to participate in this phase of the 1st Avenue Project (people can do both).

Take the 1st Avenue Survey: <https://form.jotform.com/242537677302055>
And comment on the interactive map: <https://tucson1stavenueproject.com/>

Residents' input will help guide what is prioritized on 1st Avenue as we move into designing the corridor . **If you are able, we are asking for some assistance in helping to get the word out. If you have any newsletters or social media blasts scheduled after the holiday, would you be able to encourage residents to share their thoughts?** I've attached project flyers in English and Spanish to provide more information.

Finally - if you have any upcoming of future neighborhood association meetings, I - or someone else from the project team - would be happy to attend and discuss the project directly with you and other community members. We want to make sure that we are available and working together closely over the coming years as the 1st Avenue project progresses and evolves.

Thank you for your support and please don't hesitate to reach out to me if you have any questions. Happy Holidays!

Your vision matters.

The 1st Avenue project will modernize the corridor using a Complete Streets framework

to enhance safety for all users, improve roadway conditions, and provide more comfort and accessibility for pedestrians, transit riders, and bicyclists. We need your help to shape the future of this vital corridor!

Warm Regards,

Patrick Hartley



Patrick Hartley

Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility

520.279.5545

From: [Patrick Hartley](#)
To: [Kevin Dahl](#); [ward3](#); [Marlene Avelino](#)
Cc: [Sam Credio](#); [Andy Bemis](#); [Helen Wheeler](#)
Subject: 1st Avenue Community Survey Extended
Wednesday, November 27, 2024 11:42:21 AM
Date: [Outlook-m2rzlm3o.png](#)
Attachments: [20240927_1st Ave_Handout_SPANISH_FNL.pdf](#)
[20240927_1st Ave_Handout_FNL.pdf](#)

Honorable Vice-Mayor Dahl:

I hope you are well and Happy Thanksgiving to you and everyone on the Ward 3 team!

I wanted to let you know that the deadline for the 1st Avenue Survey has been extended to December 8th to align with LSA's Cyclovita event. To date, we've received over 400 responses to the project survey and have had an opportunity to interact with many members of the community this fall at open houses, pop up events, and elsewhere along the corridor. It's been enlightening and affirmed how critical it is that we improve this corridor. Many members of the public shared their stories about near misses, crashes they've observed, other challenges along 1st Avenue, and, most importantly, provided thoughts about what we can do to make it better.

We are now making a final push to get people to share their priorities for 1st Ave, which will help guide our design decisions as we move into the next steps of the project. **If you are able, we are asking for some assistance in helping to get the word out. If you have any newsletters or social media blasts scheduled after the holiday, would you be able to encourage Ward 3 residents to share their thoughts?** I've attached project flyers in English and Spanish to provide more information. There's also options for the community to directly contact the project team.

There's two ways to participate (people can do both).

Take the 1st Avenue Survey: <https://form.jotform.com/242537677302055>
And comment on the interactive map: <https://tucson1stavenueproject.com/>

Thank you for your support and please reach out if you have any questions.

Patrick



Patrick Hartley

Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility

520.279.5545



Hello Neighbor,

The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on priorities for this area.

Your vision matters.

Visit our [website](#) to take the survey, leave a comment on our interactive map, or sign up for our email list.

The project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide more comfort and accessibility for pedestrians, transit riders, and bicyclists. We need your help to shape the future of this vital corridor!

The 1st Avenue Improvement Project will modernize 1st Avenue between Grant Road and River Road as a four-lane roadway, following the City of Tucson's [Complete Streets policy](#). Information about the 1st Avenue Improvement Project, including prior studies and outreach, is available on the 1st Avenue Improvement Project [website](#).



Hola vecino,

La Ciudad de Tucson, en colaboración con la Asociación Pima de Gobiernos y la Autoridad Regional de Transporte, está mejorando la 1st Avenue de River Road a Grant Road. Una encuesta está disponible para obtener la opinión de la comunidad sobre las prioridades para esta área.

Su visión importa.

Visite nuestro [sitio web](#) para realizar la encuesta, dejar un comentario en nuestro mapa interactivo o inscribirse en nuestra lista de correo electrónico.

El Proyecto de Mejora de la 1st Avenue modernizará el corredor utilizando un marco de Calles Completas para aumentar la seguridad de todos los usuarios, mejorar las condiciones de la carretera y proporcionar una mayor comodidad y accesibilidad para peatones, usuarios de transporte público y ciclistas. ¡Necesitamos su ayuda para dar forma al futuro de este corredor vital!

El proyecto de mejora de la 1st Avenue modernizará la 1st Avenue entre River Road y Grant Road como una carretera de cuatro carriles, siguiendo la política de [Calles Completas](#) de la ciudad de Tucson. Información sobre el proyecto, incluidos los estudios previos y las actividades de divulgación, está disponible en el [sitio web](#) del proyecto.





JOIN US

The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority (RTA), will host two open house events to provide an overview of the 1st Avenue Improvement Project, share current conditions, and seek community feedback. The in-person and virtual open house events invite you to help the project create a vision for all users of the 1st Avenue corridor.

In-Person Open House
Wednesday, October 9, 2024
6:00-7:30 p.m.
Donna Liggins Recreation Center
2160 N 6th Ave.
Tucson, AZ 85705

Virtual Open House
Thursday, October 10, 2024
6:00-7:00 p.m.

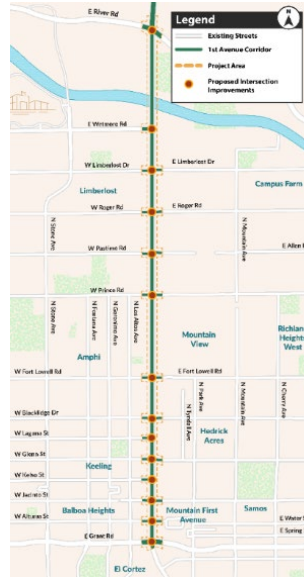
To join online: https://bit.ly/1stAve_TUS
To join by phone: +1-669-444-9171
Webinar ID: 969 6284 3250

For more information on the open house events, please visit the events page on the project website at www.tucson1stavenueproject.com/events.

As a reminder, we need your input! Please complete a brief survey to gather community input on priorities for this corridor. Visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list at www.tucson1stavenueproject.com. We need your help to shape the future of this vital corridor!

About the Project

The 1st Avenue Improvement Project will modernize 1st Avenue between Grant Road and River Road as a four-lane roadway, following the City of Tucson's [Complete Streets policy](#). Information about the 1st Avenue Improvement Project, including prior studies and outreach, is available on the 1st Avenue Improvement Project [website](#).



ÚNASE A NOSOTROS

La Ciudad de Tucson, en colaboración con la Asociación Pima de Gobiernos y la Autoridad Regional de Transporte, organizará dos reuniones para ofrecer una visión general del proyecto de mejora de la 1st Avenue, compartir las condiciones actuales y recabar la opinión de la comunidad. Se invita a la comunidad a ayudar al equipo del proyecto a crear una visión para todos los usuarios del corredor de 1st Avenue.

Reunión en persona
miércoles, 9 de octubre, 2024
6:00-7:30 p.m.
Donna Liggins Recreation Center
2160 N 6th Ave.
Tucson, AZ 85705

Reunión virtual
jueves, 10 de octubre, 2024
6:00-7:00 p.m.

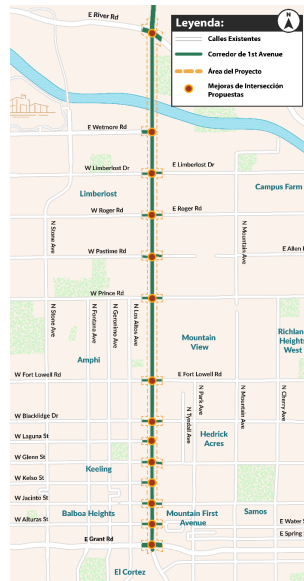
Para participar en línea: https://bit.ly/1stAve_TUS
Para participar por teléfono: +1-669-444-9171
ID del seminario web: 969 6284 3250

Para más información sobre las reuniones, visite la página de eventos del sitio web del proyecto en www.tucson1stavenueproject.com/events.

Como recordatorio, ¡necesitamos su opinión! Le invitamos a responder a una breve encuesta para recabar la opinión de la comunidad sobre las prioridades de este corredor. Visite el [sitio web](#) del proyecto para realizar la encuesta, dejar un comentario en el mapa interactivo o suscribirse a la lista de correo electrónico. ¡Necesitamos su ayuda para dar forma al futuro de este corredor vital!

Sobre el proyecto

El proyecto de mejora de la 1st Avenue modernizará la 1st Avenue entre River Road y Grant Road como una carretera de cuatro carriles, siguiendo la política de [Calles Completas](#) de la ciudad de Tucson. Información sobre el proyecto, incluidos los estudios previos y las actividades de divulgación, está disponible en el [sitio web](#) del proyecto.



Social Media

Tucson Department of Transportation & Mobility
September 19, 2024

DTM is seeking public input on the 1st Avenue Improvement Project! Take the survey to share your vision for the future of the 1st Avenue corridor from River Road to Grant Road.
Take the survey here >> <https://tinyurl.com/1stavesurvey>

Take Our Survey!

CITY OF TUCSON RTA P&AG

¡Responda a nuestra encuesta!

CITY OF TUCSON RTA P&AG

3 1 comment

Tucson Department of Transportation & Mobility
September 23, 2024

What kind of improvements do you want to see on 1st Avenue from River Road to Grant Road? Take the survey to share your vision for this corridor!
Take the survey here >> <https://tinyurl.com/1stavesurvey>

Your Vision Matters.

CITY OF TUCSON RTA P&AG

Su visión importa.

CITY OF TUCSON RTA P&AG

Like Comment Share

Tucson Department of Transportation & Mobility
October 9, 2024

HAPPENING NOW: Join DTM staff tonight from 6 - 7:30 PM, p.m. to learn about the 1st Avenue Improvement Project.
Wednesday, October 9
6 - 7:30 p.m.
Donna Liggins Recreation Center
2160 N 6th Avenue
For more information on the project, visit: <https://tucson1stavenueproject.com>

5

Like Comment Share

Tucson Department of Transportation & Mobility
October 2, 2024

JOIN US for the 1st Avenue Improvement Project open houses! DTM is hosting two open house events to provide a project overview, discuss current conditions on the corridor, and seek community feedback on the project design.

In-Person Open House
Wednesday, October 9, 2024 | 6 - 7:30 p.m.
Donna Liggins Recreation Center | 2160 N 6th Ave ... See more

Virtual Open House
Thursday, October 10, 2024
6 - 7 p.m.
https://bit.ly/1stAve_TUS
Webinar ID: 969 6284 3250

3 1 comment 6 shares

Like Comment Share

Tucson Department of Transportation & Mobility
November 13, 2024

DTM is seeking your input on the 1st Avenue Improvement Project! Share your vision for the future of the 1st Avenue corridor from River Road to Grant Road. Take the survey here: <https://tinyurl.com/1stavesurvey>

¡DTM está solicitando su opinión sobre el Proyecto de mejora de 1st Avenue! Responda la encuesta para compartir su visión para el futuro del corredor de la 1ra Avenida desde River Road hasta Grant Road. Realice la encuesta aquí: <https://tinyurl.com/1stavesurvey>

1ST AVENUE
Your feedback matters.
¡Tu opinión es importante!

CITY OF TUCSON
TRANSPORTATION & MOBILITY

3 2 comments 1 share

Like Comment Share

The 1st Avenue Improvement Project survey launched in September 2024 and more than 350 responses have been collected. To ensure that everyone has the opportunity to voice their opinion, the survey deadline is being extended to Sunday, December 8, 2024! Take the survey here: <https://tinyurl.com/1stavesurvey>

1st Avenue Improvement Project: Desde el lanzamiento de nuestra encuesta en septiembre de 2024, hemos recibido más de 350 respuestas, pero queremos asegurarnos de que s... See more



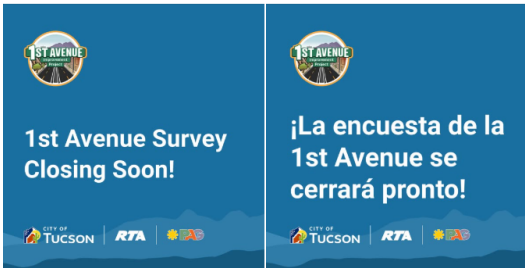
1 Like 2 comments 1 share

Your Feedback Matters! Share your input on the 1st Avenue Improvement project by taking the survey before December 8th. Visit the project page to take the survey, leave a comment on the interactive map, and to sign up for the email list. www.tucson1stavenueproject.com



1 Like 2 comments

The survey for the 1st Avenue Improvement project closes on Sunday, December 8. Visit the project website to take the survey, leave a comment on the interactive map, and sign up for the email list. www.tucson1stavenueproject.com



2 Like 1 share

What kind of improvements do you want to see on 1st Avenue from River Road to Grant Road? Take the survey to share your vision for this corridor!

Take the survey here >> tinyurl.com/1stavesurvey



228

DTM is seeking public input on the 1st Avenue Improvement Project! Take the survey to share your vision for the future of the 1st Avenue corridor from River Road to Grant Road.

Take the survey here >> tinyurl.com/1stavesurvey



1 Like 260

Join us! DTM is hosting two open house events for the 1st Ave Improvement Project to provide a project overview, discuss current conditions on the corridor, and seek community feedback on the project design. More info here: tucsonaz.gov/Government/Cit...



1 Like 330



Tucson Department of Transportation & Mo @Tucson_D · Nov 13, 2024 ···

DTM is seeking your input on the 1st Avenue Improvement Project! Take the survey to share your vision for the future of the 1st Avenue corridor from River Road to Grant Road.

tinyurl.com/1stavesurvey



1 1 3 250



Tucson Department of Transportation & Mo @Tucson_D · Nov 20, 2024 ···

The 1st Avenue Improvement Project survey launched in September 2024 and more than 350 responses have been collected. To ensure that everyone has the opportunity to voice their opinion, the survey deadline is being extended to Sunday, December 8, 2024!

tinyurl.com/1stavesurvey



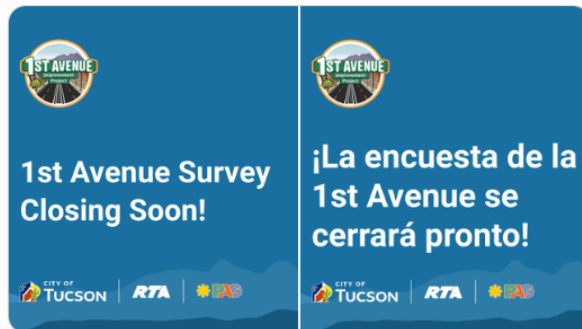
1 1 3 232

Tucson Department of Transportation & Mo @Tucson_D · Nov 26, 2024 ...
 Your Feedback Matters! Share your input on the 1st Avenue Improvement project by taking the survey before December 8th. Visit the project page to take the survey, leave a comment on the interactive map, and to sign up for the email list.
tucson1stavenueproject.com



🗨️ ↻️ ❤️ 📊 212 📌 ↗️

Tucson Department of Transportation & Mo @Tucson_DT · Dec 4, 2024 ...
 You still have time to make your voice heard! The survey for the 1st Avenue Improvement project closes on Sunday, December 8. Visit the project website to take the survey, leave a comment on the interactive map, and sign up for the email list.
tucson1stavenueproject.com



🗨️ ↻️ 1 ❤️ 1 📊 753 📌 ↗️



tucson_dtm • Follow
 tucson_dtm @DTM is seeking public input on the 1st Avenue Improvement Project! Take the survey to share your vision for the future of the 1st Avenue corridor from Deer Road to Grand Road.
 Take the survey here >> <https://tinyurl.com/1stavesurvey>
 *Link also in bio
 15w
 21 likes
 September 19, 2024
 Add a comment...



tucson_dtm • Follow

tucson_dtm What kind of improvements do you want to see on 1st Avenue from River Road to Grant Road? Take the survey to share your vision for this corridor!
 Take the survey here >> <https://tinyurl.com/1stavesurvey>

15w

emephotography A protected left turn arrow at 1st and River.
 15w Reply

11 likes
 September 23, 2024

Add a comment...



tucson_dtm • Follow

tucson_dtm JOIN US for the 1st Avenue Improvement Project
 Open houses DTM is hosting two open house events to provide a project overview, discuss current conditions on the corridor, and seek community feedback on the project design.

In-Person Open House
 Wednesday, October 9, 2024 (6 - 7:30 p.m.)
 Donna Liggins Recreation Center | 2160 N 6th Ave

Virtual Open House
 Thursday, October 10, 2024 (6 - 7 p.m.)
https://bit.ly/1stAve_TUS
 To join by phone: +1-659-444-9171
 Webinar ID: 969 6284 3250

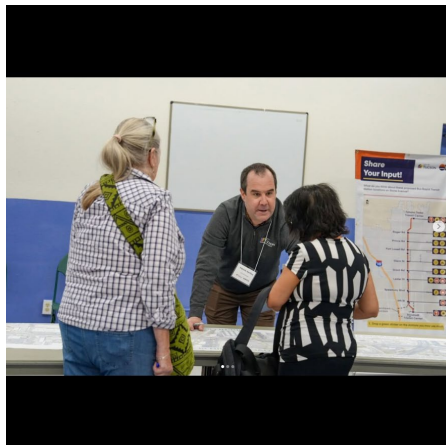
To learn more about the project, visit:
www.tucson1stavenueproject.com

16w

keatalk I hope these aren't the only dates for the open houses. Both are during TUSD's Fall Break and many families will not be in town.
 16w Reply

11 likes
 October 2, 2024

Add a comment...



tucson_dtm • Follow

tucson_dtm HAPPENING NOW: Join DTM staff tonight from 6 - 7:30 PM, p.m. to learn about the 1st Avenue Improvement Project.

Wednesday, October 9
 6 - 7:30 p.m.
 Donna Liggins Recreation Center
 2160 N 6th Avenue

For more information on the project, visit:
<https://tucson1stavenueproject.com>

15w

13 likes
 October 5, 2024

Add a comment...



tucson_dtm • Follow

tucson_dtm DTM is seeking your input on the 1st Avenue Improvement Project! Take the survey to share your vision for the future of the 1st Avenue corridor from River Road to Grant Road. Click the link in our bio to take the survey, or visit: <https://tinyurl.com/1stavesurvey>

¡DTM está solicitando su opinión sobre el Proyecto de mejora de 1st Avenue! Responda la encuesta para compartir su visión para el futuro del corredor de la 1ra Avenida desde River Road hasta Grant Road. Haga clic en el enlace de nuestra biografía para realizar la encuesta o visite: <https://tinyurl.com/1stavesurvey>

6w See translation

9 likes
 November 13, 2024

Add a comment...



tucson_dtm • Follow

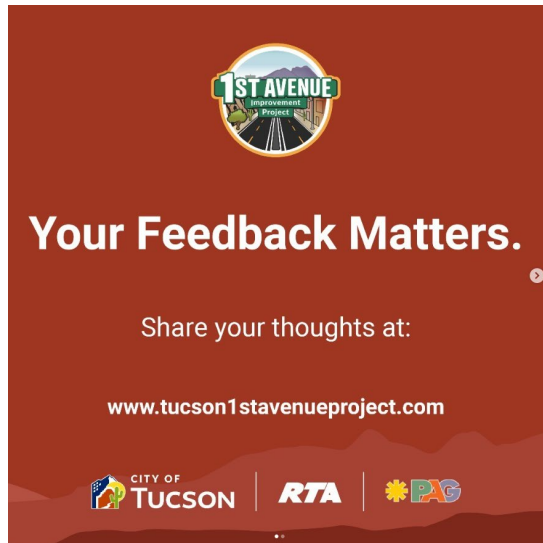
tucson_dtm The 1st Avenue Improvement Project survey launched in September 2024 and more than 350 responses have been collected. To ensure that everyone has the opportunity to voice their opinion, the survey deadline is being extended to Sunday, December 8, 2024! Survey link in bio.

...
 1st Avenue Improvement Project: Desde el lanzamiento de nuestra encuesta en septiembre de 2024, hemos recibido más de 350 respuestas, pero queremos asegurarnos de que sus voces son escuchadas. Por este motivo, ampliamos el plazo de la encuesta hasta el domingo 8 de diciembre de 2024. Link de la encuesta en bio.

7w

9 likes
 November 20, 2024

Add a comment... Post



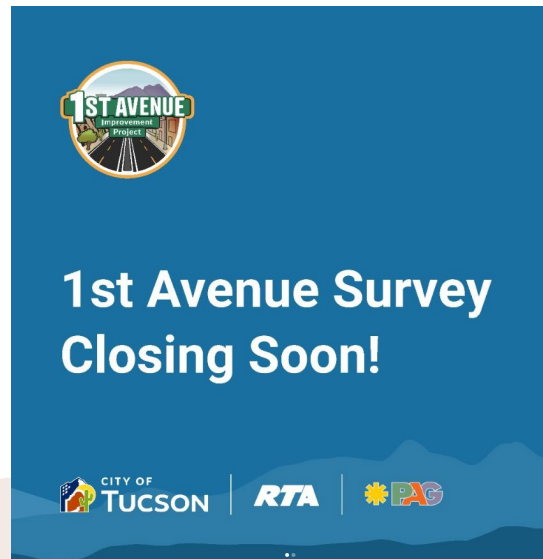
tucson_dtm • Follow

tucson_dtm Your Feedback Matters! Share your input on the 1st Avenue Improvement project by taking the survey before December 8th. Link in bio.

6w

12 likes
 November 26, 2024

Add a comment... Post



tucson_dtm • Follow

tucson_dtm The survey for the 1st Avenue Improvement project closes on Sunday, December 8. Visit the project website to take the survey, leave a comment on the interactive map, and sign up for the email list - link is in our bio!

5w

5 likes
 December 4, 2024

Add a comment... Post



Contact:
Erica Frazelle
Public Information Officer
Department of Transportation & Mobility
Erica.Frazelle@tucsonaz.gov
(520) 429-9646

Date: September 18, 2024
TDD: 520-791-2639

For internal review

Survey Live for 1st Avenue Improvement Project

The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority (RTA), is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide more comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety and drainage improvements, upgraded traffic signals, lighting, and landscaping.

The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement alternative. The Needs Assessment and community survey results are available on the project [website](#).

###

The 1st Avenue Improvement Project will modernize 1st Avenue between Grant Road and River Road as a four-lane roadway, following the City of Tucson's [Complete Streets policy](#). Information about the 1st Avenue Improvement Project, including prior studies and outreach, is available on the 1st Avenue Improvement Project [website](#).



Contacto:
Erica Frazelle
Oficial de Información Pública
Transporte y movilidad
Erica.Frazelle@tucsonaz.gov
(520) 429-9646

Fecha: 18 de septiembre, 2024
TDD: 520-791-2639

For internal review

Encuesta en directo para el proyecto de mejora de la 1st Avenue

La Ciudad de Tucson, en colaboración con la Asociación Pima de Gobiernos y la Autoridad Regional de Transporte, está mejorando la 1st Avenue de River Road a Grant Road. Una encuesta está ya disponible para recoger la opinión de la comunidad sobre las prioridades para esta área. El público está invitado a visitar el sitio web del proyecto para realizar la encuesta, dejar un comentario en el mapa interactivo, o inscribirse en la lista de correo electrónico.

El Proyecto de Mejora de la 1st Avenue modernizará el corredor utilizando un marco de Calles Completas para aumentar la seguridad de todos los usuarios, mejorar las condiciones de la carretera y proporcionar una mayor comodidad y accesibilidad para peatones, usuarios de transporte público y ciclistas. El proyecto incluye un nuevo puente sobre el Rillito River, la reconstrucción del pavimento, aceras continuas y accesibles, instalaciones mejoradas para bicicletas, mejoras de seguridad, mejoras de drenaje, señales de tráfico actualizadas, iluminación y paisajismo.

El proyecto de la 1st Avenue se encuentra en una fase muy temprana del proceso de desarrollo. El proyecto comenzó con una Evaluación de Necesidades para comprender mejor las condiciones existentes en el corredor. Basándose en las aportaciones de la comunidad y en los resultados de la Evaluación de Necesidades, la Ciudad de Tucson y la RTA decidieron seguir adelante con la mejora de cuatro carriles. La Evaluación de Necesidades y los resultados de la encuesta a la comunidad están disponibles en el [sitio web](#) del proyecto.

###

El proyecto de mejora de la 1st Avenue modernizará la 1st Avenue entre River Road y Grant Road como una carretera de cuatro carriles, siguiendo la política de [Calles Completas](#) de la ciudad de Tucson. Información sobre el proyecto, incluidos los estudios previos y las actividades de divulgación, está disponible en el [sitio web](#) del proyecto.



News Release

TRANSPORTATION & MOBILITY

Contact:
Erica Frazelle
Public Information Officer
Department of Transportation & Mobility
Erica.Frazelle@tucsonaz.gov
(520) 429-9646

Date: October XX, 2024
TDD: 520-791-2639
FOR INTERNAL REVIEW

In-Person and Virtual Open House Events Scheduled for 1st Avenue Improvement Project *Tucson seeks public participation*

TUCSON, AZ – The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority (RTA), is seeking feedback on the 1st Avenue Improvement Project.

The City of Tucson will host two open house events to provide a project overview, discuss current conditions on the corridor, and seek community feedback. The in-person and virtual open house events invite the community to help the project team create a vision for all users of the 1st Avenue corridor.

In-Person Open House

Wednesday, October 9, 2024
6:00-7:30 p.m.
Donna Liggins Recreation Center
2160 N 6th Ave.
Tucson, AZ 85705

Virtual Open House

Thursday, October 10, 2024
6:00-7:00 p.m.
To join online: https://bit.ly/1stAve_TUS
To join by phone: +1-669-444-9171
Webinar ID: 969 6284 3250

For more information on the open house events, please visit the events page on the project website at www.tucson1stavenueproject.com/events.

The public is also invited to complete a brief survey to gather community input on priorities for this corridor. Visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list at www.tucson1stavenueproject.com.

###

The 1st Avenue Improvement Project will modernize 1st Avenue between Grant Road and River Road as a four-lane roadway, following the City of Tucson's [Complete Streets policy](#). Information about the 1st Avenue Improvement Project, including prior studies and outreach, is available on the [1st Avenue Improvement Project website](#).



News Release

TRANSPORTATION & MOBILITY

Contacto:
Erica Frazelle
Oficial de Información Pública
Transporte y movilidad
Erica.Frazelle@tucsonaz.gov
(520) 429-9646

Fecha: xx de octubre, 2024
TDD: 520-791-2639
FOR INTERNAL REVIEW

Reuniones, presenciales y virtuales programados para el proyecto de mejora de la 1st Avenue *Tucson busca la participación del público*

TUCSON, AZ – La Ciudad de Tucson, en colaboración con la Asociación Pima de Gobiernos y la Autoridad Regional de Transporte (RTA), desea recibir opiniones sobre el proyecto de mejora de la 1st Avenue.

La Ciudad de Tucson organizará dos reuniones para ofrecer una visión general del proyecto, discutir las condiciones actuales en el corredor, y buscar la opinión de la comunidad. Se invita a la comunidad a ayudar al equipo del proyecto a crear una visión para todos los usuarios del corredor de 1st Avenue.

Reunión en persona

miércoles, 9 de octubre, 2024
6:00-7:30 p.m.
Donna Liggins Recreation Center
2160 N 6th Ave.
Tucson, AZ 85705

Reunión virtual

jueves, 10 de octubre, 2024
6:00-7:00 p.m.
Para participar en línea:
https://bit.ly/1stAve_TUS
Para participar por teléfono: +1-669-444-9171
ID del seminario web: 969 6284 3250

Para más información sobre las reuniones, visite la página de eventos del sitio web del proyecto en www.tucson1stavenueproject.com/events.

También se invita al público a completar una breve encuesta para recabar la opinión de la comunidad sobre las prioridades de este corredor. Visite el sitio web del proyecto para realizar la encuesta, dejar un comentario en el mapa interactivo o suscribirse a la lista de correo electrónico en www.tucson1stavenueproject.com.

###

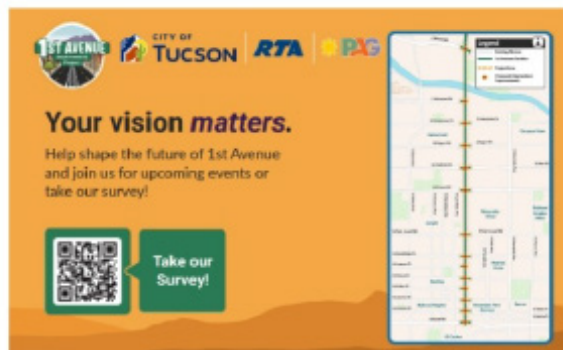
El proyecto de mejora de la 1st Avenue modernizará la 1st Avenue entre River Road y Grant Road como una carretera de cuatro carriles, siguiendo la política de [Calles Completas](#) de la ciudad de Tucson. Información sobre el proyecto, incluidos los estudios previos y las actividades de divulgación, está disponible en el [sitio web](#) del proyecto.

Ward 3 & City-wide Events

SURVEY FOR 1ST AVE IMPROVEMENT PROJECT

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on the priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, drainage improvements, upgraded traffic signals, lighting, and landscaping.



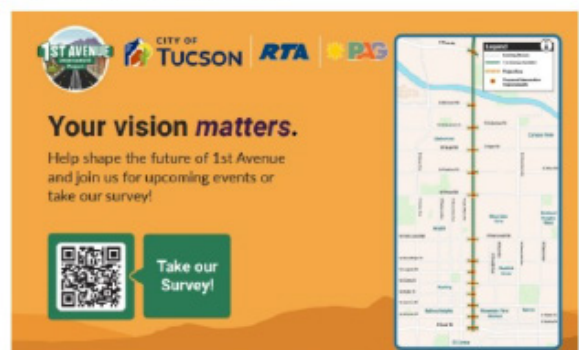
The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement. The Needs Assessment and results of the community survey are available on the project [website](#).

Ward 3 & City-wide Events

SURVEY FOR 1ST AVE IMPROVEMENT PROJECT

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on the priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, drainage improvements, upgraded traffic signals, lighting, and landscaping.



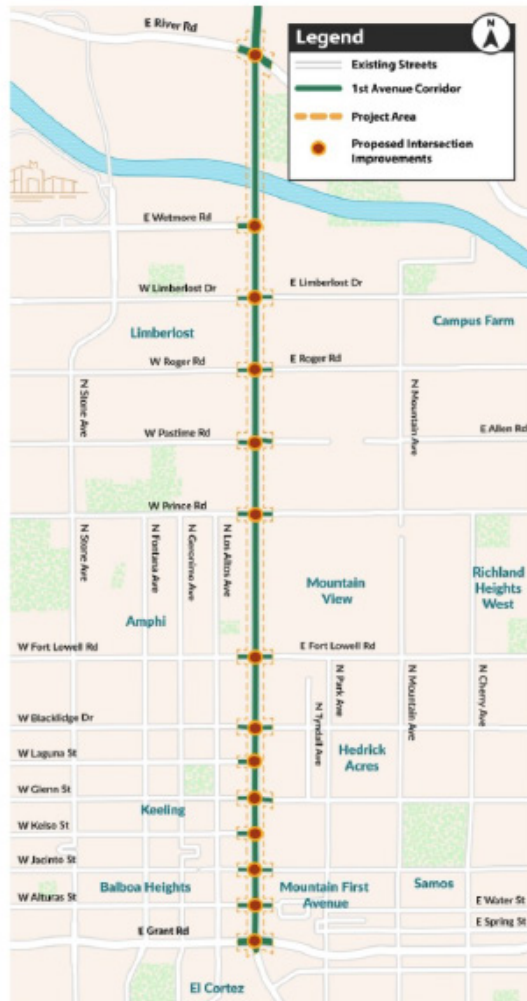
The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement. The Needs Assessment and results of the community survey are available on the project [website](#).

Help shape the future of 1st Avenue

You may have heard that the 1st Avenue Improvement Project is currently asking for YOUR feedback. Since launching our survey in September 2024, we have received more than 350 responses, but we want to make sure that your voices are HEARD. This is why we are extending the survey deadline to Sunday, December 8, 2024!

Your vision matters.

Visit our [website \[zcmg-get.maillist-manage.com\]](https://zcmg-get.maillist-manage.com) to take the survey, leave a comment on our interactive map, or sign up for our email list. While you're there, be sure to check out the [materials and presentations \[zcmg-get.maillist-manage.com\]](#) from our October Open House and Virtual Open House.

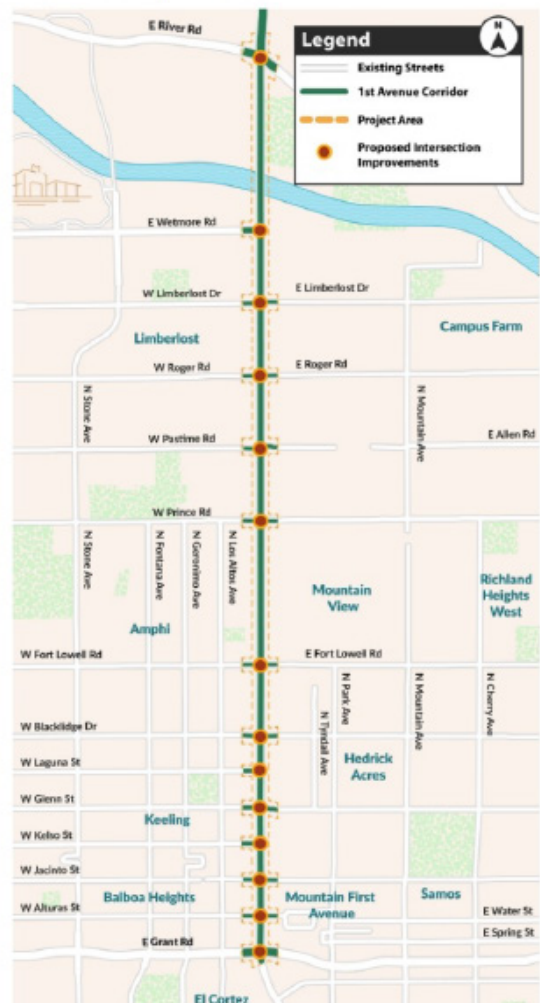


Help shape the future of 1st Avenue

You may have heard that the 1st Avenue Improvement Project is currently asking for YOUR feedback. Since launching our survey in September 2024, we have received more than 350 responses, but we want to make sure that your voices are HEARD. This is why we are extending the survey deadline to Sunday, December 8, 2024!

Your vision matters.

Visit our [website \[zcmg-get.maillist-manage.com\]](https://zcmg-get.maillist-manage.com) to take the survey, leave a comment on our interactive map, or sign up for our email list. While you're there, be sure to check out the [materials and presentations \[zcmg-get.maillist-manage.com\]](#) from our October Open House and Virtual Open House.

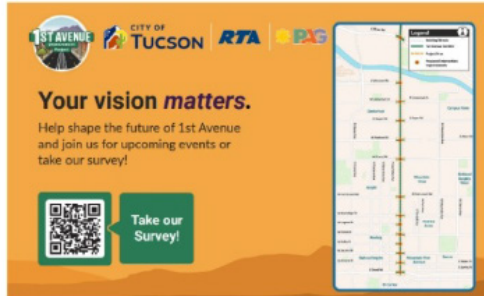


Ward 3 & City-wide Events

SURVEY FOR 1ST AVE IMPROVEMENT PROJECT

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on the priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, drainage improvements, upgraded traffic signals, lighting, and landscaping.



The graphic features logos for the City of Tucson, RTA, and P&G. It includes the text "Your vision matters. Help shape the future of 1st Avenue and join us for upcoming events or take our survey!" along with a QR code and a "Take our Survey!" button. A map of the project corridor is also shown.

The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement. The Needs Assessment and results of the community survey are available on the project [website](#).

Actions + Opportunities



Weight in on the 1st Ave Improvement Project

1st Avenue will see major changes in the near future as the the City of Tucson works to make it more of a complete street that prioritizes safety and ease for people walking, biking, and riding the bus.

They've begun seeking public input and will be hosting an in-person and virtual open house this month where you can hear a project overview, learn about current conditions on the corridor, and share your feedback. There's also a brief online survey, which you can access by clicking below. **Don't sit this one out!** —weigh in with your priorities and vision for a future 1st Ave.

In-Person Open House

Wednesday, October 9, 6 - 7:30 PM (tomorrow!)

Donna Liggins Recreation Center
2160 N 6th Ave, Tucson, AZ 85705

Virtual Open House

Thursday, October 10, 6 - 7 PM

To join online: https://bit.ly/1stAve_TUS

To join by phone: +1-669-444-9171

Webinar ID: 969 6284 3250

[Take the survey](#)

Actions + Opportunities



Help shape the future of 1st Avenue

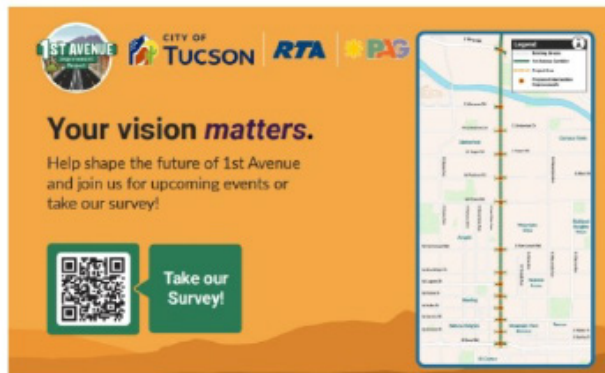
The 1st Avenue Improvement Project is currently asking for *your* feedback. Since launching our survey in September, the City has received more than 350 responses, but they want to make sure that your voice is heard. Accordingly, they've extended the survey deadline. Make sure and take a few minutes to share your vision and priorities for the **1st Avenue Complete Street**. The new **survey deadline is this Sunday, December 8, 2024!**

[Share Your Thoughts](#)

SURVEY FOR 1ST AVE IMPROVEMENT PROJECT

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on the priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, drainage improvements, upgraded traffic signals, lighting, and landscaping.

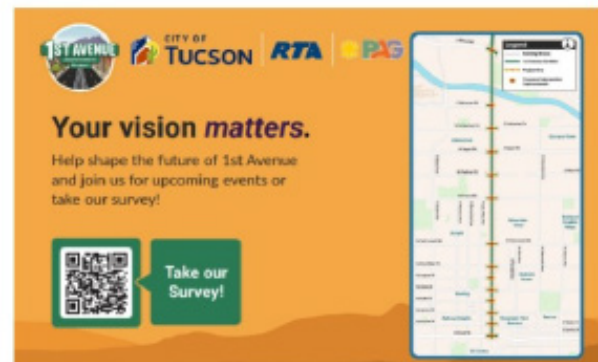


The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement. The Needs Assessment and results of the community survey are available on the project [website](#).

SURVEY FOR 1ST AVE IMPROVEMENT PROJECT

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. A survey is now available to gather community input on the priorities for this area. The public is invited to visit the project website to take the survey, leave a comment on the interactive map, or sign up for the email list.

The 1st Avenue Improvement Project will modernize the corridor using a Complete Streets framework to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists. The project includes a new bridge over the Rillito River, pavement reconstruction, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, drainage improvements, upgraded traffic signals, lighting, and landscaping.



The 1st Avenue Project is very early in the development process. The project started with a Needs Assessment to better understand the existing conditions in the corridor. Based on community input and the findings of the Needs Assessment, the City of Tucson and the RTA decided to move forward with the four-lane improvement. The Needs Assessment and results of the community survey are available on the project [website](#).

Appendix B: Meeting Materials





About the Project

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road.

This project aims to modernize the corridor to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists.

Project Elements



New bridge over the Rillito River



Pavement reconstruction



Continuous and accessible sidewalks



Enhanced bicycle facilities



Upgraded traffic signals



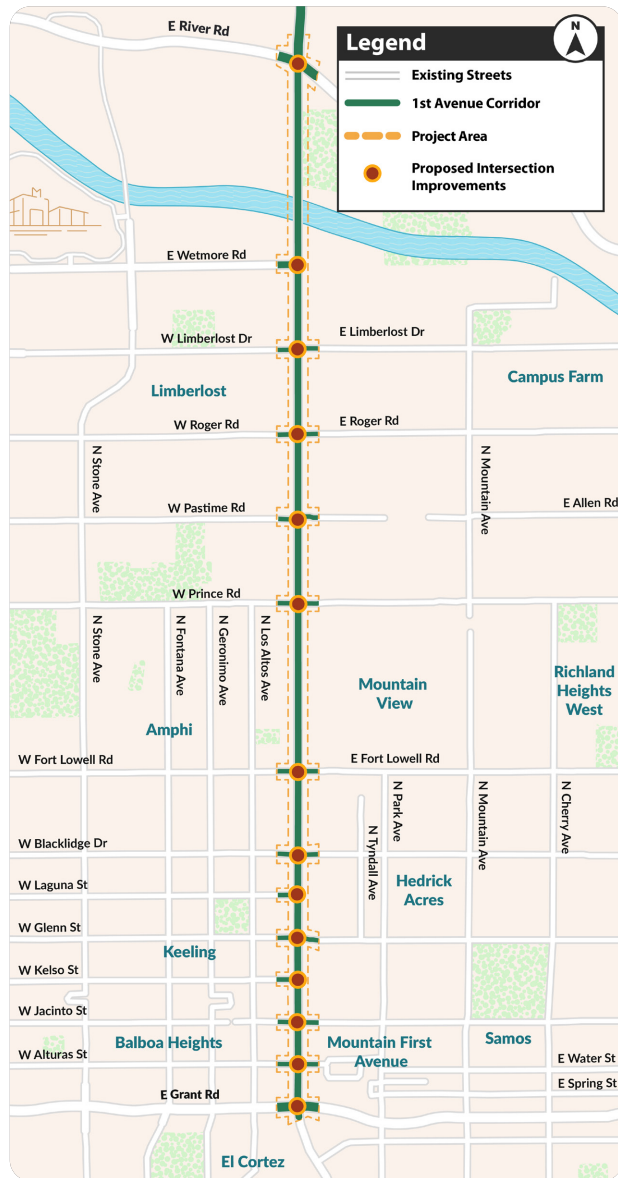
Street lighting



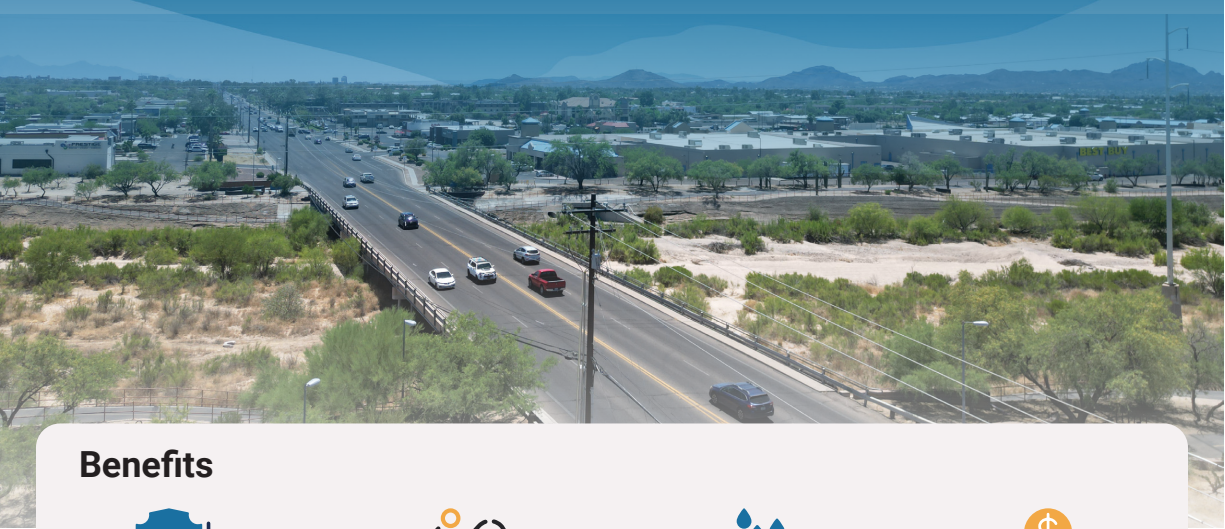
Drainage improvements



Landscaping



1ST AVENUE



Benefits



Improved safety



Improved transit connectivity

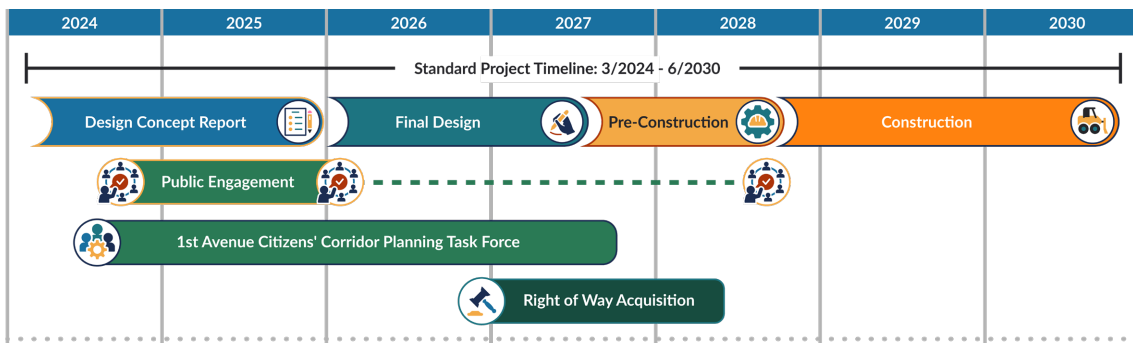


Improved drainage



Economic growth potential

Anticipated Project Timeline



Scan Me to Learn More



Connect with us!

- Website: www.tucson1stavenueproject.com
- Email: connect@tucson1stavenueproject.com
- Call us: 520.815.0555

Follow Us!





Welcome!

Please fill out the sign in sheet and check the box to sign up for future project updates!

¡Bienvenido!

Por favor, complete la hoja de registro y marque la casilla para recibir futuras noticias sobre el proyecto.

Por favor, consulte a un miembro del equipo si necesita asistencia de interpretación en Español.

Contact us! /
¡Contáctenos!



✉ Email / Correo electrónico:
connect@tucson1stavenueproject.com

☎ Phone / Teléfono:
520.815.0555

Tucson1stAvenueProject.com

Overview

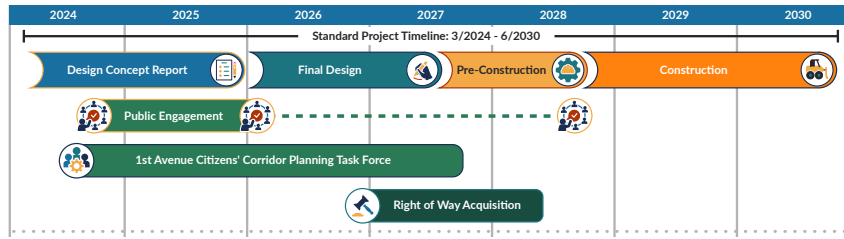
This project will modernize the corridor to enhance safety for all users, improve roadway conditions and intersections, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists.

Visión General

Este proyecto modernizará el corredor para aumentar seguridad para todos los usuarios, mejorar las condiciones de la calle y las intersecciones, y proporcionar mayor comodidad y accesibilidad para peatones, pasajeros de transporte público y ciclistas.



Estimated Project Schedule



Cronograma estimado del proyecto



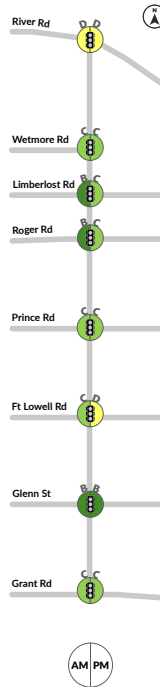
Current Conditions: Traffic

- The map highlights how long cars wait at an intersection. However, during most of the day vehicles travel through the corridor with very little delay.
- Traffic volumes on the corridor have decreased over 15% since 1998.

- A** Very low delay and most vehicles do not stop.
- B** Low delay and some vehicles stop.
- C** Moderate delay and a significant number of vehicles stop.
- D** The limit of acceptable delay in an urban area; many vehicles stop and some in the queue may not make it through in one cycle.
- E** High delay with poor progression; Most vehicles will not make it through in one cycle.
- F** Unacceptable delay; Demand exceeds intersection capacity. Many vehicles require two or more cycles to make it through.

Historical Traffic Volumes on the Corridor

Year	Daily Volume	% Change
1998	33,290	-
2000	34,116	+1.2%
2003	35,500	+1.3%
2006	35,078	-0.4%
2010	35,525	+0.3%
2012	30,616	-7.2%
2015	31,675	+1.1%
2018	31,258	-0.4%
2024	28,178	-1.7%



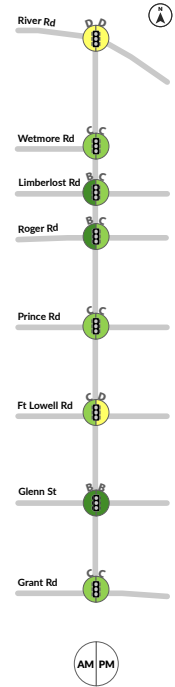
Condiciones Actuales: Tráfico

- El mapa refleja el tiempo que los carros esperan en una intersección. En general, durante la mayor parte del día los vehículos circulan por el corredor con muy poco retraso.
- Los volúmenes de tráfico en el corredor han bajado más de un 15% desde 1998.

- A** Retraso muy bajo y la mayoría de los vehículos no paran.
- B** Poco retraso y algunos vehículos paran.
- C** Retraso moderado y un número significativo de vehículos paran.
- D** El límite de retraso aceptable en una zona urbana; muchos vehículos paran y algunos en la cola no pueden pasar en un sólo ciclo.
- E** Gran retraso con poca progresión; la mayoría de los vehículos no podrán pasar en un sólo ciclo.
- F** Retraso inaceptable; la demanda supera la capacidad de la intersección. Muchos vehículos necesitan dos o más ciclos.

Volumenes históricos de tráfico en el corredor

Año	Volumen diario	% de cambio
1998	33,290	-
2000	34,116	+1.2%
2003	35,500	+1.3%
2006	35,078	-0.4%
2010	35,525	+0.3%
2012	30,616	-7.2%
2015	31,675	+1.1%
2018	31,258	-0.4%
2024	28,178	-1.7%



Condiciones Actuales: Seguridad

- 1st Avenue es parte de la red de alta lesión, lo que significa que está en el 10% superior de los corredores de accidentes peatonales.
- El corredor de 1st Avenue incluye 3 de las 20 intersecciones de Tucson con mayor número de accidentes de peatones (Ft. Lowell Rd, Prince Rd y Wetmore Rd).

Cada año se producen de media...

153 accidentes

7 accidentes con lesiones graves

4 accidentes mortales

15 accidentes que involucran a un peatón o ciclista

...y 2024 tiene una tendencia al alza.

Conclusión: hay un alto número de usuarios de la carretera involucrados en accidentes mortales y lesiones cada año en este corredor.

Cruce sin cruce de peatones

32% de los accidentes peatonales de FSI



Iluminación oscura o limitada

56% de los accidentes peatonales



No ceder el paso

23% de los accidentes de FSI

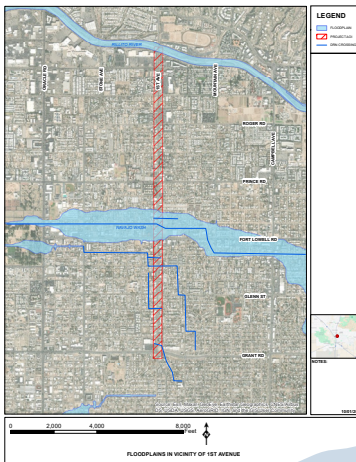
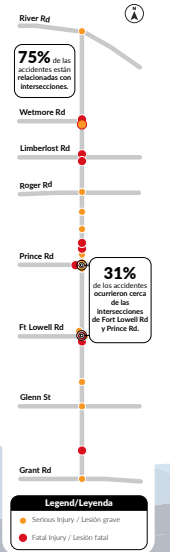


Exceso de velocidad

8% de los accidentes de FSI



FSI=Lesiones fatales y graves



Current Conditions: Drainage

- There are six drainage crossings, including a major floodplain, within the project corridor.
- The limited capacity of the drainage system causes flooding and standing water in the corridor.
- Aged drainage infrastructure and outdated designs of the current drainage system can be updated along the corridor to improve its performance.

Condiciones Actuales: Drenaje Pluvial

- Hay seis cruces de drenaje, incluyendo un importante llanura de inundación, dentro del corredor del proyecto.
- La capacidad limitada del sistema de drenaje provoca inundaciones y agua estancada en el corredor.
- La infraestructura de drenaje envejecida y los diseños anticuados del actual sistema de drenaje pueden actualizarse a lo largo del corredor para mejorar su rendimiento.



Your Feedback Matters. Su Opinión es Importante.

Share your thoughts using any of the options below:
Comparta su opinión utilizando cualquiera de las siguientes opciones:

🖱️ www.tucson1stavenueproject.com

✉️ connect@tucson1stavenueproject.com

☎️ 520.815.0555



Scan me!
¡Escanéame!

Comments / Comentarios

Current Conditions: Traffic / Condiciones Actuales: Tráfico

- Safety issue, drugs/bring back the traffic cameras
- Add protected bike lanes
- Widening street may cause increased demand which would exacerbate hazardous conditions for residents and daily users.
- Traffic cameras again!



Comments/Comentarios

Current Conditions: Active Transportation/Condiciones Actuales: Movilidad Activa

- These protected areas would visually narrow the road and slow traffic speeds.
- If conditions prevent enough space for bike lane, can potentially move back onto street.
- The protection for the bike lanes would be planters that could act as green storm water drainage basins.
- Protected bike lanes. Paint is not infrastructure! Is it safe enough for children and the disabled?
- Protected bike lanes with planters.
- Add HAWK between Glenn and Fort Lowell.
- Add bicycle boulevards that cross more diagonally through neighborhoods (zig and zag to account for HOA sections).
- Traffic cameras again!



Comments/Comentarios

Current Conditions: Transit/Condiciones Actuales: Transporte Público

- Hawks/protected crossings at busy bus drop offs
- More covered bus stops with benches. No hostile architecture.
- Definitely more shade cover for bus stops, handwashing stations and/or misters would decrease the wandering into streets that happens for many bus users between buses.
- Bus roll outs on east side of 1st Ave (going north)



Comments/Comentarios

Current Conditions: Safety/Condiciones Actuales: Seguridad

- Lots of pedestrian problems at 1st/Wetmore. Mostly homeless and drug users?
- Speed regulated on vehicles, i.e. governors in cars.
- Need to protect bicyclists, increase crosswalk crossings and make all of that infrastructures irresistible.
- Pedestrians crossing anywhere not looking.
- Pedestrians! Congregating people at Fort Lowell & 1st.



Comments / Comentarios

Current Conditions: Drainage / Condiciones Actuales: Drenaje Pluvial

- Instead of wasting money and resources (plastic, tubing, timers) on landscaping, why not provide employment for people to water landscaping plants until they get established?
- Kelso off 1st. El Rio Kelso drains through York into wash.
- Flood area 1st & Blacklidge.



Comments / Comentarios

- 100% DO NOT WIDEN! We don't need induced demand fallout but to make alternate transportation irresistible.
- The visual space of the road determines the speed of travel.
Fixes:
 - Road narrowing (or visually narrowing).
 - Shorter road lines give appearance of faster travel at lower speeds.
 - Trees and public areas have been proven to lower overall speeds.
- Try to not make the project "frictionless" for motorists. Slow traffic.
- Add pedestrian crossing on Blacklidge intersection since it's a "bike boulevard".
- Lower posted speed limit.
- Please do not widen.
- Thank you for holding this. Visuals are so important.



Appendix C: Survey





Share your thoughts in 8 minutes or less!

We want your vision for the 1st Avenue – River Road to Grant Road corridor! The 1st Avenue Improvement Project will modernize the corridor to enhance safety, improve the roadway, and provide greater comfort and accessibility for all.

General

We want to know how you use 1st Avenue.

1. Before you dive in, please share your home zip code: _____

2. What is your connection to the corridor? Select all that apply.

- I live here
- I own property here
- I own a business here
- I work here
- I ride through here (transit)
- I travel through here
- I shop, play, or dine here
- Other

3. How often do you use the corridor? Select one.

- Daily
- Several times a week
- Several times a month
- Several times a year
- Never

4. How do you travel along the corridor? Select all that apply.

- Drive
- Walk or roll
- Bike
- Ride transit
- Other
- I do not use 1st Avenue



Let's make 1st Avenue better together

Tell us what works and what does not work on 1st Avenue.

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

- Bikeability and bike lane condition
- Bus service/stops
- Road condition
- Safety for all roadway users
- Shade/landscaping
- Traffic
- Walkability and sidewalk condition
- None
- Other: Please specify _____

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

- Bikeability and bike lane condition
- Bus service/stops
- Road condition
- Safety for all roadway users
- Shade/landscaping
- Traffic
- Walkability and sidewalk condition
- None
- Other: Please specify _____

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

- Better bike lanes (Including protected bike lanes)
- Better drainage
- Better lighting
- Comfortable and accessible sidewalks
- Improved bus service and stops
- Improvements at major (signalized) intersections for people walking and biking
- More places to safely cross the street
- More turn lanes at intersections
- More trees and landscaping
- Road condition
- Other: Please specify _____

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

- Bicycle/pedestrian access
- Minimizing project costs
- Minimizing impacts on private property and businesses
- Reducing traffic congestion and travel time



5. Do you have any other comments that you would like to share about the project or corridor?

Comment: _____

Demographics

These questions help us understand who took this survey so we can make sure everyone in Tucson is represented. You do not have to answer them if you do not want to, and your answers will be kept private.

1. What is your age?

- Under 18 years
- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65+ years

2. Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? Select all that apply.

- African American or Black
- American Indian/Alaskan Native
- Asian
- Hispanic or Latino
- Middle Eastern or North African
- Native Hawaiian/Pacific Islander
- White
- Other: _____
- Prefer not to answer

3. Would you say your total annual household income is:

- Under \$10,000
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,000
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000 or more



4. Do you identify with having a disability?

- Yes
- No

5. Do you have regular access to a vehicle?

- Yes
- No
- Prefer not to say

Stay Connected

1. Email: _____

2. How did you hear about our events? Select all that apply.

- Website
- Press release
- Email
- Digital ads
- Posters
- Social media
- Other: _____

3. How would you like to receive information? Select all that apply.

- Website
- Email
- Direct mail
- Newspaper (print)
- Digital ads
- Posters
- Social media
- Other: _____



¡Comparta su opinión en 8 minutos o menos!

¡Queremos su visión para el corredor de la 1st Avenue – River Road a Grant Road! El Proyecto de Mejora de la 1st Avenue modernizará el corredor para aumentar la seguridad, mejorar la carretera y proporcionar mayor comodidad y accesibilidad para todos.

General

Queremos saber cómo utiliza la 1st Avenue.

1. Antes de empezar, por favor comparta su código postal: _____

2. ¿Cuál es su conexión con el corredor? Seleccione todas las que correspondan.

- Vivo aquí
- Tengo una propiedad aquí
- Tengo un negocio aquí
- Trabajo aquí
- Paso por aquí (tránsito)
- Viajo por aquí
- Compro, juego o ceno aquí
- Otro

3. ¿Con qué frecuencia utiliza el corredor? Seleccione uno.

- A diario
- Varias veces por semana
- Varias veces al mes
- Varias veces al año
- Nunca

4. ¿Cómo viaja por el corredor? Seleccione todas las que correspondan.

- Conduciendo
- A pie o rodando
- Bicicleta
- En transporte público
- Otro medio de transporte
- No utilizo la 1st Avenue



Mejoremos juntos la 1st Avenue

Díganos qué funciona y qué no funciona en la 1st Avenue.

1. ¿Qué desafíos tiene como usuario del corredor? Seleccione todas las que correspondan.

- Ciclabilidad y estado del carril de bicicletas
- Servicio/paradas de autobús
- Estado del pavimento de la calle
- Seguridad para todos los usuarios
- Sombra/paisajismo
- Tráfico
- Caminabilidad y estado de las aceras
- Ninguna
- Otros: Especifique_____

2. ¿Qué desafío le interesa más resolver? Seleccione uno.

- Ciclabilidad y estado del carril de bicicletas
- Servicio/paradas de autobús
- Estado del pavimento de la calle
- Seguridad para todos los usuarios
- Sombra/paisajismo
- Tráfico
- Caminabilidad y estado de las aceras
- Ninguna
- Otros: Especifique_____

3. ¿Cuáles son las cinco cosas que más le gustaría que mejoraran en el corredor? Seleccione uno.

- Mejores carriles de bicicletas (incluidos los carriles de bicicletas protegidos)
- Mejor drenaje
- Mejor iluminación
- Aceras cómodas y accesibles
- Mejor servicio y paradas de autobús
- Mejoras en las intersecciones principales (señalizados) para peatones y ciclistas
- Más lugares para cruzar la calle con seguridad
- Más carriles de giro en las intersecciones
- Más árboles y jardines
- Estado del pavimento de la calle
- Otros: Especifique _____

4. Por favor, clasifique las siguientes consideraciones del proyecto por orden de importancia de 1 a 4 (1 = más importante y 4 = menos importante).

- Acceso ciclista/peatonal
- Minimizar los costes del proyecto
- Minimizar el impacto sobre la propiedad privada y las empresas
- Reducir la congestión del tráfico y el tiempo de viaje



5. ¿Desea hacer algún otro comentario sobre el proyecto o el corredor?

Comentario: _____

Datos demográficos

Estas preguntas nos ayudan a saber quién ha participado en la encuesta para asegurarnos de que todos los habitantes de Tucson están representados. No tiene que contestarlas si no quiere, y sus respuestas se mantendrán en privado.

1. ¿Cuántos años tiene?

- Menor de 18 años
- 18-24 años
- 25-34 años
- 35-44 años
- 45-54 años
- 55-64 años
- 65+ años

2. ¿Cuál de las siguientes categorías describe mejor los grupos étnicos o raciales con los que se identifica?

Seleccione todas las que correspondan.

- Afroamericano o negro
- Indio Americano/Nativo de Alaska
- Asiático
- Hispano o latino
- Medio oriental o Norteafricano
- Nativo de Hawái/Isleño del Pacífico
- Blanco
- Otro: _____
- Prefiero no contestar

3. Dirías que el ingreso total anual de su hogar es:

- Menos de \$10,000
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,000
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000 or más



4. ¿Se identifica con tener una discapacidad?

- Sí
- No

5. ¿Tiene acceso regular a un vehículo?

- Sí
- No
- Prefiero no decir

Quedese conectado

1. Correo electrónico: _____

2. ¿Cómo se entero de nuestros eventos? Seleccione todas las que correspondan.

- Sitio web
- Comunicado de prensa
- Correo electrónico
- Anuncios digitales
- Carteles
- Redes sociales
- Otro: _____

3. ¿Cómo le gustaría recibir información? Seleccione todas las que correspondan.

- Sitio web
- Correo electrónico
- Correo directo
- Periódico (letra de imprenta)
- Anuncios digitales
- Carteles
- Redes sociales
- Otro: _____

Appendix D: Survey Results



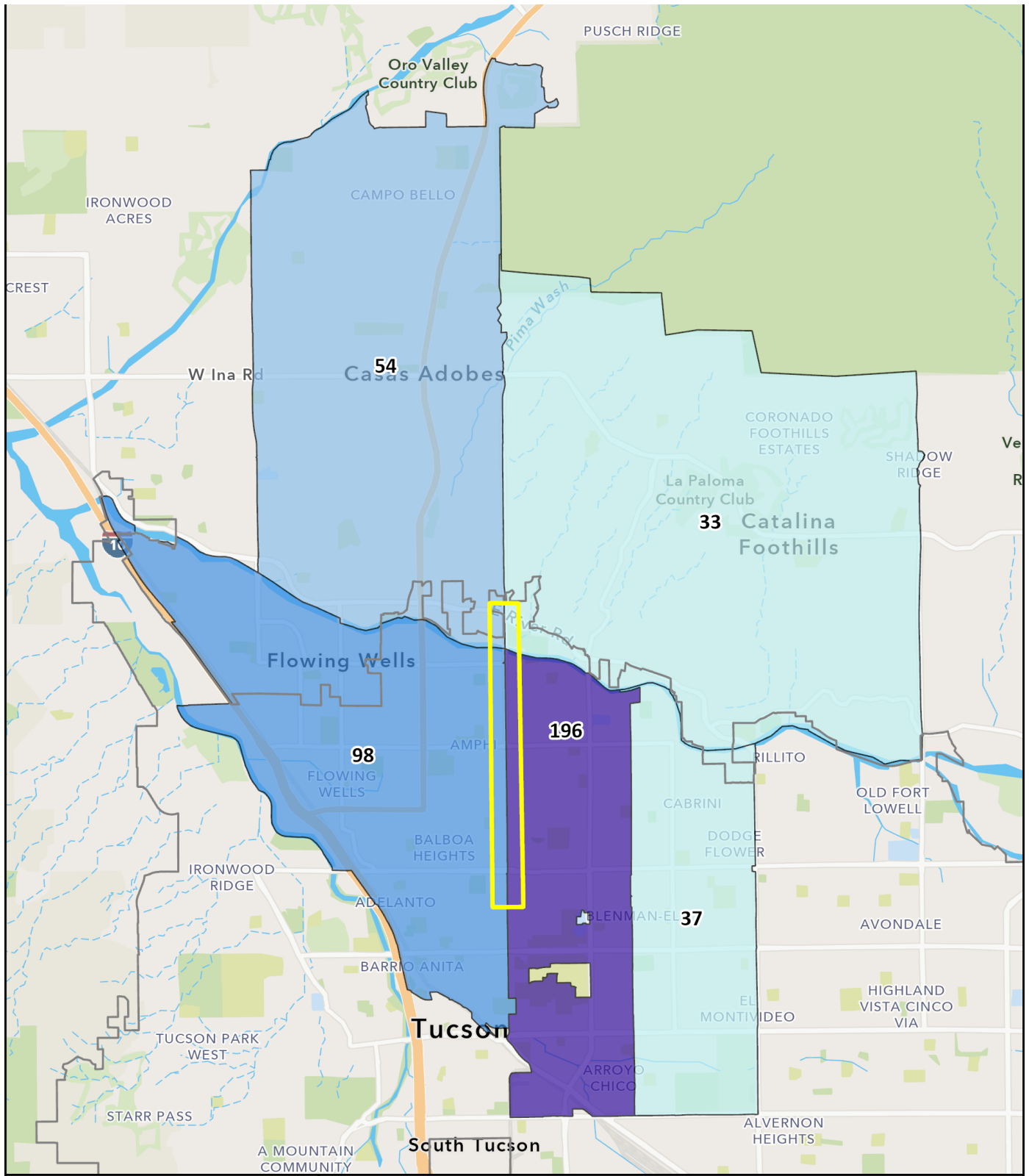
1st Avenue Phase 1 Survey

1st Avenue Phase 1 Survey

Before you dive in, please share your home zip code:

580 Responses

Data	Responses
85719	196
85705	98
85704	54
85716	37
85718	33
85745	27
85712	23
85701	19
85711	13
85713	12
85741	7
85737	6
.....	-

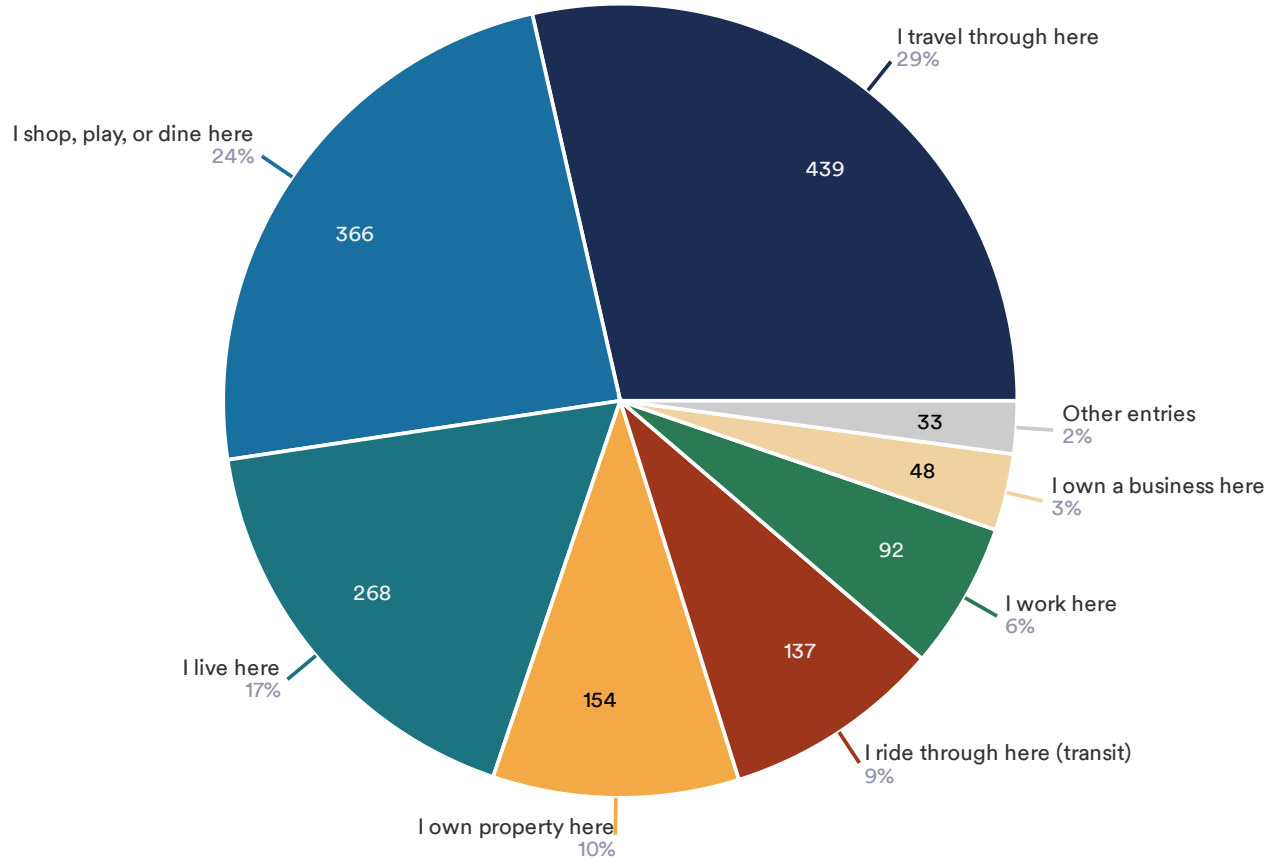


DATA SOURCES: CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS DATA SOURCES:

1st Avenue Phase 1 Survey

What is your connection to the corridor? Select all that apply.

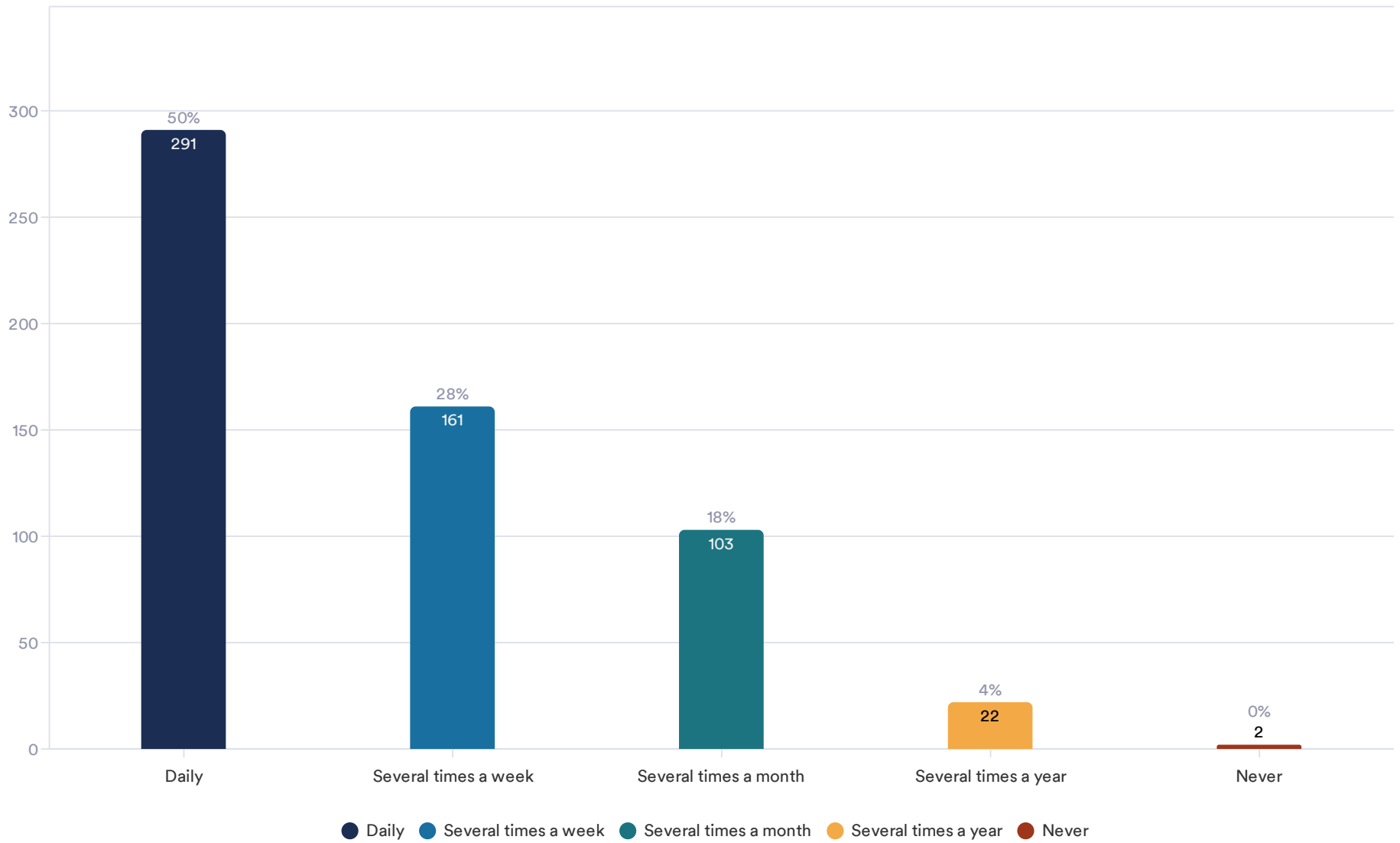
1537 Responses



1st Avenue Phase 1 Survey

How often do you use the corridor? Select one.

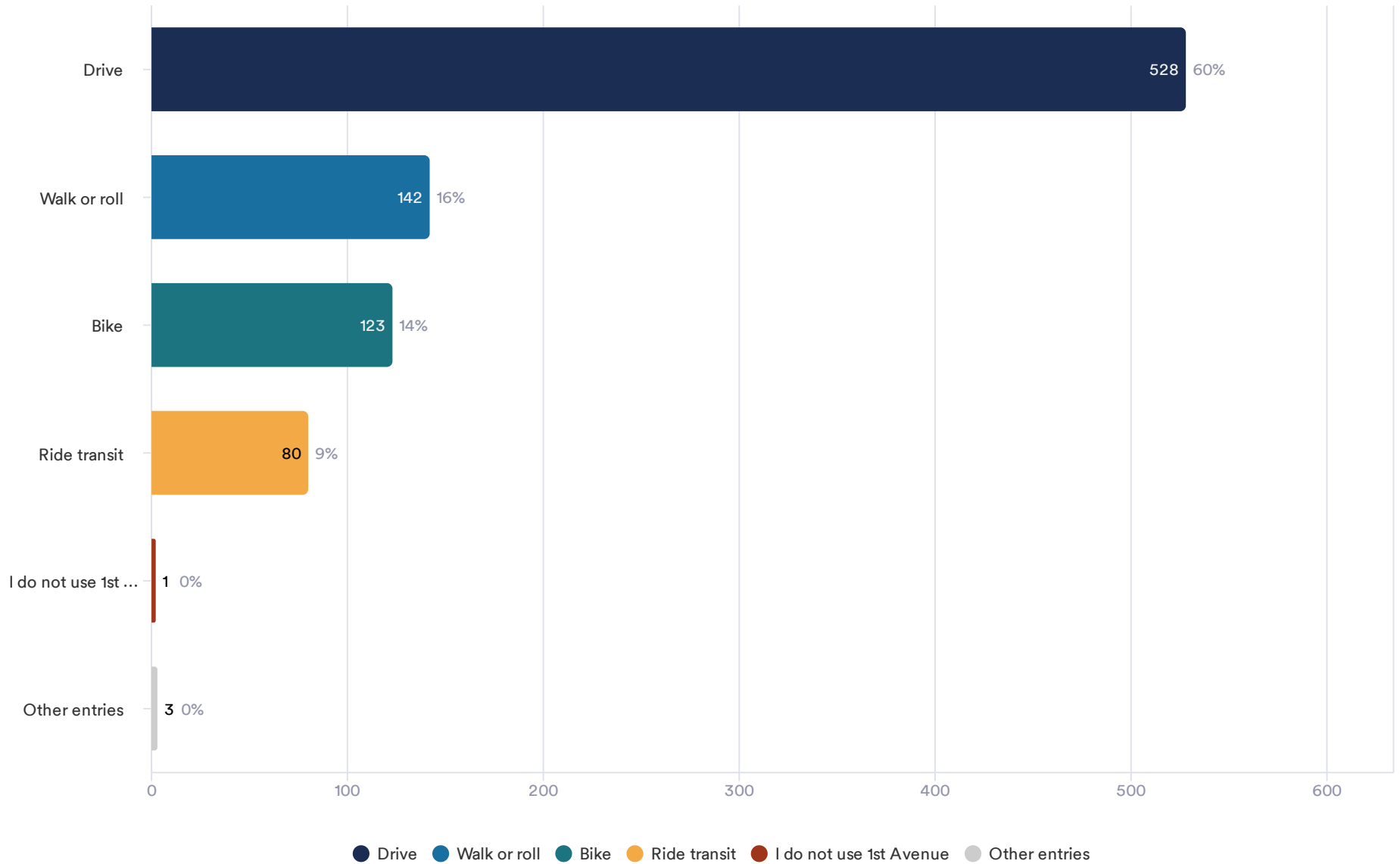
579 Responses



1st Avenue Phase 1 Survey

How do you travel along the corridor? Select all that apply.

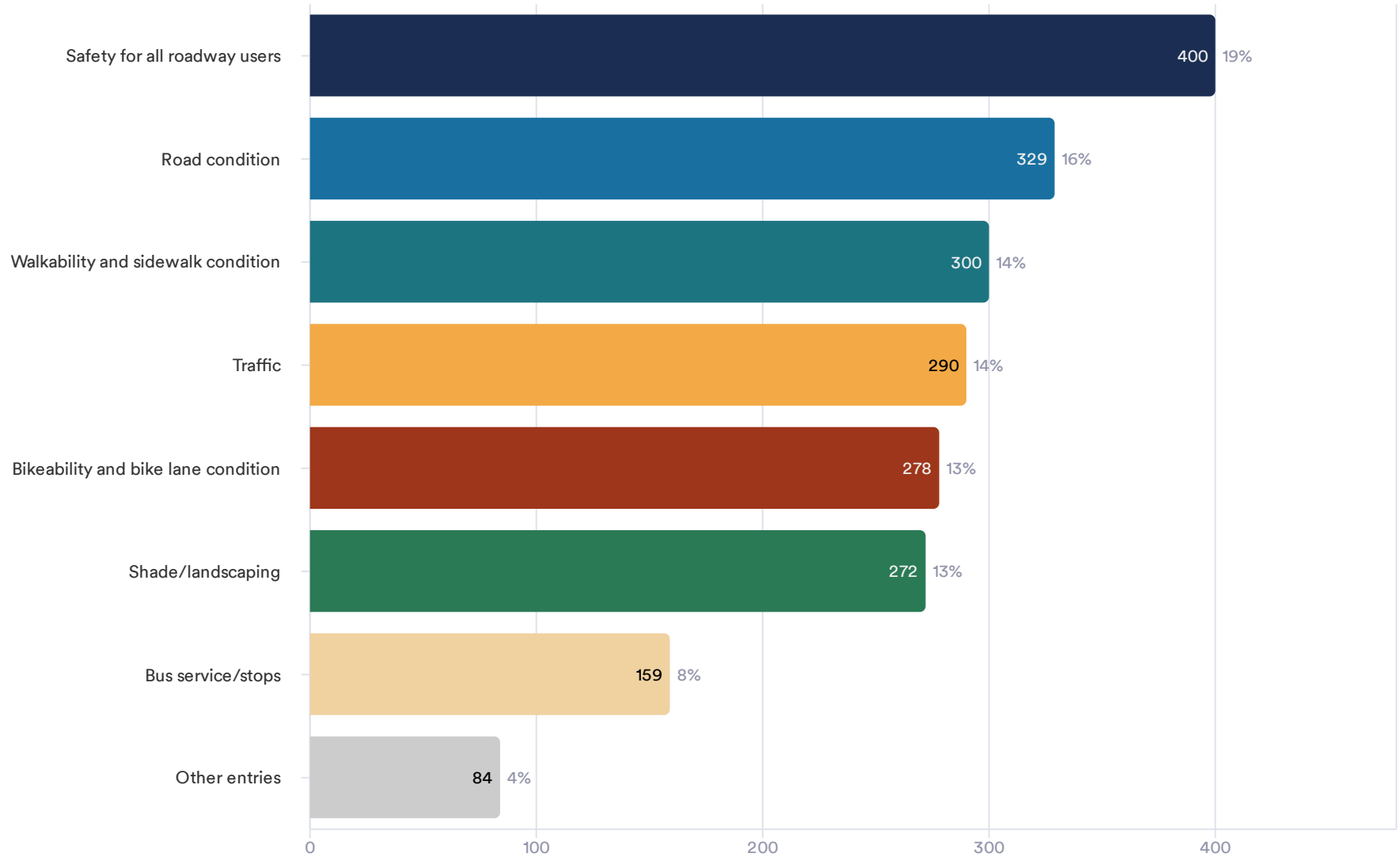
877 Responses



1st Avenue Phase 1 Survey

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

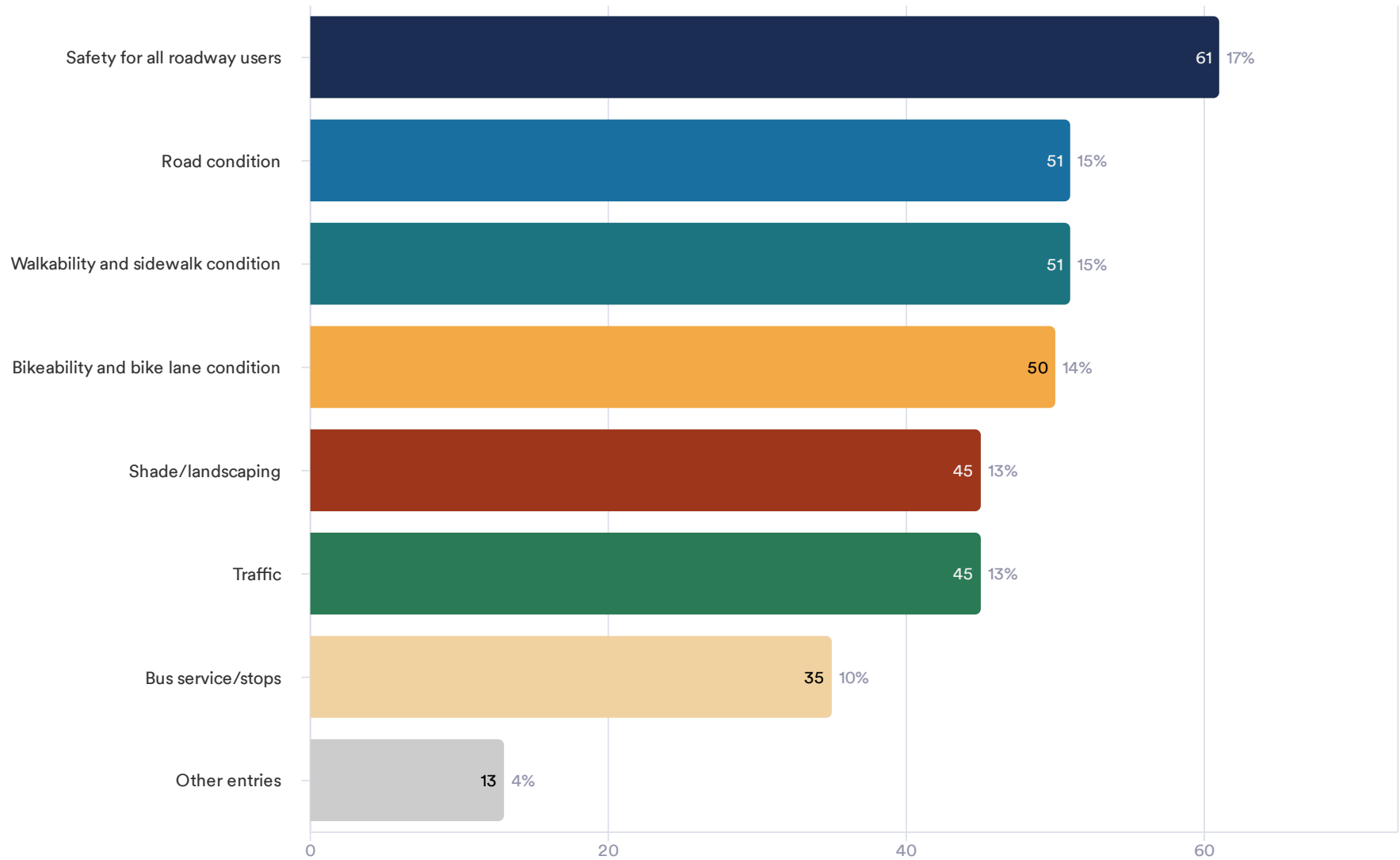
2112 Responses



1st Avenue Phase 1 Survey - Hispanic Respondents

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

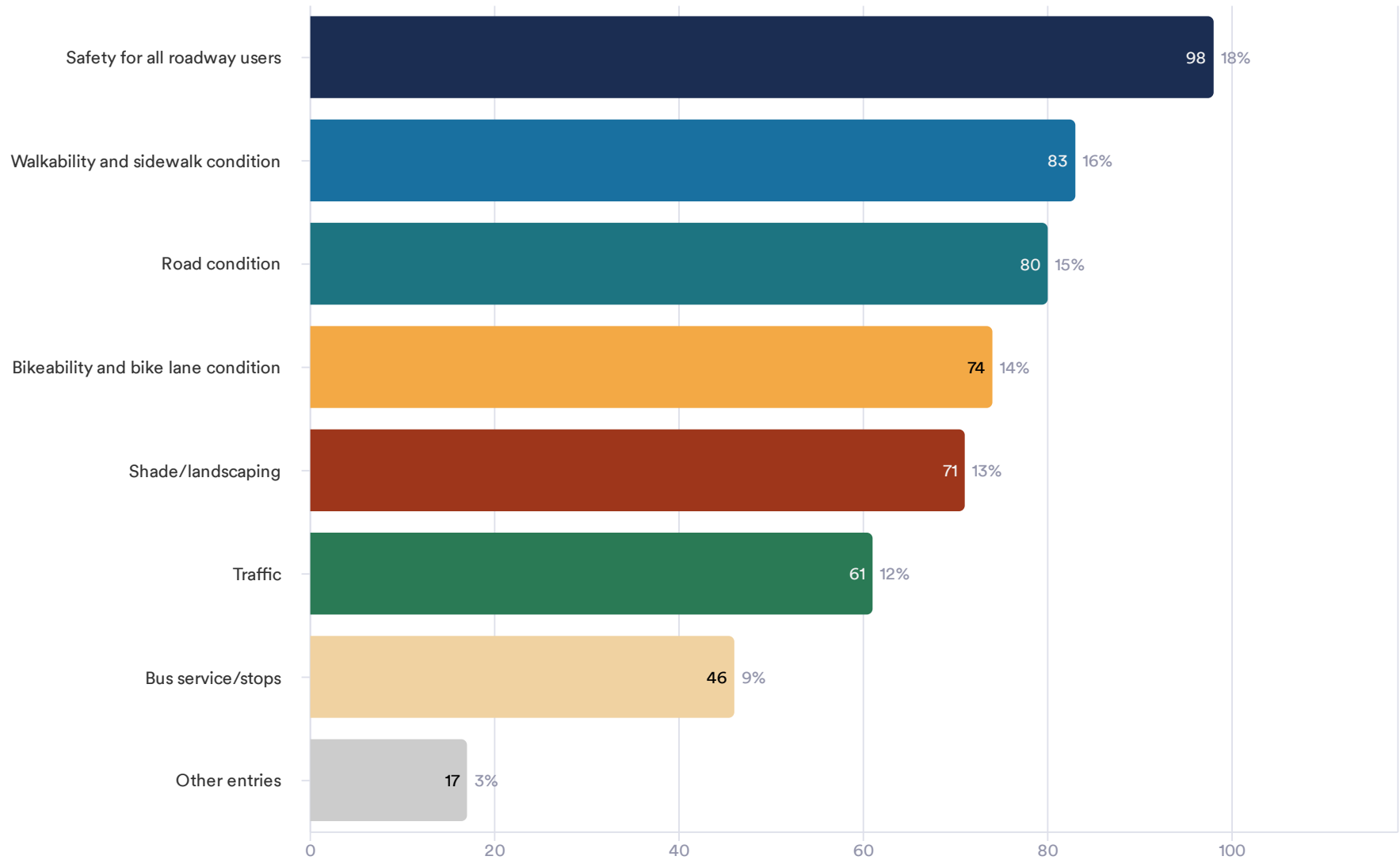
351 Responses



1st Avenue Phase 1 Survey - Respondents making less than \$50k/year

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

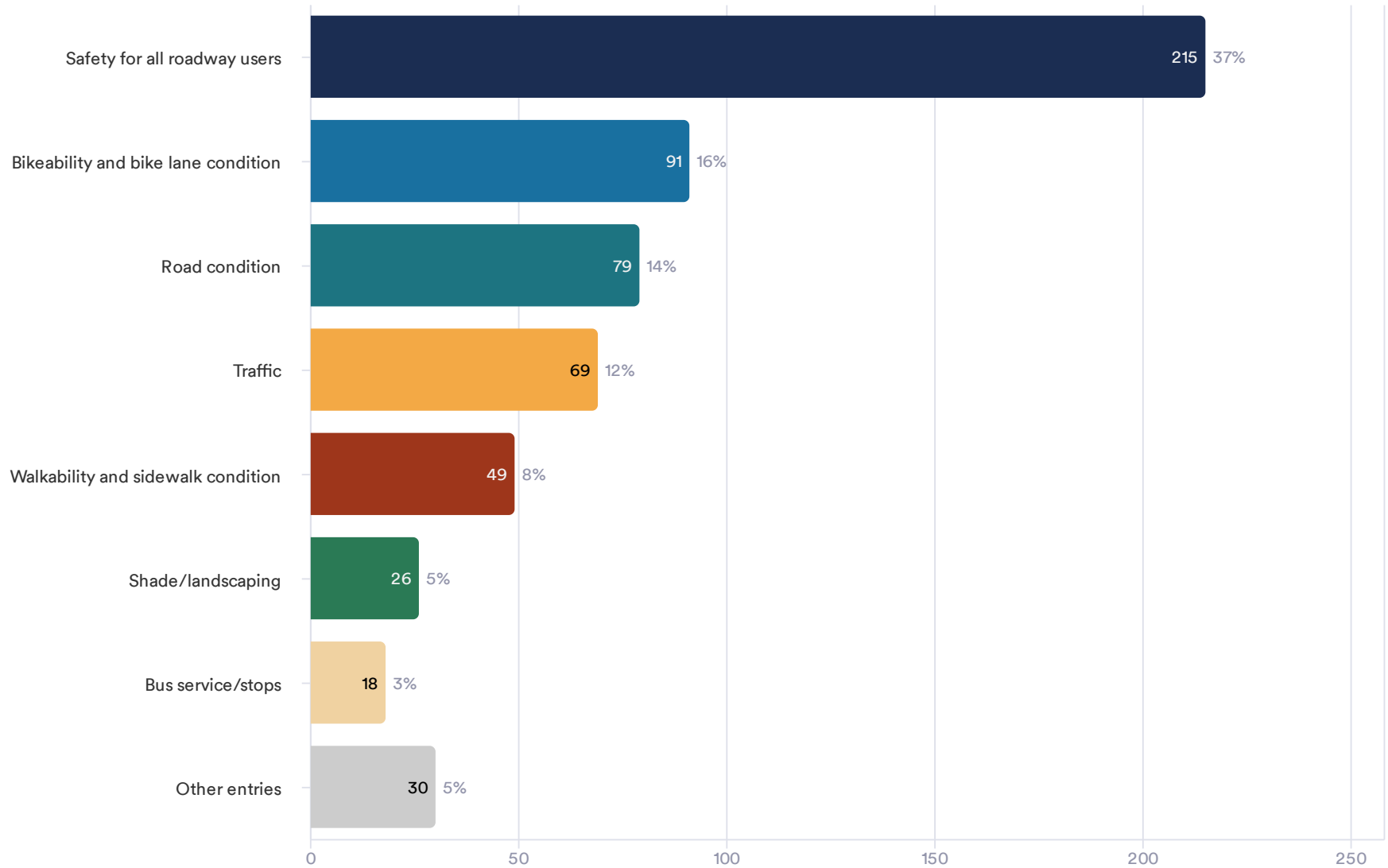
530 Responses



1st Avenue Phase 1 Survey

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

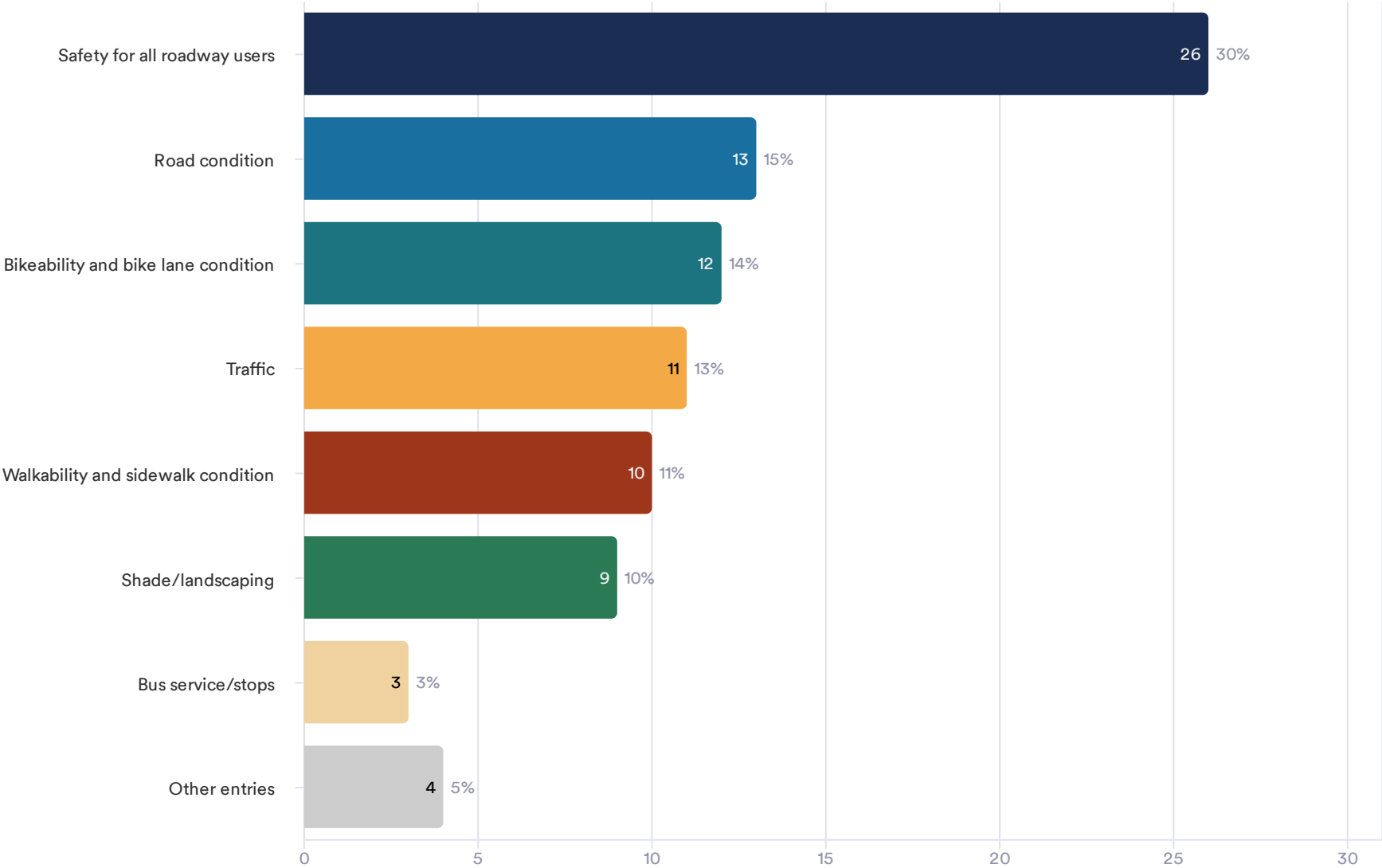
577 Responses



1st Avenue Phase 1 Survey - Hispanic Respondents

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

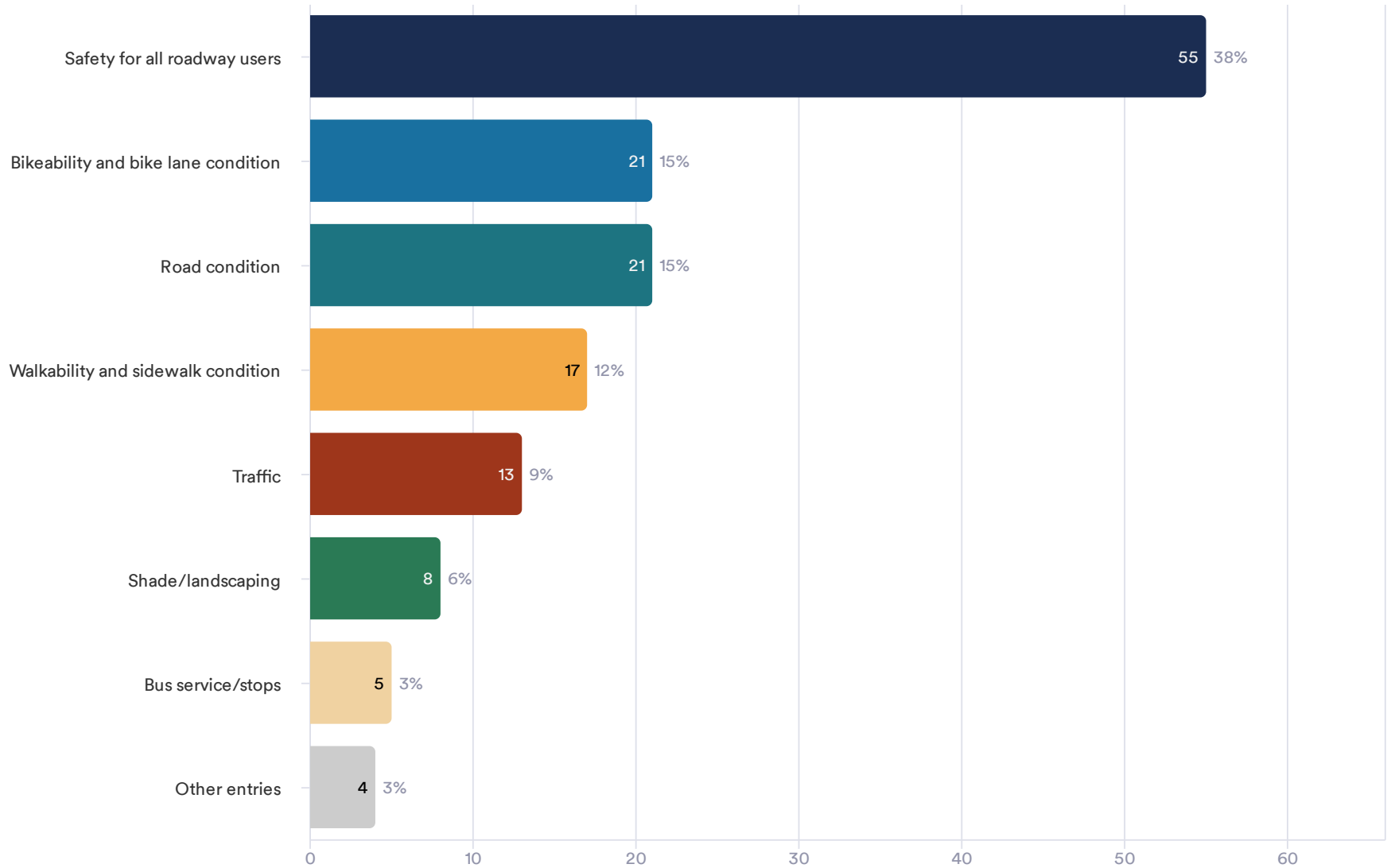
88 Responses



1st Avenue Phase 1 Survey - Respondents making less than \$50k/year

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

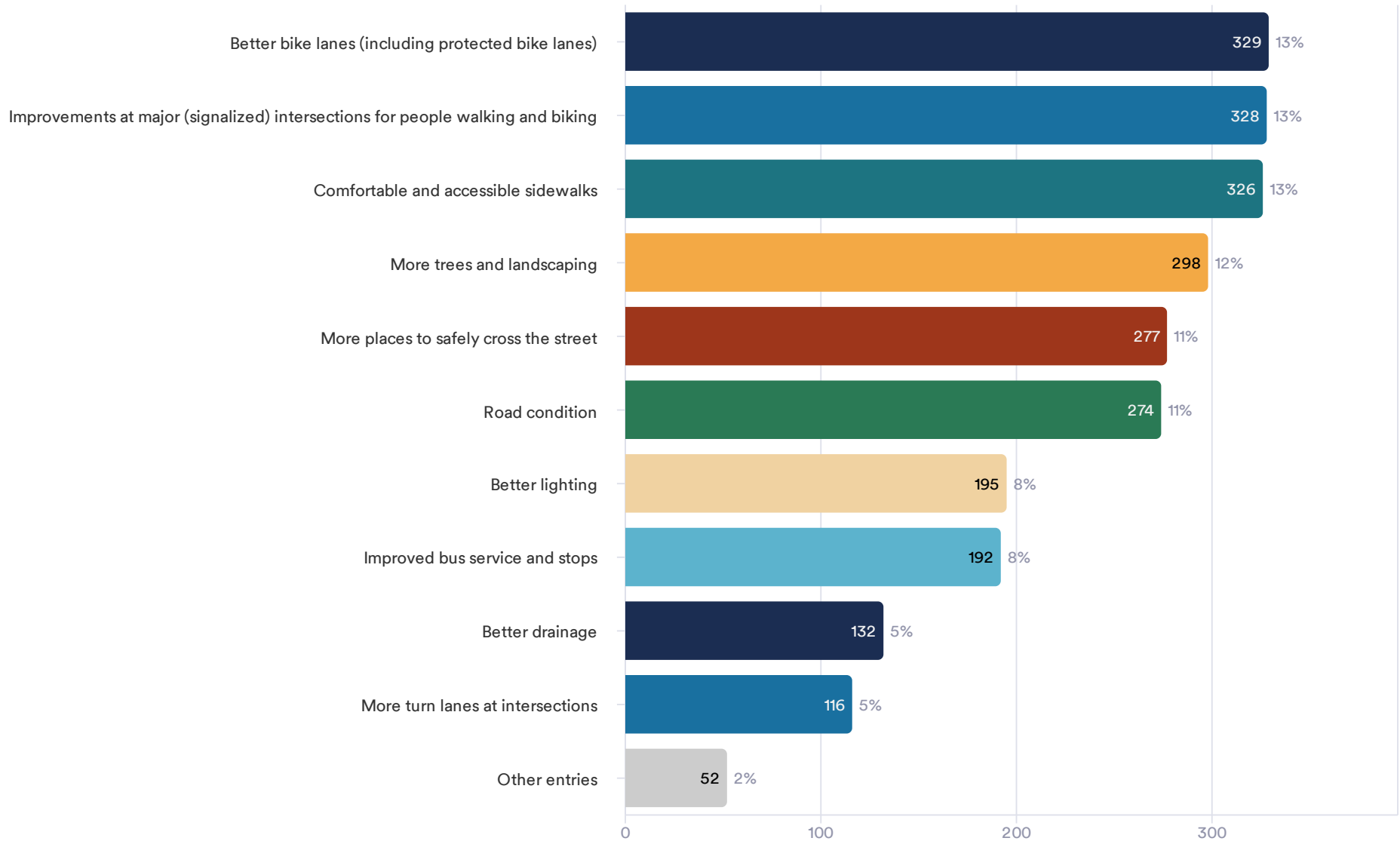
144 Responses



1st Avenue Phase 1 Survey

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

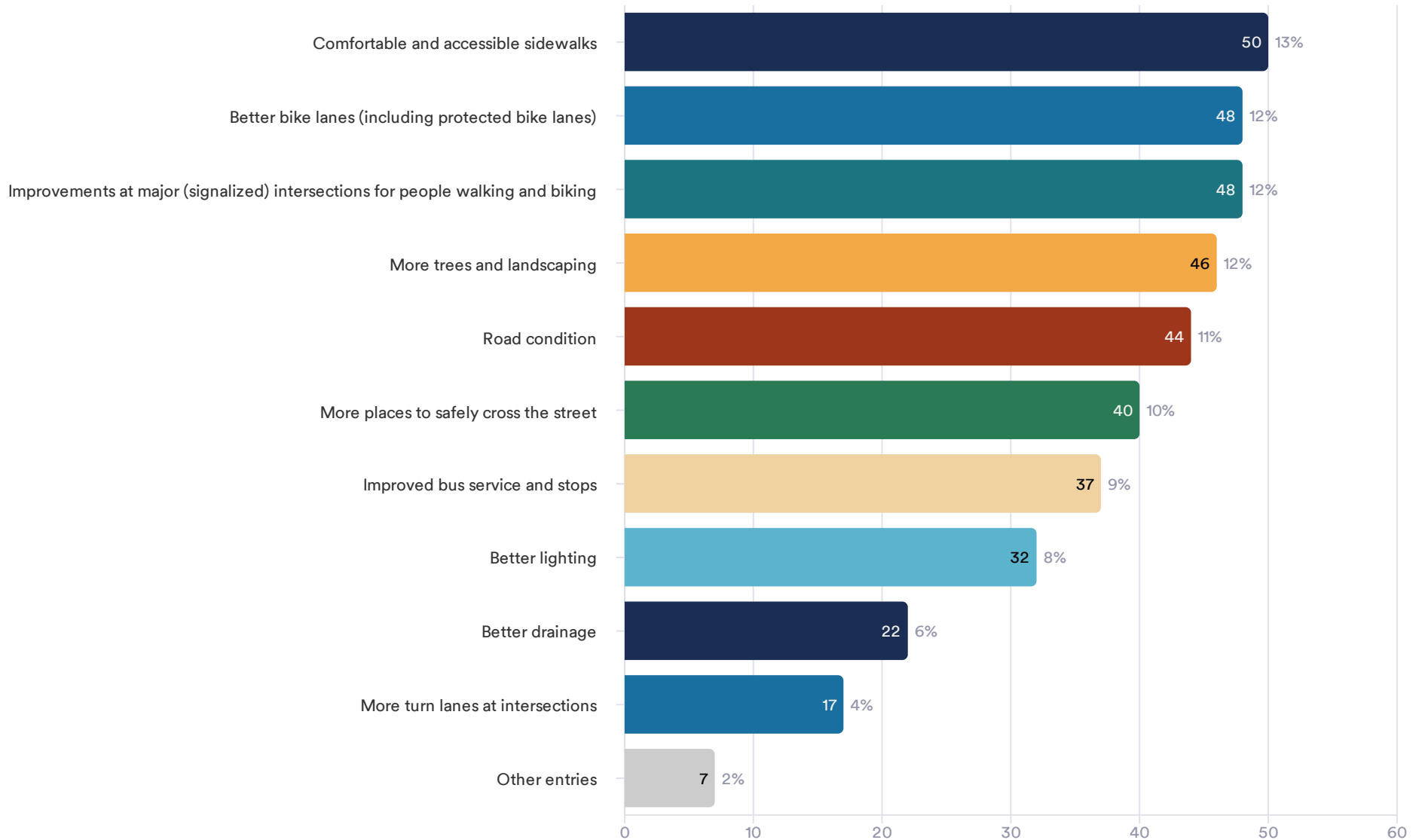
2519 Responses



1st Avenue Phase 1 Survey - Hispanic Respondents

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

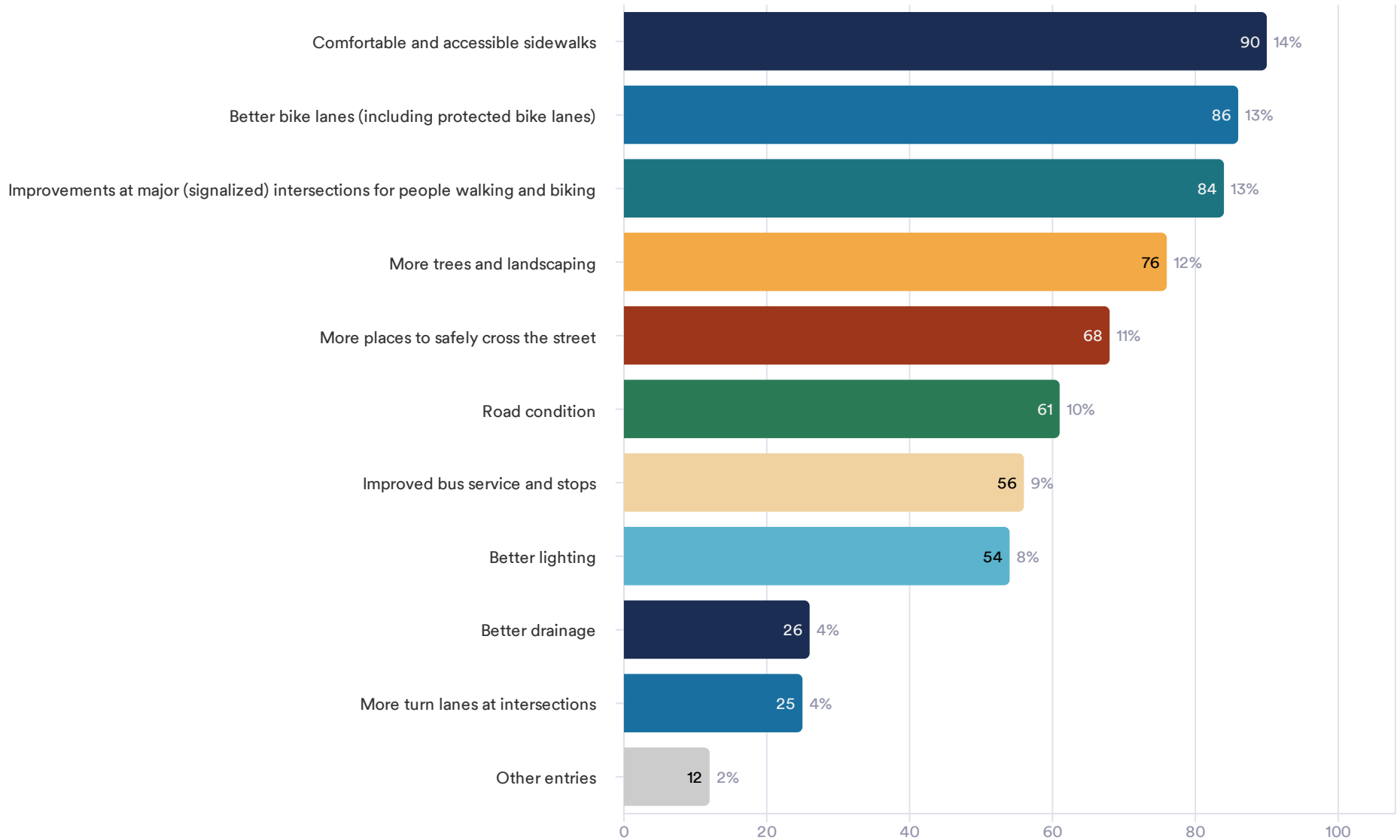
391 Responses



1st Avenue Phase 1 Survey - Respondents making less than \$50k/year

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

638 Responses



1st Avenue Phase 1 Survey

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

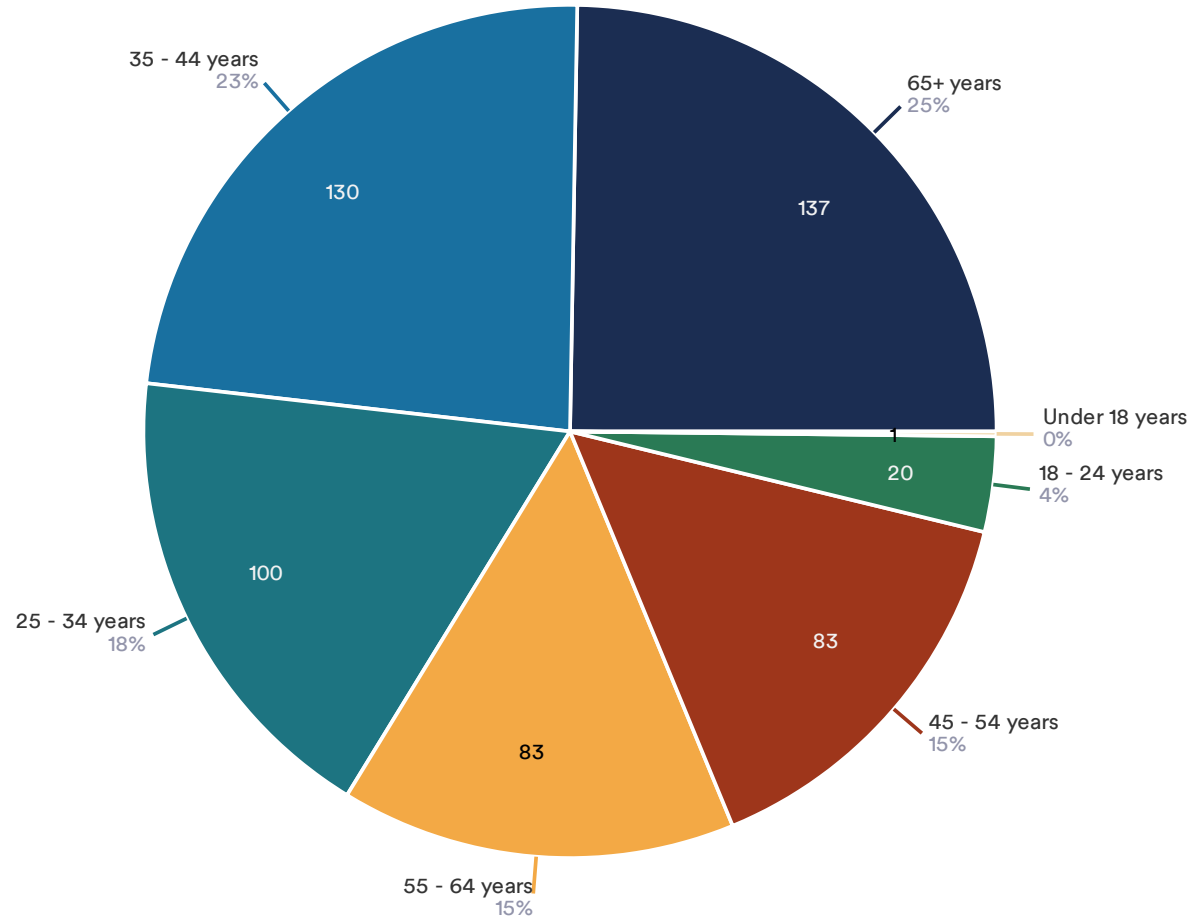
2336 Responses

Data	Responses
1 Bicycle/pedestrian safety and comfort / Seguridad y comodidad para ciclistas y peatones	325
1 Minimizing impacts on private property and businesses / Minimizar el impacto sobre la propiedad privada y las empresas	63
1 Minimizing project costs / Minimizar los costes del proyecto	17
1 Reducing traffic congestion and travel time / Reducir la congestión del tráfico y el tiempo de viaje	179
2 Bicycle/pedestrian safety and comfort / Seguridad y comodidad para ciclistas y peatones	133
2 Minimizing impacts on private property and businesses / Minimizar el impacto sobre la propiedad privada y las empresas	138
2 Minimizing project costs / Minimizar los costes del proyecto	146
2 Reducing traffic congestion and travel time / Reducir la congestión del tráfico y el tiempo de viaje	167
3 Bicycle/pedestrian safety and comfort / Seguridad y comodidad para ciclistas y peatones	63
3 Minimizing impacts on private property and businesses / Minimizar el impacto sobre la propiedad privada y las empresas	246
3 Minimizing project costs / Minimizar los costes del proyecto	188
3 Reducing traffic congestion and travel time / Reducir la congestión del tráfico y el tiempo de viaje	87
4 Bicycle/pedestrian safety and comfort / Seguridad y comodidad para ciclistas y peatones	63
4 Minimizing impacts on private property and businesses / Minimizar el impacto sobre la propiedad privada y las empresas	137

1st Avenue Phase 1 Survey

What is your age?

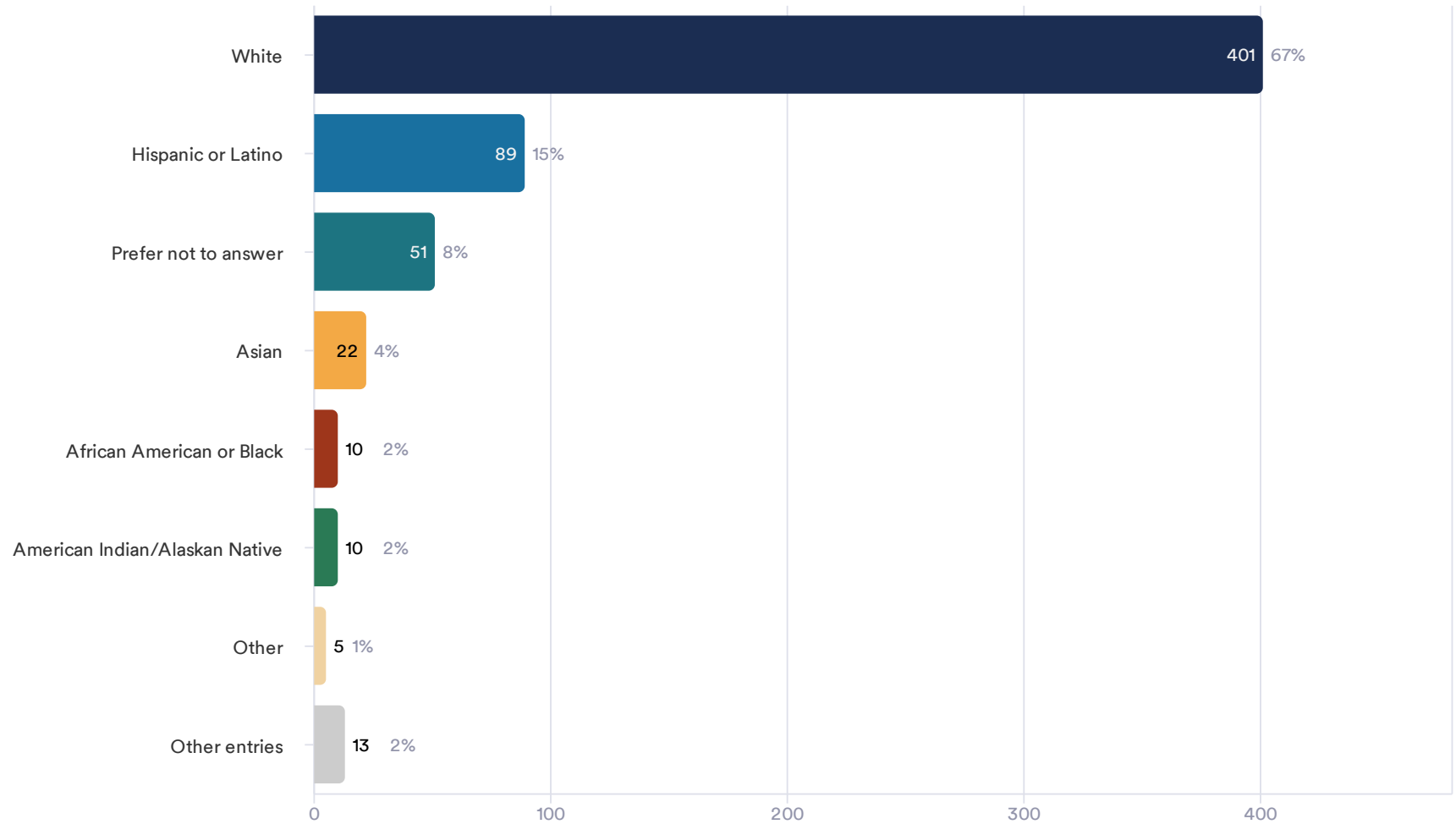
554 Responses



1st Avenue Phase 1 Survey

Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? Select all that apply.

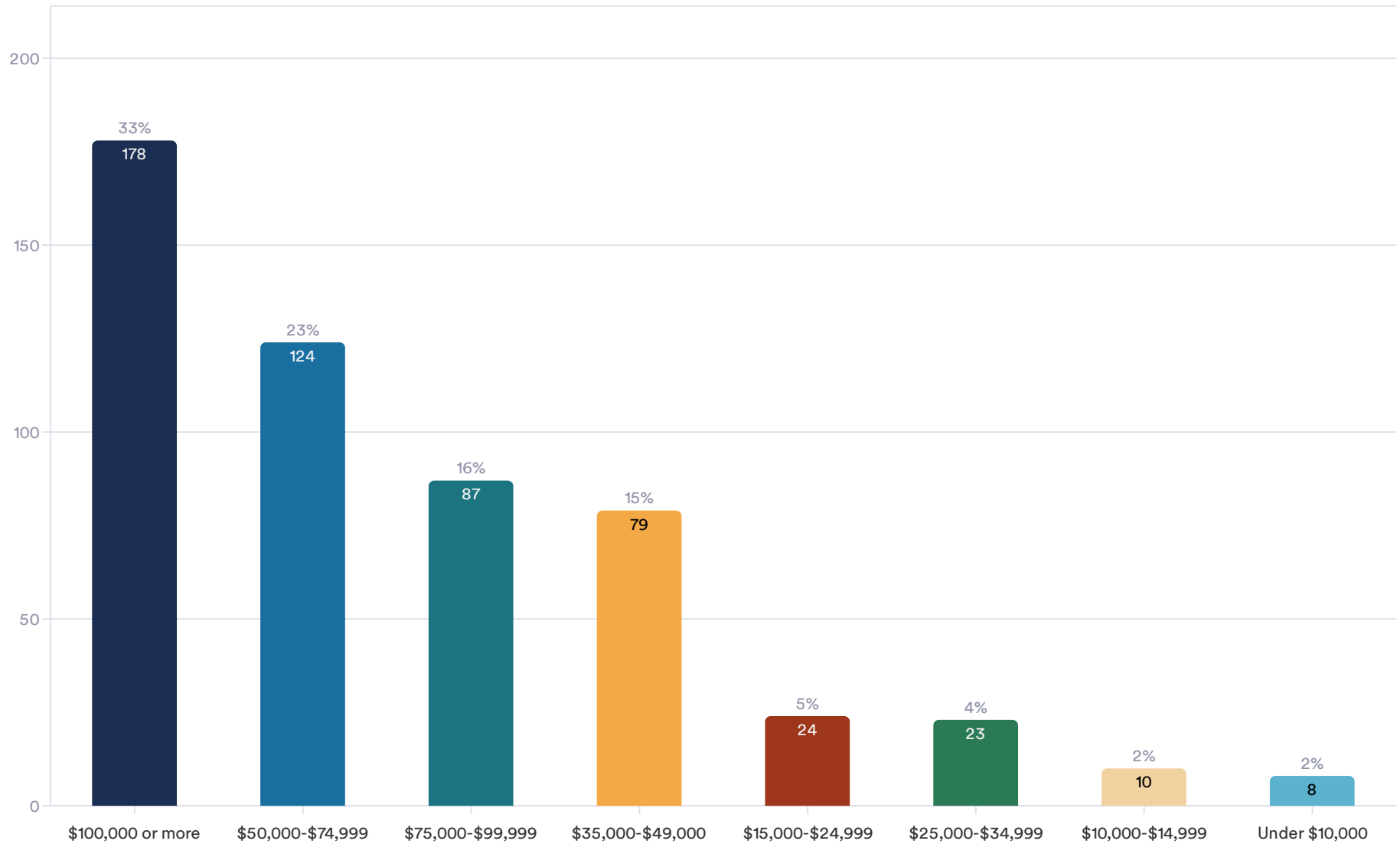
601 Responses



1st Avenue Phase 1 Survey

Would you say your total annual household income is:

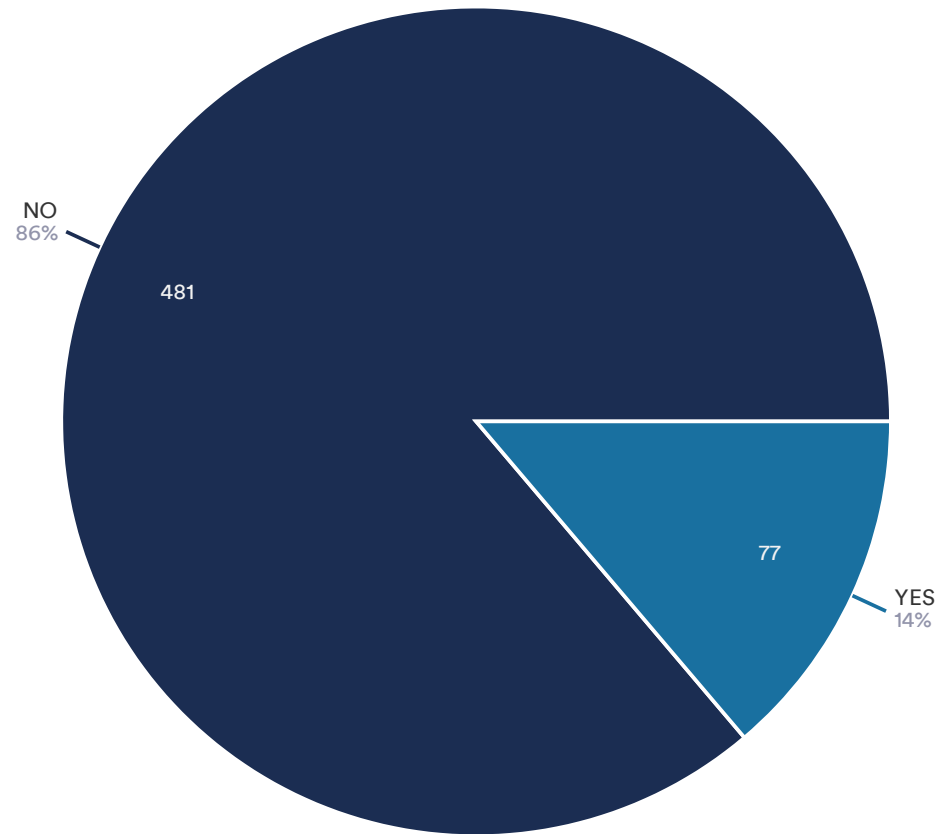
533 Responses



1st Avenue Phase 1 Survey

Do you identify with having a disability?

558 Responses

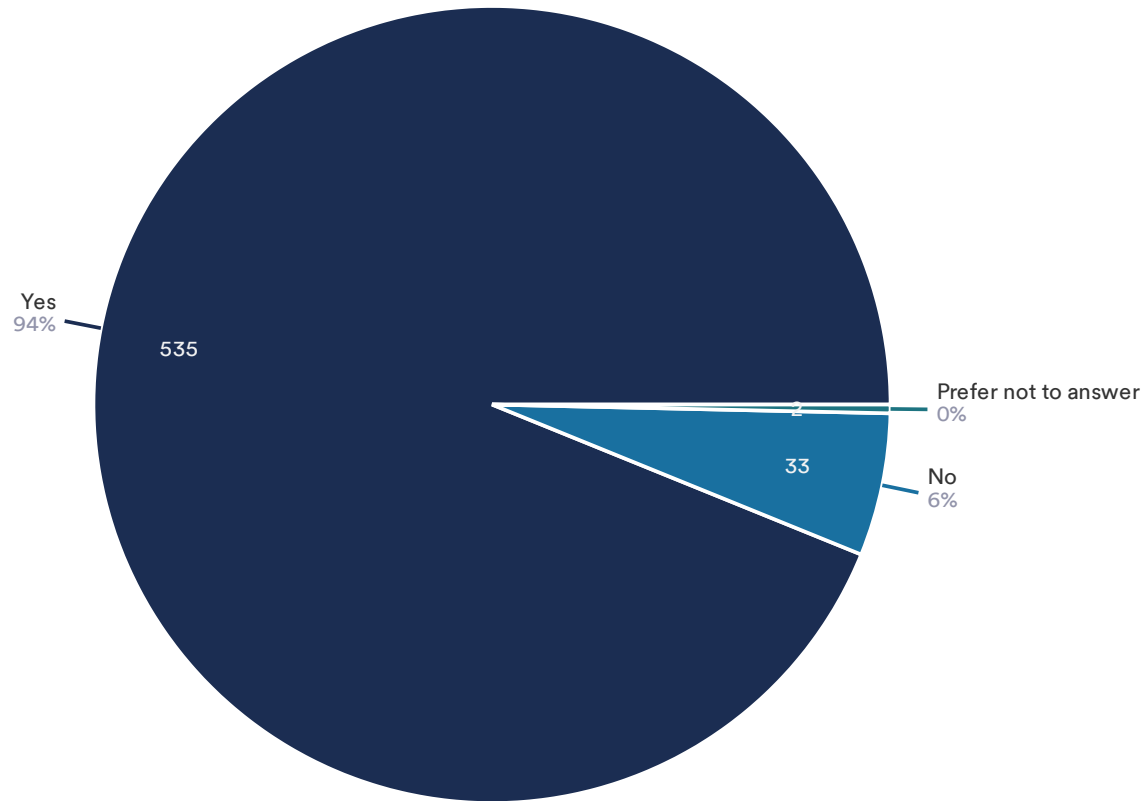


● NO ● YES

1st Avenue Phase 1 Survey

Do you have regular access to a vehicle?

570 Responses

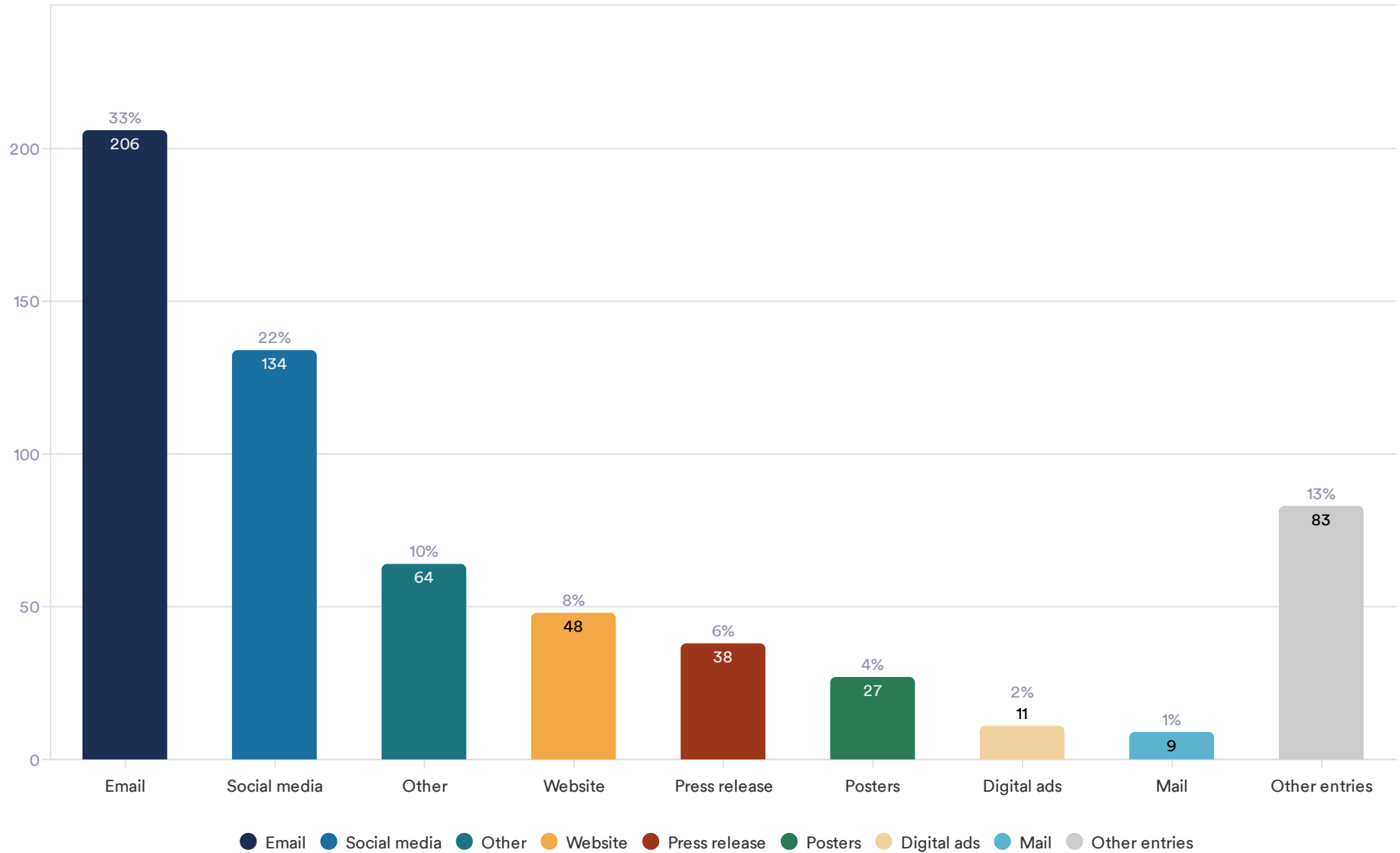


● Yes ● No ● Prefer not to answer

1st Avenue Phase 1 Survey

How did you hear about our events? Select all that apply.

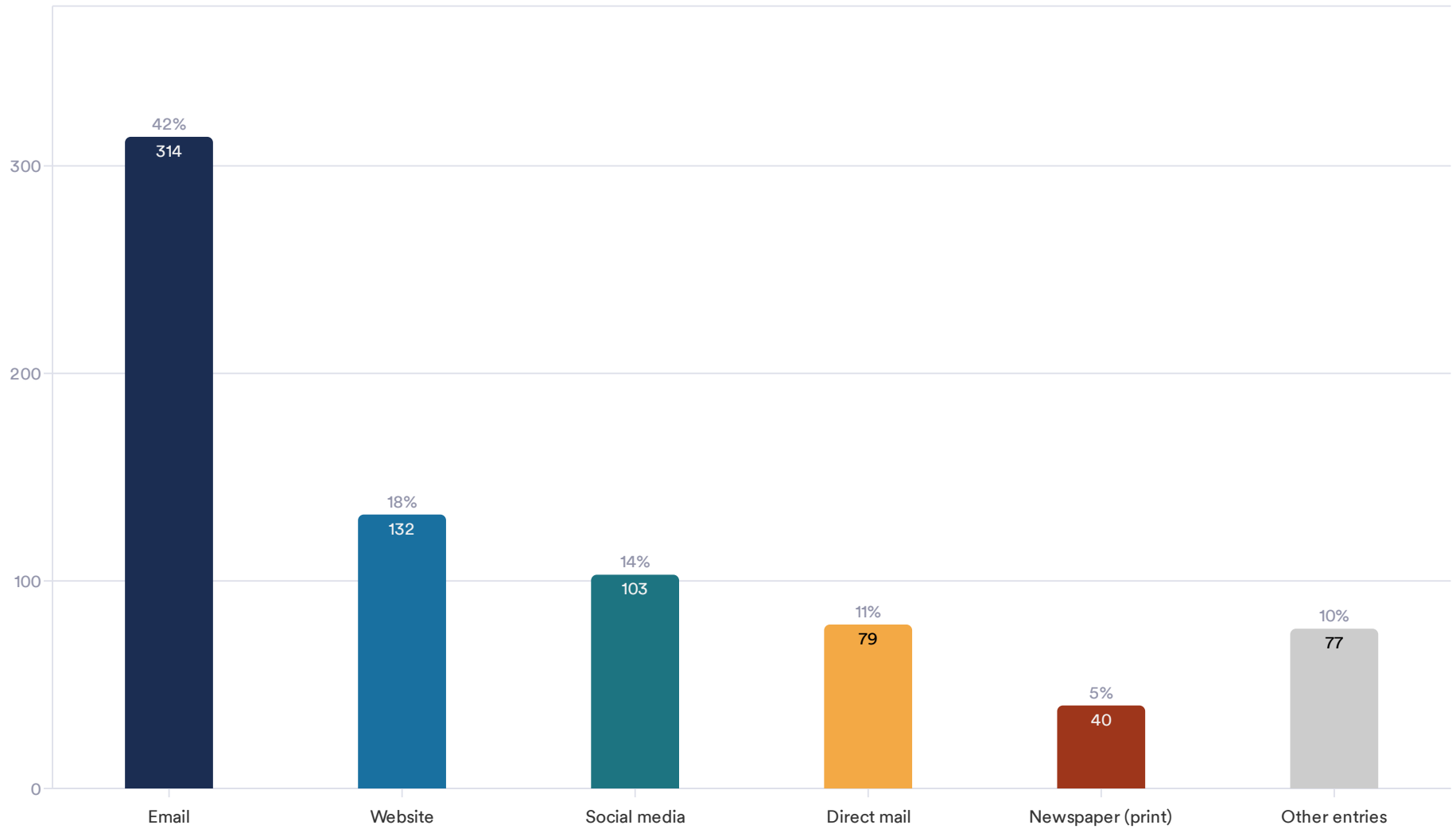
620 Responses



1st Avenue Phase 1 Survey

How would you like to receive information? Select all that apply.

745 Responses



Do you have any other comments that you would like to share about the project or corridor?

1. Do you have any other comments that you would like to share about the project or corridor?
2. There are too few protected crosswalks for pedestrians - a long safety issue is the amount of jaywalking. Better police or enforcement/safety presence to help those houseless/vulnerable people along Ft. Lowell/1st Avenue.
3. If you build it, they will come.
4. I have been concerned about the lighting. Most are not even on and I cannot see random crossing/jaywalking and or when people slam on their brakes to avoid them! Yikes so much can be avoided.
5. A HAWK crossing is desperately needed at the Satori School.
6. The trash can be a problem, especially in front of a school.
7. As a person that travels this corridor @ least twice a day and at all times of the day/night, I see pedestrian & bike safety as key. This will be solved only by additional, but Dark Sky responsible, lighting & crosswalk improvements/ additions of safe crossing between lights. I have come so close to not seeing people and it is scary! Part of that safety piece is also shade for the many walkers & bus pullouts for the many riders especially@ Prince /Roger Rd. northbound & 1st Ave. southbound @ Ft. Lowell. It is a problem that can be solved - even with step-by-step small changes with goal completion dates. I look forward to your solution.
8. Cross walk for students at Satori school (between the 2 campuses at Past time Rd), pedestrian crossing for people trying to get to bus stop in front of school - pedestrians are crossing 4 lanes of traffic and it's not safe
9. People use the road as an expressway - speeding very dangerous
10. More law enforcement. Make the area as pleasant and safe for poor people as rich people.
11. The bridge over the Rillito needs to have better bike and pedestrian access.
12. Speeding and late night road games.
13. Thanks for caring.
14. More turned signals an arrow for each way.
15. It really has no character, just a high traffic road with businesses - multi-modal upgrades, and landscaping/shade would be improvement
16. I would like the car lanes to be four not six. More lanes doesn't mean less traffic. See Induced Demand.
17. I'd like to see corridor improvements that do not add lanes for cars, that open lanes for bikes and public transportation by taking a traffic lane from cars. Slowing cars down will automatically improve safety for all road users and help to create a city where everyone is forced to watch out for each other.

Do you have any other comments that you would like to share about the project or corridor?

18. People need to understand that all drivers want to see fewer other drivers on the roads. To make that happen, we need to make it easier and safer for people to bike, walk, and use transit. Communicating this so the funding follows is important. Not everyone will choose an alternative transportation option to private vehicles, but many will choose those options if we make it easier and safer. I don't like driving a private vehicle, but many times a week I choose a private car simply because the infrastructure is not there for me to bike or walk.
19. 1st & river road conditions are a safety hazard
20. Fix current roads before you spend money on this type of project
21. We would like to see: Lots of safe bike designated lanes with improved accessibility,, lots of shade, developing and supporting walkable and bikeable live/school/shop/work space.
22. the intersection at First Avenue and River Road is dangerous when traveling on River (some people traveling west don't see the divided highway on First when turning south)
23. This corridor always seems crowded with traffic, and dangerous to walkers/bikers. Hoping improvements will ease the traffic, give drivers a bit more room in lanes, establish safe biking lanes, straighten the road between Wetmore and the bridge, provide right turn lane into frequently used area (the racetrack), clarify right turn lane going south into Walmart vs at corner of Wetmore, put in a median in front of Fry's to separate those turning into Fry's from those turning left on Roger, improve lane markings/ include reflectors.
24. Starting project in 2027 is way to late. RTA needs to pay NOW.
25. Removing transients and drug users from camping along recessed parts of the road and bus stops. I will never use the bus on First St corridor as the bus stops are frequented by non bus riders who are doing illegal things.
26. Only through a focused commercial, mixed use development effort along with city wide resources to provide homeless individuals with housing, food and job training will significant progress rescue this overlooked corridor.
27. "Sidewalks and shade needed. I just saw a tree cut down next to a bus stop. Another blew over in July bus stops need shade

So.many pedestrians with mobility issues don't have a sidewalk the whole stretch. Pedestrians walking into traffic and issue.

Right turn lanes need to be separate so they don't take a whole lane waiting for people to cross."
28. Drainage is horrible during rain; water pools up in the rightmost lanes and often into the leftmost lanes.
29. More traffic lanes are not necessary on 1st Avenue. What is needed is better and safer lanes of travel for cyclists and walkers. Safer methods for cyclists and walkers to cross large intersections.

Do you have any other comments that you would like to share about the project or corridor?

30. This area is so important for students and pedestrians and chair users to access public transportation. Shade trees and buffer from car traffic is needed. There is no traffic problem here.
31. We have too many accident from people running red lights. When the light turn red, you have six cars still going through a red light. You know what you need to bring back?
32. At the intersection of Fort Lowell and 1st the Circle K gas station seems like a big hangout for homeless folks and addicts. The amount of folks hanging out and creating trash and jumping into traffic caused our friends restaurant to be moved away from this area. Their business was burglarized a few times and it felt unsafe.
33. I can't wait to see the finished product. I hope this completely revitalizes the area.
34. "Narrower auto lanes will help to slow traffic and allow for safer bike lanes.
- There are too many access points for small business shoppers to enter and exit 1st Avenue.
- Sidewalks on both sides of the street should be a top priority.
- The sidewalks should be as level and wide as possible. They should not provide a base for utility and light poles.
- The mall on Limberlost and 1st Avenue has dangerous left turn exits onto 1st. There is no left turn lane for cars exiting onto Limberlost. "
35. I have driven on 1st Ave regularly for many years. The number of speeding and weaving cars is so unsafe for drivers, walkers or people on bikes. That is my biggest concern.
36. Between Grant and Prince in particular there is a constant flow of pedestrians crossing 1st Ave unsafely at all times of the day or night. Playing chicken with cars could be another way to phrase it. I would like to say we just need more crosswalks, but people refuse to walk the extra half block to use them as it is. I don't have a solution unfortunately, but surely there are engineers available who may have some ideas. Pedestrian safety in Tucson is abysmal in general, and this is not always the fault of the motorist. The severe lack of continuous and useable sidewalks doesn't help matters either. Thank you for listening!
37. Make it easier and safer to turn into 1st Avenue during peak traffic hours.
38. 1st Avenue is congested and needs more lanes. It is a safety hazard. It is very poorly lit at night.
39. Tucson should be embarrassed. Families live and work here. There are schools and kids in the neighborhood, and the entire street has been taken over by drug addicts and petty criminals. For shame Tucson.
40. The 1st Avenue corridor looks terrible. Roadway improvements and pedestrian improvements should be made to improve economic development and beautify the area.

Do you have any other comments that you would like to share about the project or corridor?

41. I appreciate the improvement on 1st Ave and hope that it will be accessible to bikes, buses, cars and pedestrians while the work is being done.
42. Need bus pullouts and better bus shelters. Get homeless encampments away from bus shelters
43. Give greater attention to pedestrian and bicycle safety
44. A safety issue: The lighting on 1st Avenue is quite limited, especially between Prince Rd and Limberlost. There are many pedestrians in that area and in the evening, it can be very difficult to see them. Lights that don't severely impact the homes, but shine light on the street would make a lot of sense. Also, turning left from big shopping centers seems chaotic. It would be nice to be able to turn left onto Limberlost from the shopping center as well.☒
45. Help make Tucson more beautiful and take the emphasis away from cars! Bikes and pedestrians should feel safe, public transit should be easier / more convenient
46. River and Firstbis dangerous m. The road conditions are horrendous
47. Improve the intersections first and foremost. Make it possible to walk along 1st Ave with continuous sidewalks, landscaping and shade. Install bus pullouts - it is dangerous for drivers and bicyclists to have busses park in a travel lane to unload passengers. Make sure the new bridge does nothing to discourage Mexican free-tailed bats from using it in the future.
48. Help make Tucson more beautiful and take the emphasis away from cars! Bikes and pedestrians should feel safe, public transit should be easier / more convenient
49. Something needs to be done about the bus lane
50. "1st Avenue has the potential to be one of the best North-South Corridors in Tucson. Currently, due to its structure, it allows drivers to travel at unsafe speeds and the conditions of the road and sidewalk make it unsafe for ALL users. I rarely travel on First due to the danger as a cyclist and motorist, but if addressed properly, it would become my primary method for traveling north and south.

Connecting to the loop means it is a perfect way for cyclists and pedestrians to connect existing infrastructure into the city core. The safety metric should be if you would feel comfortable with a child under the age of 10 being safe riding along the corridor. With many neighborhoods and schools being adjacent to 1st, having the area be safe for and accessible to families would significantly improve the quality. "
51. 1st Avenue doesn't work as a road or street. It fails to be considerate to anyone. Overall there should be a dedicated bus only lane, improved bicycle lane quality, improved traffic signal timing, more shade, reduction in number of driveways since they're dangerous, and needs general basic quality of life improvements.

Do you have any other comments that you would like to share about the project or corridor?

52. I would take public transit more if the bus stops had shade and we're more comfortable. Also, there must be continuous/safe sidewalks with natural shade and desert landscaping. Please make 1st beautiful and a pleasure to utilize by car, bus, bike or walk. Thank you (:
53. I don't know that we need more lanes. But maybe a little wider bike lane
54. It's important not to reduce capacity for car traffic. Otherwise, traffic will be shifted to other streets that are already congested.
55. Businesses keep properties cleaned up to the curb. Take graffiti down more quickly.
56. Traffic calming measures to make vehicles slower and drive safer
57. bike and pedestrian first!
58. This does not, by any stretch of the imagination, need to be a six-lane thoroughfare.
59. Hurry hurry hurry. Please have Limberlost also.
60. Discourage panhandling at intersections
61. Keep it as traffic free as it is now.
62. Please plan for bus pullouts at each bus stop and put in a left turn light at Glenn and 1st Avenue.
63. Please don't do those horrible no left turn intersections. The road and traffic seems fine, it's the sides of the road that makes it an unpleasant neighborhood. Tucson has a responsibility to reduce paving, manage rainwater and increase walkability
64. It's extremely dangerous at the Rillito Park turning south from the south driveway!!!! Why have you taken so long to address that???
65. "There is only ""congestion"" related to work times. If large employed firms would stagger their work hours, that relatively small amount of time during work days would be much less problematic.
Additionally, I believe the problem of speeding monster vehicles are a threat to everyone. Narrow all lanes to dampen speeds. Public transit should be given priority - with a bus only lane. Making traffic control police officers a priority. The idiots who ply our streets with their monster SUVs and trucks driving in race mode without reason, need to be brought to heel. I mean it!"
66. As a business owner traffic flow and accessibility are the most important issues. I know that bike lanes and pedestrian safety are important but the successfulness' of the business is what pays for the street.

Do you have any other comments that you would like to share about the project or corridor?

67. On July 18-2024 I had a hit and run rear end collision while driving on First Ave which was so severe that it totaled my Honda CR-V. I momentarily must have blacked out for I did not realize I was hit but thought I drove in a big pot hole because Tucson has so many in my area. I hit my head on the seatbelt holder and got a big gash requiring 12 stitches in the Banner E R. I was fortunate that I was not pushed out of my lane. I was close to home and heavily bleeding I made it home. My son took me to Banner Hospital. I am a retired person and walk with the aid of a walker. I live on E Paseo Alegre and this street apperently has not been repaired in forty years. There are no side walks and the road is so bad I cannot roll my walker. Please help us!!!

68. How about fixing the other streets like Roger and Limberlost. They're in horrible condition as well as many others in Tucson

69. Putting in more crossing areas is NOT going to stop those who are irresponsible, inebriated or otherwise impaired from stepping out in front of traffic. The city needs to resolve the homeless issue first instead of sticking bandaids on problems. I do not have a solution but reacting is not the way to solve it.

70. My children attend a school on 1st Ave and Pastime, In the last 4 years, we have witnessed car accidents and pedestrian fatality accidents on 1st Ave.

71. "PRIORITIES

Protected bike lanes

More signaled ped crossings

Landscaping and shade

no additional auto lanes

Bus pullouts to aid car traffic flow"

72. "People walking and using transit first

Bicycles and mobility devices second

Cars last "

73. It is right now completely unsafe to bike, and mostly unable to be walked/rollrd unless able bodied. It is a space that only cares about cars and it could be so much more. It has great potential as a commercial street with people traveling outside of cars that would actually stop and visit those businesses.

Do you have any other comments that you would like to share about the project or corridor?

74. "It's ugly, ugly, ugly. If you're going to add landscaping, make sure the city is going to care for it properly. Too often they landscape a project then as plants die, they don't replace them. Or they cut off a blown down tree and leave the stumps. If the taxpayers are going to pay for landscaping, it should be maintained properly! And use native plant material that can survive in our climate!

Someone should be in charge of making sure businesses that go out of business keep their property well maintained. Too many ugly vacant buildings on the Avenue. Also, colors of buildings. There should be a palate of colors to choose from! Code enforcement on signs, flags, banners, etc."

75. CLEAN UP THE PEOPLE, THE CAMPSITES, THE TRASH AND GARBABGE EVERYWHERE, THE FECES AND URINATION EVERYWHERE, THE PEOPLE WITH HOMEMADE WEAPONS AND EXTREMELY OPEN DRUG USE, GET RID OF THEM AND THEN ASK ABOUT SIDEWALKS AND SAFE SPOTS. NO BUSINESS WANTS A TREE BY THEIR ESTABLISHMNET BECAUSE THEY FLOCK TOTHEM. NOTICE EVERYONE CUTTING THEM DOWN? CLEAN UP THE GARBAGE AND PEOPLE INSTEAD OF MAKING BUSINESSES LOSE MONEY AND REVENUE BECAUSE YOU WANT TO TAKE AWAY A PARKING LOT IN FRONT...ABSOLUTELY RIDICULOUS.

76. Bikability would be huge. I frequent this area, so if I could do it with less car time that would reduce car congestion concerns anyway

77. Protected bike lanes please

78. Protected bike lanes with greatly increase how often I travel on 1st and help me feel safe using that major coordidor to travel throughout Tucson. More safe crossings on streets and sidewalks with landscaping are vital to help make the area safer to walk.

79. Currently 1st Ave is a barren wasteland with no trees or natural elements. I hope the investment in this area is intentional and thoughtful of all road users, not only cars. If a welcoming and safe environment is created for people to walk and roll, people will come to use it.

80. I take my daughter to and from Satori school and the turn onto the school's road (Pastime) can be very dangerous during rush hour

81. It should be done in a timely manner as to not stop/start or drag on to inconvenience business and travel

82. Other than the potholes the traffic moves freely and needs no additions. There are plenty of lanes existing no need to add more confusion for drivers. Tucson drivers get overwhelmed with to many lanes. Keep it simple. Maybe finish Grant Avenue before starting another on going project. Finish one at a time. Then see if those changes reach the expectations you wanted and if not leave well enough alone.

Do you have any other comments that you would like to share about the project or corridor?

83. Public transit that isn't kept safe is public transit that nobody except those without options will use. Please try to recruit resources for police to clean up the corridor.
84. Sidewalks and road repaved on E Halcyon Rd
85. This corridor needs help in supporting the inhoused community. There are people laying on the streets, smoking fentanyl, creating unsafe traffic and pedestrian situations.
86. I work at Satori, and I see pedestrians crossing the street to reach the bus stop by just dodging traffic. People get killed trying to catch the bus. There should be more pedestrian crossings in these types of areas.
87. This has become an unsafe area with many unhoused individuals. What plans are in this to help with this
88. "It is very difficult at times to exit satori school due to traffic.

Its unsafe to ride on 1st avenue... however i am not sure how feasible it is to expand 1st avenue to accomodate cyclists. "
89. I would love to see bus pullout at each stop as it is concerning to see pedestrian and cars potentially being hit. The frequent bus stop not only causes delays by holding vehicles behind it but also causes vehicles to pass vehicles dangerous in order to avoid being stuck behind the bus. I think building bus pull out will prevent traffic impediment along 1st Ave.
90. Provide underground water conveyance for Cemetery wash from Tyndall Ave. to past south bound lane or west side of 1st Ave on Blacklidge Dr.
91. Please use native plants and water harvesting basins for landscaping. Thank you!
92. Intersection improvements (left and right turn lanes, protected pedestrian signals) and bus pullouts will give us the biggest improvements for the cost. Bus pullouts make it far safer for bicycle users and drivers alike. Install bicycle travel lanes in between right turn lanes and travel lanes. Provide shade (landscaping) and sidewalks for those biking and walking. Do not increase the number of travel lanes.
93. My fear is that it will be very detrimental to the local businesses. The congestion will create more traffic jams and make it very difficult for the patrons entering and leaving the business. Plus there are spots on the sidewalk that are raised and hazardous, but then I am guessing you already know that. Thank you.
94. Please don't add any lanes. In another city I lived in, that just caused more traffic
95. It would be nice to have a traffic light at the intersection of 1st Ave and Bromley. There is a lot of traffic there due to the Rillito Park use and access.

Do you have any other comments that you would like to share about the project or corridor?

96. "Increased traffic, increased events at Rillito Park make getting out of Northmanor (Bromley) hazardous at times.

Also, until we the people start obeying traffic laws, especially the " jaywalkers, bikers and median strip beggars, none of this plan will be successful "

97. Make cycling as intuitive and comfortable as driving and people will do it more

98. turn lights on limberlost at 1st ave, stone and oracle need to be placed.

99. Need to find a way to significant reduce the number of accidents along 1st Avenue near Wetmore Road.

100. This area feels dangerous at night since people cross or ride their bikes throughout the traffic road. I don't like the different day and night speed limits. The road should be save enough that we can travel fast day and night.

101. Please prioritize bike and pedestrian over vehicles.

102. I want the homeless cleaned out of here.

103. I just want to be sure the construction traffic won't inhibit drivers from turning left out of the rillito business park

104. I got very excited at the mention on this survey of the possibility of additional landscaping on this corridor. I think this area really has potential and the idea of seeing it beautified a little more is great.

105. Citywide need to paint street traffic markings lines for lack of better words.

106. Get some of the other improvement projects finished before starting another project.

107. Intersection at 1st and Wetmore is bad

108. Please prioritize pedestrians, bicyclists and public transit over just adding more lanes! And consider adding trees and landscaping to provide shade, it is getting hotter every year. As a resident that frequently has to travel on or through 1st, I would prefer the city make it more inconvenient for cars, slow them down! I would rather see only one lane for cars and have dedicated bus and bike lanes and continuous, ADA compliant, shaded sidewalks.

109. Having a walkable city is so important. Hopefully, construction isn't too awful! Happy some things are getting done.

110. A lot of problems with people walking/biking in road. No lights and lack of safety for walkers and bikers and drivers.

111. Lots of people crossing at Blacklidge - would be a good spot for a HAWK crossing like there is at Campbell and Blacklidge

Do you have any other comments that you would like to share about the project or corridor?

112. Absolutely NOTHING is wrong at present with this corridor (North First Street)—except some city-paid IDIOTS who wish to meddle with a fine street by making unwanted, unnecessary, and detrimental changes which will negatively impact the lives of those who live alongside this corridor, and cause untold accidents, human and vehicular damage/injury, and yes, deaths. Bicycles should be PROHIBITED from major arteries, and restricted to proper bicycle-intended alternate streets, such as N. Mountain Avenue and N. Fairview Avenue.

113. Please do not use this corridor for more heavy duty wires to carry electricity.

114. Definitely need to add lighting to make it safer for everyone to be seen. Dark at night and easy to miss someone, especially if they have dark clothing. Would like to see bike lanes with curbs (to increase the protection to both cyclist and others using the bike lane).

115. Safety first. It's time to stop prioritizing highway speed traffic through town.

116. "I am looking forward to seeing a better road! Thank you for taking on this project everyone, it is much needed.

My biggest concern is the pedestrians - watching my wheelchair-bound neighbors rolling down the side of the road because the sidewalk abruptly ends for a single block is incredibly stressful! I live a block from the grocery store and if there was a proper sidewalk that felt safe I would be walking all the time instead of driving. As it is, the sidewalk isn't complete, it's very close to a fast-moving road with no safety barriers (a bit of paint on the road isn't enough), and not a bit of shade.

Beyond that, designated bus pullouts, where they don't have to stop halfway in the lane, would be a godsend. It's a reoccurring problem all up and down this section of 1st Ave that backs up traffic and makes a lot of folks drive recklessly trying to swerve around the bus.

It didn't occur to me until this survey, but better drainage would also be amazing. Right where I'm at (between Prince and Roger) the road floods terribly during the monsoons, leaving half the road unusable until it subsides. Not my biggest priority, but it would be a nice addition if the road is getting reworked anyways.

Thank you so much for your time!"

117. I often try to walk from my house in El Cortez Heights to Fry's or Presta with my kids, and it's scary crossing the street. The traffic is also loud when walking up First. Sometimes I fantasize about a long walk up to the library but it would be way too loud and the car exhaust is too much.

Do you have any other comments that you would like to share about the project or corridor?

118. This corridor is very unsafe and with all the activities going on, I think city should take action before more people are harmed by current conditions

119. Please keep 1st Ave four lanes

120. Please pursue all alternatives to widening - increased demand would cause more problems for our community - instead focus on making improvements that facilitate alternative forms of transportation as our neighborhoods are diverse roadway users.

121. "amenities" along the Grant Rd. widening seemed not well thought out (benches, shade structures). A lot of irrigation infrastructure (tubing, control boxes) seem superfluous and unnecessary.

122. Lots of pedestrians that look very hot. Frankly, it's a representation of how the city views the needs of the pedestrians. More shade and safe pedestrian zones are needed.

123. Lots of pedestrians that look very hot. Frankly, it's a representation how the city views the needs for pedestrians. More shade and safe pedestrian zones are needed.

124. Drive this route at night. Note visibility

125. "busses need to stop only where traffic not impeded. #6 bus worse at blocking rush hour traffic.

pedestrians jaywalking AND not following safe crossing rules

lighting"

126. More protected bike infrastructure!

127. People in wheelchairs need safe sidewalks- I see them have to use the bike lanes, and then the bikes have to go into the road with traffic and it's very dangerous for everyone (except the cars I guess)

128. If travel time is a concern, cars should use Oracle. First ave is a connector road used by bicycles and runners and carries north into a very low traffic access to Pima Canyon trail head, Magee access to Canada Del Oro path, and going south it is the connector to The Loop. As such, its purpose should not be to maximize automotive speed and ease, but instead, work to encourage bicycles, walkers, runners, & public transport. As a child, we rode our bikes down from ina to the library. Thats not possible now - but it could be.

129. If I had been asked in the (pre) planning stage..I would say why not spend this money on more of Southern Tucson... the roads are unacceptable very neglected and it begins at about Speedway...going south. All the northern roads are a picture of smooth sailing the turn lanes with the flashing yellow lights here are very dangerous.. causing many serious accidents ..there's no way to see what cars are coming... I see there and none/few in the north... help save our lives in the south too !!! I'm sure this project is necessary too but don't see it as THE most important way to spend grants or taxes..

Do you have any other comments that you would like to share about the project or corridor?

130. "1st just north of River is in terrible condition for cars, but all but unrideable on a bike. You have to ride in the concrete gutter to maintain control. So dangerous!!

Also, road noise on first is terrible for adjacent residents. Walls and landscaping would help immensely. Can't open windows in houses within 50 yards of 1st due to terrible road noise."

131. I think it is great! I have confidence that this project will be an improvement to the area (even though you all will probably get an earfull from a lot of unhappy folks). Keep up the excellent work (and the comment I saw about a bus pullout in front of the Social Security Office was probably the best suggestion I saw).

132. Improving accessibility in first Ave for bikers, pedestrians, and public transit users. Right now first Ave is not safe or pleasant to use on bike or foot. Please prioritize increasing the number of safe crossing. Please finish the blacklidge bike blvd

133. I work at a business in the area and there's entirely way too many homeless folk in the area wreaking havoc, stealing from numerous business, and causing all kinds of property damage/litter/vandalism. I don't know how to solve that issue but I don't think adding in a bunch of pedestrian crosswalks is going to improve things at all. Also, the bus lanes need to be expanded upon. It really sucks that traffic gets so held up because the bus is still in a lane while picking up passengers. It just seems dangerous for everyone involved.

134. Reducing congestion will make the street even less safe for bikes and pedestrians. Safety needs to be the priority

135. Pedestrian safety is most important. That road is also in major need of beautification!

136. I would appreciate it if reduced speed limits and shaded bus stops were considered.

137. I don't feel safe riding my bicycle on 1st Ave, Stone or Oracle. That leaves me with Mountain or Park or other points East for any bike commuting, which is not convenient at all and I have to go out of my way for even the simplest trips by bike. I have been a bicycle commuter for over 30 years, so my comfort around traffic and obstacles is quite high, yet I refuse to use these corridors that have an abysmal bike lane. I WOULD LOVE TO SEE LIGHT RAIL HERE FROM RIVER (or Ina?) all the way to the airport.

138. This will put everyone with a small local business out of business, please do not do this to us.

139. A tree is growing on the Stone bike lane between the bike lane and sidewalk biking north just past Flores. I have called it in 4 weeks ago, tree just keeps growing. It's very dangerous biking at night if you don't remember about the tree. Something on 6th Ave before getting to the Donna Liggins Center.

140. The four lane option with center divider that street crossers can use is much better than a 6 lane solution. Many street crossers on that section of road have little respect for the cross walks, and allowing them to have a safe halfway point vs. the turn lanes to stand in while waiting to cross the second direction of traffic (northbound or southbound) would improve safety quite a bit.

Do you have any other comments that you would like to share about the project or corridor?

141. 1st avenue is unsafe, poorly lit, and poorly designed. As a homeowner in the area and future parent, I am concerned about the safety of my children and others who cycle, walk, or run and are unable to use 1st because of how unsafe it is. Please add more lightning, improve the roads, and provide places to safely cross the street between major intersections.
142. My top concern is for the walkers and rollers who use this corridor, the accessibility is horrendous. It pains me to see older folks rolling their wheelchair along the edge of the road, or even in the turn lane, because the sidewalk is so bumpy and lacking that they have no other choice. Although I did not rank it as high in my concerns, the bus route is also very important, and with that, having places for people to stay out of the sun while waiting for the bus. These renovations should help the entire community that exists in this corridor, including the homeless population. Improving the bus system allows for homeless folks to be able to transport themselves to where they need to go to access housing, medical help, and other resources. I hope that you will go out and survey the homeless to see what would be helpful to them in these improvements as well, only having a digital survey is not accessible to many people, more than just the homeless.
143. Change left turn lanes to Protected left. This street is frightening on the left turns with flashing yellow. I presently will make 3 right turns to avoid a left
144. First Ave has a people problem, I'd rather see these resources being used to provide treatment and housing for folks experiencing drug addiction and homelessness
145. Bus pullouts and dedicated (better yet, protected) bike lane are the biggest priorities. Sidewalks also need improvement to reduce number of wheelchair users on the road.
146. If you do not get rid of the sketchy people, drug addicts, homeless, it makes no sense to do anything along roadway like art or landscape. The entire city needs updated roads before art. Fix the roads or fix our cars!
147. Over funding of bike lanes when no bicycles use these lanes. You could cut cost with a simple bike stripe. There's more motorist than bicyclists. Bicyclists should be required to pay fees like motorist do, such as plates emissions tags etc. Bicycles should be held responsible when it comes to laws also. No one is enforcing laws on bicyclists.
148. I drive now because it is not safe or comfortable to use any other modes.
149. "Too many drivers recently do not know and follow basic traffic laws.

Improving the corridor cannot fix that!

So it is important to also require better ADOT driver's license testing for new from-out-of-the-area drivers, including an in-the-car driver's test."
150. We need better public transportation. Only that can serve our whole community, especially those that don't or cannot drive. More and safer bike lines would be appreciated too.

Do you have any other comments that you would like to share about the project or corridor?

151. Desperately need more bus stops with benches AND more benches located under a shaded structure. The summer heat is dangerous for seniors like me and those with disabilities who are also like me. These are especially needed at the stops on both sides of 1st Avenue by the Woods Memorial Library, which gets heavy use.

152. turning movements for vehicles with respect to businesses need to be maintained

153. Can't wait for protected bike lanes and improved shade

154. Ensuring frequent and safe opportunities for people to cross First Ave from East/west is a top priority because as it exists today far too many people have been killed on this road.

155. It's super hostile to non-vehicle users and fixing that should be the top priority for this project.

156. "There has to be funding, emergency improvement, or parks department funding for example, to support the current project as a model for using previously unknown practices to utilize the opportunity of having a humble bus stop as a critical safety net, allowing for extra precious time in an emergency for professional first responders to arrive, by having a water supply resource that is outside of the city grid.

Please consider the mountain range lands around the city and the metrics from the aviation community to locate the best regions. Additionally,

<https://inhabitat.com/worlds-largest-fog-harvester-produces-water-from-thin-air-in-the-moroccan-desert/>

World's largest fog harvester produces water from thin air in the Moroccan desert. 10.000 liters of water a day from the fog for #waterresources

* <https://azstateparks.com/workshops>

#Arizona State Parks and Trails Grant Workshop held on Tuesday, March 26th · online would also be a great partner, with the indigenous community, especially since trail heat related injury is an outdoor issue.

**Something like #ArizonaSpaces should be included at each bust stop with a QR code so each visitor, or those returning home can acclimate quickly. While traveling by bus, Spanish and other non English speakers struggle to keep up with the bus schedule on their cellphones. "

157. My comment is from a car driver's standpoint. 1st Avenue does not need to be widened or changed in any major way. The only things that are needed are bus cutouts so they can load/unload without stopping traffic.

Do you have any other comments that you would like to share about the project or corridor?

158. Turning into apts @ 4225 N 1st Ave, Verde Apts while heading North has a few accidents every 7-10 days. The Police Dept forced the Apts to close both LImberlost entries years ago claiming it was more dangerous with the LImberlost entrances open.

159. Can I see the proposal of the project ?

160. It's the most convenient way to get north of River, but it's also a heinous drive, full of homeless or drug addicts, people crossing mid-block, ugly buildings, no sidewalks, no shade or landscaping.

161. The whole city of Tucson has a problem with red light runners and is causing way too many accidents per day. It is a disappointment that Pima county does not recognize this as a problem, as well as doing anything about it. It's a shame

162. Please address the homeless and open drug use along this corridor prior to moving forward. We don't need more trees we need more police

163. There is so much foot traffic in our community and I fear for the safety of my neighbors when driving at night because it is so hard to see pedestrians who cross the road. As a bike commuter, I avoid 1st Avenue entirely, even when it is the most direct route, because the bike lanes are so tight and the bike lane road conditions are so dangerous. I know others can't always make the same choice and have to pedal through regardless. I'd love to see more protect bike lines, shade trees, and pedestrian crossways with lights to ensure my family and my neighbors can stay safe in our community. Thanks for investing in our neighborhood!

164. I would be open to reducing the amount of traffic lanes to introduce protected bike lanes and accessible pedestrian walkways.

165. Whenever I drive through 1st and Roger (which I do a few times a day) I am nervous to get in a car accident or hit a pedestrian.

166. Street Lighting

167. The homeless population makes me feel like I can't walk safely and freely

168. Lighting is especially an issue from Fort Lowell to Roger. More shade for the bus riders.

169. thanks for asking our opinion

170. Major ponding when it rains on 1st. Also improve sidewalks

171. I think it's essential for First Avenue to have a street car running down the center. I hope you don't add any new lanes for automobiles. We need to switch from automobiles to public transportation to slow down climate change.

172. When there are events at Rillito Park, traffic should be able to more easily enter and exit the park/race track.

Do you have any other comments that you would like to share about the project or corridor?

173. I would like to see speeds reduced here, by design. I would also like to see fewer car travel lanes so that people crossing the streets on foot and on bike have a shorter window of risk. I would love to see protected bike lanes, frequent and safe crossing locations for people on foot and using the bus, an overall reduction of asphalt and an increase in shade and green (trees, plants, etc.).

174. Street lighting needs to be improved. There are many pedestrians that like crossing 1st Ave at night wearing all dark clothing and they don't cross at a crosswalk. We don't need to widen 1st Ave, just grind down and relay new asphalt or some other material that will hold up longer than 5 years. It is a waste of taxpayer dollars to keep repaving streets because the city takes short cuts and rebuilds interior streets with inferior road materials resulting in a shorter road life.

175. Create a safe use area for drug users on the corridor. I continued to suggest the former heart hospital on north stone Avenue, but a smaller site on north 1st Ave , say on the ne corner of 1st Ave and Ft. Lowell.

176. There is a homeless problem on 1st.

177. Keep the existing 4 lanes (2 lanes each direction), install medians between the directions, and expand bike lanes. I see no need to widen the road to 6 or more lanes.

178. Current sidewalks are not all safe for those using power chairs

179. I feel very strongly that we should NOT increase the number of lanes of traffic on 1st Avenue. This will merely increase the amount of traffic, as has been proven time and again. The widening of Grant Road was a disaster and has increased the amount of traffic so much on that road that we almost can't get out of our Jefferson Park neighborhood. All that widening streets does is increase the number of cars using the street. Please focus on improving bike lanes, bike safety, sidewalks, pedestrian safety, and providing native trees and plants for shade.

180. I hope no one is talking about replicating what they did to Campbell. Those medians are an unmitigated city planning disaster, the traffic is ten times worse now.

181. A focus away from cars towards public transportation, pedestrians and bicyclists will make the corridor better for everyone. We don't need more cars going through this area.

182. It's such a hazardous corridor to travel. I ride my bike to and from downtown and won't go anywhere near 1st ave for safety reasons. Accidents at Roger and other cross streets are getting out of control

183. Please modernize and revitalize old buildings so it doesn't seem like a homeless and drug corridor with crime and prostitution in "massage shops"

Do you have any other comments that you would like to share about the project or corridor?

184. Bus stops in the middle of blocks are just invitations for people to try to cross without a light. Something needs to change. Landscaping and bump outs would help. Bus can remain free but people should still have to jump through the hoop of getting a free bus pass and may limit how many trips because it's not fair to hard workers to have to share the space with homeless drug users just snagging free AC and transportation to nowhere 24/7

185. When we voted on the RTA in 2006 1st Ave was to be widened to 6 lanes with medians. The people voted for that improvement so I feel you should listen to the Will of the people.

186. Please widen! Make 3 lanes each way!!

187. There are so many people on foot and unhoused along this stretch. Traffic is much too fast. This absolutely should NOT become a speedway street. It's unsafe as it is. Adding more lanes would be horrible. If anything a road diet should be considered. Biking is absolutely unsafe. Mountain is more favorable for biking but we need ways to be safe for all. Sidewalks are nonexistent and many with wheelchairs are in the road. We need to be proactive. Expand our street car up main corridors to help businesses thrive and students get to and from. If we really care about our people, advancing rail service should be a priority. Our mega streets are dangerously too fast with horrific accidents everyday. Please do not make 1st more dangerous than it is.

188. Too many of our streets are vehicle-centric, and there are far too few major corridors that are safe for biking or walking. I favor any new projects be safe for all citizens of our city, not just the vehicles. We especially need more safe routes for bicyclists.

189. Widening 1st Avenue to four lanes would be a mistake, would make an already difficult street even less friendly to nonmotorized users. What is needed is more, better bike/ped access and active discouragement of abusive uses by motorists

190. Please focus on making this street a place where people want to be, not some awful thoroughfare that drivers want to get through as fast as possible.

191. The traffic lights should be synchronized to the 40 mph

192. Set deadlines for contractors that are going to do the work we see too much laziness going on because it's all taxpayer paid, construction needs to be done in a timely manner every project in Tucson drags and drags we need to stop this waste of money get things done do them right and move on to next project because there is plenty to be done.

Do you have any other comments that you would like to share about the project or corridor?

193. I would like for all bus stops to have seating and shade with anti-hostile architecture. Please allow unhoused people to exist freely and safely. For an increase in sidewalks (often dirt paths closer to roger) and fixing buckled sidewalks. Increase in shade would make walking commutes to the library and grocery stores more enjoyable. I think there will always be traffic and catering to cars does a disservice to the community who relies on bikes, walking, and busses. We get the chance to showcase how beneficial a walking community is and we should be excited to do that! I would also appreciate deterrents from last night speedracers/late night noise pollution. I would like to see variety in the desert adapted trees used to be strong varieties compared to fast growing (often bad in long run as they are weak wooded and fall easily in monsoon storms). As well as many different types outside of the mesquite, Palo verde, and dessert willow. We have so many cool trees we should highlight!!

194. Glad to see it's being done! Thanks for the surveys.

195. Extending North-South bike boulevards north of Prince Road would help bike travel

196. Please implement sequenced/programmable light along the whole corridor that change red/green light times based on traffic patterns. Including sensors on corridor AND cross streets that can adjust more efficiently in high AND low traffic times along corridor. Should be able to drive South from River Rd at the speed limit and hit MINIMAL red lights Mon-Fri mornings for traffic towards Grant.

197. "Separating regular bicycles from 2 cycle engine bicycles, ebikes, and scooters. Get wheel chair users out of the bike lane by improving sidewalks.

Have more places where pedestrians can safely get across the street that are near bus stops. Some of those individuals do not have the physical mobility to walk to major crossroads to cross then have to walk the same distance back."

198. No, everything was covered. Thanks for thinking of us and our road the 1st. Ave.

199. 1st Avenue is unsafe for anyone not in car - but even if you are in a car, people drive fast and recklessly, using it as a highway corridor. It is unsafe to turn out onto 1st from any non-major road, as cars move fast and there can be limited visibility due to business structures and signs. I would like to walk or bike on 1st instead of using a car, but do not feel safe doing so as the lanes/sidewalks are small and in poor condition.

200. I do not want First Avenue widened. I would prefer that the bulk of north-south traffic be diverted to Stone and Campbell, which are already much more built up. I want to keep First Avenue oriented to the people who live and shop and work here (like me and my family). The emphasis should be on the neighborhood feeling, so trees and accessible sidewalks would be great. I do not want the focus to be on people commuting and trying to get them where they're going faster. We do not need more lanes for traffic, but better bike lanes would be good.

201. Thank you for your work on this project. I'm hopeful this street safety will be greatly improved for all users, the bus stop locations will improve, and overall attractiveness of First Avenue will improve.

Do you have any other comments that you would like to share about the project or corridor?

202. It would be nice to have pull outs for the buses to minimize disruption to traffic.

203. The intention at bromley and first needs a light to handle all traffic at the park and neighborhood

204. Clean up the drug addicts and homeless. Nobody's gunna wanna go for a walk or ride their bike when a bunch of bumms mope around the area. Clean it up tucson. Start making them accountable. I always see people smoking meth at the bus stops.

205. A successful road project is a fast road project

206. It would be nice to see renderings of proposed intersections. For instance at Limberlost

207. "Additional considerations:

Public Restrooms

Protected bike lanes

Fewer turn lanes/left turns down center lane

Carbon offset (trees etc)"

208. We love living in the center of Tucson. I used to take my kids on walks to Rilito Park almost daily. We also loved using the bike paths along the river. We have not been able to do that any more because the safety of the area has declined. Used drug paraphernalia, trash, and unhoused people passed out on the streets have changed our ability to feel safe using Tucson's great amenities. I hope you will consider public safety going forward with this project and I have a lot of hope that Tucson can be a wonderful, safe, and family friendly town again.

209. "I avoid 1st at all costs. I used to use it a lot, now I have to use Campbell which is becoming more and more dangerous all the time (River and Campbell, River & Limberlost, increased traffic at Campbell and Allen and Campbell and Prince - the horrendous Campbell and Ft. Lowell and Campbell and Glenn and Campbell and Grant - all bad).

The long stretch of 1st Ave road up to Wetmore is in poor condition, the turning lanes inadequate, dangerous for pedestrians(a friend was hit by a car walking in the crosswalk) and the bus stop at Ft. Lowell & 1st is plagued by drug users and litter. Plus, there is no traffic law enforcement. If you cite the lousy drivers, you might boost the coffers of the Police Department and for street maintenance.

1st is a blight on our city - if you add landscaping, you need to budget in proper plant/tree care. "

210. It is super dangerous to try and get on 1st when leaving the the offices to the south of the Rillito Racetrack/Park. It is hard to tell that there is no middle lane there. Visibility is slim and the middle lane disappears making it hard to pull out then merge with traffic heading south on 1st. It can be difficult to see pedetrians who cross in the middle of the road between the Fry's near Roger and the apartments across the street. Same when leaving the Sprouts shopping strip. Better lighting would help.

Do you have any other comments that you would like to share about the project or corridor?

211. Thinner car travel lanes to slow traffic.

212. I know this survey is about the road itself, but the homelessness and open drug use along the 1st Avenue corridor are worse than they have ever been. It's difficult for businesses, distressing for road users, dangerous for children, and a real blight on the community.

213. Please install bus benches at the 1st Ave and ft Lowell bus stops!

214. "I mainly use 1st to take transit to my job downtown. Route 6 goes down 1st avenue and it can get really packed due to Tucson High and UA students taking this route from and to their homes. I'd definitely prioritize speeding up the buses on 1st avenue by getting rid of the bus pull outs so that they don't have to spend time waiting to merge back into traffic. There are times where the bus has been at the pull out by 1st and university with over 30 people and we are spending minutes trying to merge with traffic.

I've also had issues accessing bus stops on 1st ave. I used to live by Blacklidge and 1st so to take the bus going south, I would need to cross 1st. there is no pedestrian crossing around blacklidge and the closest lights was either fort lowell or Glenn. It was much easier to just walk across whenever I could find a gap in the traffic. I've also seen people miss the bus because they weren't able to cross 1st on Blacklidge.

I don't dare to bike down 1st as the cars can go pretty fast and there is no protection so I tend to take Mountain Ave to go south or north from my house on my bike."

215. I use this road a lot but wish it was easier to bike. I really enjoy being able to bike around this city, and this particular road needs improvements for that to feel like an option. I also see that there are many people walking and biking here in very dangerous conditions and they deserve to be safer

216. Bus routes run daily and at decent enough times. A bus that goes all the way up to 1st Ave would benefit a lot from all directions. The major road issues are mostly between Wetmore and Fort Lowell.

217. You can minimize traffic congestion by expanding transit options and headways rather than Road widening. I look forward this being a lovely, complete street for all road users.

218. I think a lack of prosperous local business as well as practical/aesthetic street design is a major factor affecting growth and safety of residents of the corridor.

219. Making a left from many driveways onto 1st Ave is nearly impossible.

Do you have any other comments that you would like to share about the project or corridor?

220. A strip of paint does not count as a protected bike lane. Breakaway bollards do not count as protected bike lanes. I want to make sure this is clear. Shade in any form is incredibly important for the walk-ability and bike-ability of this road as a North-South strip of dark asphalt. This road has plenty of capacity for lane narrowing to produce space for actual protect bike lanes, shade, and reduce the speed of vehicles.
221. "There are waaaay too many accidents at 1st Ave. N and Wetmore. Also too many accidents at 1st Ave. N and Prince.

Can't we figure out why?"
222. I think Tucson needs to be spending more money on implementing measures that will increase the safety for all individuals using the corridor regardless of how they are transporting themselves. Tucson would benefit from being a more walkable, safe town and those are the changes I want to see.
223. Broadway updates took way too long, and it really became an embarrassment for the city. Whatever improvements happen along 1st need to be completed quickly.
224. I use 1st Ave to get from my workplace/apartment in Central Tucson to visit friends who live on the north side of Tucson and in Oro Valley. I prefer driving down 1st Ave (as opposed to Oracle Road, for example) because there are fewer lanes. As a driver, I would prefer if no additional lanes for drivers are added to 1st Ave. In fact, I would support efforts to shorten the length of the lanes on 1st Ave in order to promote safer driving. We drivers "rule the road" and the more of us there are, the more hectic and dangerous the road is for bikers, bus riders, and pedestrians! I would be comfortable with additional lanes added to 1st Ave if they were exclusively for the bus. There are many pedestrians that walk along and across 1st Ave (and there are a lot of great businesses/destinations for them to go to, such as the Woods Memorial Library); I would like to see corridor improvements that prioritize their safety and comfort. I would be so happy to see improved/expanded sidewalks (that are larger in width so that people using strollers, carts, or wheelchairs can have all the room they need), more shade, improved bus stops/bus shelters, as well as places for pedestrians to sit and rest that are not bus stops/shelters. Near where I used to live, at the 1st Ave/Fort Lowell intersection, there are many homeless Tucsonans who use the bus stops/shelters and surrounding areas to get some rest/find respite from the heat. I think that if there were places along 1st Ave where they could comfortably sit and get some shade, that would free up the bus stops to be used by the bus riders, who I know sometimes are a bit wary of using the stops in that area. I would also love to see improved bike lanes. I would like it if we had the bike lane barriers such as the ones on N Main Ave, on the south side of the Main Ave/Speedway intersection. Thank you for taking our feedback! I am so excited to see the improvements that y'all bring to 1st Ave!
225. The future city we need depends on the decisions made today. Let's not make the mistakes of the past where we've created a car dependent city that's unsafe for children, the elderly, the differently abled, and frankly everyone. Our roads are overrun with irresponsible and reckless drivers and we need to design roads that make it difficult to speed and endanger others.

Do you have any other comments that you would like to share about the project or corridor?

226. Any and all steps we can take to create genuinely safe bikeways (fully separated bike lanes) and improve public transportation will reduce traffic. Car traffic is dangerous and terrifying, and we can do better to keep people safe!

227. "Educate pedestrians on how to safely cross the streets: Stop, Look, and Listen - learn to rate the speed of traffic before stepping into the streets.

Particularly the folks who are not fully there, ie drug/alcohol abusers, mental problems, and perhaps those whose first language is not English."

228. Tucson needs high speed transit! My family has to drive because the buses are too slow. We are blessed to be able to afford our vehicles - there are many who are not and must depend on Tucson's slow public transit. Stop spending money widening streets that encourage more climate destroying vehicles - invest in public transit like Europe and Japan have done.

229. I hope the planning can be less car centered and through a lens of accessibility, safety, and people - shopping, walking, biking, public transit, and community connection.

230. more bus pullouts, drinking fountains and public restrooms

231. "1. A REAL NEED TO INCREASE CONSCIOUSNESS AND AWARENESS OF THE PEDESTRIANS WHEN NEEDING TO CROSS THE STREET BETWEEN CROSSWALKS. OFFER THEM SAFE CROSSINGS THAT MAKE THE GREATEST IMPACT ON THEM.
2. ELIMINATE THE CONGREGATIONS OF PURPOSELESS INDIVIDUALS AT 1ST AVE AND FT LOWELL RD, BOTH SE AND SW CORNERS. CLEAN I UP.
3. TEAR DOWN REMAINING BUILDING IN AMPHI PLAZA, PLACE WHERE TRANSIENTS AND PURPOSELESS INDIVIDUALS HANGOUT. CLEAN IT UP."

232. I would love to see 1st ave transition to a more balanced, multi modal corridor with greater emphasis on walk ability/ accessibility, bike access and safety, and improved public transit, including more shade and landscaping.

233. "We need LESS car-centric infrastructure and MORE services/improvements/accessibility for pedestrians, cyclists, and public transit users. Trees, trees, trees. It is a fact that widening a road only brings MORE traffic, it does not reduce it.

Please, for the love of whichever god/energy/value you serve, can we make Tucson better for PEOPLE - not cars. Especially with the Norte Sur project developing - we need to focus on improving quality of life for PEOPLE in this area, mass transit is coming in the future to the Norte Sur corridor - the future is on non-automobile tires and feet.

PLEASE!

Signed a 32 year old who grew up in Tucson and dreams of a more walkable/rollable/bikeable future near my home."

234. Not safe to the drivers with people randomly crossing the roads. Mostly homeless at the intersections

Do you have any other comments that you would like to share about the project or corridor?

235. "Significant increase in homeless along the 1st avenue makes it more difficult to use the sidewalks.

Drainage has been a huge concern during monsoon with our property frequent flooding.

Cannot afford to lose our property for corridor extensions."

236. Beautification with landscaping, including tree planting would be greatly desired.

237. "1st Ave is a very unsafe place, and some of its problems arise because of the lack of planning along the corridor. It could be much safer with things like protected/raised bike lanes, better lighting at night, and shade trees for pedestrians.

I wish the City would just invest in better sidewalks and protected or raised bike lanes level with the sidewalk instead of using paint on asphalt or gimmicky traffic safety devices. Cars usually don't hit people walking on the sidewalk. They hit people jaywalking in high-traffic areas, in crosswalks at night, and when they veer into bike lanes adjacent to car lanes. There are numerous shrines dedicated to pedestrians and cyclists killed by cars along 1st Ave that it's starting to become disturbing to see everyday. The zebra traffic separators don't work - the ones on Oracle/Main south of Speedway were just installed and have been run-over and have cracked into pieces. There is heavy bike use up and down 1st Ave (it's a poorer area and biking is the most affordable means of transportation for a lot of people here). I would love to see what is being done on Stone Ave downtown between Toole and Broadway along 1st Ave. "

238. "Provide safe crossings for the many, many pedestrians. I'm sure your demographic studies would show a relatively high number of pedestrian and alternative mode users in this project area.

I witness many pedestrians cross between the designated intersections -- provide more crossings or guide people to safe crossing locations. Provide safety for both day and night users. "

239. We have already lived through 1 RTA Project. As a result, they forced us to sell a piece of property and move. The preparation for the project took far longer than expected and our corner was dug up for close to a year. The project, itself went on for years. Many days, nothing was happening and intersections were still blocked off, as well as people standing around not doing anything. We advocated that the project be worked on 24/7, but that didn't happen. Crews working weekends, days, and nights may have cost a little more, but that would be offset by savings on project overruns and cost of materials and labor increases. Now we are facing a similar situation on 1st Avenue. We advocate for project efficiency and 24/7 project construction. This would save money and minimize the effect the project would have on businesses that will stay in the corridor and the loss of value and desirability of property for sale.

Do you have any other comments that you would like to share about the project or corridor?

240. "Have the largest employers considered staggering their employees' BTOD and ETOD schedules to reduce or ending the times of ""overcrowding"" the vehicle lanes. Have the RTA, the City and County called for an examination of this alternative to the high use of these existing lanes twice a day, as some describe is the problem. The lack of significant numbers (if any) larger enterprises (UofA?) using staggered schedules should be addressed before any design decisions are made. Taxpayers both in the city and beyond would appreciate this, I'm certain!

[The world desperately needs imaginative infill development that maximizes spaces for living, working and playing - each together in the same walkable and rideable space. The City and the County need to join the 21st Century in this regard, I believe. Sadly, it appears the RTA has no commitment to this concept, preferring to service the Levittowns that surround Tucson.]"

241. Glad to hear that widening 1st is off the table, though protected bike lanes would be a good thing and would seem to require a little more elbow-room.

242. Planting lots of native trees for shade for pedestrians & cyclists, cooling the area.

243. Before any money is invested the homeless and drug problems in the area should be resolved. Cannot keep polishing crap.

244. Trees would improve

245. "I don't think the traffic light timing is well configured along the corridor (and in the entire city too).

The intersection of 1st Avenue and Fort Lowell is dangerous, especially to pedestrians."

246. This street does not need more lanes. Traffic can be congested during rush hours, but in general traffic flows very well. This street is used heavily by pedestrians so Medians and Crosswalks at key areas seem important for safety.

247. Since I live along 1st Ave I would walk or bike along it for some of my errands, but when I've tried it feels very unsafe. So I drive instead.

248. The road should not be widened. Widening would have a terrible impact on the businesses and nearby residents who already suffered greatly during the widening of grant road. If people choose to live in Catalina or Marana and work, etc in Tucson they can just allow enough time for the commute or stagger their commute times. There is no reason for a 40 mile an hour speed limit on this road and limited places to safely cross and lack of continuous maintained sidewalks and bike paths.

249. IT really isn't all that bad right now. There have been too many mature trees removed which not only provided shade but offset the CO2 emissions. What exactly is the plan to "improve" this avenue? If it is the same as what you're doing to Grant Road, DON'T. It does not need to be wider, but the speed limit does need to be enforced.

Do you have any other comments that you would like to share about the project or corridor?

250. Homeless population and drug sales/use on 1st should be a major concern that needs to be addressed. I take the number 4 and 5 buses, but I would not take a bus along 1st avenue because I have repeatedly seen drugs being sold along 1st. However, overly bright, unshielded security lighting is not a good solution--if lighting is changed, please consult DarkSky International standards for effective lighting, which means lights are shielded, only as bright as needed (which reduces glare and improves safety for all), and energy efficient. Thank you!

251. I have never found First Avenue to be overly crowded. Perhaps we don't need upgrades

252. More crime prevention needed. More police activity needed. First Ave drug addicts and crime spill over into neighboring areas negatively impacting quality of life. Amphi Plaza is a disaster and has been for years. the city needs to act more decisively there.

253. This is a frequently used corridor by pedestrians and cyclists, despite the poor bike infrastructure. Adding protected bike lines here would be a huge improvement for the safety of everyone who uses this road!

254. "You really need a double left turn lane on Northbound First at Wetmore.

Improving the bridge over the Rillito River - Widen it, make bike lanes, make wider/safer sidewalks

You mention trees along the route, nice idea, but against it. Hard enough to see those on drugs or drunk without them stumbling from behind a tree into a street. (yes, it is a problem, at least three times a week I have to take evasive action to miss those people as they stagger around)"

255. All new roads should have a protected bike lane. All bus stops should have a shelter.

256. Make it a street rather than a stroad!

257. Road diet. Road quality. Safer for pedestrians. Bring the street car up here. By all means do NOT add more traffic lanes.

258. Raised medians would be beneficial, and the loss of direct left turn access would be acceptable. Consider roundabouts where traffic volumes allow.

259. We need to keep the corridor safer. There have been so many break-ins, vandalism, homeless and illegal activities that occur on a regular basis. I don't feel safe during the day or night to be in the area and definitely don't feel safe to have my kids with me.

260. "Turn lanes onto 1st Ave at Glenn, Roger, limberlost are all challenging.

I think 1st & Prince , & 1st & Fort Lowell are difficult intersections. Pedestrian traffic slows the right lanes in either direction. "

Do you have any other comments that you would like to share about the project or corridor?

261. "The most horrific part of dealing with 1st Avenue was nothing listed on your survey. The transients and drug user/abusers sitting at businesses and bus stops or just on the curb. The trash and the drug paraphernalia left for dogs or children or even adults to step in (needles, foil with deadly fentanyl still present) Before any money is spent to fix the neighborhood, clean the people and their filth out. We (my place of work and home personally have spent thousands of dollars and hundreds of hours over the last few years cleaning up after them, putting out fires started and dealing with machetes being wielded at us. Don't get me wrong the streets are bad, but no where near as bad as the transient drug user/abusers.

DO NOT PLANT more trees that just gives them somewhere to hang out. I had to cut all mine down next to my house as COT inspector said ""if there is shade they will keep coming back, best thing to do is cut them down""!

DO NOT worry about sidewalks because they just lay down with all their belongings because it is a smooth level surface to reside. The sidewalk would be great IF we were all just using it to walk on. However, even the city sidewalk on Glenn and 1st is so neglected that there are 6 and 7+ inch steps in it. Fix that.

DO NOT take property away from businesses for landscaping. Landscape where it is free and clear. As far as taking the front of the current businesses property...I have seen more people eradicating the overgrown trees and bushes from ""city maintained"" spaces than I have ever seen the city do. THINK before you plant trees and not maintain them. How many roundabouts aren't managed? How many motorcycle accidents do you need on Grant and 1st because of the overgrowth and inability to see a cycle in the fast lane coming down the street? MAINTAIN WHAT YOU HAVE THEN PUT BACK OUT FOR DISCUSSION."

262. It would be great if it could be completely lined with trees for shade! Or even weather proof canopies that can hang over our heads and provide shade.

263. I think adding turning lanes and bus pullouts would be idea. Drainage is an issue. Sidewalks would help keep pedestrians out of the bike lanes.


264. vehicular throughput is the most important thing. Not free shit for foreigners on foot

265. Please address the drug and homeless issues plaguing this stretch of proposed improvement before moving forward. It will be a burden on everyone if it's not.

266. Fewer cars should always be the goal - this improves safety and livability for all! Make it safe, pleasant, and easy to choose a non-car mode of transport in this area. We should not shy away from cost since cost is a temporary risk. Let's get it right the first time with protected bike lanes, dedicated bus lanes, and wide well-shaded sidewalks!

267. Please, please, please do NOT place any trees or other obstructions in the center turn lane like was done on Campbell!!!

Do you have any other comments that you would like to share about the project or corridor?

268. 1st Ave has some of Tucson's best restaurants, some great businesses, and is an important connector between downtown and the Rillito River. I use this corridor often, but would use it all the time if it were safer and more comfortable to access by bike, and safer for pedestrian crossing. It needs a road diet and/or a protected bike lane, it needs improved shade, it needs accessible and complete sidewalks, and it needs better signalized crossings for pedestrians. Thank you!
269. Have the professionalism to go BACK to 6-lane RTA voter approved plan. Now ESPECIALLY w BRT on Stone that takes 2 lanes out of service. Have the guts to do the right thing.
270. Travel speeds are way too fast along first Ave. It is dangerous
271. I don't currently bike on 1st Ave (but I did when I was a student with less care for my safety and fewer alternatives). However I would gladly bike instead of drive if a curb/jersey barrier/tree protected bike lane were installed! This would make the road surface last longer as my bike and I aren't heavy enough to damage pavement but my electric car definitely is.
272. I am on the 1st Ave Citizens Task Force. My primary concern as a daily driver on 1st Ave. is addressing the safety of the drivers, pedestrians, and cyclists. The problems with the unhoused folks with substance use and mental health issues impact not only them, but anyone using 1st Ave. I understand that's a larger, more complex problem to solve. But in addition to the road condition (low lighting, not very accessible sidewalks or secure bike lanes), I see it as the number one problem. 1st Ave. needs some upgrading and welcoming places for alternative and vehicular travel. And we have to do something about the gathering folks who just walk out in traffic. But I am glad that even though we're in the 09 (not 05 or sunshine mile), we're getting some much needed love and I'm honored to help with that
273. The city is great about doing improvements, but then they neglect maintenance, not replacing dead or dying landscape, not cleaning up trash or supplying enough trash receptacles, not enforcing code violations and allowing empty buildings to become hot spots for unhoused. Will the city ensure these issues are addressed long after the money is spent to improve this corridor?
274. First avenue is one of the most dangerous roads to use in tucson especially if youre not in a car. The bike lanes are a joke, the sidewalks dont exist, and the speeding is outrageous.
275. I think there are bigger fish to fry. Rampant drug use and homelessness are top of the list. This will hurt an already compromised work environment. It will take away the tiny curbside property buffer of our businesses. The roadwork will be an endless mess of barriers and bottlenecks not to mention the inconvenience to all that travel and work in that corridor. Please reconsider.
- 

Do you have any other comments that you would like to share about the project or corridor?

276. I live off of Bromley on the west side of 1st Ave just south of River Rd. I like to access The Loop by bike with my young child. The stretch of 1st Ave I must ride along on my bike with my child from Bromley to the Loop is extremely treacherous. I must ride through the parking lot of Allegro School of Music, and then must ride in the ROAD where there is NO BIKE LANE and NO SIDEWALK for half. This seems criminally dangerous. When the sidewalk does resume, it has a sharp curve in it just before the loop, which is difficult to navigate on a large heavy commuting bike. Also, I observe that cyclists visiting area also like to access the Loop from 1st Ave, so the area would also benefit them. Additionally, there is a lot of transient/homeless activity around the bridge at 1st and the Rillito.

277. I would like to see a smooth roadway, better lighting at every corner to see pedestrians when they are crossing the roads, sometimes it's hard to see them when making the left or right turns. A median to help make left turns safer at designated locations. Planting native vegetation and trees for shade and better visuals at sidewalks and medians.

278. I love shade and trees and landscaping, but in hot Tucson the unhoused and addicted tend to gather under trees to party and who knows what else. This creates a safety and health nuisance for those of us who want to go about our business without being panhandled or forced to witness someone so strung out on crack or fentanyl they stagger into traffic. Any improvements to the corridor must address this problem or we'll be throwing good money away.

279. Safer crossings and more bus stops would be helpful. Also protected bike lanes would be great.

280. What about the homeless all up and down 1st especially 1st and Ft Lowell? It's crazy there and dangerous. What can be done to help that population AND improve the area for the people who live and work in this community? Beautification and landscape are a top priority as well as usable bike /walk paths but also to not close the few thriving business along 1st Glenn 1st Grant area

281. Better visibility for cars-pedestrians-bikes around the 2nd St crossings, please!

282. They're are too many used dealerships and tire shops along the corridor

283. 2 lanes in each direction with a protected bike lane and shade!

284. Space for buses to pull into to drop off/pick up passengers, so to keep the traffic flowing.

285. I wish I knew what the game plan was.

286. Intersection improvements (left and right turn lanes; protected left turn) and bus pullouts are the most cost effective improvements that can be made to an arterial roadway. Bicycle safety is important, but so is moving traffic with minimal congestion. Medians on busy streets often cause more congestion by blocking through traffic if too many turning vehicles are in line. Sidewalks the entire length of 1st Ave is paramount for pedestrian use and safety. Businesses are always harmed during roadway construction and there should be a way for business owners to contact the City about issues regarding access to their shops and to get immediate response from the City. Start citing jaywalkers who create dangerous situations for all users.

Do you have any other comments that you would like to share about the project or corridor?

287. I want a better way to exit the Sprouts Center at 1st and Limberlost. You cannot go east without turning left onto 1st and it's a death trap. People heading north turn into the turn lane too early; the traffic going south on 1st piles up turning into the center. There is literally no way to get out if you live east because there is no way to turn onto Limberlost and go east out of the center. You can only go west.

288. In the desert, shade trees are essential infrastructure. Please.

289. Drivers are inside their cars, protected from the elements, with the A/C on, they will survive the traffic congestion they are causing just fine. Focus on the pedestrians, transit users, bicyclists!

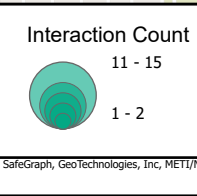
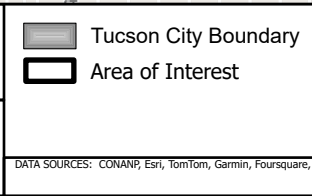
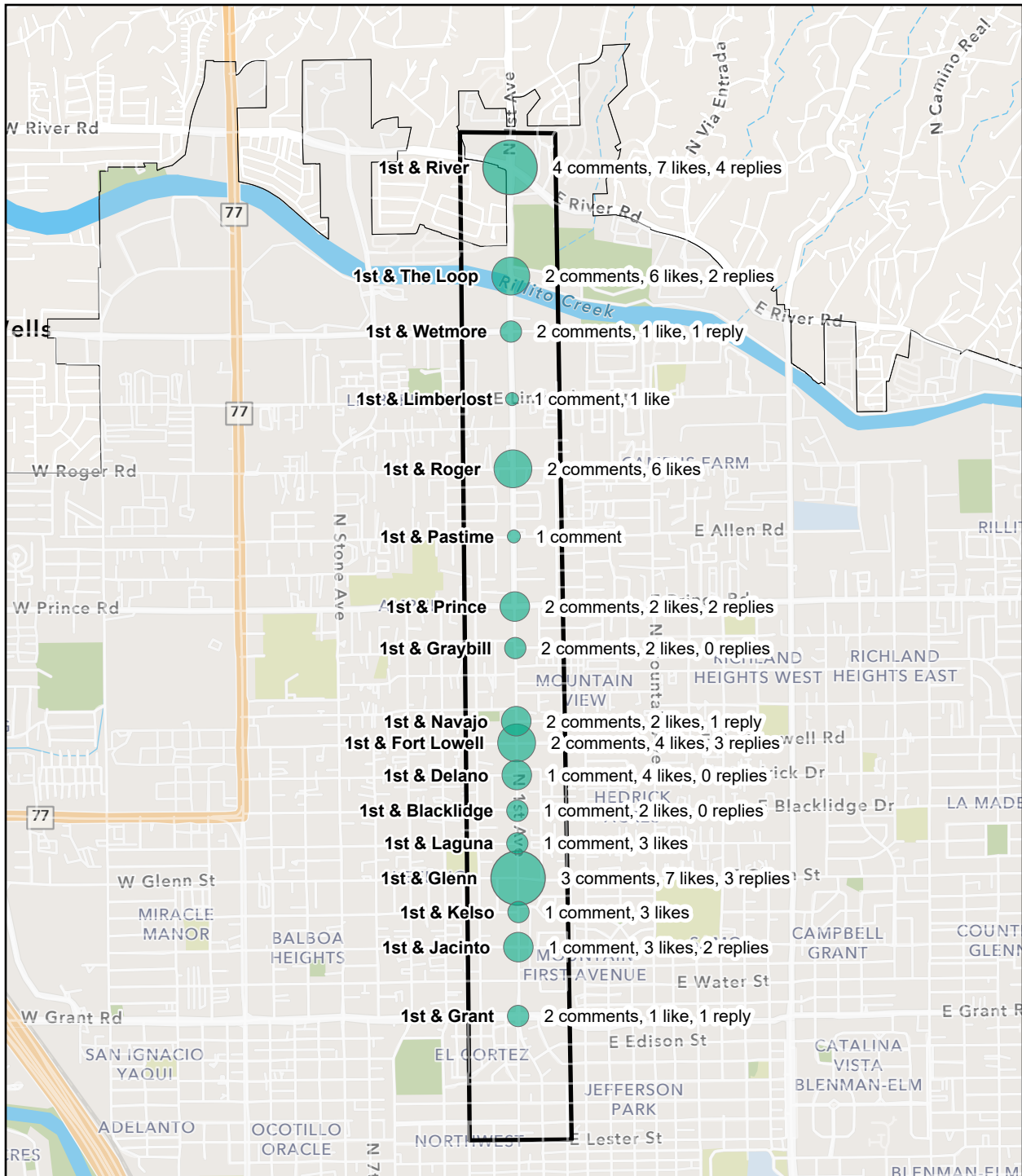
290. The corridor suffers from neglected and insufficient maintenance. Business entrances and exits cause pavement break-up, a hazard that can force cyclists into the travel lane. Poor striped shoulder sweeping (when it's done) leaves a strip of gravel right down the center of the striped shoulder. Gavel wash-out and large areas of standing water are hazards. Construction barricades left overnight can be missed in heavy traffic and poorly lit areas. Gutter pans should not be used. The uneven transition from asphalt to concrete often presents cyclists balance problems. And when it comes to the bridge, no wheel-catching gap between the street pavement and the sidewalk wall.

Thank You!

1st Avenue Phase 1 Survey

Appendix E: General Comments





DATA SOURCES: CONANP, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/19/2024	Comment map	Other	1st/Fort Lowell	The key to this entire project is beautification. I think it's fine to have two lanes going in each direction. But you have to include a landscaped median WITH TREES. The sidewalks need to be large, safe and shaded with TREES. This used to be an ok neighborhood but over the past 40 years its turned dangerous, ugly and unkempt. The key to any project (and Tucson in general) is to add beauty, trees and I would go even further to require building architecture design guidelines. Bury the electrical lines. Put in beautiful street lights. And dont cheap out like you did on Sunshine Mile. Beautify and developers will want to be there.	"0 likes, 1 reply: Please do not add those no left turn at the light issues. It is hard to understand for us old timers. Driving past the turn is very confusing. Less stuff in the roadway and more room for cars."	
9/19/2024	Comment map	Sidewalk/ Pedestrian Accessibility	1st/Kelso	Sidewalks along the corridor often are abutting directly against the road, making it VERY unsafe in the feeling of walking. If it is possible to add as much buffer space as possible between sidewalks and vehicles, without widening the road, that would be ideal.	3 likes, 0 replies	
9/19/2024	Comment map	Sidewalk/ Pedestrian Accessibility	1st/Navajo	i dont understand why sidewalks are right up against the road there should be much more space between people and cars	2 likes, 0 replies	
9/19/2024	Comment map	Other	1st/North of Glenn	I would like to see center island medians put in areas where possible so that shade trees can be planted. I understand it would be in the middle of the road, but this corridor can feel so industrial and grey sometimes, some beautiful native plants would be great here.	1 like, 0 replies	
9/19/2024	Comment map	Other	1st/North of Grant	I could imagine some sort of loop extension where the horizontal space being used for bikes and peds is consolidated as a multi-use trail on the west side, that continues onto 1st avenue south of Grant road as vehicles diverge to Euclid.	"1 like, 1 reply:Not on your list is the intersection just south of Grant at Euclid and Edison where there is a crash once a week, and the homeowners have had to install giant boulders and concrete block walls to try to keep their homes safe. That should be fixed before the trying to fix the cesspool that is north of Grant to Prince gets underway."	

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/19/2024	Comment map	Safety	1st/North of Jacinto	I think that we should do what we can to make sure cars aren't speeding, and lower the speeds. We can do things like traffic calming to make cars actually drive the speed limit. This would make it safer for pedestrians.	<p>3 likes, 2 replies:</p> <p>No more "road diet" plans. We drive cars. We like cars. Make it easy to use my car. 2 lanes north and south with right turn lane cut outs and bus pull outs. Make a nice straight smooth road with no strange obstacles or obstructions.</p> <p>I agree that there should be more safety oriented features to calm traffic. We should prioritize the safety of ALL road users (including other drivers) over the "ease and enjoyment" for a single road user. This does not mean 1st needs to be capped at 20mph with roundabouts at every intersection, but instead redesigned in a way to prevent reckless road users from having the capacity to drive dangerously with minimal effort.</p>	

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/19/2024	Comment map	Bikeways	1st/North of Prince	Please try to create any sort of physical barrier separating bikes from vehicles, and not just plastic or paint. If the bike lanes could be consolidated on one side as a combination bike/ped trail with some buffer space between them and the vehicles, that would be great as it could connect to the loop and bring active transportation deeper into the urban core.	"2 likes, 2 replies: Yes please. I am a bicycle commuter who follows the rules of the road, except when I am on 1st Avenue. Drivers on their cellphones weave in and out of the very narrow shoulder all the time. I've had drivers get so close to me that I am surprised I wasn't hit. I now use only sidewalks when biking next to 1st Ave. I'd much rather be in a protected bicycle lane. I'd also like to see sidewalks that pedestrians actually want to use so they don't take over the bike lane, like they do elsewhere. Finally, the bike lane on Mountain Avenue is wide enough to accommodate cars in some places, meaning folks use it as a parking lot. Please don't repeat that design here. Move the bicycle lane away from traffic so cars can't take it over and force us into traffic. Very much this. If drivers are attached to their fast and obstruction free First Ave, please consider the option for a separate path for alternative road users to be able to use the corridor without fear of unsafe motorists. More paint will not stop a distracted driver."	
9/19/2024	Comment map	Intersection	1st/River	The intersection of 1st and river needs to get rid of its permitted left turns and make them protected left turns. It is so dangerous in the current set up for all drivers going north or south. Genuinely amazed it is what is is considering the feeling of lack of safety today.	"3 likes, 1 reply: I will no longer use the southern crosswalk at this intersection. Drivers making a right from west river onto 1st cannot see the crosswalk as they turn, so it is easy to not realize pedestrians are in it. That said, this intersection backs up so badly that I am hesitant to get rid of right on red. There must be some kind of infrastructure improvement that could help the flow of traffic while not also endangering pedestrian lives"	

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/19/2024	Comment map	Bus Stop	1st/Roger (near Fry's)	Oftentimes buses will be half in the lane as they pickup or dropoff people, making it awkward for the cars behind as it is unclear if I should drive around or just completely stop. Please consider making the bus stops to be "in-lane" bus stops so that the bus can stop quicker, and it makes it clear to people behind the bus that they should just wait until the bus moves again, and not try to dangerously swerve around it .	3 likes, 0 replies	
9/19/2024	Comment map	Safety	General comment	This comment is meant to apply corridor-wide, but please do not widen the road. Other road modernization projects in Tucson have done far too much damage to our city for the sake of complete automotive supremacy of our public spaces. Unless current volumes absolutely show that it is completely necessary, I would strongly oppose any change to the road to make it MORE convenient for drivers. The only way we will have a healthier and happier city with greater capacity on our roads is if we decide to invest in other methods of transit. So please look at making walking and Biking and taking transit more convenient along the corridor. Thank you	"2 likes, 1 reply: Agreed, the road itself is plenty big. We need more safety features for the pedestrians and bikers, and better bus pullouts so folks aren't swerving around them. The sidewalks are a mess."	
9/19/2024	Comment map	Bikeways	The Loop	if the loop were able to connect to the road in some way (with WAY better bike lanes and more protection). that would be good	"3 likes, 1 reply: With the proper safety precautions, 1st could be one of the best ways to travel N/S for non vehicular traffic as it provides multiple neighborhood's and even some schools direct access to the loop, giving children and families the ability to safely use alternate transportation to many destinations. "	
9/19/2024	Comment map	Sidewalk/ Pedestrian Accessibility	West of 1st/Roger	I want to see overall more public accessibility. I can't walk my children down First. I want to see more pleasant walking paths and access to public transportation in Tucson. I'd love to ride the bus to work along first or with my kids to get to parks or the Mercado. But overall it's not pleasant. We live near so many business (our house between limberlost and roger near campus farms) but I don't really feel safe from traffic (narrow walkways, etc., and the traffic is crazy. We should have a pleasant walking neighborhood but don't. I don't walk without my husband. Maybe prettier pathways would encourage more walkers making it feel safer and more public?	3 likes, 0 replies	
9/20/2024	Comment map	Congestion or Traffic	1st/Delano	Make the right lane on both sides of the road bus lanes. This would effectively allow the road to be two lanes total for car traffic, two lanes for bus traffic. Since all this requires is a different paint scheme it should not conflict with the adopted 4 lane plan. This configuration would minimize traffic maximizing travel volumes via increased transit ridership.	4 likes, 0 replies	
9/20/2024	Comment map	Intersection	1st/Fort Lowell	Use roundabouts!	"4 likes, 2 replies: no roundabouts no drive thru left turns"	

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/20/2024	Comment map	Safety	1st/Glenn	Consider a roundabout at Campbell/Glenn and/or protected intersection elements.	"3 likes, 1 reply: Consider an over/under intersection at this point. 1st Ave would go over the top with no exits while Glenn would be on the bottom with exits to the south and north. Let's get away from erecting a traffic light at every mid major intersection."	
9/20/2024	Comment map	Other	1st/Graybill (across from Woods Library)	Use Dutch design practices	1 like, 0 replies	
9/20/2024	Comment map	Safety	1st/Wetmore	Consider a roundabout at the Wetmore Rd intersection	"1 like, 1 reply: The Northbound left hand turn lane is dangerous at this intersection, a michigan u turn or additional lanes should be added"	
9/20/2024	Web form			The city missed an opportunity to consider other planning concepts when Strong Towns visited Tucson some months ago. Our race track "stroads" do not need more expanding in width and length. The traditional growth model, favored by banks and developers and suburbanists, presents insurmountable problems in this world of global warming. Who will step forward now?		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
9/23/2024	Comment map	Sidewalk/ Pedestrian Accessibility	The Loop	Please create a protected a large protected sidewalk for pedestrians and bicyclists crossing the Rillito	"3 likes, 1 reply: Protected bikelanes with concrete barriers is a must. Maybe even a fence on top so that drivers can't throw trash at bicyclists."	
9/25/2024	Web form			What is the estimated start date of this project?		"Thank you for your interest in the 1st Avenue Improvement Project. We are currently in the early stages of this project. You can view the anticipated timeline here: tucson1stavenueproject.com/docs/1st_Ave_CTF_2024-08-22_FINAL.pdf Tucson Rapid Transit Project Team"
9/25/2024	Project line			"This next day, you better go ahead and fix up the doggone sidewalks. Some of them haven't even been paved yet for a long time. And some of them's got humps in the middle where the concrete is, and you can't get your scooter over them. You better do something about them sidewalks."		

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/26/2024	Web form			Thank you for finally paying attention to this road. So many people are injured or killed here and traffic keeps increasing with the growth of Marana and Oro Valley. It is unfathomable why so many roads route that traffic to 1st Avenue and yet this corridor has been low on the priority list.		<p>"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>
9/27/2024	Web form			Do not widen these streets in our neighborhood. It diminishes the quality of our neighborhood and will not benefit US only the people wHo choose to live in the suburbs.		<p>"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>
9/28/2024	Comment map	Bikeways	1st/River	Present condition of the surface notwithstanding, the intersection is unsafe for cyclists commuting on First. A cyclist was hit just a few weeks ago by a truck that missed the designated right turn (traveling north). I myself am a commuter, and feel this is among the most dangerous intersections in town. Having clearly designated lane markings, and ways for turning traffic to avoid cyclists will help. Thank you.	<p>"1 like, 1 reply:</p> <p>Currently the 'bike lane' is a less than 3 feet dirt collection protected by a faded white line. With cars being allowed to travel fast as they do, cycling here is a death wish. With where I live, 1st Ave would be a great connector to get to the north side of town, but I am forced to either travel up Fontana which dead ends into dangerous riding on 1st or Stone, or I have to travel out east to Mountain for a connecting safe corridor. At a minimum to make this more assessable, the bike lane needs to be at least 4-5 feet wide and vehicle traffic needs to be slowed down. If traffic cannot be slowed, it is imperative that the bike lane is separated by more than a white line to provide a physical barrier for vehicles that are going well above the speed limit. If a separate bike lane is included that works well with redeveloping a sidewalk as those are in desperate need of repair so pedestrians do not get forced into the shoulder when the sidewalk is too difficult to cross/non-existent."</p>	

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
9/28/2024	Web form			Look forward to seeing the project completed... Including safer passage for cyclists.		<p>"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>
9/28/2024	Web form			"Previous was APR P2, 2002 River Road Thi sis needed and looks good."		<p>"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>
9/30/2024	Web form			As street is widened and buildings & businesses along the corridor replaced will there be a size limit to the new buildings? Will there be a limit to the type of businesses that replace the older ones?		<p>"Thank you for your interest in the 1st Avenue - River Road to Grant Road Improvement Project.</p> <p>Any development/redevelopment of parcels along 1st Avenue will be subject to existing zoning regulations and other development provisions described in Tucson's Unified Development Code. 1st Avenue is not within an existing urban overlay district and, at this time, there is no land use planning specific to the 1st Avenue corridor being pursued as part of the 1st Avenue transportation improvements. Property owners along the corridor may choose to seek a rezoning of their own property, which will be required to follow a public process with ultimate approval by Tucson's Mayor and Council. An overview of the rezoning process is available here.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>
9/30/2024	Web form			Separate cycling paths from the road and connect them to the Loop. Reduce the speed limit in 1st and Grant, is crazy to see accidents every day in these main roads. People should drive consciously, not in automatic.		<p>"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly.</p> <p>Thank you,</p> <p>1st Avenue Improvement Project Team"</p>

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
10/6/2024	Web form			Road construction projects, for example the current project on country club between grant and ft lowell seem to take months and months. This blocks lanes with no active work, changing cones confuses drivers, causing dangerous driving conditions. Can we not work in the evenings and early mornings for the sake of the workers in extreme heat and work faster. The work plan has to be extremely inefficient to need months to accomplish road improvements. inefficient work means more tax dollars spent. What are the efforts in this project to make it efficient? Will this project take a year or more? What happens when deadlines are not met? Are their consequences?		"Thank you for your interest in the 1st Avenue Improvement Project. At this time, the design team is just beginning to evaluate the best ways to construct the new bridge. The goal is to build the bridge one half at a time to allow for north-south travel across the Rillito River during construction. More information will be provided after the design is complete. Thank you, 1st Avenue Improvement Project Team"
10/7/2024	Comment map	Sidewalk/ Pedestrian Accessibility	1st/Glenn	The sidewalks are atrocious, it is so disheartening to see elders and mobility aid users rolling their wheelchair in the road because the sidewalks are so inaccessible. Improving shade options along the road would also be helpful for children, the elderly, and anyone who has to stay out in the heat when it's 110.	"3 likes, 2 replies: Pedestrian Traffic on 4th Avenue is dangerous because there are no continuous sidewalks and lighting The sidewalks desperately need consistency down this road. The grocery store is one block from me and I'm forced either onto the road or into the dirt if I want to walk there. The folks in wheelchairs are forced onto the street, it's terrifying."	
10/7/2024	Comment map	Other	1st/River	The city annexed some 300 yards north of River Road years ago and has failed to consider that portion in the plans to redo 1st ave. To include all improvements for that portion would be costly and hold up the plans. However just repaving the portion of 1st ave north of River would be a great help	"2 likes, 2 replies: This portion of River Road is in terrible condition and needs to be repaved. I agree that this portion of 1st Avenue needs to be repaved. This intersection is at the bottom of a hill and it can be very dangerous on a bicycle coming to the bottom of the hill with speed where it is very rugged and bumpy."	
10/9/2024	Web form			I'm excited to hear about the plans that are coming together for this corridor which is in need of a "hug"!		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
10/10/2024	Web form			Please consider overall night time lighting for our neighborhood in consideration of the sky resource. While spending all this money to improve the road I fail to see why the light rail would not be extended incrementally to River Rd. As someone who lives here I appreciate the centrality of our neighborhood, it's proximity to the University and River Rd. It's too bad our transportation bond dollars aren't directed towards expanding that system of transport.		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/10/2024	Web form			"Fyl there is a problem with the traffic cutting FREQUENTLY through Tyndall Ave to avoid the light at Glenn and 1st, and speeding up or down on our residential neighborhood. They used to cut on Euclid and because of streetbumps, they now cut though Tyndall. The residential space has to be protected for our safety. Thanks for thinking about it without putting the burden on the home owners.(ie. No turning right on redlight, adding stop signs on Adelaide and Tyndall, posting 20m.per hour speed limit signs on Tyndall, etc... Thanks 4 your consideration, Elisabetb Blin, PH.D."		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/11/2024	Comment map	Safety	1st/Limberlost	The parking lot on the north side needs an exit to head east on limberlost, there are too many people trying to turn out into this lane in too many directions. Add a way to minimize the people trying to make unsafe uturns at the light etc.	1 like, 0 replies	
10/11/2024	Comment map	Safety	1st/North of Laguna	The lighting through this corridor is terrible, it's hard to see and there are so many pedestrians crossing in unmarked areas with busy businesses nearby. Need lighting and HAWK signals	3 likes, 0 replies	
10/11/2024	Comment map	Safety	1st/River	There needs to be a Michigan left turn here, super unsafe for making lefts and even right hand turns with folks travelling at a high rate of speed southbound	1 like, 0 replies	
10/11/2024	Comment map	Safety	1st/Wetmore	A michigan U turn or additional lanes need to be added, this northbound left turn is dangerous	0 likes, 0 replies	
10/11/2024	Web form			"I attended the online event last night. I'm very encouraged by what I heard and saw. Thank you all. I strongly support NOT widening 1st Avenue beyond the current four lanes of traffic. I'm glad to see bike lanes, medians, and trees! My biggest concern was the discussion about ""drainage."" I suggest that the engineers start thinking about water harvesting. Instead of trying to get rid of water as quickly as possible, please look into basins and curb cuts to direct the water to landscaping and into the underground water table. Also, I have read about using light-colored paving instead of dark paving for the streets to reduce heat gain. Has anyone investigated that possibility? Thank you for listening! Your neighbor, Meryll Sloane"		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/17/2024	Project line			Bus pullouts would be helpful, help speed stuff up and if you guys could contact business owners along that corridor there to at least keep their property areas, clean them free of weeds and stuff, all the way out to the curb to help beautify the place. That had helped a ton too.		

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
10/24/2024	Project line			I am opposed to this and I thank you for listening to this because I live right off of First Avenue, and I really don't want it enlarged, but thank you.		
11/2/2024	Web form			Excited to see improvements. Especially multimodal. Please consider a two way trail on one side or atleast protected bike lanes to connect to river and grant. If bike lanes unprotected, just don't have them at all.		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/9/2024	Comment map	Safety	1st/Navajo	I don't know how that can be addressed, but one big problem is being free to slow down enough to make safe right hand turns onto side streets without risking getting read-ended or without impatient drivers swerving left to pass, which creates a hazard for drivers in the outer lane. It's a fast road, and you need to practically come to a complete stop to take those 90-degree turns. 1st and Navajo is particularly tricky because of the weird sloped corner, too.	"0 likes, 1 reply: Do NOT WIDEN THE STREET FOR CARS. People drive faster with more or wider lanes. ONLY add PROTECTED bike lanes. White painted lines on the street do NOT protect bicyclists."	
11/10/2024	Web form			"E HALCYON HAS TO BE REPAVED AND SIDEWALKS ADDED! Many residents walk their pets! The road is crumbling and the street itself has many cracks from repeated repairs of potholes ."		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/19/2024	Web form			How are people living on cul de sacs exiting off 1st Ave north of River supposed to go south during bridge construction? And, how will they get back to their homes coming from south of River during that time frame?		"Thank you for your interest in the 1st Avenue Improvement Project. At this time, the design team is just beginning to evaluate the best ways to construct the new bridge. The goal is to build the bridge one half at a time to allow for north-south travel across the Rillito River during construction. More information will be provided after the design is complete. Thank you, 1st Avenue Improvement Project Team"
11/21/2024	Web form			Something needs to be done about the lighting on 1st ave, there's street lights on 1st ave now that's NEVER on, also there's HUGE problems with drainage especially at Navajo and 1st Ave, but the BIGGEST problem is the homeless and how they ruin everything from bus stops to corners, to business		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Type	Theme (comment map only)	Location (comment map only)	Comment	Likes and replies (comment map only)	Response (if applicable)
11/22/2024	Web form			Install and monitor speed limit signs.		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/22/2024	Web form			Run down businesses need to be cleared out. Homeless and meth addicts all over the place do more to trash our area and ruin a positive environment than the existing poor streets and sidewalk access, however, those would be appreciated improvements.		"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/27/2024	Comment map	Crossing Opportunities	1st/Blacklidge	With Blacklidge Dr being a frequented bike route, and with there being a bus stop on the East side of the street, I have seen people cross here opposed to traveling to Fort Lowell or Glenn. Having a HAWK or other crossing measure would give people a safe place to cross in addition to better bike-ability and transit access.	2 likes, 0 replies	
11/29/2024	Comment map	Safety	1st/South of Grant	I know this is outside the boundary of this proposed project, but this stretch of 1st south of Grant is a major safety hazard and great opportunity for pedestrian infrastructure. There are many apartment complexes on the east side of this stretch of 1st Ave., and there are people walking up and down to the 1st and Grant Fry's shopping center constantly. Meanwhile, cars are exiting Euclid onto 1st going 40+ mph, and the width of 1st Ave here does nothing to encourage them to slow down. It is a major safety hazard, and would be great to add some features both to slow traffic and to provide a protected walking area for pedestrians.	0 likes, 0 replies	
12/6/2024	Comment map	Other	1st/South of Prince	If Induced Demand has taught us anything is that more lanes doesn't mean less traffic.	0 likes, 0 replies	
12/10/2024	Comment map	Safety	1st/Graybill (across from Woods Library)	I witnessed the driver of a semi followed by the driver of a sedan run the red light while waiting at this HAWK just this past weekend. We need to slow down speeds to a safer number on 1st Ave.	1 like, 0 replies	
12/10/2024	Comment map	Safety	1st/Pastime	Fast turning traffic poses a danger to the children who cross the street between the two buildings of Satori School on Pastime. Can we tighten the curb radii and encourage slower turns on to residential streets?	0 likes, 0 replies	