CITY OF TUCSON | RTA REGIONAL TRANSPORTATION AUTHORITY | PAG

Community Engagement Summary Report

1ST AVENUE Improvement Project

Summer 2026

Phase III/30% Design



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Introduction

The City of Tucson, in partnership with the 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, riders, and cyclists.

In summer of 2026, the City initiated the third phase of community outreach. Phase III was designed to solicit feedback on the proposed 30% design options that were suggested by the community and Citizens Task Force members in Phases I and II, focusing on safety improvements for the entire corridor. Phase III included an online meeting portal on the project website that contained all the materials that were presented at the second open house event and gave people the chance to go through the proposed improvements, vote on items, and leave comments.

The feedback collected during this most recent phase was almost exclusively positive and supportive of the proposed improvement options presented to the community. The community recognizes the extreme need for safety and aesthetic improvements on this corridor and is grateful for the work being done.

Mainstreet Business Assistance Program

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



Community Events



Open House Event

One in-person open house was held to share information and solicit feedback on the proposed improvement options. 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
August 5, 2026	Donna Liggins Rec. Center	62
August 5 – September 5, 2026	Online Meeting Portal	110

Pop-Up/Tabling Events

Pop-up/tabling events were held throughout August 2026. Project team members were present at each location to distribute information, invite people to visit the online meeting portal, and facilitate in-person question and comment sessions.

Locations and dates for the events are provided below in Table 3.

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

Date	Event Type	Event Locations
August 9, 2026	Rillito Farmers Market	Rillito River Park on 1st Ave.
August 23, 2026	Rillito Farmers Market	Rillito River Park on 1st Ave.

Results

A total of **149** comments were placed on boards, banners, and roll plot maps during the in-person open house and on the online meeting portal. All comments can be found in *Appendix C*.



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.*

Direct Mail Postcards

Postcards were sent to all businesses and residents within a quarter-mile radius of the 1st Avenue corridor, totaling **12,976** addresses. These postcards included information on the open house and the online meeting portal. In addition, MainStreet representatives hand-delivered similar postcards to businesses and property owners directly along the corridor.

Posters

Posters advertising the open house and the online meeting portal were delivered to approximately 50 high-traffic businesses along the corridor. MainStreet Business Assistance Program also handed out informational posters to businesses that they visited along the corridor.

Digital Advertisements

Paid digital ads and social media ads—in both English and Spanish—were published on the Arizona Daily Star/Tucson.com website, Facebook, Instagram and on the Arizona Daily Star from July 27 through August 5, 2026. The ads were targeted at the zip codes surrounding the 1st Avenue corridor. The results of the ads are as follows:

FACEBOOK/ INSTAGRAM ADS:

- **English**
  - » **42,698** impressions
  - » **1,530** clicks
- **Spanish**
  - » **44,561** impressions
  - » **835** clicks

TUCSON.COM - DESKTOP (VIEWED ON A COMPUTER) ADS

- **English**
  - » **25,008** impressions
  - » **34** clicks
- **Spanish**
  - » **20,010** impressions
  - » **29** clicks

TUCSON.COM – ROS (RUN OF SITE) ADS

- **English**
  - » **24,825** impressions
  - » **13** clicks
- **Spanish**
  - » **24,923** impressions
  - » **5** clicks

Press Release

The City of Tucson distributed a press release announcing the open house and online meeting portal. Analytics for these press releases are included below:

Release date: July 28, 2026

- **10,029** recipients, including media outlets and elected officials, offices, etc.
- **9,684** (97%) delivered
- **2,256** (23%) unique opens
- **34** (3%) bounced

Local Media Coverage

- KGUN 9, ABC Affiliate: First Avenue freeze out? Corridor could be next set for RTA-funded improvements
- KVOA 4, NBC Affiliate: New bridge, bike lanes planned for Tucson's 1st Avenue | Local News | kvoa.com



Direct Emails

The City of Tucson sent out multiple direct emails to key stakeholders and organizations to share details on the Open House and the Online Meeting portal and ask that they share this information with their communities. This included the following:

- Ward 3 Council Office
- Mountain First Avenue Neighborhood Association
- Samos Neighborhood Association
- Hedrick Acres Neighborhood Association
- Keeling Neighborhood Association
- Balboa Heights Neighborhood Association
- Corondo Heights Neighborhood Association
- Amphi Neighborhood Association
- Mountain View Neighborhood Association
- Richland Heights East Neighborhood Association
- Campus Farms Neighborhood Association
- Limberlost Neighborhood Association

Email Blasts

One email blast was sent to people who signed up for information on the project:

August 3, 2026

- **174** emails sent
- **169** (98%) delivered
- **2** bounces
- **63** opened (37.3%)

Social Media

A social media campaign was developed— with content and graphics in both English and Spanish— and posted between August 1 and August 29, 2026, 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 in Table 1.

Table 1. Social Media Dates and Statistics

August 1, 2026		
X	**Instagram**	**Facebook**
250 impressions	16 engagements	19 clicks
0 link clicks	956 views	1,141 views
August 4, 2026		
X	**Instagram**	**Facebook**
266 impressions	6 engagements	31 clicks
3 link clicks	936 views	1,573 views
August 10, 2026		
X	**Instagram**	**Facebook**
262 impressions	40 engagements	26 clicks
2 link clicks	1,752 views	1,544 views
August 29, 2026		
X	**Instagram**	**Facebook**
373 impressions	30 engagements	1 click
1 link click	666 views	723 views

Meeting Materials

An in-person open house was held on August 5, 2026, at the Donna R. Liggins Recreational Center. In addition, an online meeting portal was launched on August 5, 2026, on the 1st Avenue Improvement Project website. This portal featured the same materials presented at the open house, allowing the community to comment on the proposed improvements and vote on the landscaping options. All materials for these events were produced in both English and Spanish and can be found in *Appendix B, Meeting Materials*.

Handout

A handout was developed that included proposed improvement options for 1st Avenue, along with benefits, a map and contact information. There was also information about attending the in-person open house and visiting the online meeting portal.

Display Boards and Banners

Display boards and banners were available for viewing at the in-person open house and were shared through the online meeting portal. These included the following:

- Welcome Board – English/Spanish
- Overview Board – English/Spanish
- Our Process Board – English/Spanish
- Project Goals Board – English/Spanish
- Thank You for Your Input! Board – English/Spanish
- Design Strategy – Dedicated Right Turn Lanes, Board – English/Spanish
- Limberlost Alternative Board – English/Spanish
- Design Strategy – Proposed Solutions Board – English/Spanish
  - » 1. Safety Improvements
  - » 2. Transportation Options
  - » 3. Improve Infrastructure
- Design Strategy – Proposed Solutions Board – English/Spanish
  - » 4. Support Mobility
  - » 5. Minimize the Impact
- Landscape Strategy Plant Palette Banner – English/Spanish
- Landscape Strategy Trees Banner – English/Spanish
- Landscape Strategy Neighborhood Associations, Monuments, Seating Banner – English/Spanish
- Enhance Visual Character Board – English/Spanish
- Your Feedback Matters Board – English/Spanish



Roll Plot Comments

During the open house, attendees were able to look at a roll plot of the entire corridor, talk with the project team members, ask questions, and leave comments on the roll plot.

A total of twenty-four (24) comments were left on the roll plot map.

Below is a summary of key themes of the comments.

- Themes:
  - » Bus pullouts
  - » Shade at bus stops
  - » Street lighting

Comments received and full responses can be found in *Appendix C*.



Online Meeting

The Online Meeting portal launched on August 5, 2026 and included the following topics:

- Overview
- Our Process
- Project Goals
- Design Strategy – Safety Improvements
- Design Strategy – Transportation Options
- Design Strategy – Improve Infrastructure
- Design Strategy – Support Mobility
- Design Strategy – Minimize the Impact
- Thank You for Your Input!
- Transportation Options – Dedicated Right Turn Lanes
- Limberlost Alternative
- Traffic Projections – 2055 Update
- Landscape Strategy – Proposed Plant Palette
- Landscape Strategy – Neighborhood Associations and Monument Locations
- Enhance Visual Character
  - » Areas of Opportunity Concept
  - » Limited Right-of-Way Concept
  - » Our Complete Street Project Examples
- Enhance Visual Character
- Plant Palette
- Pedestrian Opportunity Areas
- Interactive Comment Map
- Stay Connected

ONLINE MEETING PORTAL RESULTS

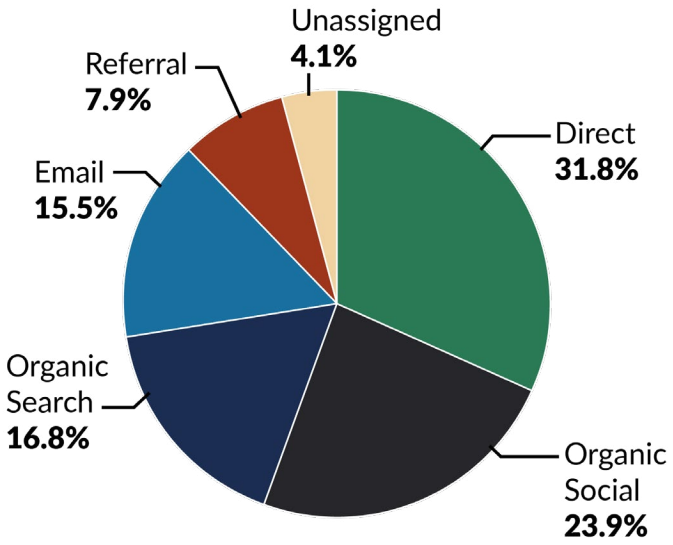
- Total Users: **71**
- Engaged Sessions: **62**
- Views: **107**
- Average Session Duration: **1 minute, 27 seconds**
- Device Category:
  - » Desktop: **79%**
  - » Mobile: **21%**

Website

Below are the analytics from the website during the outreach period.

USERS

- Active users: **2.8K**
- New users: **2.8K**
- Engaged sessions: **1,233**

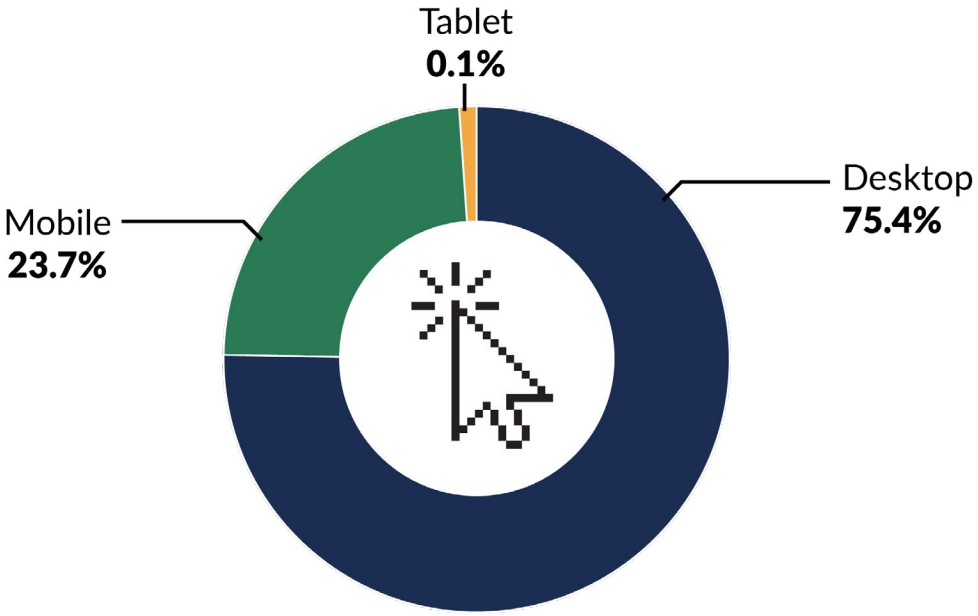


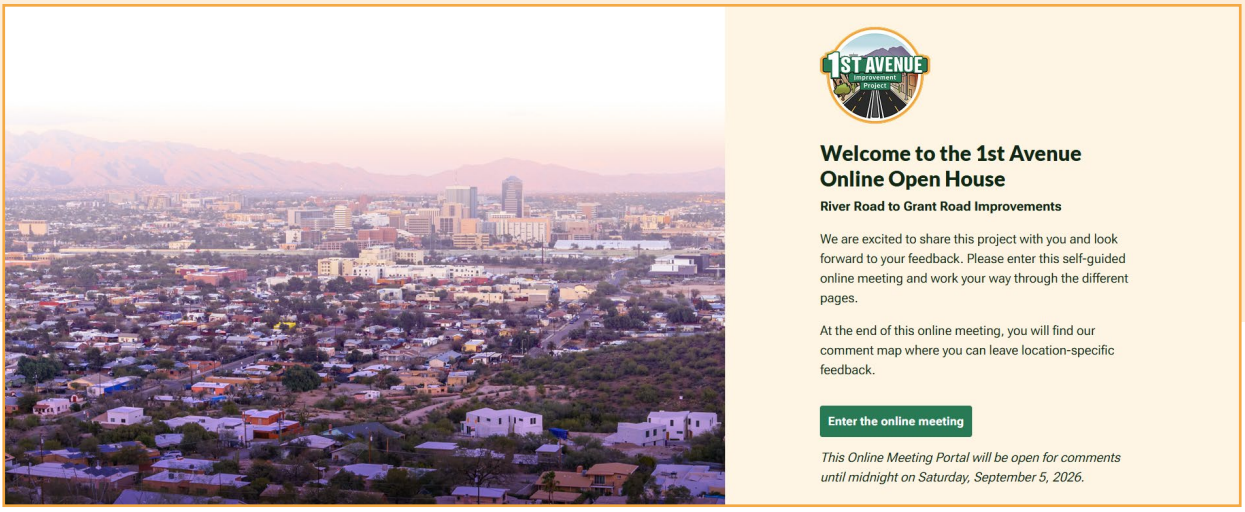
WHERE DO NEW USERS COME FROM?

Many referrals to the website came from the paid display ads in the Arizona Daily Star during the online meeting campaign.

A breakdown of new users is to the left.

HOW DO USERS ACCESS THE WEBSITE?





INTERACTIVE MAPS

An interactive map was available on the website and the online meeting portal between August 5 and September 5, 2026. A total of forty-four (**44**) map comments were received. Below is a summary of key themes in the comments.

- **43%** of comments mentioned safety for both pedestrians and cyclists as a top concern.
- Sub Themes:
  - » Safety of channelized right turns (slip lanes)
  - » Protected bike lanes
  - » HAWK questions/location requests
  - » Bike lane on the bridge
- Other comment themes mentioned included:
  - » Bus riding and stop locations
  - » Prioritization of shade along the corridor
  - » Address traffic flow issues when exiting the Rillito Farmers Market on Sundays
  - » General dislike of bus pullouts
  - » Improving drainage, rainwater harvesting
  - » Requests for more transit options like streetcar or bus rapid transit
  - » Issues with unhoused individuals and drug use along the corridor

Comments received and full responses can be found in *Appendix C*.

Email and Phone Line Comments

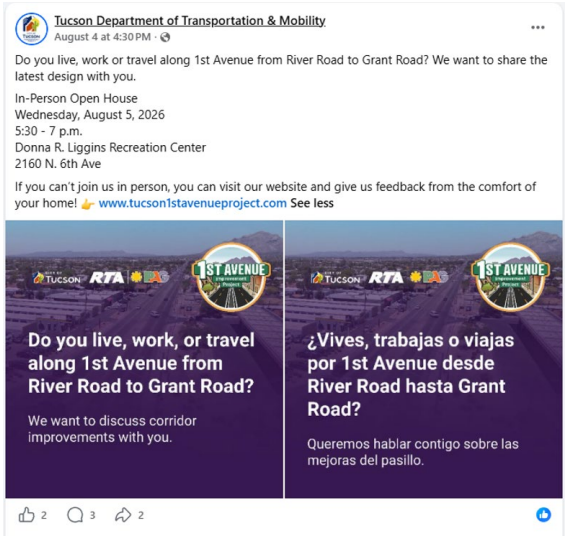
The project email and phone line were included on outreach materials during the outreach period. A total of twenty-five (25) comments were received during this period. Below is a summary of key themes in the comments.

- **20%** of comments mentioned safety for both pedestrians and cyclists as a top concern.
- Sub Themes:
  - » Finishing other road construction projects before starting a new one
  - » Safety of channelized right turns (slip lanes)
  - » Fix pavement on 1st Avenue just north of River Road
  - » Raised medians

Appendix A: Notifications

Social Media







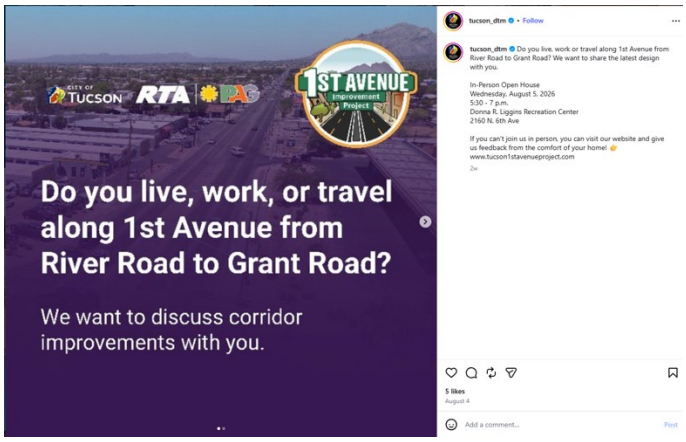


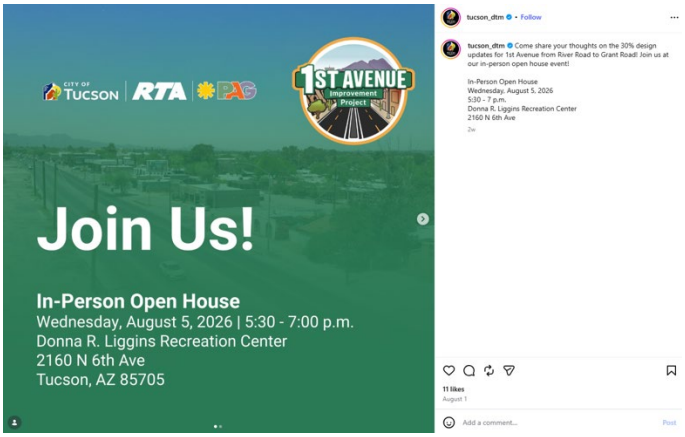




Social Media, continued







EBlast, English

1st Avenue Public Open House

Phase 3: River Road to Grant Road Improvements

Wednesday, August 5, 2026

5:30 - 7:00 p.m.

Donna R. Liggins Recreation Center

2160 N. 6th Avenue



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. We are now in Phase III of community input and have reached the 30% design milestone.

We are asking for your input.

If you cannot attend the in-person open house, you can visit our website from August 1-31 to experience our Phase III online meeting portal, where you can view the proposed roadway options, leave your comments on the map, share your thoughts, 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.

EBlast, Spanish

Casa Abierta

Miércoles, 15 de octubre de 2025

5:30 - 7:00 p.m.

Donna Liggins Recreation Center

2160 N. 6th Avenue



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

Su opinión es importante.

A partir del 15 de octubre, visite nuestro sitio web para participar en nuestra reunión en línea, donde podrá ver las opciones de carreteras propuestas, dejar sus comentarios en el mapa, compartir sus opiniones o suscribirse a nuestra lista de correo electrónico.

El proyecto modernizará el corredor utilizando un maco 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.

CITY OF TUCSON

News Release

TRANSPORTATION & MOBILITY

Contact:
Lindsey Salcido
Public Information Specialist
Department of Transportation & Mobility
Lindsey.Salcido@tucsonaz.gov
(520) 627-1611

Date: TBD
TDD: (520) 791-2639

For internal review

1st Avenue Improvement Project - Phase III
Open House and Online Meeting

The City of Tucson Department of Transportation and Mobility is currently designing a roadway improvement project on 1st Avenue from River Road to Grant Road as part of the Regional Transportation Authority Plan. The community is invited to attend an open house to provide input on proposed roadway options, meet with the project team and learn more about the project improvements and schedule.

Open House
Wednesday, August 5, 2026
5:30 p.m. to 7:00 p.m.
Donna R. Liggins Recreation Center
2160 N. 6th Avenue

If unable to attend the in-person open house, beginning on August 1, 2026, community members can visit the project website to participate in the online meeting portal at tucson1stavenueproject.com to view the 30% design options, leave comments on the interactive map, share feedback and sign up for project updates via email.

The 1st Avenue Improvement Project will modernize the as a four-lane median-divided roadway 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 will provide 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.

Phase 1 of community outreach began in Fall 2024 and included a survey seeking community input on priorities for the 1st Avenue corridor. Phase 2 of outreach was conducted in Fall 2025. Community members can review feedback and results of this outreach on the project website. Construction on the first phase of the project is tentatively anticipated to start in 2028.

The Regional Transportation Authority (RTA) helps fund, plan, and build transportation projects across Pima County. Voters approved a 20-year $2.67 billion regional transportation plan on March 10, 2026, along with a half-cent sales tax to fund it. This new plan will invest in roads, public transit, safety improvements, and other transportation projects to help people get around safely, reliably, and efficiently. For more information, visit ***RTAmobility.com****.*

About the 1st Avenue Improvement 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.

###

Handout Card

Your feedback *matters.*

Now that the project has reached the 30% design milestone for 1st Avenue between River Road and Grant Road, we invite you to share your feedback. Join us in person or online to provide your comments.

Following this outreach phase, the major elements of the 1st Avenue Project will be established and the project will move into final design.

Open House

Wednesday, August 5, 2026 | 5:30-7:00 p.m.
Donna R. Liggins Rec Center, 2160 N. 6th Avenue

Can't make it? Use the online meeting tool on our website from August 1-31, 2026, to learn more and provide feedback.

Scan to visit the project website!

Connect with us!
Website: www.tucson1stavenueproject.com
Email: connect@tucson1stavenueproject.com
Phone: (520) 815-0555



Tu opinión *importa.*

Ahora que el proyecto ha alcanzado el hito del 30 % del diseño para la 1st Avenue, entre River Road y Grant Road, te invitamos a compartir tu opinión. Únete a nosotros, ya sea en persona o en línea, para compartir tus comentarios..

Después de esta fase de acercamiento, los elementos principales del proyecto de 1st Avenue se definirán a medida que avance hacia la fase de diseño final.

Casa Abierta

Miércoles, 5 de agosto de 2026 | 5:30-7:00 p.m.
Centro Recreativo Donna R. Liggins, 2160 N. 6th Avenue

¿No puedes asistir? Usa la herramienta de reuniones en línea en nuestro sitio web del 1 al 31 de agosto de 2026 para aprender más y compartir tu opinión.

¡Escanea para visitar el sitio web del proyecto!

¡Conéctate con nosotros!
Sitio web: www.tucson1stavenueproject.com
Correo electrónico: connect@tucson1stavenueproject.com
Teléfono: (520) 815-0555



Mailer

Your feedback *matters.*

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- Phone: (520) 815-0555

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

Indicia clearance area

Tu opinión *importa.*

Ahora que el proyecto ha alcanzado el hito del 30 % del diseño para la 1st Avenue, entre River Road y Grant Road, te invitamos a compartir tu opinión. Únete a nosotros, ya sea en persona o en línea, para compartir tus comentarios.

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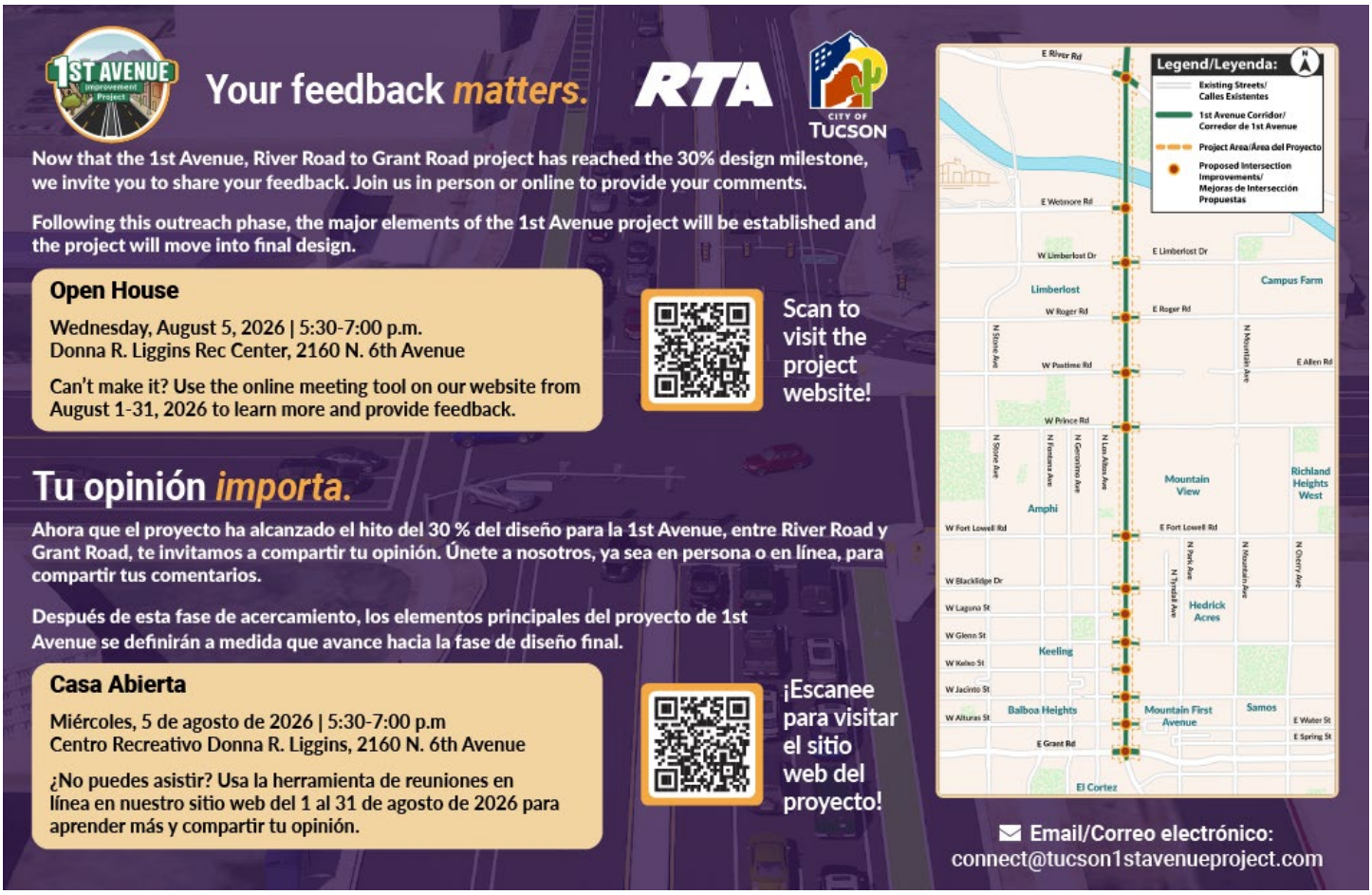
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¡Conéctate con nosotros!
- Sitio web: www.tucson1stavenueproject.com
- Correo electrónico: connect@tucson1stavenueproject.com
- Llámenos: 520.815.0555

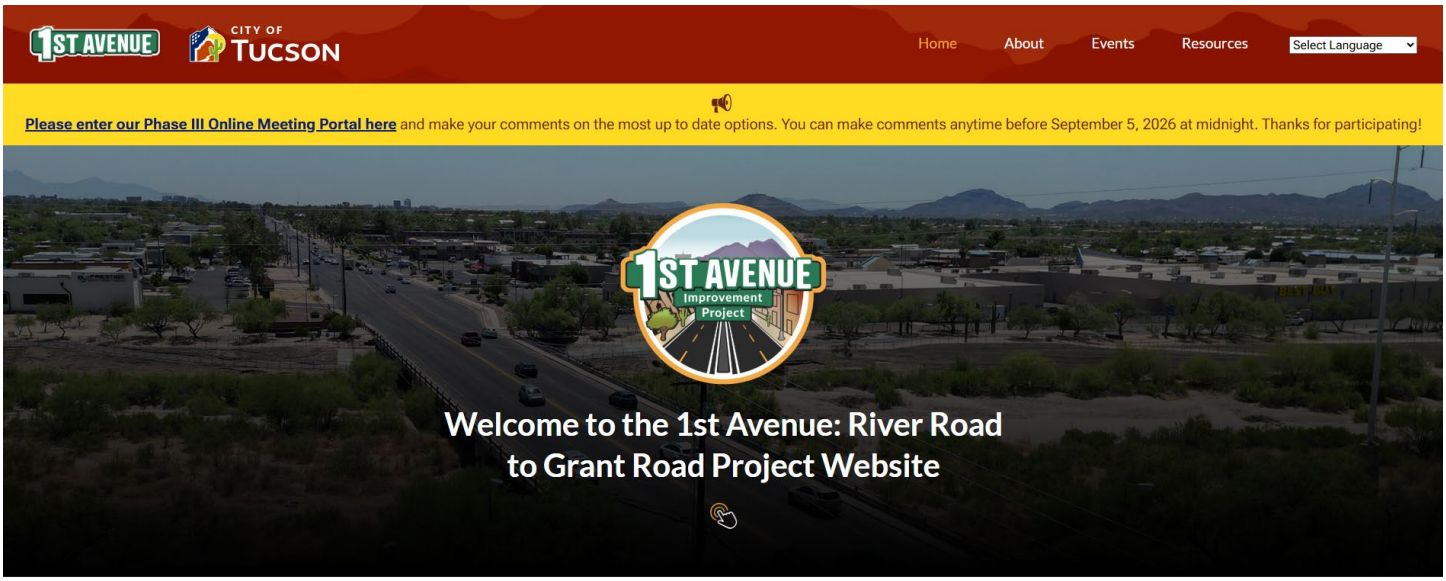
Address and barcode clearance area

Poster

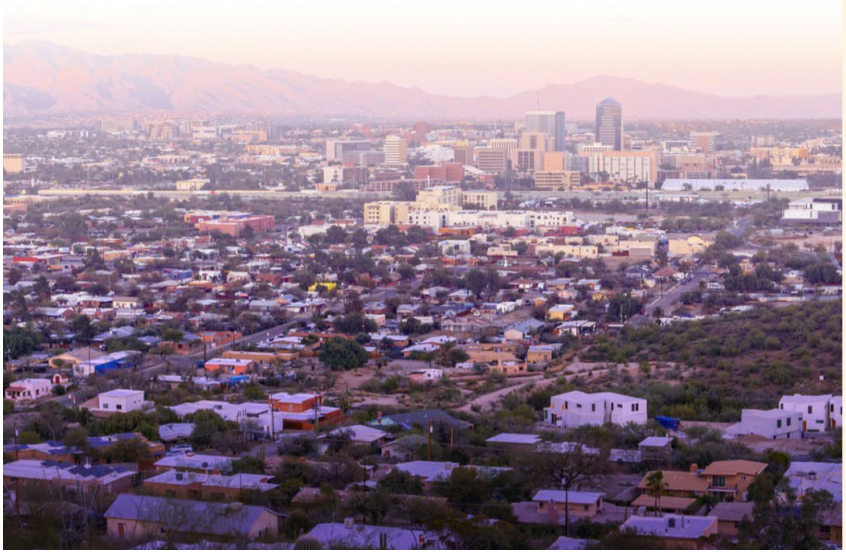

1ST AVENUE
Improvement Project
Your feedback matters.
RTA
CITY OF TUCSON
Now that the 1st Avenue, River Road to Grant Road project has reached the 30% design milestone, we invite you to share your feedback. Join us in person or online to provide your comments.
Following this outreach phase, the major elements of the 1st Avenue project will be established and the project will move into final design.
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Donna R. Liggins Rec Center, 2160 N. 6th Avenue
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Scan to visit the project website!
Tu opinión importa.
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Centro Recreativo Donna R. Liggins, 2160 N. 6th Avenue
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¡Escanee para visitar el sitio web del proyecto!
Legend/Leyenda:
Existing Streets/ Calles Existentes
1st Avenue Corridor/ Corredor de 1st Avenue
Project Area/Área del Proyecto
Proposed Intersection Improvements/ Mejoras de Intersección Propuestas
E River Rd
E Wetmore Rd
W Limberlost Dr
E Limberlost Dr
Limberlost
Campus Farm
W Roger Rd
E Roger Rd
W Postime Rd
E Allen Rd
W Prince Rd
Mountain View
Richland Heights West
Amphi
W Fort Lowell Rd
E Fort Lowell Rd
W Blackridge Dr
W Laguna St
W Glenn St
Hedrick Acres
Keeling
W Kelso St
W Jacinto St
Balboa Heights
Mountain First Avenue
Samos
W Alturas St
E Grant Rd
E Water St
E Spring St
El Cortez
Email/Correo electrónico:
connect@tucson1stavenueproject.com

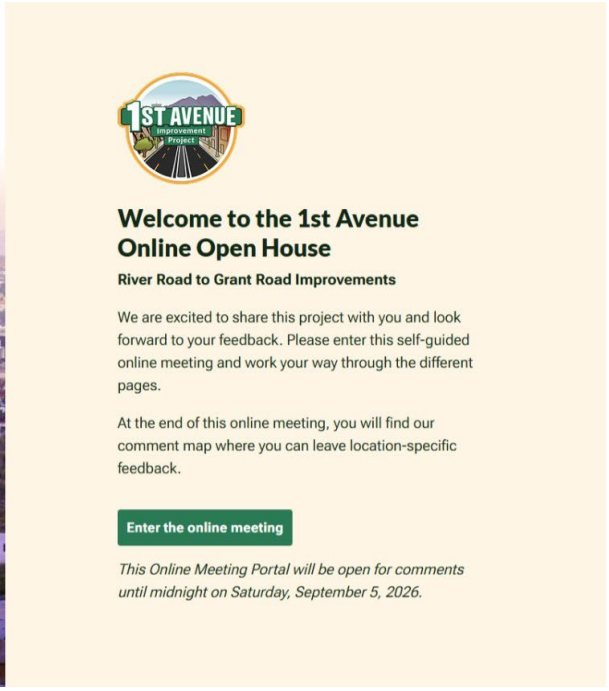
Appendix B: Meeting Materials

Meeting Homepage



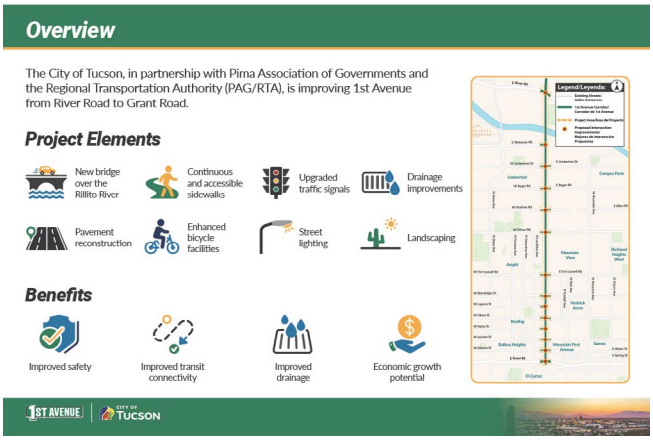
Online Meeting Portal



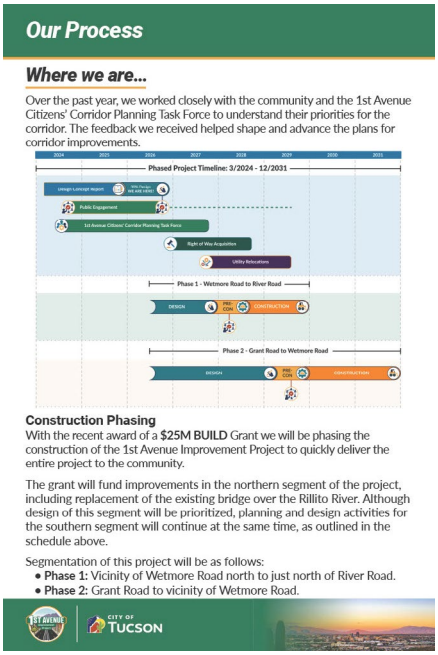


Display Boards











Thank you for your Input!

This is the third round of public input for the 1st Avenue Improvement Project. After each round of engagement, the project team has carefully reviewed community feedback and refined the design based on what we heard. Those updates are reflected in the current roll plot. Please take a moment to review it and let us know if you have any questions.

We value the time, effort and energy the community has provided to improve this project for the benefit of all.



Public Involvement Phase	Main Themes from Public Input	
Phase 1 October 2024	• Protected bike lanes and HAWK crossings • More bus pullouts • Better sidewalks	• More lighting • More safety measures to stop speeding
Phase 2 October 2025	• Protected bike lanes • Use of slip lane right-turn lanes • Medians as refuge islands for pedestrians • Support/request for bike boxes on Glenn Street	• Recommendations for HAWK locations • Best bus stop locations for riders • Prioritizing shade along the corridor



1ST AVENUE | CITY OF TUCSON

¡Gracias por su aportación!

Esta es la tercera ronda de comentarios del público sobre el Proyecto de Mejora de 1st Avenue. Cada vez, el equipo del proyecto ha revisado sus comentarios y ha refinado el diseño en función de lo que hemos escuchado. Estas mejoras se muestran en el plano actual. Por favor, revíselo y háganos saber si tiene alguna pregunta.

Valoramos el tiempo, el esfuerzo y la energía que la comunidad ha proporcionado para mejorar este proyecto en beneficio de todos.



Fase de participación pública	Temas principales de la opinión pública	
Fase 1 octubre de 2024	• Carriles para bicicletas protegidos y cruces HAWK • Más apartaderos de autobús • Mejores aceras	• Más iluminación • Más medidas de seguridad para detener el exceso de velocidad
Fase 2 octubre de 2025	• Carriles para bicicletas protegidos • Uso de carriles de giro a la derecha en carriles de aceleración • Las medianas como islas de refugio para los peatones • Apoyo/solicitud de cajas para bicicletas en la calle Glenn	• Recomendaciones para ubicaciones de HAWK • Mejores paradas de autobús para los pasajeros • Priorizar la sombra a lo largo del corredor



1ST AVENUE | CITY OF TUCSON

Design Strategy

3 Dedicated Right Turn Lanes

The 1st Avenue project will be adding dedicated right-turn lanes at select locations in order to improve corridor operations and safety. However, right-turn lanes can increase pedestrian crossing distances and exposure.

Research shows:
Dedicated right-turn lanes result in a **14-26%*** reduction in total crashes. The 1st Avenue project will be adding dedicated right-turn lanes at select locations in order to improve corridor operations and safety. However, right-turn lanes can increase pedestrian crossing distances and exposure.

**Of note, the crash reduction benefits are at the higher end in rural contexts with less of a safety benefit on urban corridors.*

Proposed Solutions
We compared standard and channelized right-turn lanes and recommend smart channelized right turns to prioritize pedestrian safety:



- Refined geometry and lane design including turning radii
- Physical separation creates a two-stage pedestrian crossing
- Improved crosswalk alignment enhances visibility
- Pavement markings, crosswalk treatments, and signage to encourage drivers to yield

Lower turning speeds

Safer crossing

Reduced conflicts

Stronger yielding compliance

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Estrategia de diseño

3 Carriles exclusivos para giro a la derecha

Se utilizó un proceso de selección por niveles, basado en el análisis de la justificación de los carriles de giro de la ciudad de Tucson, junto con la consideración de las operaciones multimodales y el historial de accidentes, para recomendar la instalación de carriles de giro a la derecha en determinados puntos.

Los estudios demuestran:
Los carriles exclusivos para giros a la derecha reducen en un **14-26%*** los accidentes totales. El proyecto de 1st Avenue añadirá carriles exclusivos para giros a la derecha en ubicaciones selectas con el fin de mejorar las operaciones y la seguridad del corredor. Sin embargo, los carriles para giros a la derecha pueden aumentar las diferencias y la exposición al cruce peatonal.

**Cabe destacar que los beneficios en la reducción de accidentes son mayores en contextos rurales, con menor beneficio en seguridad en los corredores urbanos.*

Soluciones propuestas
Comparamos los carriles de giro a la derecha estándar y los canalizados, y recomendamos giros a la derecha canalizados inteligentes para priorizar la seguridad de los peatones:



- Geometría refinada y diseño de carriles, incluyendo radios de giro
- La separación física crea un paso peatonal de dos etapas
- La mejora en la alineación de los pasos peatonales aumenta la visibilidad
- Las marcas viales y la señalización animan a los conductores a ceder el paso

Velocidades de giro más bajas

Cruce más seguro

Conflictos reducidos

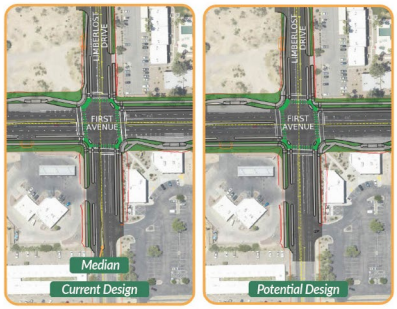
Cumplimiento más estricto de los conductores que ceden el paso

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Limberlost Alternative

Many community members have requested removing the median on Limberlost Drive to allow a left turn out of the Rillito Crossing Marketplace.

Please tell us what you think about this potential alternative. *(Place a sticky note with any comments about these alternatives on the board to let us know your feedback.)*



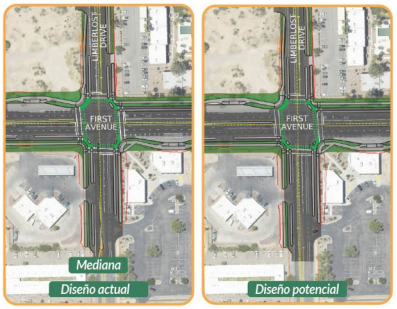
Please note: The existing median was a requirement of re-zoning. Removing the median will require the approval of Tucson's mayor and city council depending on community priorities.

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Alternativa Limberlost

Muchos en la comunidad han solicitado eliminar la mediana en Limberlost Drive para permitir giros a la izquierda desde el Rillito Crossing Marketplace. Por favor, díganos qué piensa sobre esta posible alternativa.

Por favor, coloque una nota adhesiva en el tablero con cualquier comentario que tenga sobre estas alternativas para hacernos saber su opinión.



**Tenga en cuenta; el mediana existente era un requisito de la rezonificación. Eliminar la mediana requerirá la aprobación de la alcaldesa y ayuntamiento de Tucson.*

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Display Boards, continued

Design Strategy

Traffic Projections – 2055 Update

Since our last public meeting, the project team has updated our traffic forecasts from 2045 to 2055 to ensure the project is addressing community needs well into the future. This accounts for 10 more years of population growth and factors in nearby transportation improvements such as the Stone Avenue Bus Rapid Transit Project. The proposed improvements will meet the region's traffic needs for at least the next 30 years.

The updated 2055 projections are not significantly higher with the 2045 projections requiring no additional capacity.

VOLUMES	CORRIDOR	TRAVEL TIMES	INTERSECTIONS
±3% Maximum change in volumes across all 8 study intersections.	Stays LOS D or better	+16s/+13s Minimal added AM/PM travel time.	LOS D+ Most intersections stay the same.

Period	SB Travel Time 2045	SB Travel Time 2055	Change (sec)	SB LOS 2045	SB LOS 2055	NB Travel Time 2045	NB Travel Time 2055	Change (sec)	NB LOS 2045	NB LOS 2055
AM Peak	09:07	09:23	+00:16	D	D	08:25	08:32	+00:07	C	C
PM Peak	09:07	09:20	+00:13	D	D	09:22	09:28	+00:06	D	D



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Estrategia de diseño

Proyecciones de tráfico - Actualización de 2055

Desde nuestra última reunión pública, el equipo del proyecto ha actualizado nuestras previsiones de tráfico de 2045 a 2055 para garantizar que el proyecto atienda las necesidades a largo plazo. Esto tiene en cuenta 10 años más de crecimiento poblacional e incluye mejoras en el transporte cercano, como el Autobús de Transporte Rápido de Stone Avenue. Las mejoras propuestas satisfarán las necesidades de tráfico de la región durante al menos los próximos 30 años.

Las proyecciones actualizadas para 2055 no son significativamente más altas, mientras que las de 2045 no requieren capacidad adicional.

VOLÚMENES	CORREDOR	TIEMPOS DE VIAJE	INTERSECCIONES
±3% Cambio máximo en los volúmenes en los 8 cruces de estudio.	Permanece LOS D o mejor	+16s/+13s Tiempo de viaje AM/PM adicional mínimo	LOS D+ La mayoría de las intersecciones permanecen igual.

Período	SB Tiempo de viaje 2045	SB Tiempo de viaje 2055	Cambio (segundos)	SB LOS 2045	SB LOS 2055	NM Tiempo de viaje 2045	NM Tiempo de viaje 2055	Cambio (segundos)	NB LOS 2045	NB LOS 2055
Hora punta AM	09:07	09:23	+00:16	D	D	08:25	08:32	+00:07	C	C
Hora punta PM	09:07	09:20	+00:13	D	D	09:22	09:28	+00:06	D	D



1ST AVENUE | CITY OF TUCSON

Design Strategy

Design Strategy	Proposed Solutions	Images
1. Safety Improvements Improve safety for all users of 1st Avenue, particularly for the most vulnerable road users, such as pedestrians, bicyclists, people with disabilities, motorcyclists, and others.	• Leading pedestrian interval • Protected only left-turn phasing • Protected bike lanes • Speed feedback signs • HAWK signals • High-visibility crosswalks at traffic signals • Channelized right-turn lanes with raised crosswalks • Enhanced street lighting • Raised medians • Narrower lanes • Pedestrian-friendly driveway design (ADA)	
2. Transportation Options Reduce barriers on 1st Avenue by improving comfort, convenience, and accessibility for people walking, biking and using public transportation.	• Better bike lanes • Comfortable and accessible sidewalks • More trees and landscaping • Road condition • Better lighting • Better drainage	
3. Improve Infrastructure Improve the condition of existing infrastructure to ensure that 1st Avenue meets community needs now and into the future.	• Improved safety and mobility through multi-use path on bridge • Enhanced connections to the Loop • Extended structure life of 75 years • New siphon at Navajo Wash to convey water beneath 1st Avenue • New storm drain north of Ft. Lowell Road • Continuous curb to keep stormwater in the roadway and away from pedestrians • Implement Green Stormwater Infrastructure to support native plant growth	 La Cholla Blvd. Bridges at the Rillito River (example style) 

1ST AVENUE | CITY OF TUCSON

Estrategia de diseño

Estrategia de diseño	Soluciones propuestas	Imágenes
1.Mejoras de seguridad Mejorar la seguridad de todos los usuarios de 1st Avenue, especialmente de los usuarios más vulnerables, como peatones, ciclistas, personas con discapacidad, motociclistas y otros.	•Intervalo de paso prioritario para peatones •Fase de giro a la izquierda protegida solamente • Carriles para bicicletas protegidos •Señales de velocidad •Señales HAWK Pasos de peatones de alta visibilidad en semáforos • Carriles de giro a la derecha canalizados con pasos peatonales elevados •Iluminación mejorada en la calle •Islas centrales elevadas • Carriles más estrechos Diseño de entrada para vehículos amigable con los peatones (ADA)	
2. Opciones de transporte Aumentar las opciones de transporte y reducir las barreras en 1st Avenue mejorando la comodidad, la conveniencia y la accesibilidad para las personas que caminan, usan bicicleta y utilizan el transporte público.	•Mejores carriles para bicicletas •Aceras cómodas y accesibles • Más árboles y paisajismo •Señales de velocidad •Condición de la carretera •Mejor iluminación •Mejor drenaje	
3. Mejorar la infraestructura Mejorar el estado de la infraestructura existente para garantizar que 1st Avenue satisfaga las necesidades de la comunidad ahora y en el futuro.	•Mejora de la seguridad y la movilidad mediante senderos de uso múltiple •Conexiones mejoradas con el Loop • Vida útil ampliada de la estructura de 75 años •Nuevo sifón en Navajo Wash para transportar agua bajo 1st Avenue •Nuevo desagüe pluvial al norte de Fort Lowell Road •Bordillo continuo para mantener el agua de lluvia en la calle y alejada de los peatones •Implementar infraestructura de aguas pluviales verdes para apoyar el crecimiento de plantas nativas	 Puentes de La Cholla Blvd. sobre el río Rillito (estilo de ejemplo) 

1ST AVENUE | CITY OF TUCSON

Design Strategy

Design Strategy	Proposed Solutions	Images
4. Support Mobility Support mobility along the corridor through the efficient movement of traffic, including personal, transit and commercial vehicles.	• Signal timing at all intersections • Right-turn lanes at select locations • Adaptive traffic signal technology • Dual left-turn lanes at Wetmore Road • Bus pullouts at key locations	
5. Minimize the Impact Minimize the impacts of 1st Avenue improvements on adjacent residents and businesses.	PRIMARY ROADWAY SECTION • Complete Street that accommodates all users Prioritizes safety by increasing space between vehicles and non-motorized users • Utilized for the majority of the project NARROW ROADWAY SECTION • Minimally curved alignment limits property impacts • Complete Street that accommodates all users • Prioritizes safety by increasing space between vehicles and non motorized users • Used between Prince Road and Roger Road to minimize impact to adjacent properties	

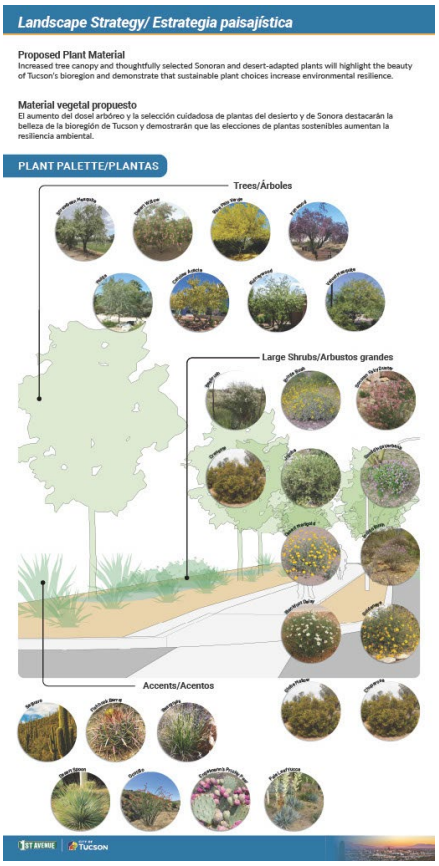
1ST AVENUE | CITY OF TUCSON

Estrategia de diseño

Estrategia de diseño	Soluciones propuestas	Imágenes
4. Apoyar la movilidad Apoyar la movilidad a lo largo del corredor mediante la circulación eficiente del tráfico, incluyendo los vehículos de tránsito, personales y comerciales.	• Temporización de señales en todas las intersecciones •Carriles de giro a la derecha en varios lugares • Tecnología de señales de tráfico adaptativas •Carriles dobles de giro a la izquierda en Wetmore Road •Áreas de parada para autobuses en ubicaciones clave	
5. Minimizar el impacto Minimizar el impacto de las mejoras en 1st Avenue en los residentes y negocios adyacentes.	SECCIÓN DE VÍA PRINCIPAL • Calle Completa que acomoda a todos los usuarios • Prioriza la seguridad aumentando el espacio entre los vehículos y las personas que no están conduciendo • Utilizado para la mayor parte del proyecto SECCIÓN DE CALZADA ESTRECHA • Calle Completa que acomoda a todos los usuarios • Prioriza la seguridad aumentando el espacio entre los vehículos y las personas que no están conduciendo • Utilizado entre Prince Road y Roger Road para minimizar el impacto en las propiedades adyacentes	

1ST AVENUE | CITY OF TUCSON

Display Boards, continued









Appendix C: Comments

Location on Roll Plot	Comment	Source
	"I'm really glad this project is taking place, and think your plans so far are great. The elephant in the room here is that 1st ave is a hot spot for open air drug use and dealing, and a gathering place for transient people and for people with unstable and altered mental states. Improving infrastructure will improve traffic safety, but it will not make pedestrians feel safe in this area. Tucson is long past due to quit mistaking compassion for enabling behavior. Please coordinate with Tucson Police Department on increase police presence in this area. Otherwise your goals of improving this area from a visual standpoint and for pedestrian safety will be all for not. "	Online General Comment
	Encouraging cars to drive through and in the bike lane is a terrible idea, and makes these type of right turn lanes extremely dangerous for cyclists.	Online General Comment
	"I would like to see more prioritization of bus riders in this corridor relative to bicycle users. It may be helpful to include a graphic comparing bicycle counts in the area with bus ridership. This would provide a clearer picture of how many people are actually using each mode and support the allocation of resources. I'd also like to see greater consideration given to providing shade at bus stops. A shaded bus stop serves people who may remain in one location for several minutes while waiting for a bus, whereas a continuous line of street trees primarily provides shade to cyclists and pedestrians as they move through the corridor. Given limited space and resources, concentrating shade at bus stops may provide a greater benefit to transit users and serve more people over a longer period of time."	Online General Comment
	Being that we still have a huge problem with homelessness and crime all the way up First ave. It might be a good idea to keep good visibility on the walking paths. It's great were getting plants and shrubs but we also don't want to give people coverage for drug use and crime. I love how the Roger road project turned out between Oracle and Romero, but the foliage is growing so much now the walking path is hidden at times. As a single mom walking through maybe at night, I wouldn't want too many places for creeps to hide. (Like the dark alley just North of Sonic drive thru on First ave.. I'm so glad there will be a sidewalk and lights there now)	Online General Comment
	"Thanks for all the hard work the team has done on this so far. We have lived near and traveled First Ave for 50 year! and it has always been a depressing commute and has only gotten worse with the large number of bums hanging out along First Av Here are a few comments that my wife and I have about the proposed concept.1 The purpose of major arteries is to move large numbers of car rapidly with few obstacles. The goals of this project don't even MENTION enhances traffic movement. In reality it seems that many of the proposals will SLOW down traffic. Indeed, we were told the proposed speed will be 30 miles an hour which is a ridiculous speed for a major artery. Automobile drivers pay more toward the upkeep of roadways than bus riders and bums. Your proposal seems to favor the bus riders and bums.2. Bus riders who ride FREE because of MY tax dollars have NO complaint about bus pull out just because their trip takes a little longer. The bottom line is that because you are not including bus pull outs the drivers who pay the taxes are hindered from a smooth trip down the road because the get stuck behing a buss parking in the right hand lane. This is unacceptable.3. We understand the concern for pedestrian safety, but who are the pedestrians who need protection Are they not mostly drug and alcohol impaired or mentally ill bums who j-walk at all hours of the day and night. (and will continue to in spite of HAWK lights) A few HAWK lights are fine, but the number you have planned is ridiculous and will frustrate the HECK out of drivers. Again, the ones paying most of the taxes for these improvements.The south end of First Ave is an ugly roadway through an ugly part of Tucson and needs all the help it can get, to that end, we look forward to some of the improvements you are suggesting, but some of your other ideas are not acceptable. We look forward to the revised plan"	Online General Comment
	As long as the buses are free, there will be homeless junkies on the bus stops. The is no traffic enforcement, drivers are still speeding. The junkies will not be using the new and expensive croswalks anyway.	Online Map Comments
	Why does the protection for the bike lanes just disappear in some places? It makes the design and user experience much worse for no clear benefit.	Online Map Comments
	The protection for bikes ends way too far before the intersection, encouraging cars to enter the bike lane and turn recklessly fast. The intersection is for a neighborhood road; vehicle speed should not be a priority here.	Online Map Comments
	Bike lanes should be routed behind the bus stops, like they are along the streetcar route. Having the bus cross the bike lane to reach a stop is needlessly dangerous and inconvenient.	Online Map Comments
	There's no bike connection on the west side of this intersection. Westbound bikes will have to either ride on the sidewalk or go the wrong way in the bike lane. There should be a bike path leading to Yavapai.	Online Map Comments
	Looks like you guys forgot to add any protection whatsoever to the bike lane on this block.	Online Map Comments

Location on Roll Plot	Comment	Source
	"The entrance to the North Manor neighborhood urgently needs a proper intersection. This 66-year-old community has never had a safe way to exit, especially when turning northbound onto First Avenue. Traffic has grown significantly, and crossing five lanes without any controlled intersection is increasingly dangerous. We've previously been told the issue is "proximity," yet there is nearly a full mile, from River to Wetmore, with no crosswalks and no safe crossing options.The speed of southbound traffic from the River/First intersection, combined with heavy event traffic for Rillito Sports Park, makes turning or crossing extremely risky. Residents cannot safely reach the parks, and visitors attending events also struggle to cross First Avenue safely.Other parts of town have multiple intersections placed far closer together, including some that lead to dead ends or see very little use. If those areas qualify, then a busy, dangerous corridor serving a thriving neighborhood should absolutely qualify. The amount of traffic moving past North Manor in both directions is more than enough evidence that an intersection is needed.We've also heard the excuse that this is a city/county border issue. This must be resolved. The residents and business owners in and around North Manor rely on this corridor daily, and the current conditions are unsafe for everyone."	Online Map Comments
	I like the ideas but am concerned that the landscaping and shade will be colonized / destroyed by the multitudes of mentally ill and drug addicted people we have around here. Not to mention the vandals.	Online Map Comments
	So happy that the raised median on Limberlost might be removed and left turns from the Sprouts shopping center onto Limberlost allowed.	Online Map Comments
	Why on earth is the bike lane on the bridge completely unprotected???? I know it's not a space issue because I'm staring at a 12+ foot wide median right now. This is reckless and dangerous for zero benefit.	Online Map Comments
	This is a terrifying intersection to drive through after dark, as there are often people wandering across the street without a lot of concern for traffic. Since a HAWK crossing probably won't change that, this area needs a lot more light so we can see people on the road. Or a police force that is actually doing something about jaywalking but that seems more optimistic.	Online Map Comments
	The dedicated left turn lane here is really reassuring and we need a lot more of these going east/west onto 1st. Judging when it is safe to turn left into oncoming traffic onto 1st (especially when cars will speed up to get through their orange light). More of this please.	Online Map Comments
	"Bromley Street and the entrance to Rillito park desperately need an actual intersection with a traffic signal. Considering all the events that the park hosts year round it's shocking there isn't a light already. Any time there is a big event at the park I witness people taking their lives into their hands as they run across 1st avoiding speeders and distracted drivers.Adding a concrete divider is going to make things worse by punishing people leaving the park AND all the residents of Northmanor subdivision AND all the businesses on Bromley. Think about all the extra congestions at the closest intersections caused by people making U turns. Plenty of drivers already ignore the No U Turn sign at 1st and River. This will just dramatically add to the amount of people taking risks so they don't have to take a mile long nightmarish detour. Plenty of other streets have more traffic lights in a short distance. Euclid between Speedway and Broadway is a good example. It seems completely tone deaf and short sighted to cheap out on this intersection. "	Online Map Comments
	Stupid AF.	Online Map Comments
	"Please consider improving the drainage by harvesting the rainwater runoff on 1st Ave for plant life. Right now, the majority of rainwater on Tucson roads is wasted in storm drains. Tucsonians need developers help to turn depleted streets into thriving native ecosystems. Tucson has already completed a number of neighborhood rehabilitation projects. These projects were created by local Tucsonan; Brad Lancaster "Water Harvester"Finding a way to sustainably bring back native plant life into the urban city landscape will win the hearts of Tucsonians.If the plan is to put in more decorative gravel and non-native trees, then the "safe, comfortable" bike corridors and pedestrian islands will likely have no use by new pedestrians or bikers. We want landscaping and drainage that is planned to sustain native wildlife. People find that sidewalks shaded with trees and wildflowers are very appealing, especially in the heat. Also, do it right and the plants will take care of flooding. Thank you for your consideration. #tucsonhasenoughgravel"	Online Map Comments
	Consider removing slip lanes. They become a safety issue for all roadway user. Applause to the protected bike lanes.	Online Map Comments
	What is happening to the bike lane here? I realize Ft Lowell isn't part of the project, but looks like the bike lane dead ends in a right turn lane.	Online Map Comments
	"This intersection (Bromley St and 1st Ave) badly needs a light. All of the residents of the Northmanor neighborhood, the surrounding businesses, and all of the people visiting to the park are going to be severely inconvenienced by this concrete divider blocking left turns. I can guarantee that people will make risky turns to avoid a lengthy detour in heavy traffic. Every time there is a big event at the park people park on Bromley and then risk their lives crossing.I've heard that the resistance to installing a light at this street is due to some county/city border issue and I think that is a complete load of BS. If this project is actually about safety a light needs to go in here. "	Online Map Comments
	Full road barriers with either plastic or concrete for bikes. please.	Online Map Comments
	Retain the median as long as there is adequate room for bicycle lanes. Without a median drivers will be racing out of Cirlce K turning left on Limberlost to turn Left on 1st. It is currently dangerous here with drivers turning right out of Circle K.	Online Map Comments

Location on Roll Plot	Comment	Source
	The pedestrian/bicycle infrastructure will intelligently connect with the pending improvements on Limberlost, right?	Online Map Comments
	Please consider extending the project area to include the section of N. First Avenue from the River Road intersection to approximately 1/8 of a mile north. This section of roadway is severely degraded and is a safety concern.	Online Map Comments
	"Memo: NO SLIP LANES in this design. They should be completely banned from use in the City of Tucson. It is counter to (I assume) your safety goals that they are still being considered for urban roadway projects. The feedback on the survey from last year prioritized safety over speed. Slip lanes are an example of sacrificing safety for speed and drastically increases the risk of severe crashes for pedestrians and cyclists. Tucson has the 4th deadliest roads in US cities, I question the priorities of DTM. "	Online Map Comments
	I think the city of Tucson should put a cross walk across 1st avenue located between the shopping plazas housing Fry's Supermarket on the west side of the street and Black Rock Coffee and Mcdonalds on the east side of the street. I see people jaywalk here because the intersection is kind of far and inconvient. I think people would rather cross by the fry's entrance.	Online Map Comments
	Ooof. Design like this does not happen in places where they are care about safety. No serious city would do this unless car level of service was the #1 priority.	Online Map Comments
	This intersection is nice. All the intersections should look more like this if we cared about not killing people. It's unfortunate we only do things like this when it is convenient.	Online Map Comments
	Judging from how this all looks, you would assume "safety for all road users" was not a priority.	Online Map Comments
	And now we have another hit from the city ranked #4 most deadly in the country. We are really giving #1 a run for it's money.	Online Map Comments
	Polymarket bets are in. Someone will die here within a year after construction.	Online Map Comments
	Apparently, a decision-maker in RTA is commuting from the foothills through Wetmore here. Just one more lane 4ever! Who cares how many people need to die to keep those sweet sweet 21 minute commutes.	Online Map Comments
	And here is an example of why having one of the nation's shortest commutes and highest roadway fatality rates is directly correlated. When your "complete streets" look like this, unlimited death is possible.	Online Map Comments
	Please provide safer opportunities for cyclists (separated bike lanes are preferable) and pedestrians including planting vegetation to shade and cool outdoor spaces.	Online Map Comments
	This really long conflict/mixing zone is unsafe and defeats the purpose of having a protected bike lane in other places on the corridor. A better solution more in line with current best practice would be a protected lane to the right of the right turn lane.	Online Map Comments
	This really long mixing/conflict zone is unsafe and defeats the purpose of providing buffered and protected bike lanes along the corridor. The bike lane should be protected and behind the right turn lane with signals used to manage conflict points.	Online Map Comments
	This mixing/conflict zone is too long and increases bike exposure to high speed traffic, compromising safety. The bike lane should be to the right of the right turn lane per current best practice with the conflict point managed at the intersection.	Online Map Comments
	This median needs to be designed better if you don't want people to turn left off of McMillan	Online Map Comments
	These combined turning opportunities and crosswalks feel very unsafe as a pedestrian or cyclist because people use the gap created by the HAWK to try to turn on top of people using the crosswalk.	Online Map Comments
	These channelized right turns just create huge higher speed conflict zones for bikes and should be redesigned if the goal of the project is to improve safety.	Online Map Comments
	The left turn lane shouldn't start until after the crosswalk here. This design encourages drivers to try to pass cars stopped at the crosswalk.	Online Map Comments
	These channelized right turn lanes and long mixing zones are a huge safety hazard for bikes and defeat the point of improving the rest of the bike lane.	Online Map Comments
	The bikeway should go behind the bus stops like on Grant instead of creating a huge mixing zone	Online Map Comments
	Thought should be put into how to prevent people from crossing in these areas near bus stops. The main intersections are out of direction and feel unsafe so people cross midblock.	Online Map Comments
	Does Blacklidge traffic need to be able to continue through this intersection? Extending the median would improve safety for all users.	Online Map Comments
	Does traffic on Copper need to be able to continue across 1st? Closing this median would improve safety.	Online Map Comments
	A crosswalk is needed here to provide park access for people living west of 1st.	Online Map Comments

Location on Roll Plot	Comment	Source
	"I prefer whatever option improves bicycle safety while traveling on Limberlost. The current median geometry causes a dangerous compression and forces vehicles and bicycles into the same narrow lane. This is true in both directions but especially bad while traveling east on Limberlost. Given the pending improvements to Limberlost (which end west of the 1st Ave intersection), it would be absurd to have much improved bicycle infrastructure on Limberlost that suddenly disappears and forces riders into the current awkward and unsafe intersection at 1st Ave. Update: It looks like the plan has protected bicycle lanes through this intersection. Great!I also prefer whatever option does *not* result in a left turn out of Rillito Crossing or Circle K as long as it improves bicycle safety. Limberlost in that area is essentially entirely residential on both sides of 1st Ave. Let's keep it that way. YES MEDIAN"	Limberlost Alternative Online
	These both look absolutely identical. YES MEDIAN	Limberlost Alternative Online
	I see individuals make a left hand turn on to Limberlost out of LA Fitness parking lot. Occasionally see a vehicle try to do a U turn to go back on to Limberlost to enter Circle K premises. Personal experience the right turn out of Circle K on to Limberlost is tight unless I am dropping off the curb or hitting the median. NO MEDIAN	Limberlost Alternative Online
	Limberlost is not an arterial. Traffic should be routed to 1st Ave. YES MEDIAN	Limberlost Alternative Online
	Will reduce need for U-turns and make it easier to exit the shopping center. NO MEDIAN	Limberlost Alternative Online
	The existing median does not stop left turns, and only creates dangerous situations where drivers use the oncoming traffic lane to get around the median. The median should begin just west of the driveway opening for rillito marketplace and end at the 1st/limberlost intersection, to control lefts existing Circle K, as that driveway is too close to the intersection to make lefts heading westbound. NO MEDIAN	Limberlost Alternative Online
	It facilitates letting people go where they need to go. It's a small side street without a ton of traffic so it seems safe to turn left NO MEDIAN	Limberlost Alternative Online
	I most often need to go East on Limberlost from the shopping center. The median forces me to either make a u turn or a left on 1st Ave. NO MEDIAN	Limberlost Alternative Online
	Since 1st Avenue is a primary arter what about having traffic design to enhance flow of traffic. HAWK lights not on demand and timed with lights. Increase speed limits going north after Prince Road.	Display Board About Design
	Don't jaywalk and you don't need refuge islands.	Display Board About Input
	Please remove the median!	Display Board About Limberlost
	Add left turn arrows	In Person Comment Form
	Limberlost NEEDS improvements from west of Oracle all the way to Campbell!	In Person Comment Form
	In favor of removing the median on Limberlost allowing a left turn.	In Person Comment Form
	Would love the option to turn left. I utilize this center at least 5x weekly.	In Person Comment Form
	I vote to delete the "no left turn"! Thank you!	In Person Comment Form
	Please allow both Left & Right turns onto Limberlost	In Person Comment Form
	Support median removal	In Person Comment Form
	Support the remove of the median	In Person Comment Form
	Street too narrow - for a left - median strip is a hazard can't see it - panhandlers are a danger as they stay on a narrow strip	In Person Comment Form
	Don't Do It! We asked for that design (although the city executed very poorly) to reduce cut-through traffic into the neighborhood by non-local users of the commercial uses at 1st & Campbell. Consider instead, leaving a median at the 1st and Limberlost intersection & putting in a left-turn only exit at the far east end of the LA Fitness parking lot. Also - Code Enforcement issue as the restricted access to Limberlost is one of the conditions of the rezoning of the LA Fitness property. You need to follow PROPER channels to create eastbound access onto Limberlost (a local street).	In Person Comment Form
	Adding new bus pullouts has advantages but SLOWS the buses when we should be working tomake buses more efficient so cars are not so often the most convient option. Cars can pass in the outer lane and pullouts should be minimized. Do we have a city policy about adding pullouts only on higher speed roads? Pedestrian opportunity areas? I hope these will be welcoming to unsheltered people and not have hostile architecture. Can we have water sources with the landscaping? (drinking fountains). We could mitigate issues that businesses have by creating public space for temporary shelter/rest/hydration.	In Person Comment Form
	I believe creating a pedestrian opportunity area at First Ave. & Bromley is not a good idea. We already have issues in our neighborhood from the homeless at the Rillito River . They come in and steal things and vandalize so I think anything put there will continually have to be repaired or will only be used by the homeless.	In Person Comment Form

Location on Roll Plot	Comment	Source
	Questions: 1) The projects traffic projections extend to 2055 and account for future population growth? Does the pedestrian analysis and residential density map use the same 2055 planning horizon? 2) How were residents of townhouse communities (i.e. Las Primeras Lomas) incorporated into the projects projected pedestrian demand? 3) Why is River Road the endpoint for the sidewalk improvements when medium-density residential developments continues along 1st Avenue for 1/2 mile, immediately north of the project boundary?	In Person Comment Form
	Limberlost Alternative: I live in the Campus Farm neighborhood and would like to see the median removed. 1) The median is cause for unsafe driving techniques. Illegal U-turns are common and scary to experience. Will this vehicle see me? 2) On Limberlost, turning south from the east, I have had countless instances of vehicles turning into the turn lane rather than the appropriate lane of entry. A more dedicated, visible, turn lane will be helpful in encouraging drivers to make good choices. 3) The median makes it difficult for a resident to access commercial activity at Rillito Crossing Marketplace and then be able to commute on the return home to Campus Farms. Residents are forced to then enter an arterial roadway to return to Limberlost to return home.	In Person Comment Form
	Not a fan of this Bill as is mostly for the benefit of drivers leaving Tucson for Foothills or River Rd - and means that our Tucson Tax Dollars are not going to fix Tucson streets. Pleased with some of the progress since previous community meeting. Happy to see much needed drainage. Seems to be a bit easier to access some locations. My preferred style element as requested is Trees - also shaded seating for bus stops. Please implement the quarterly review process. That is a good idea. Try to keep the construction portion of this project to 18 months (or less).	In Person Comment Form
	Really want to ask the design team to re-commit itself to developing bicycle infrastructure! Protected bike lanes are segmented and lackcohesivity; routing bicycles onto sidewalks instead of making room for them on the road reinforces car-centered design and isn't aligned with #1 of the Projects goals. Right turns for bicycles could use more thoughtful consideration. (Oakland has incredible design to look to.) A continuous walking/biking mixed use path would enhance visual character of 1st Avenue and increase safety. If it was lines with Native trees would also work to increase the tree canopy of the area and help mitigate heat island affects along hot road way. Please prioritize Green Stormwater Infrastructure wherever possible. Pedestrian Opportunity areas are wonderful and MUST inlcude trees and other shaded opportunities to gather. Benches, tables would all be welcome. Water fountains. Option D would be so cool along a continuous mixed use path, with trees planed separating the roadway.	In Person Comment Form
	Super excited about the greening of 1st Avenue, and the plan and tree choices being made. I'm hopeful that the plan will include lots of treescape so that we can provide as much shade as possible for pedestrians and a cooling effect for cyclists. I like all of the hardscape design ideas by the landscape architects. Option A is obviously my favorite, followed by Option D, then Option C. Appreciate the thoughtfulness regarding finding ways to make things safer. Kudos to the project team and the citizen committee for the work this took. Your ideas for right turn lanes are cool too!	In Person Comment Form
	You have not addressed my concerns, outlined in a letter with a map attached, concerning the extreme difficulty and danger of exiting the Sprouts center onto 1st Avenue she heading south. It is extremely dangerous to try to turn left on 1st from the parking lot because people turn into the center lane from both directions due to multiple driveways on both sides. I had suggested an exit from the SE corner of the parking lot onto Limberlost to accommodate those neighbors who live east of the center. I canâ€™t tell from the video what is happening at Limberlost and the map is vey confusing. Will all traffic out of Sprouts Center on to 1st be forced to drive north? Since we canâ€™t get across all the traffic we will have to turn east onto Wet,ore and make a U-turn. This will enhance the danger for cyclists and pedestrians at Wetmore. We need a solution that lets traffic head EAST from the center.	Online Meeting Comment Form
	Please consider waiting on this update until more roads in Tucson are done, especially Grant. Tucson is a nightmare right now due to all the road closures. I can't drive anywhere without having to detour around road construction.	Online Meeting Comment Form
	Please repave the short stretch of 1st just north of River Rd (about 100 yards).	Online Meeting Comment Form
	Please DO NOT install the raised medians. They waste road space and limit access to businesses. The current use of this space as turning lanes is immeasurably better. The waste of taxpayer money to install these impediments to local businesses is appalling.	Online Meeting Comment Form
	"Wider bike lanes, please. And more shelters at bus stops. Those of us who do our environmental duty and refrain from driving and car ownership should also be considered. Hopefully, the future will include no more fossil fueled vehicles.	
	"As a cyclist who frequently crosses this corridor, I appreciate the truly seperated and protected bike lanes and new HAWKs. I especially like the plan's commitment to routing bike lanes in a safe manner around bus stops and some of the intersections. However, I want to push back against the idea that Tucson needs more motor vehicle capacity on 1st Ave. This road does not need slip-lanes, large bus pullouts, or extra turning lanes. These are only short term conviniences to motorists (due to induced demand) and are counter to the City's goal of a safe multimodal corridor. Safety should be the top priority, and the large intersections with slip lanes look like they may present an unnessary risk to pedestrians and motorists alike. While it may not be in the immediate interest of motorists, tighter intersections with traffic calming festures and less vehicle capacity is the best way to make 1st Ave a safer corridor for all users."	Online Meeting Comment Form
	My biggest concern is how this will effect Mountain Ave traffic.	Online Meeting Comment Form

Location on Roll Plot	Comment	Source
	Another road construction project? Seriously, how about finishing some of the ones we currently have going on before starting more	Online Meeting Comment Form
	This is an exceptional project. Much needed and will be much appreciated by residents and visitors to your wonderful city. Please continue this much needed project. Thank you.	Online Meeting Comment Form
	It's fine now, don't wreck it with all these "improvements."	Online Meeting Comment Form
	Bike lanes protected with a strong physical barrier. No plastic bollards, which are fun to run over in my car because they make a noise but donâ€™t damage my car.	Online Meeting Comment Form
	I dont want more construction until grant is completed properly	Online Meeting Comment Form
	"How about the city, county and RTA upgrade Alvernon between Los Reales and Irvington. I've been on primitive roads smoother than Alvernon and I've been paying my taxes for road improvements at this residence for 18 years.Thanks"	Online Meeting Comment Form
	I am a 90% cyclist. Thank you	Online Meeting Comment Form
	In earlier planning-phase feedback meetings, our neighbors on Tyndal noted problems with drivers cutting through Tyndal and Buddy lane to avoid traffic backups on northbound 1st Avenue. The response we received at the time was the plan "did not address cut-throughs." I hope you can improve upon this response to better demonstrate your commitment to community input.	Online Meeting Comment Form
1st Ave.between Alturas and Jacino Streets	Bus's don't need priority. It is a tax payer funded freebie. The riders can wait.	In Person Roll Plot Comment
1st Ave. just north of Jacinot Street	More bus pullouts.	In Person Roll Plot Comment
1st Ave. and Fort Lowell Road	Remove the two channelized right turns planned for this intersection.	In Person Roll Plot Comment
1st Ave. and Navajo Road	Bike lane protection should not have enormous gaps like this.	In Person Roll Plot Comment
1st Ave. and Navajo Road	We need more sidewalk safety.	In Person Roll Plot Comment
1st Ave and Mohave Road	Please add public art on medians.	In Person Roll Plot Comment
1st Ave. just south of Yavapai Road	Move electricity pole out of driveway here. More street lights in this area.	In Person Roll Plot Comment
1st Ave and Yavapai Road	Need a bus pullout.	In Person Roll Plot Comment
1st Ave. just north of Prince Road	Like the alternative solution on using trees as shade for bus stops. Will there still be structures/shelters in place at stops?	In Person Roll Plot Comment
1st Ave. north of Prince Road	Please add more street lighting here.	In Person Roll Plot Comment
1st Ave. and Roger Road	Telephone pole blocks visibility on the northwest corner.	In Person Roll Plot Comment
1st Ave. north of Roger Road in front of Fry's center.	Sidewalk stops. Safety issue!	In Person Roll Plot Comment
1st Ave. just south of Limberlost Drive east side of street.	Concern over driveway access to this parcel. Talking to user now. Move raised curb north.	In Person Roll Plot Comment

Location on Roll Plot	Comment	Source
1st Ave. just south of Limberlost Drive west side of street.	Consider unique design style of bus shelter.	In Person Roll Plot Comment
1st Ave. south of Wetmore Road, east side of street	We need good sidewalk.	In Person Roll Plot Comment
1st Ave. south of Wetmore Road, east side of street	We need more trees.	In Person Roll Plot Comment
1st Ave. and Wetmore Road northwest corner	This whole block is very dangerous for southbound bike travel - there's no protection at all.	In Person Roll Plot Comment
1st Ave. and Bromley Street southeast corner	Consider timing HAWK light. Not on demand pedestrian can wait for smoother flow traffic.	In Person Roll Plot Comment
1st Ave. and Bromley Street northwest corner	Put the light & crosswalk at Bromley & 1st Ave. Need left turn out of neighborhood and out of Rillito Park, very busy!	In Person Roll Plot Comment
1st Ave just south of River Road	No safe left turn into the meat market.	In Person Roll Plot Comment
1st Ave. and River Road southwest corner.	A u-turn should be put in at 1st and River to get into the gas station and meat market, dental!	In Person Roll Plot Comment
1st Ave. and River Road northeast corner.	I already do a U-turn here, sanction it!	In Person Roll Plot Comment
1st Ave. just north of River Road.	There are medium density residential communities, half mile up 1st Ave. Can we extend the sidewalk?	In Person Roll Plot Comment