

# 1<sup>st</sup> Avenue: River Road to Grant Road

---

1<sup>st</sup> Avenue Citizens' Task Force Meeting  
4/17/2025



# Approval of March Meeting Minutes

---



# Call to the Audience

---



# Election of Chairperson and Co-Chairperson

---



# Community Outreach

---



# Next Steps



## Community Outreach Phase 2:

- July 2025



## Events:

- Open house, virtual meeting, community events, pop-ups



## Focus:

- Feedback and consensus on goals, priorities and draft recommended alternatives



# Future Traffic Volumes and Intersection Configurations

---



# WHY THINK AHEAD?

## Planning for 2045

Street projects aren't just for today - they prepare us for tomorrow's needs.



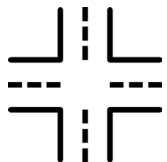
Improve safety & support mobility



Evaluate the impact of planned developments



Accommodate long-term demand



Guide street and intersection improvements

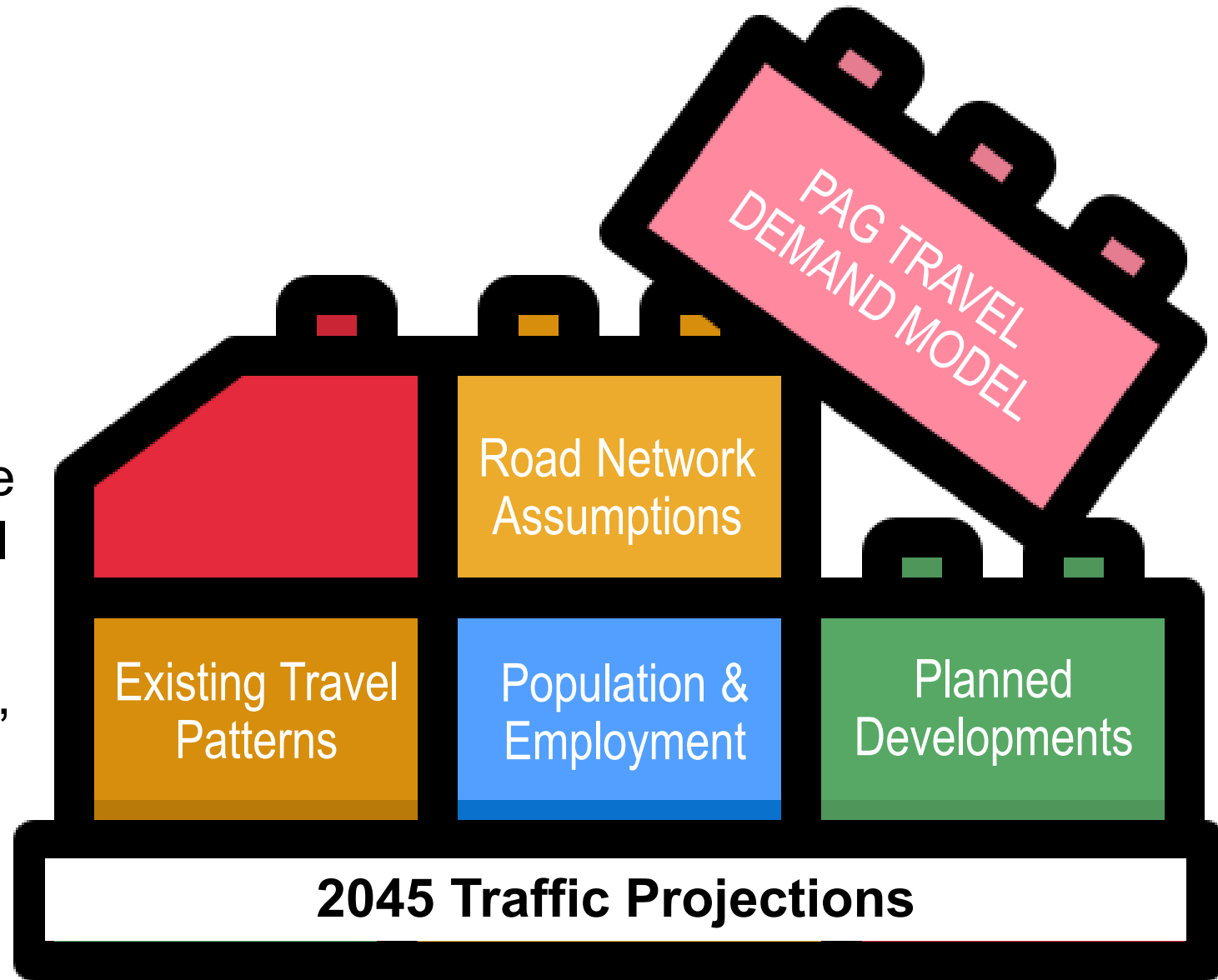


# HOW DO WE FORECAST FUTURE TRAFFIC?

Pima Association of Governments' regional travel demand model is the tool we use to simulate future travel behavior and traffic volumes.

**Considers:** existing travel patterns, population and employment, future developments, etc.

**Calculates:** future segment-level traffic volumes



# 2045 TRAFFIC PROJECTIONS ON 1<sup>ST</sup> AVENUE

PAG's Travel Demand Model was used to obtain growth rates from 2024 to 2045 for 1<sup>st</sup> Avenue



**8.8%**



**Avg. Growth**



**7.8%**



**Avg. Growth**

Intersection	AM Growth	PM Growth
River Road	6.8%	6.3%
★ Wetmore Road	7.1%	5.0%
Limberlost Road	7.7%	7.6%
Roger Road	6.4%	6.2%
Prince Road	8.1%	6.0%
Fort Lowell Road	7.1%	6.7%
Glenn Street	8.5%	7.6%
Grant Road	18.3%	17.2%

*Volume growth from 2024 to 2045*

River Rd

Wetmore Rd

Limberlost Dr

Roger Rd

Prince Rd

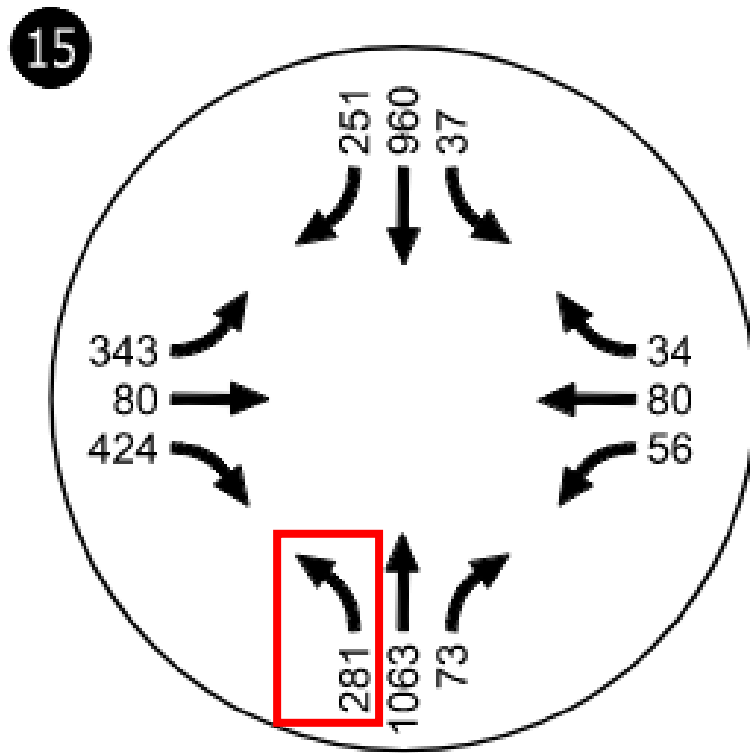
Ft Lowell Rd

Glenn St

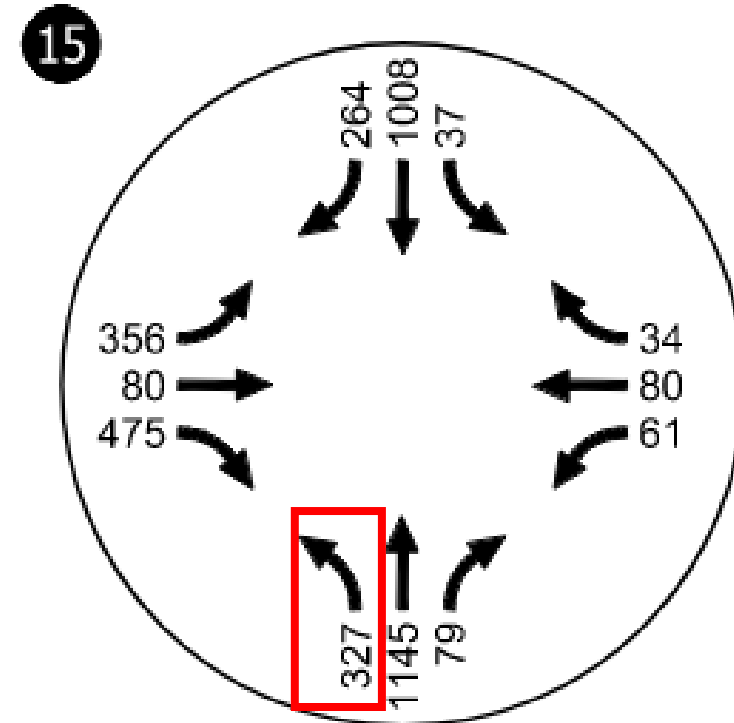
Grant Rd

# 2045 TRAFFIC ANALYSIS

## Wetmore Road at 1st Avenue



◀ Volume to Capacity < 1  
Queue Length < 250 ft

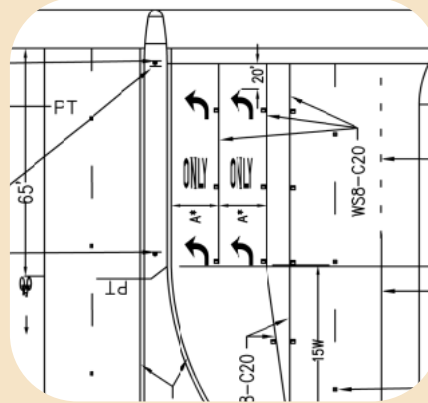


▶ Volume to Capacity > 1  
Queue Length > 300 ft

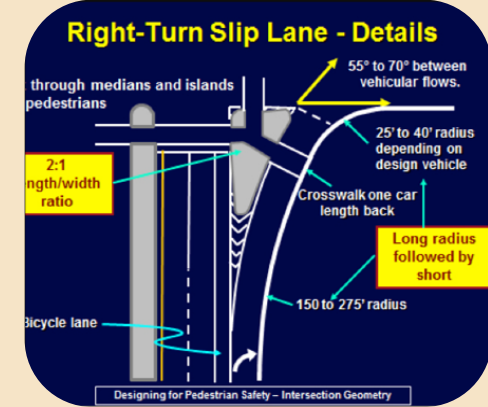
# 2045 PRELIMINARY RECOMMENDATIONS



**Signal  
Timing**  
ALL INTERSECTIONS



**Dual Left  
Turn Lanes**  
WETMORE ROAD



**Right Turn  
Lanes**  
MULTIPLE LOCATIONS

# Right of Way Considerations

---



# Project Goals

1

**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.

2

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

3

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

4

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

5

**Minimize the impacts** of 1st Avenue improvements on adjacent residents and businesses.

6

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

# Minimize Impacts Design Strategies

Align the 1st Avenue corridor to minimize acquisitions of structures and properties

Support businesses during construction through partnership with the RTA Mainstreet program

Maintain access for residents, businesses, and neighborhoods along 1st Avenue

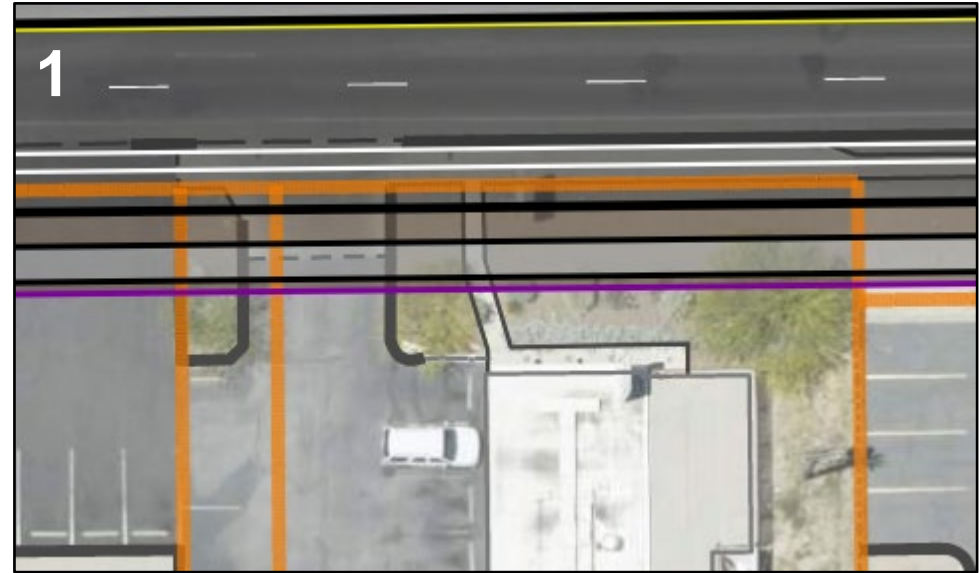
Utilizing a consistent width roadway cross-section, the design has thus far:

1. Offset the proposed improvements from the existing centerline
2. Introduced curvature to maximize the usage of available space

# Three Tiers of Property Impact

1 – Acquisition with no economic impact.

*Example: Frontage Landscape Area.*



2 – Acquisition with economic impact that can be “cured” on the property.

*Example: Loss of Parking and/or Modified Site Circulation*



# Guiding Principles

1 – No impact is the **BEST** impact.

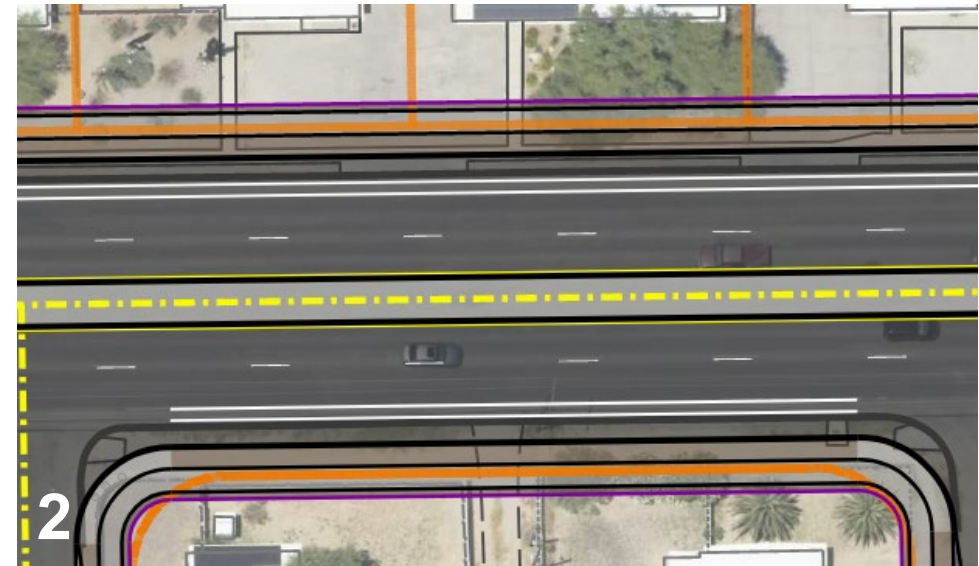
*Impact is only allowed based on satisfying a project need.*

2 – Design Decisions **MAY** be used to move impact to a lower tier.

*Narrowing cross-section features to reduce or eliminate an impact is allowed if project goals are still met.*

3 – Design Decisions **WILL NOT** be used to move to a higher tier.

*Widening of cross-section features will not be allowed if doing so increases property impact.*



## NOTES:

1. Applies to cross-section features outside the travel lanes
2. It may be possible to take a more space if doing so keeps in the same tier
3. Final design will be based on engineering judgement and R/W negotiations. This will occur after DCR during the final design

# Roadway Alignment Workshop

---



# Previous design strategies to reduce property impacts

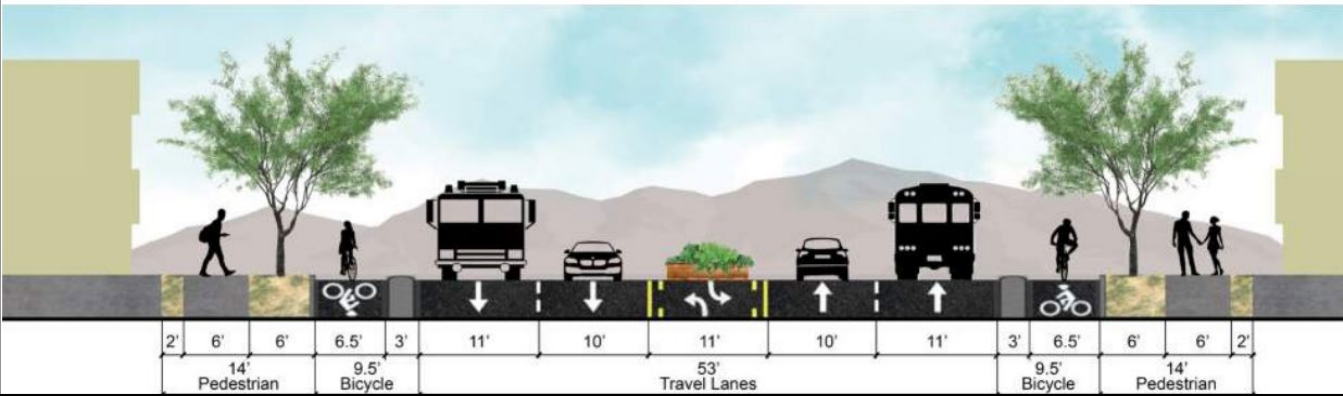
Conducted *Needs Assessment Study* to verify a widened six-lane roadway is not necessary to accommodate future traffic volumes

Off-set roadway from centerline to take advantage of larger building setbacks on one side of the road

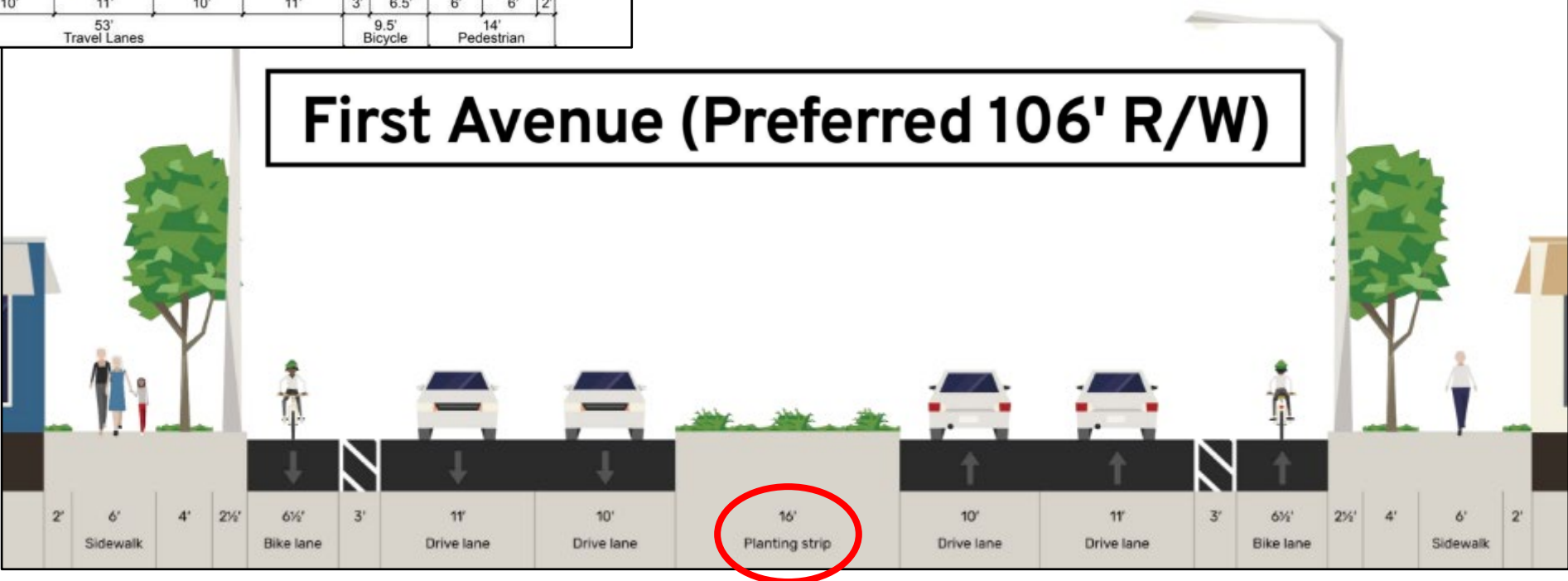
Introduced curvature to avoid structures

# City of Tucson Preferred Cross-Section

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



Median has been widened to 16' to provide better accessibility options along the corridor.



# 1<sup>st</sup> Ave Corridor Map



# Segment 1: Grant Road to Prince Road

Can largely accommodate preferred cross section width at lower tier right-of-way impact (75 to 100-ft R/W - larger building setbacks)

“Spot Solutions” will allow team to resolve issues at specific locations. Do NOT need to develop full alternatives

At constrained locations, seeking guidance from Task Force how to prioritize space.



1.5 Miles

# Segment 2: Prince Road to Roger Road

Most constrained segment of the corridor (80 to 85-ft R/W - minimal building setbacks)

Most residential segment of 1st Ave.

Developed two alternatives for consideration

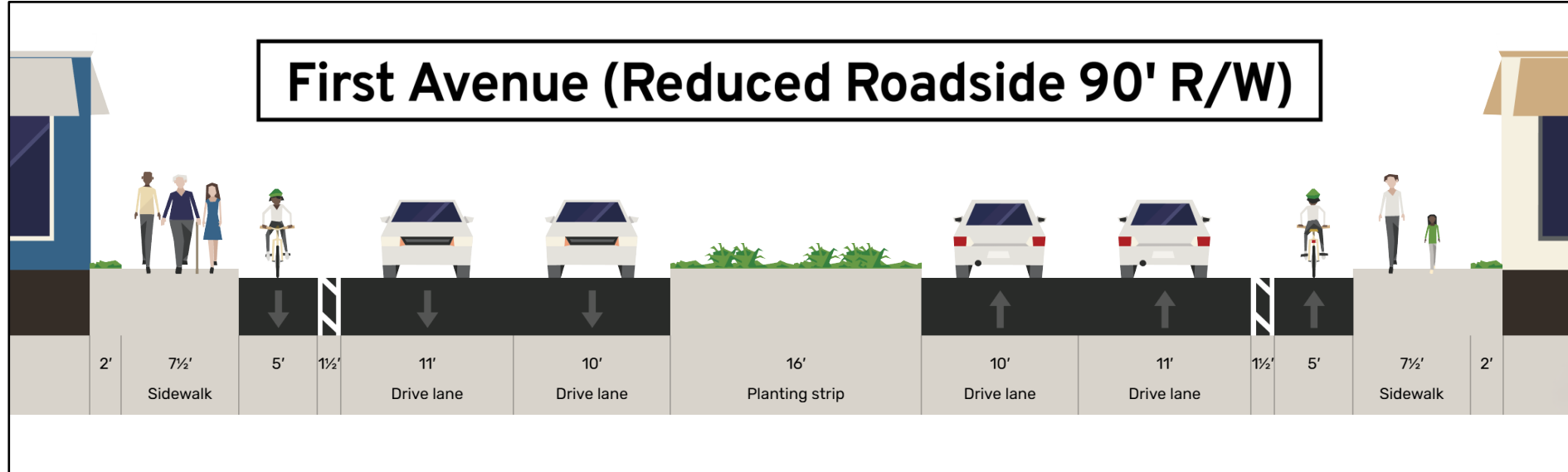


0.5 -Miles

# Spatial Prioritization in Constrained Locations

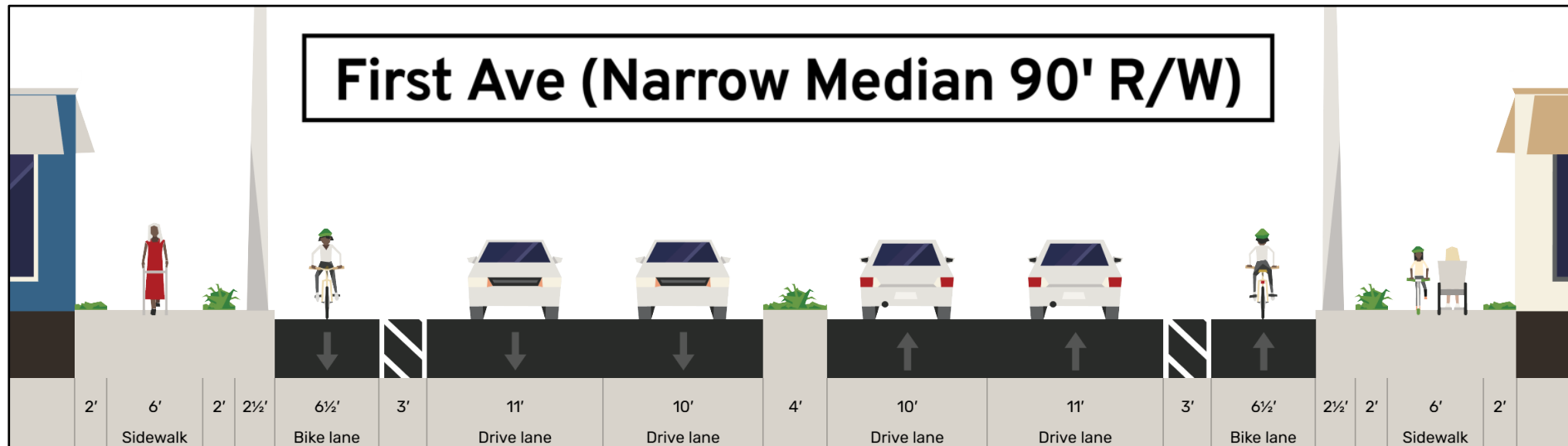
Proposed Priority Number	Design Strategy	Improve Safety	Increase Transportation Options	Improve Existing Infrastructure	Support Mobility	Minimize Impacts on Private Property	Enhance Visual Character	Other
1	Reduce Median Width	Neutral	Neutral	Neutral	Increases roadway curvature	May Limit Left and U-Turn Locations	Neutral	Not desirable where median openings are needed  Based on Engineering evaluation to not restrict U-turns or introduce excessive curvature into roadway
2	Reduce landscaping area width	Neutral	Reduces pedestrian comfort - makes driveway crossings more challenging	Neutral	Neutral	Neutral	Limits landscape opportunities	No impact on roadway alignment. Puts sidewalk closer to road
3	Reduce sidewalk width	Neutral	Reduces pedestrian capacity	Neutral	Neutral	Neutral	Neutral	Will not go below 5-ft - minimal potential width saving
4	Reduce bike lane width	Neutral	Reduces bicycle capacity - less comfortable	Neutral	Neutral	Neutral	Neutral	6-ft minimum with bike lane protection
5	Reduce/eliminate bike lane buffer/protection	Provides less separation from traffic	Provides less separation from traffic	Neutral	Neutral	Neutral	Neutral	18" minimum buffer. 2' minimum for protected
6	Reduce 11' curb lane width	Increases potential for vehicles tracking outside lane where road not straight	Will affect transit operations	Neutral	Neutral	Neutral	Neutral	Will not go below 10-ft - must maintain 1-ft "shy" to vertical element. Large vehicles (transit) need 11-ft of space to operate

# Potential Narrow Cross-Section Alternatives



MOE Score: 6.5

- Lower score primarily driven by reduction in bike lane buffer
- Meets all project goals.



MOE Score: 10.4

- Score remains high. However, all Left or U-turn access has been eliminated.
- Does not meet all project goals.

# Potential Narrow Cross-Section Alternatives



**Note: Both roadway sections fit within the existing 90' R/W.**



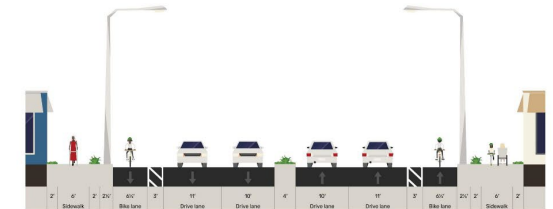
**First Avenue (Reduced Roadside 90' R/W)**



**Key Differences from Other Alternative:**

- Full width 16' Median
- 1.5' Bike Lane Buffer
- 5' Bike Lane
- No Landscape Buffer
- Widened 7' Sidewalk (to back of curb)
- Left Turn & U-Turn Access (see Pastime Road)

**First Ave (Narrow Median 90' R/W)**



**Key Differences from Other Alternative:**

- Narrowed 4' Median
- 3' Bike Lane Buffer
- 6.5' Bike Lane
- 4' Landscape Buffer (without poles)
- 6' Sidewalk
- No Left Turn Access @ Side Streets

# Discussion

Seeking recommendation from Task Force on how to prioritize space along Grant to Prince segment

Proposed Priority Number	Design Strategy	Improve Safety	Increase Transportation Options	Improve Existing Infrastructure	Support Mobility	Minimize Impacts on Private Property	Enhance Visual Character	Other
1	Reduce Median Width	Neutral	Neutral	Neutral	Increases roadway curvature	May Limit Left and U-Turn Locations	Neutral	Not desirable where median openings are needed  Based on Engineering evaluation to not restrict U-turns or introduce excessive curvature into roadway
2	Reduce landscaping area width	Neutral	Reduces pedestrian comfort - makes driveway crossings more challenging	Neutral	Neutral	Neutral	Limits landscape opportunities	No impact on roadway alignment. Puts sidewalk closer to road
3	Reduce sidewalk width	Neutral	Reduces pedestrian capacity	Neutral	Neutral	Neutral	Neutral	Will not go below 5-ft - minimal potential width saving
4	Reduce bike lane width	Neutral	Reduces bicycle capacity - less comfortable	Neutral	Neutral	Neutral	Neutral	6-ft minimum with bike lane protection
5	Reduce/eliminate bike lane buffer/protection	Provides less separation from traffic	Provides less separation from traffic	Neutral	Neutral	Neutral	Neutral	18" minimum buffer. 2' minimum for protected
6	Reduce 11' curb lane width	Increases potential for vehicles tracking outside lane where road not straight	Will affect transit operations	Neutral	Neutral	Neutral	Neutral	Will not go below 10-ft - must maintain 1-ft "shy" to vertical element. Large vehicles (transit) need 11-ft of space to operate

# Segment 3: Roger Road to River Road

Additional R/W Available (115-ft to 135+-ft)

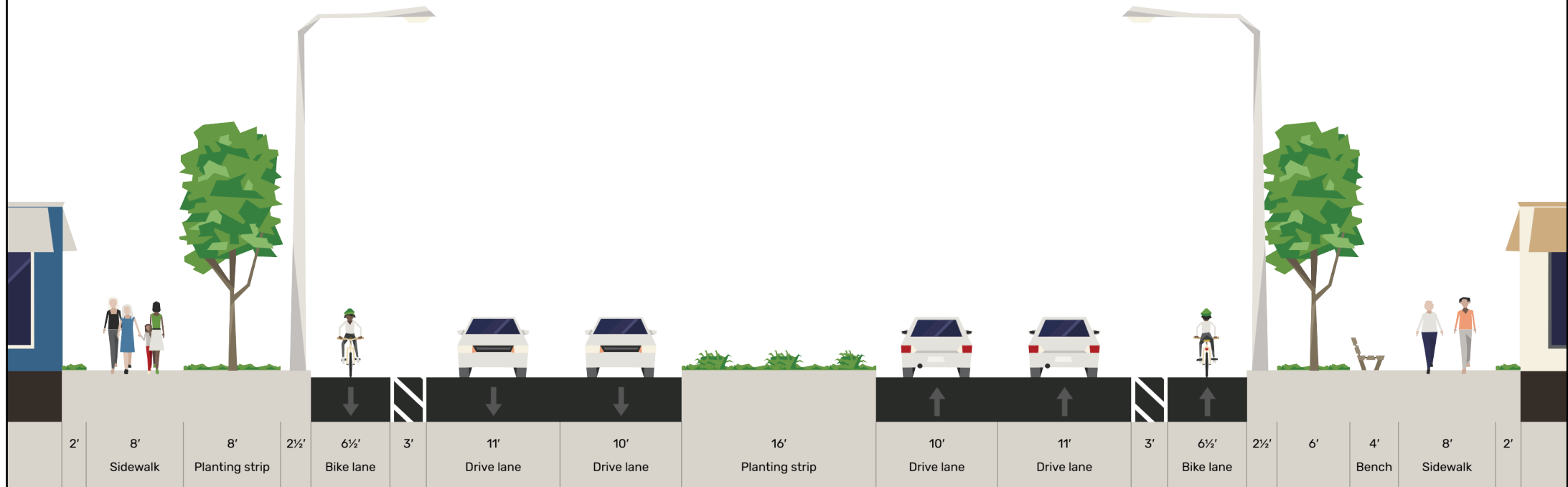
Prioritize how to use additional space



1.1-Miles

# Potential Wider Cross-Section Alternative

## First Avenue (Widened 120'+ R/W)



- Maintains all preferred widths within the curb line.
- Increases widths of areas behind the curb to maximize the use of existing Right-of-Way.
- Meets all project goals.

# Discussion

Seeking recommendation from Task Force on how to used additional space along corridor

Proposed Priority Number	Design Strategy	Notes
1	Increase landscape area	
2	Increase sidewalk width	Can be a combination of wider sidewalks and landscaping
3	Increase bike buffer	
4	Increase bike lane width	
5	Increase median width	Wider median allows for larger trees in median
6	Increase travel lane width	

# Future Agenda Items

---

- Corridor Field Trip Discussion
- Questions on presented information
- Topics for future agendas
- Additional information requests



# Adjournment

---

