

1st Avenue: River Road to Grant Road

1st Avenue Citizens' Task Force Meeting
9/18/2025



Approval of June Meeting Minutes



Call to the Audience



Public Outreach Update



Upcoming Events & Activities

In-person open house:

Wednesday, October 15, 2025 | 6:00-7:30 p.m. | Donna Liggins Recreation Center



Online open house:

Continuous from October 15 to November 15



Pop-up events:

Heirloom Farmer's Market
| TBD

Woods Memorial Library |
TBD

Amy's Donuts | TBD

Vantage West Credit
Union | TBD

Cycloviva | Oct. 26

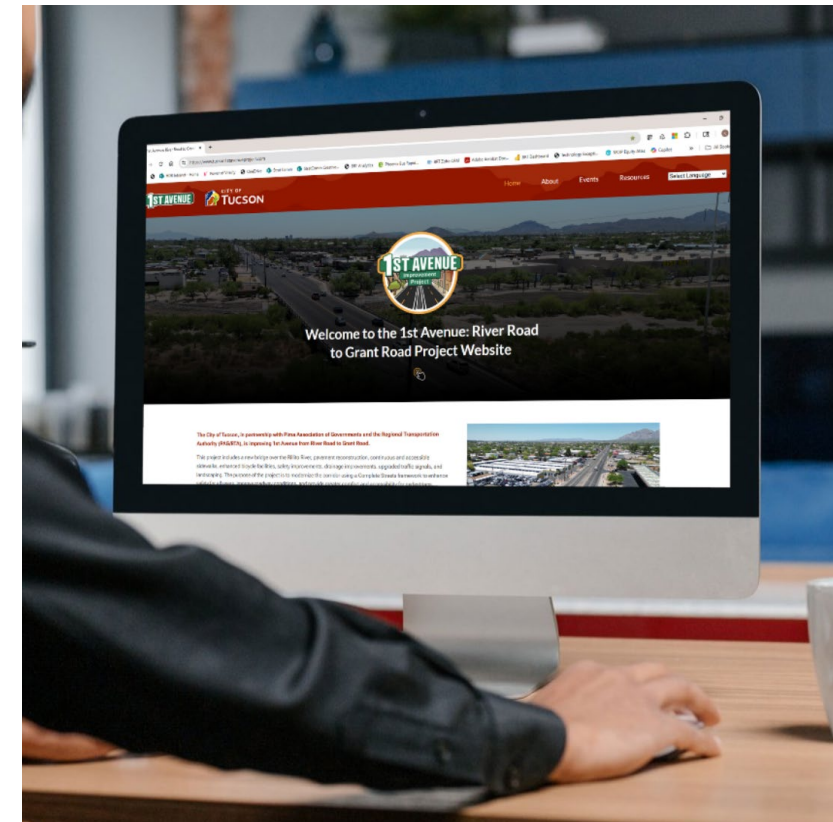
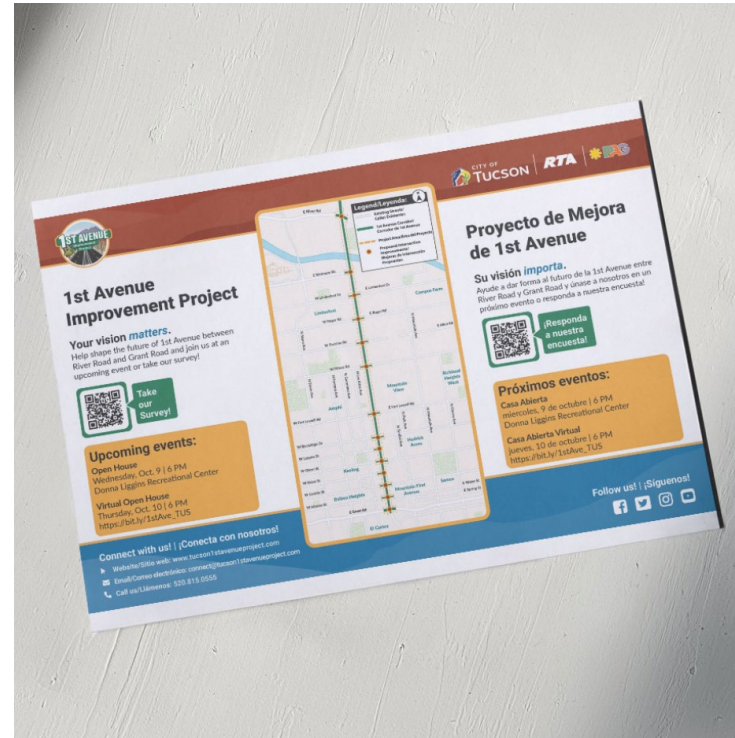


Partnerships:

RTA Mainstreet

Ward 3

Project Materials and Notices - Examples



How Can You Help?

- Attend an upcoming event.
- Share information and invite others!
- Give your feedback.



Design Update



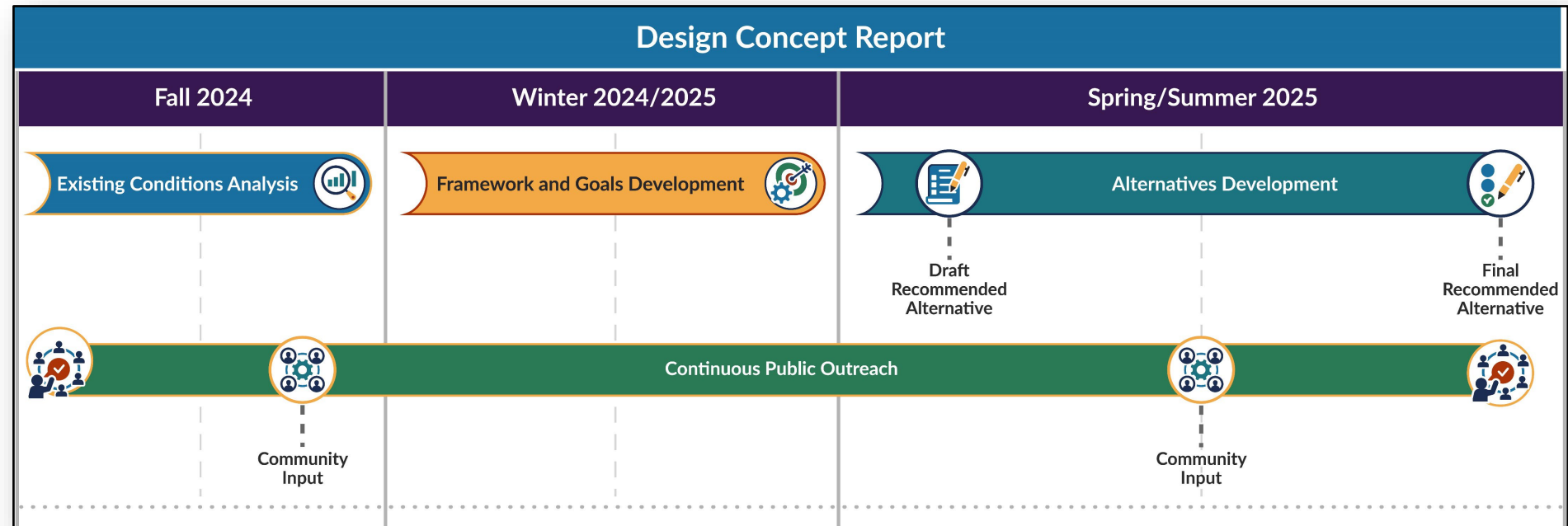
Design Update

Bridge

Roadway

Drainage

Landscape



Bridge Design

- Completed Bridge Selection Report
 - Draft and Final Reports
 - Recommended Bridge Alternative
- Completed Geotechnical Field Work
- Completed Geotechnical Lab Testing
- Completed Draft Geotechnical Report
- Begun Infiltration Report



Final Bridge Selection Report

1st Avenue Bridge over the Rillito River

Tucson, Pima County, Arizona

City of Tucson Project No. 230193

Prepared by:

HDR Engineering
1 S. Church Ave, Suite 1400
Tucson, AZ 85701



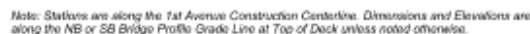
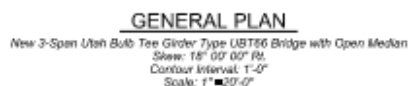
Prepared for:

City of Tucson
Department of Transportation & Mobility



August 5, 2025





ELEVATION
NB Bridge Shown, SB Bridge Similar
Scale: 1" = 20'-0"



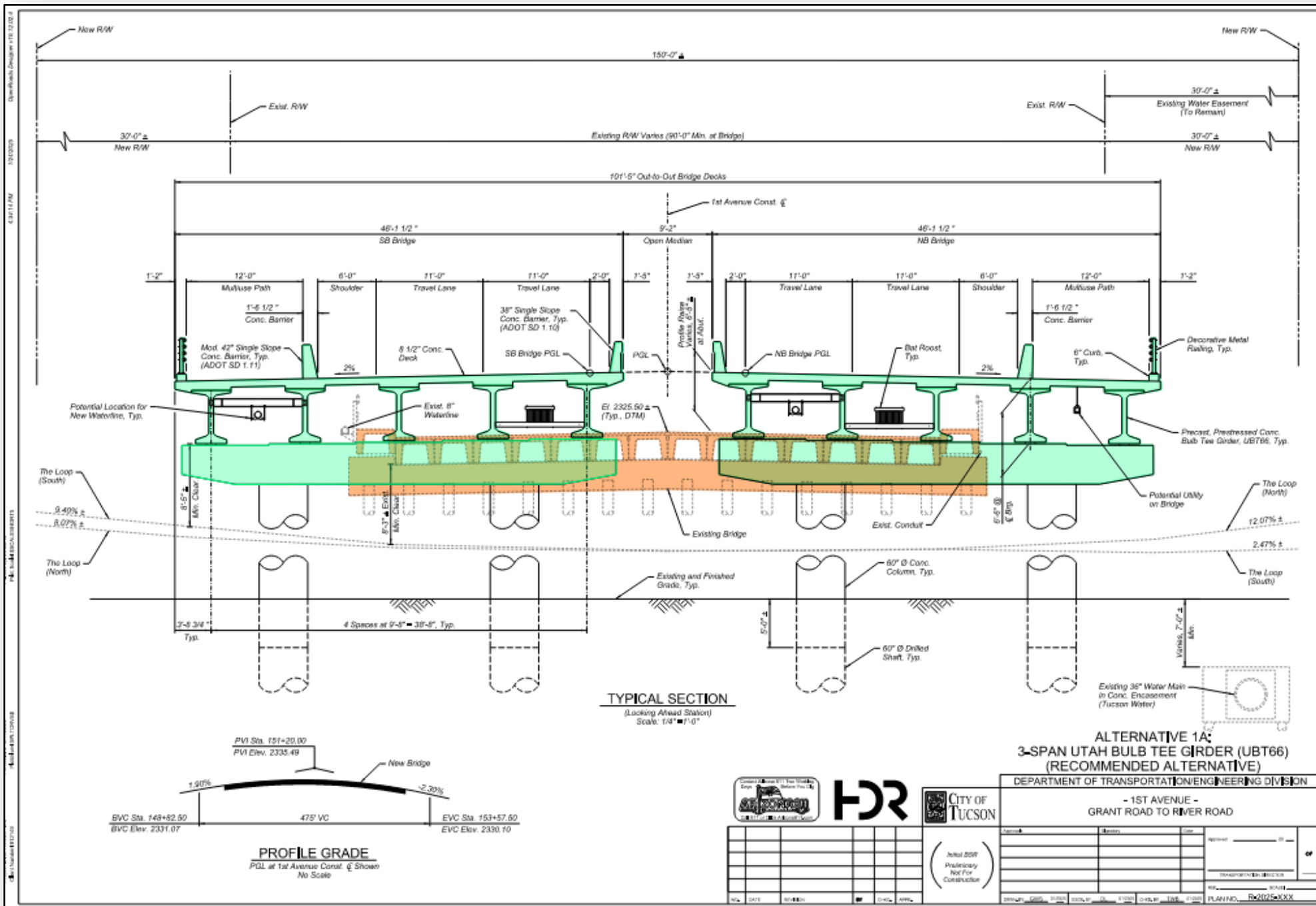
Initial EIR
Preliminary
Not For
Construction

ALTERNATIVE 1A:
3-SPAN UTAH BULB TEE GIRDER (UBT66)
(RECOMMENDED ALTERNATIVE)

DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION

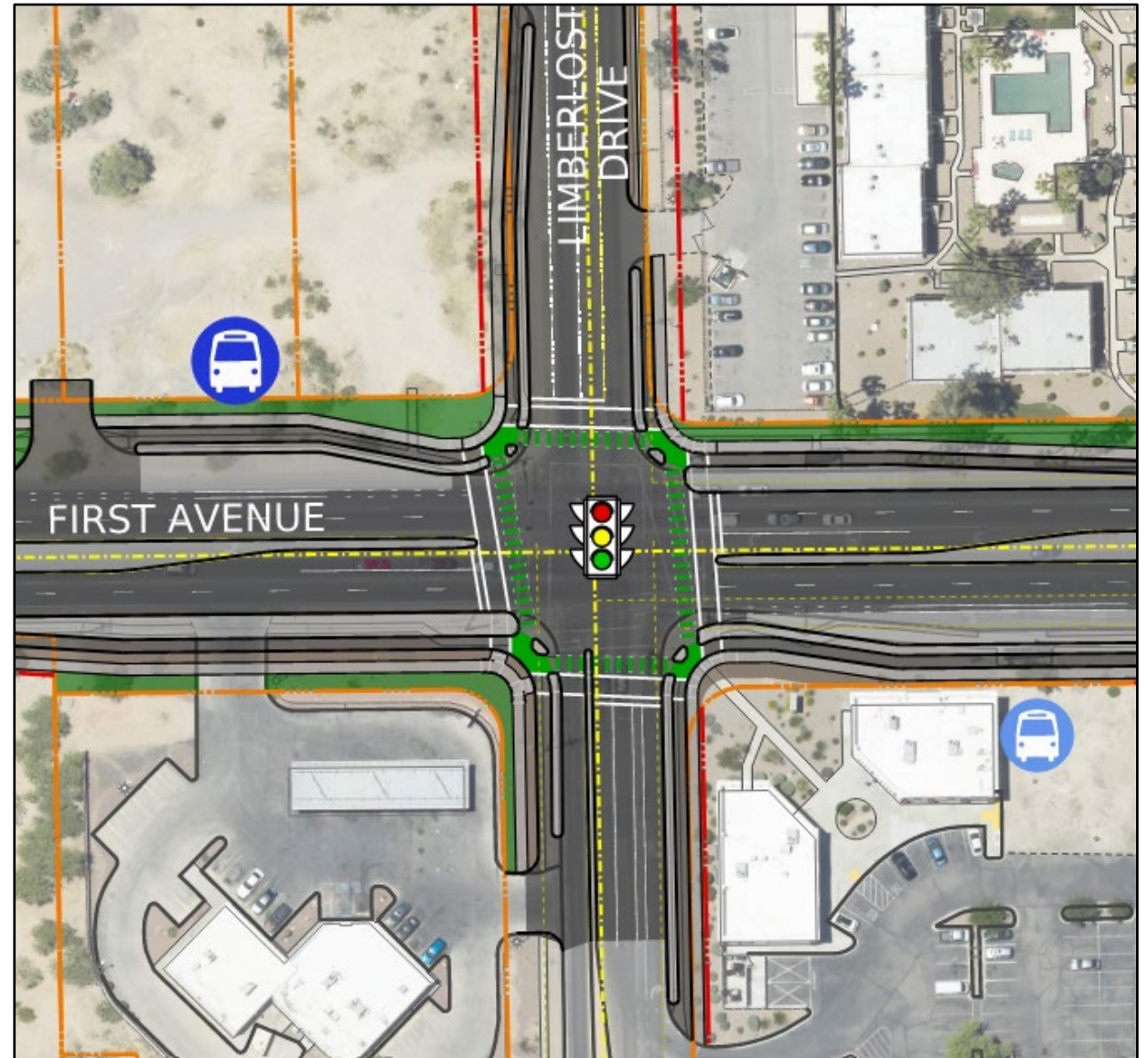
- 1ST AVENUE -
GRANT ROAD TO RIVER ROAD

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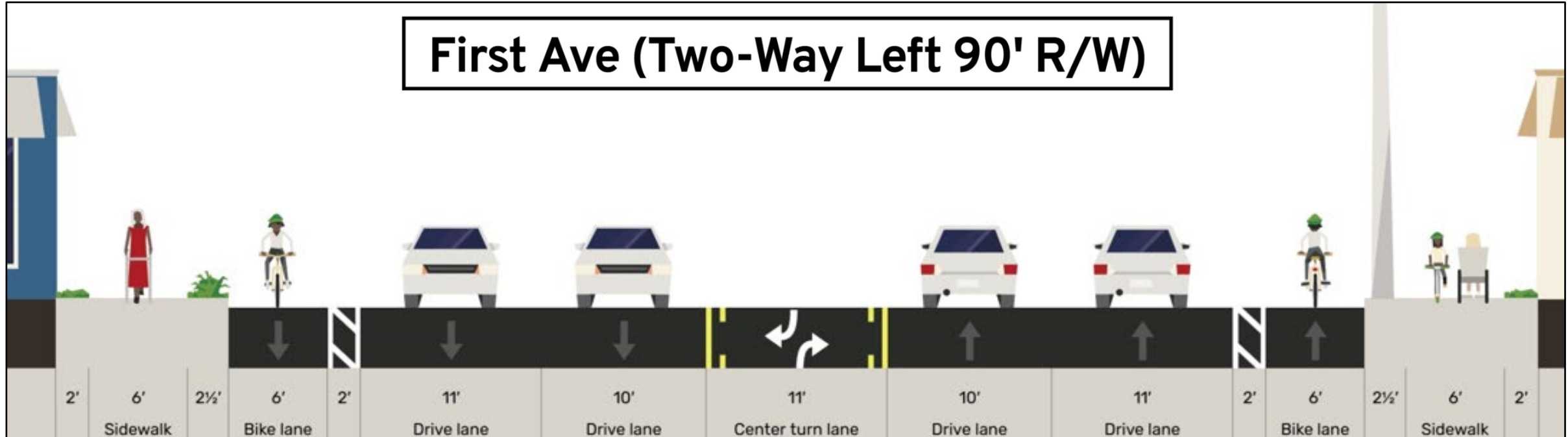


Roadway Design

- Refined Roadway Horizontal Centerline and Vertical Profile
- Refined Intersection Layouts
- Refined Access Points
- Added Bus Pullouts
- Developed Preliminary 3D Model
 - Supports Drainage Analysis and Design
- Begun Material Quantification and Cost Estimation



Narrow Cross-Section Alternative



1st Ave Corridor Map



Drainage Design

- Reviewed and Verified Design Approach with the City
- Obtained Existing Models and Design Reports
- Completed River and Bridge Hydraulics
- Completed Preliminary Cross-Drainage Design at Navajo Wash
- Completed Preliminary Storm Drain Design
- Begun Additional Existing Conditions Analysis of Navajo Wash Floodplain



Preliminary Drainage Report

1st Avenue Corridor, Grant to River

Existing Conditions and Tentative Storm Drain Design

Prepared For:

City of Tucson Department of Transportation
Engineering Division

Prepared By:

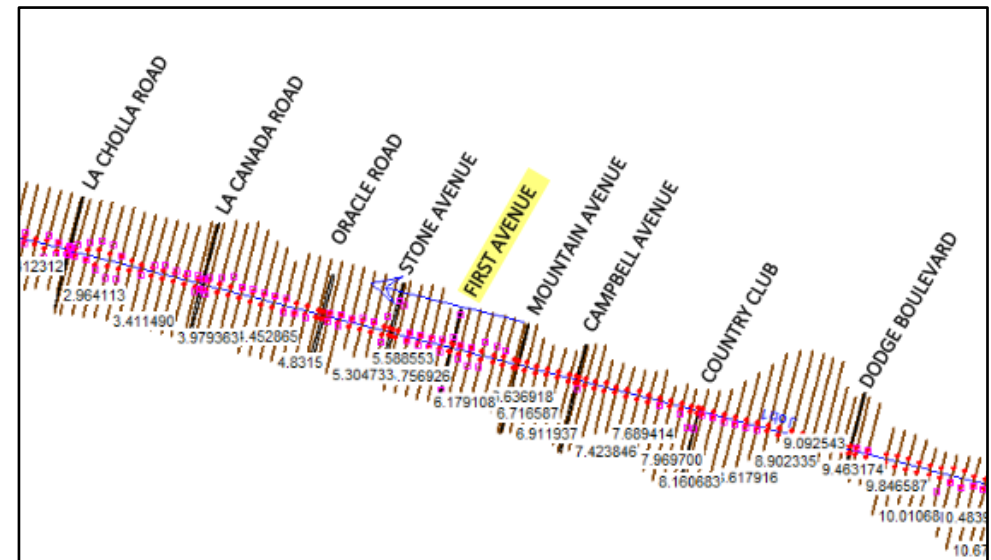
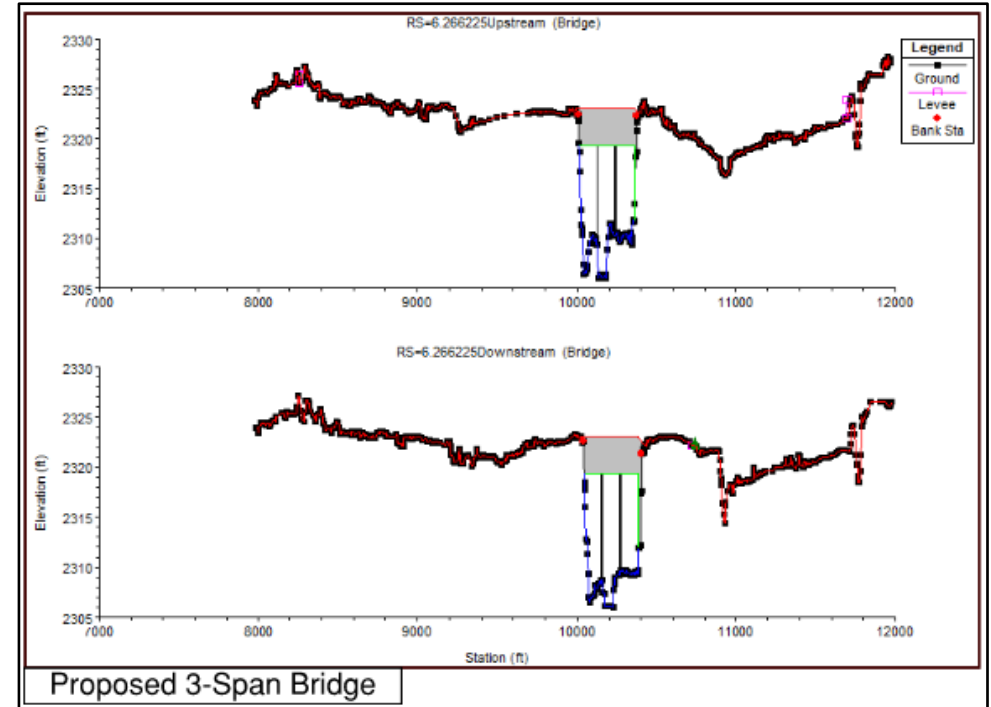
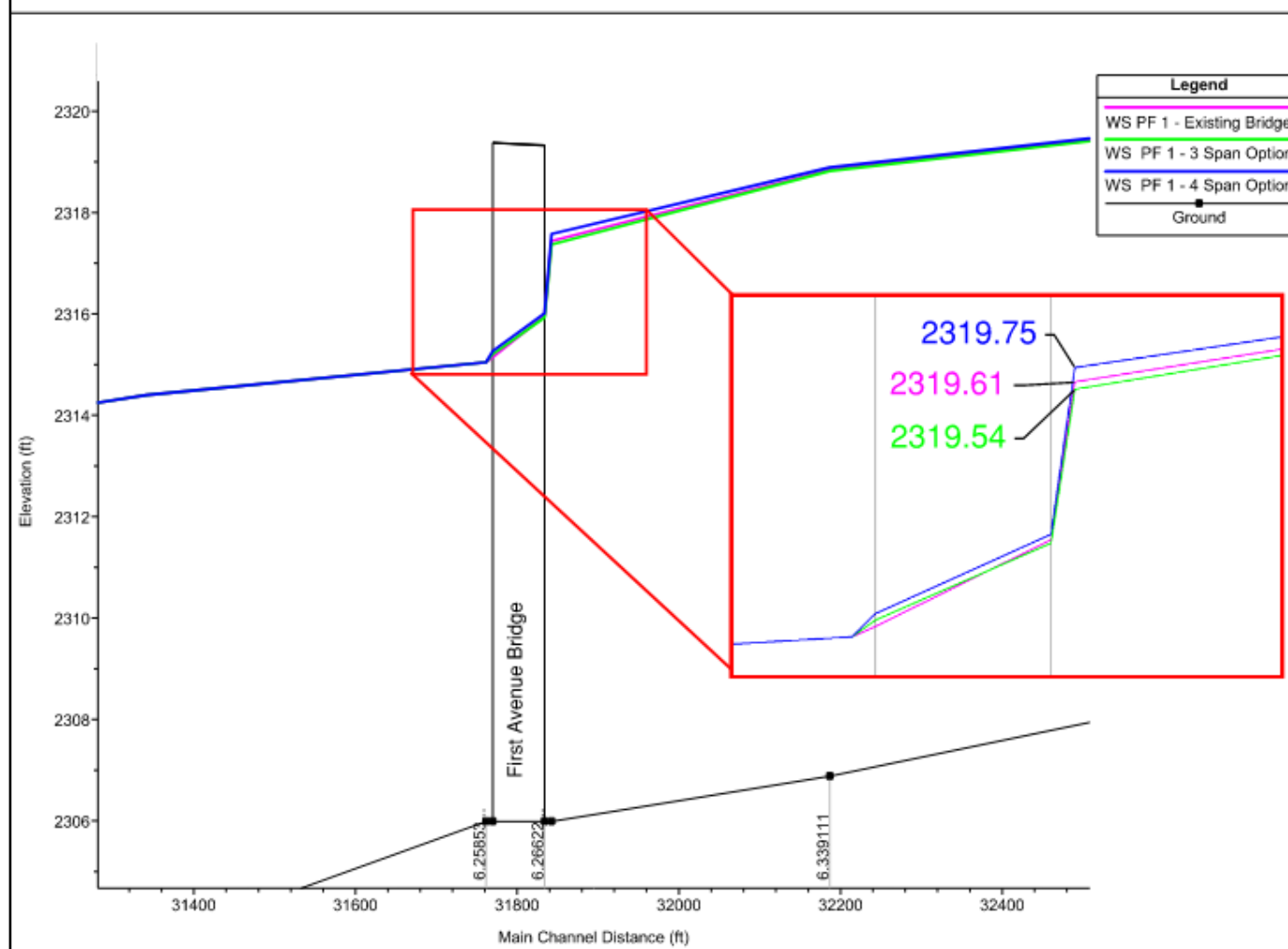
HDR Engineering, Inc.
1 South Church Avenue, Suite 1400
Tucson, AZ 85701-1612

January 31, 2025

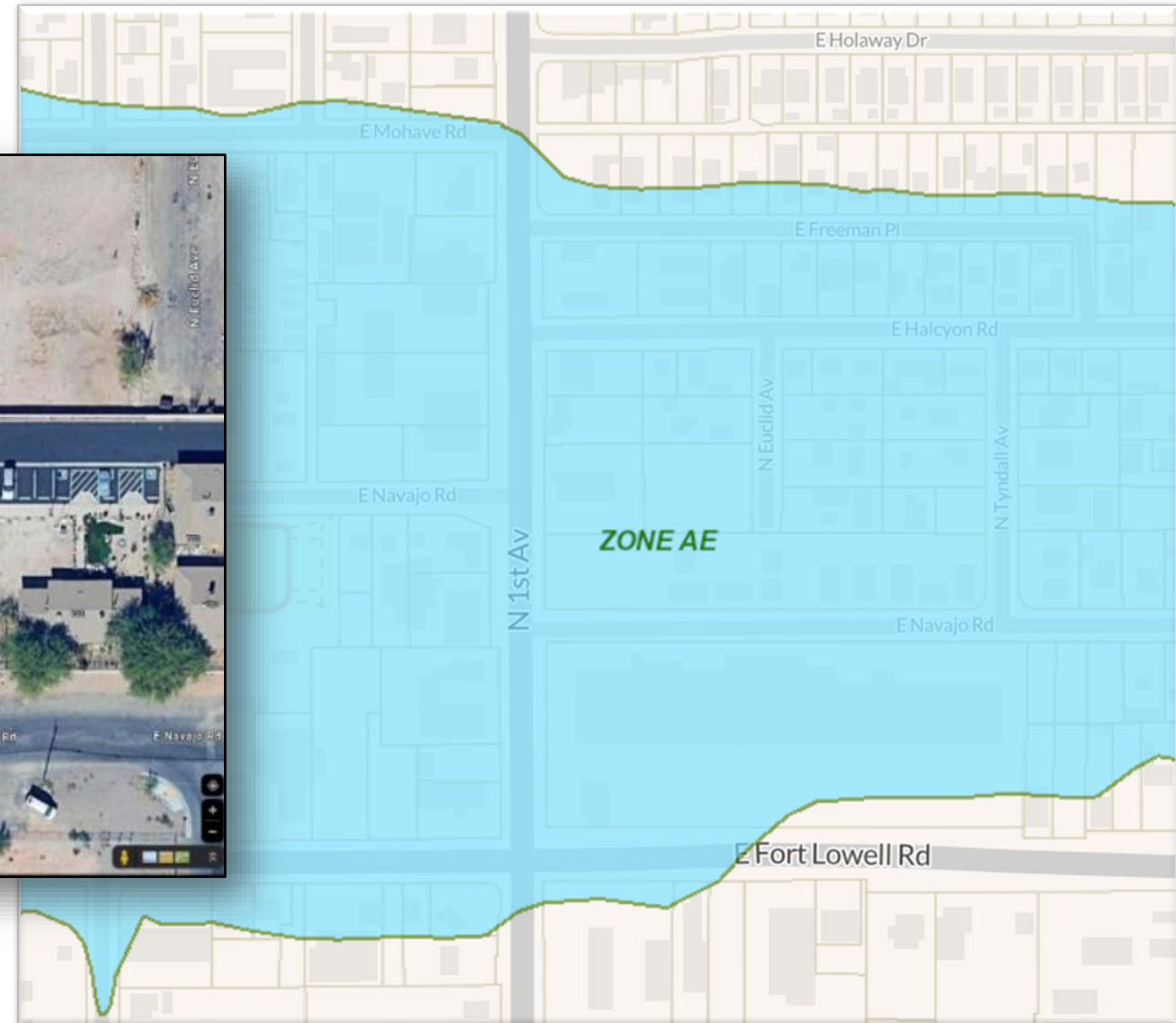


Rillito River Hydraulics

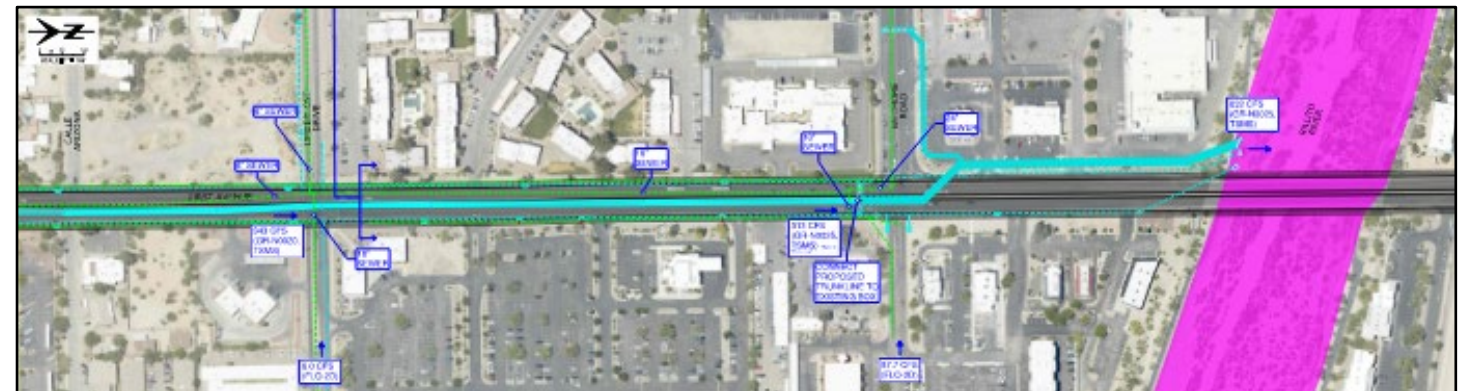
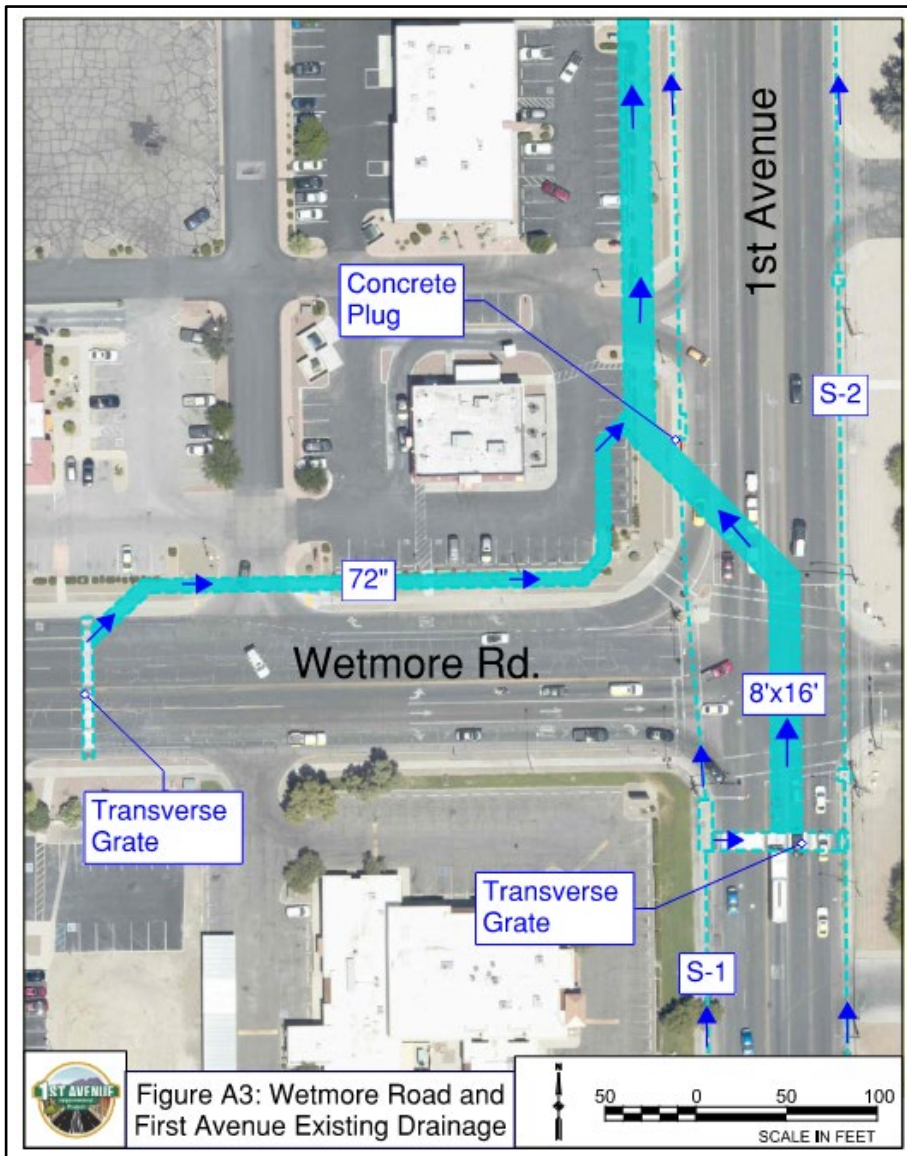
Rillito Creek 100-year Water Surface Profiles (Updated Topography)



Navajo Wash Floodplain



Storm Drain



Landscape Design



LAURA MIELCAREK, PLA
Studio Lead
Wheat J2



JENNY MOSCATO, MLA
Lead Designer
Wheat J2



Pocket park and walking path along Grant Road corridor

Our Firm's Approach

We design with a focus on **people and environment**, weaving in **urban ecological elements** that strengthen Tucson's **unique sense of place**. Our approach integrates **water harvesting, native plants, complete streets, and visual continuity** to create resilient, connected, and memorable public spaces. Similar corridor projects we've delivered include **Grant Road, Roger Road, Scott Avenue, and Downtown Links**.

Elements = Corridor Character



Shade Trees



Enhanced Bus Stops



Street Furniture



Protected Crossings



Shade Structures



Off-Street Pathways



Tree Grates



Seating Nodes



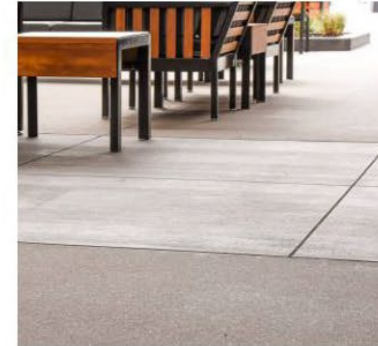
Water Harvesting



Public Art

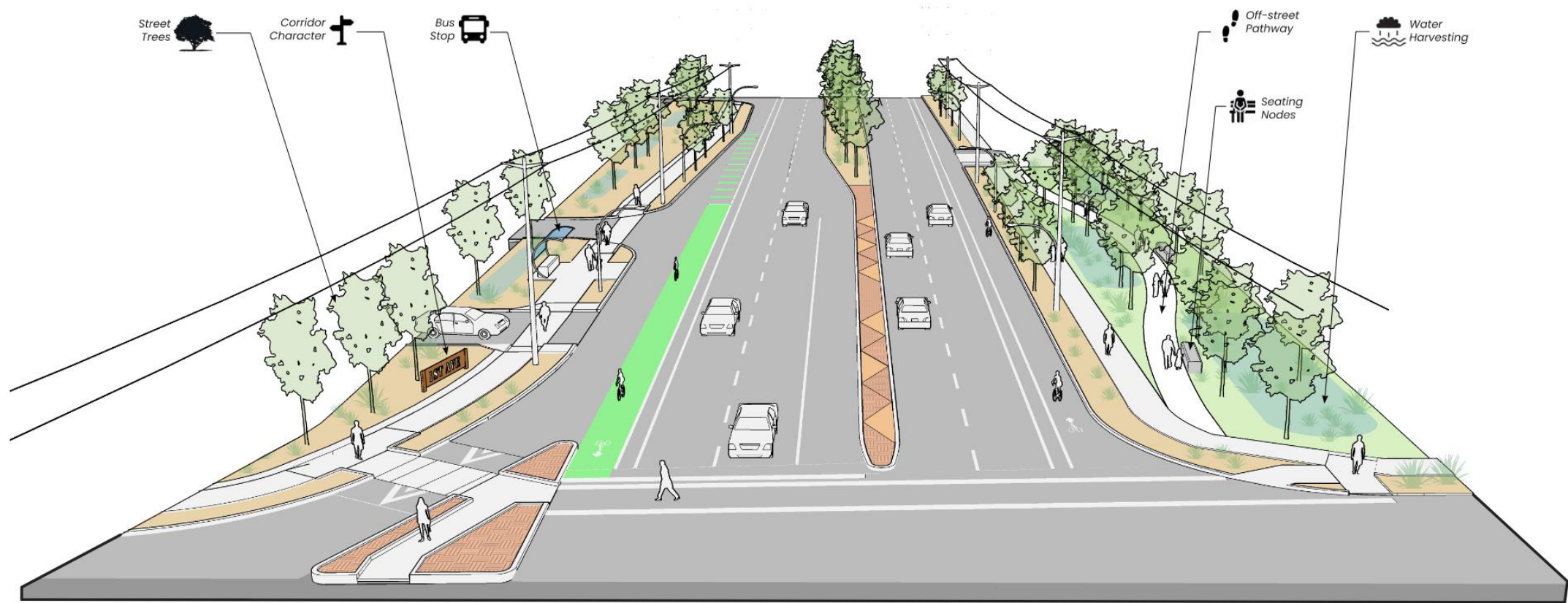


Visual Identity



Paving Patterns

Generous Right-of-Way Concept



Opportunities

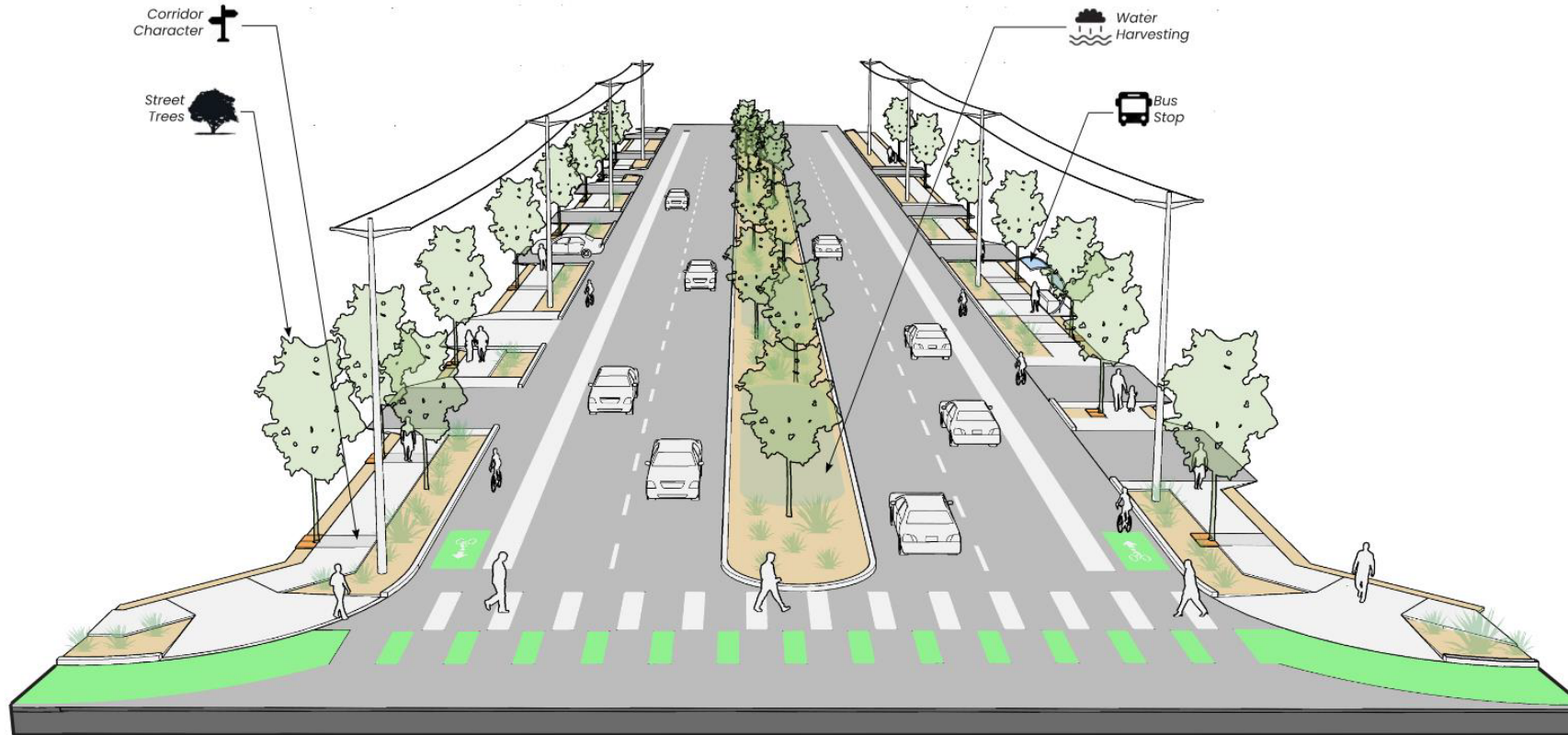
- Enhanced Bus Stops
- Corridor Character
- Seating Nodes
- Street Trees
- Water Harvesting
- Off-street Pathways



Constraints

- Overhead Utilities
- Underground Utilities

Tight Right-of-Way Concept



Opportunities

- Enhanced Bus Stops
- Corridor Character
- Street Trees
- Water Harvesting



Constraints

- Tight Right of Way
- Driveways
- Overhead Utilities
- Underground Utilities

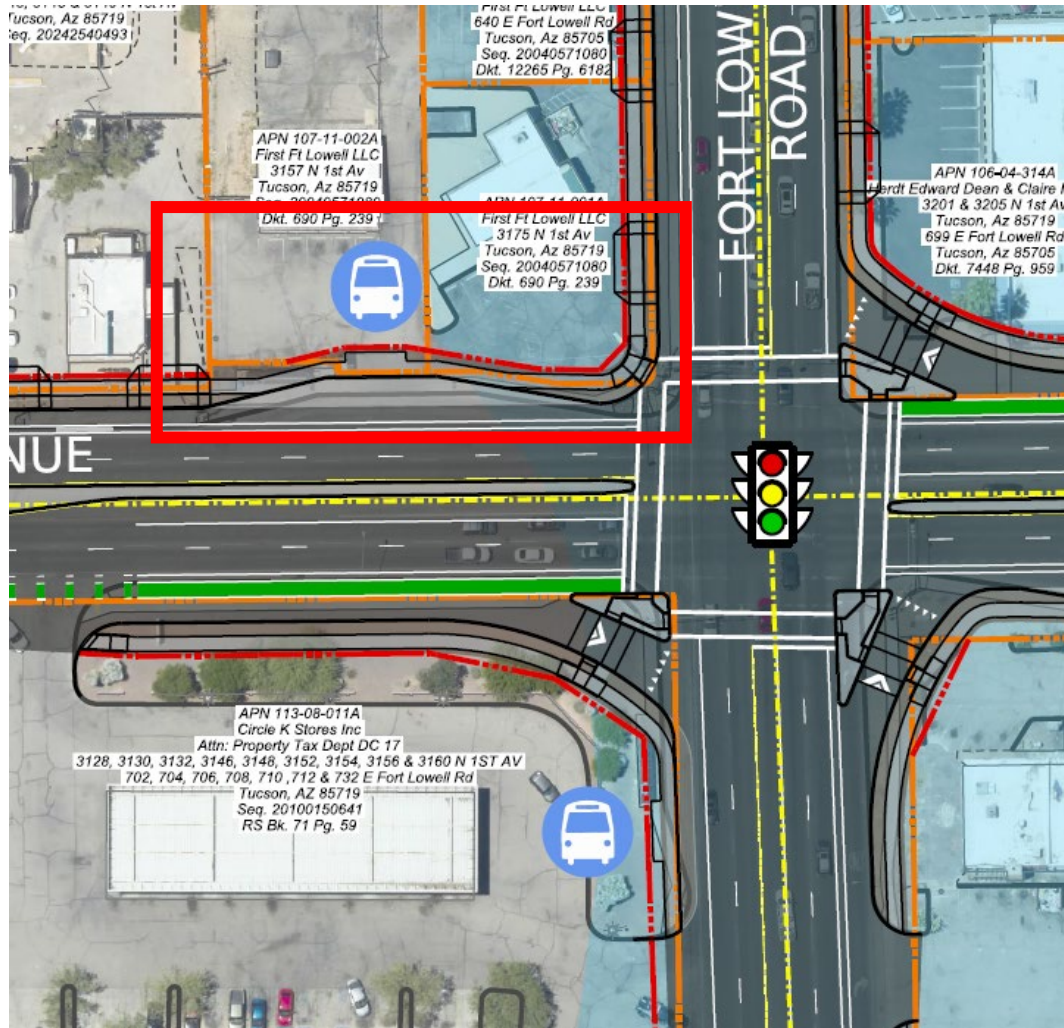
Transit



Transit Stop Principles

- Ensure comfortable and accessible bus stops
- Minimize conflicts between different users
- Maintain optimal stop spacing ($\frac{1}{4}$ -mile or near destinations)
- Locate transit stops on the far end of signalized intersections
- Locate stops as close to controlled crossing as feasible
- Balance roadway operations, transit operations, and comfort and safety

Bus Pullouts at Signalized Intersections



Intersections with proposed pullouts

- Ft. Lowell (time point/transfer point)
- Prince Road (transfer point)
- Roger Road (transfer point)
- Limberlost

All other stops

- Proposing No bus pullouts at midblock locations (away from signalized intersections)
- Still to do
 - Address bus/bike conflict at stops
- Bike lane width (9.5-ft)
 - Bus body width (8.5-ft)
 - 10.5-ft with mirrors



Under consideration – bike ramps



Traffic Operations Update



2045 Draft Traffic Simulation Results: Corridor

Level of Service (LOS) D or better is considered acceptable by City of Tucson.

Corridor	2045 NO-BUILD LOS		2045 BUILD LOS		LOS CHANGE FROM 2045 NO-BUILD TO BUILD	
	AM	PM	AM	PM	AM	PM
1 st Avenue Northbound	C	D	C	D	Same	Same but significant improvement
1 st Avenue Southbound	C	C	D	D	C→D but close to LOS C	C→D but close to LOS C

The No-Build Scenario accounts for the expected increases in cars by 2045, but without any improvements to the streets except for a BikeHAWK at Blacklidge Drive.

The Build Scenario accounts for the expected increases in cars, bikes, and people by 2045 AND the project safety and mobility improvements.

- Improvements include:**
- Signal Timing all intersections
 - Dual Left Turn Lanes at Wetmore Road
 - Channelized right-turn lanes with raised crosswalk at multiple locations
 - Additional BikeHAWK Signals
 - Protected-Only Left-Turn Phasing
 - Leading Pedestrian Intervals

2045 Draft Traffic Simulation Results: Intersections

Intersection with 1 st Avenue	2045 NO-BUILD VISSIM Delay (sec) / LOS				2045 BUILD VISSIM Delay (sec) / LOS				CHANGE FROM NO-BUILD TO BUILD Delay (sec) / LOS			
	AM		PM		AM		PM		AM		PM	
Grant Road	19.1	B	24.8	C	19.2	B	25.2	C	+0.1	Same	+0.4	Same
Glenn Street	11.0	B	14.4	B	15.2	B	14.5	B	+4.2	Same	+0.1	Same
Fort Lowell Road	27.1	C	31.4	C	32.6	C	36.1	D	+5.5	Same	+4.7	C→D
Prince Road	23.1	C	32.1	C	27.5	C	37.8	D	+4.4	Same	+5.7	C→D
Roger Road	17.7	B	40.8	D	20.0	C	33.4	C	+2.3	B→C	-7.4	D→C
Limberlost Drive	14.3	B	36.9	D	22.0	C	30.6	C	+7.7	B→C	-6.3	D→C
Wetmore Road	24.5	C	43.2	D	30.5	C	39.4	D	+6.0	Same	-3.8	Same
River Road	45.1	D	62.2	E	44.3	D	55.2	E	-0.8	Same	-7.0	Same

The No-Build Scenario accounts for the expected increases in cars by 2045, but without any improvements to the intersection configurations or traffic signals.

The Build Scenario accounts for the expected increases in cars, bikes, and people by 2045 AND the project safety and mobility improvements.

RTA / RTANext Update



Future Agenda Items



Thank You!

**Celebrating 1 Year of Service on
the 1st Avenue Citizens Task Force!**

**The City of Tucson, the RTA, and PAG are grateful for your
time and input on this important project**

Adjournment

