1st Avenue: River Road to Grant Road

Virtual Open House 10/10/2024





Project Overview

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority (PAG/RTA), is improving1st Avenue from River Road to Grant Road.

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.



Project Elements



New Bridge over the Rillito River



Upgraded Traffic Signals







Drainage Improvements



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Landscaping

Enhanced Bicycle Facilities

Lighting

Estimated Project Schedule



Design Concept Report

• Major Scope Items:

- $\,\circ\,$ Safety and Accessibility
- \circ Roadway Reconstruction
- Drainage Improvements
- \circ Bridge Replacement



4-Lane Cross-Section

Design Concept Report

- What will the design team evaluate?
 - $_{\odot}$ Existing Conditions
 - $_{\odot}$ Cross-Section and Alignment Alternatives
 - $_{\odot}$ Constructability and Construction Phasing
 - \circ Right-of-Way
 - Cost Estimation

- \circ Traffic Design
- Floodplain and Drainage
- Utilities (Existing and New)
- \circ Landscape
- Social, Economic, and Environmental Impacts





Current Conditions: Traffic

The map highlights the intersection Level of Service, or how long cars wait at an intersection. Most of the day, vehicles travel through the corridor with very little delay.

Level of Service Definitions

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- Very low delay and most vehicles do not stop.
- Low delay and some vehicles stop.
- Moderate delay and a significant number of vehicles stop.
- 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.
- High delay with poor progression; Most vehicles will not make it through in one cycle.
- Unacceptable delay; Demand exceeds intersection capacity. Many vehicles require two or more cycles to make it through.



Current Conditions: Traffic

Traffic volumes on the corridor have decreased over 15% since 1998.

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%



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Wetmore Rd

Limberlost Rd

Prince Rd

Ft Lowell Rd

Glenn St

Grant Rd

R

Legend/Leyenda

Existing HAWK Signal /

Señal HAWK existente

Existing Traffic Signal /

Señal de tráfico existent

Existing Sidewalk / Acera existente

- Fort Lowell Road has the highest pedestrian traffic on the corridor.
- Glenn Street has the highest bike traffic on the corridor.
- Fort Lowell Road has the highest combined pedestrian and bicycle traffic along the corridor.
- Many areas on the corridor have a 1/2mile or more distance between pedestrian crossings.







Poute A

Existing Traffi

Señal de tráfio

Current Conditions: Public Transit

- Most transit stops along 1st Avenue are close to a traffic signal or pedestrian crossing.
- Sun Tran Route 6 ranks 12th out of 62 routes for highest daily weekday boardings in the transit system.
- Sun Tran Route 6 has an estimated 1,924 daily, weekday boardings.
- Fort Lowell Road and Grant Road bus stops are the busiest.



Current Conditions: Transit Operations

Infrastructure

- 23 bus stops
- Crosswalks at 8 traffic signals
- 2 HAWK signals

Transit Travel Time

Sun Trar

Route 6

Existing Traffi

Señal de tráfic

existente

- Northbound travel time from Grant Road to Wetmore Road ranges from 11 to 14 minutes
- Southbound travel time from Wetmore Road to Grant Road ranges from 10 to 11 minutes

Current Conditions: Safety

FSI = <u>F</u>atal and <u>S</u>erious <u>Injury</u>

Every year on average there are...

153 crashes

7 serious injury crashes

4 fatal crashes

7 crashes involving a pedestrian or bicyclist

...and 2024 totals are projected to be higher.

Takeaway There are a high number of road users involved in fatal and injury crashes every year on this corridor.



75% of

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.





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



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