

1st Avenue - River Road to Grant Road

Fall 2025 | Phase II Community Outreach Summary

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Tucson, AZ 85701

In coordination with:
City of Tucson

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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, transit riders, and cyclists.

In fall 2025, the City initiated the second phase of community outreach. Phase II was designed to solicit feedback on the options that had been suggested by the community and the Citizens Task Force members in Phase I, focusing on safety improvements for the entire corridor. Phase II included an online meeting portal on the project website that contained all the materials that were presented at the open house. This portal allowed the community to review all the proposed improvements, and vote on items and leave comments.

The feedback collected during the fall of 2025 was positive and supportive of the proposed improvement options presented.

assisting small business
MainStreet
A program of the Regional Transportation Authority

MainStreet Business Assistance Program

The project continues to use 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.

Notifications

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

Postcards

Postcards were sent to all businesses and residents within a quarter mile radius of the 1st Avenue corridor, totaling 6,452 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 high-traffic businesses along the corridor. MainStreet representatives also handed out informational posters to businesses that they visited along the corridor.

Digital Ads

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 desktop platform from October 15 through November 15, 2025. 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

- **70,901** impressions
- **2,314** clicks

Spanish

- **70,794** impressions
- **1,071** clicks

Tucson.com - Desktop Ads

English

- **20,008** impressions
- **14** clicks

Spanish

- **10,010** impressions
- **3** clicks

Tucson.com – ROS ads

English

- **16,676** impressions
- **8** clicks

Spanish

- **13,157** impressions
- **8** clicks



Press Release

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

- **Release date: October 9, 2025**
  - **10,248** recipients
  - **9,852** (96%) delivered
  - **2,410** (24%) opened
  - **396** (4%) bounced
- **Local Media Coverage**
  - » KGUN 9, ABC Affiliate: City hosting open house for First Avenue Improvement Project Oct. 15

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
- Coronado Heights Neighborhood Association
- Amphi Neighborhood Association
- Mountain View Neighborhood Association
- Richland Heights East Neighborhood Association
- Campus Farm Neighborhood Association
- Limberlost Neighborhood Association



Meeting Materials

An in-person open house was held on October 15, 2025, at Donna Liggins Recreational Center. In addition, an online meeting portal was launched on October 15, 2025, 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.**

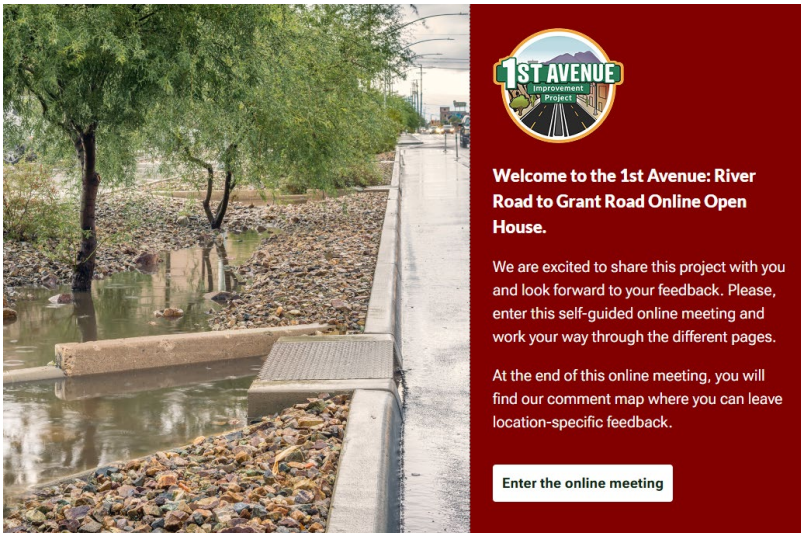
Handout

A handout was developed, including proposed improvement options for 1st Avenue, along with benefits, a map, and contact information. There was also information about the in-person open house and 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
- Overview Board
- Our Process Board
- Project Goals Board
- Design Strategy – Safety Improvements, Board
- Design Strategy – Transportation Options, Board
- Design Strategy – Improve Infrastructure – Bridge, Board
- Design Strategy – Improve Infrastructure – Drainage, Board
- Design Strategy – Support Mobility, Board
- Design Strategy – Minimize the Impact #1, Board
- Design Strategy – Minimize the Impact #2 Board
- Enhance Visual Character – Areas of Opportunity Concept, Banner
- Enhance Visual Character – Streetscape Features, Banner
- Enhance Visual Character – Plant Palette, Banner
- Pedestrian Opportunity Areas, Banner
- Your Feedback Matters Board



Online Meeting Portal

The online meeting portal launched on October 15, 2025, at **tucson1stavenueproject.com** and included the following topics:

- Overview
- Our Process
- Project Goals
- Safety Improvements
- Transportation Options
- Improve Infrastructure
- Support Mobility
- Minimize the Impact
- Enhance Visual Character
- Elements Enhance Visual Character
  - » Plant Palette
  - » Pedestrian Opportunity Areas
  - » Interactive Comment Map
- Stay Connected

Online Meeting Portal Results

Total Users: **625**

New Users: **6**

Views: **29**

Average Session Duration: **2** minutes

Device Category:
Desktop: **75%**
Mobile: **25%**

Website

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

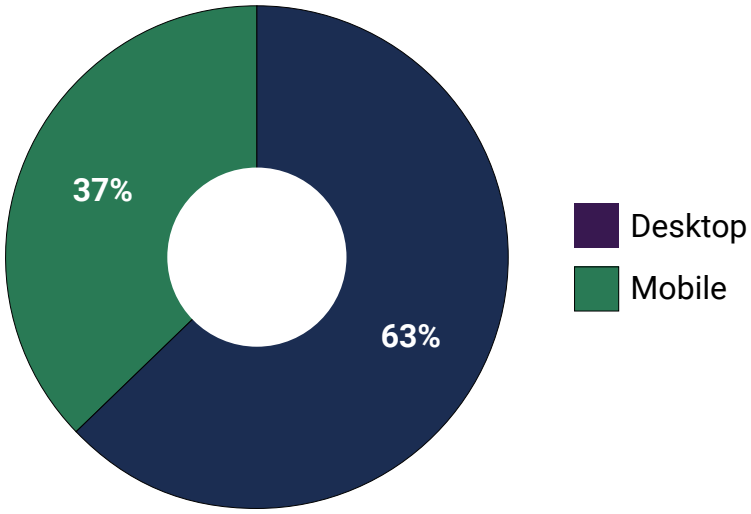
Users

- Active users: 1.5K
- New users: 1.5K
- Engaged sessions: 625

How Do New Users Access the Website?

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

Here is the rest of the acquisition type:



Interactive Maps on Website and Online Meeting

An interactive map was available on the website and the online meeting portal between October 15 and November 26, 2025. A total of 144 map comments were received. Below is a summary of key themes and locations with the highest number of comments.

- The overall public sentiment is supportive of the design direction presented for the 1st Avenue Improvement Project Corridor.
- **Other key comment themes included:**
  - Would like to see Protected bike lanes added
  - Medians as refuge islands for pedestrians
  - Support/request for bike boxes on Glenn Street
  - Crosswalk addition at Halcyon to connect to Mountain Bike Avenue
  - Bus Stop Locations discussed for what is best for riders
  - Prioritizing shade along the corridor
  - Addressing traffic flow issues when you exit the Rillito Farmers Market on Sundays
  - General dislike of bus pullouts
  - Requests for more transit options like streetcar or bus rapid transit
- **The intersection with the highest number of comments was 1st Avenue and Fort Lowell Road. This included the following comment themes:**
  - The majority of comments about the 1st Avenue and Fort Lowell Road intersection is about bike rider safety and the dislike of the proposed use of a protected right turn or "slip lane".
  - People are generally concerned with the safety of bike riders along 1st Avenue.
  - Requests for changing the location of the proposed bus pullouts near this intersection.
  - Questions regarding locations of bus stops at this intersection.
- **Other intersections with many comments/likes/replies included:**
  - Roger Road: River Road Intersection and area: comments about connecting sidewalks and paths to The Loop and requests for pedestrian and bicyclist safety here.
  - Prince Road: more bike safety issues with proposed slip lanes. Positive feedback on protected bike lanes.
  - Wetmore Road: more issues with slip lanes. Request to make it easier for bikes to reach the Loop and positives on protected bike lanes.
  - Grant Road: comments about pedestrian safety in this area.

Full responses and received comments can be found in **Appendix C, Survey.**

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
Oct. 15, 2025	Donna Liggins Rec. Center	50
Oct. 15 - Nov. 26, 2025	Online Meeting Portal	625

Pop-Up/Tabling Events

Pop-up/tabling events were held throughout October and November 2025. 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	Location
October 26, 2025	Cyclovia Bicycle Event	Dunbar Springs, Barrio Blue Moon, Old Pascua, and Bronx Park Neighborhoods
November 16, 2025	Rillito Farmers Market	Rillito River Park on 1st Ave.
November 18, 2025	Amy's Donut Store	Fort Lowell near 1st Ave.

Community Meetings

Information about the project and options proposed were presented to the Mountain View Neighborhood Association meeting on November 13, 2025. Approximately six community members attended. A presentation was also given to the Limberlost Neighborhood Association at their annual meeting on December 6, 2025, with approximately 15 people in attendance. At both meetings, there was positive feedback about the project and excitement for the proposed safety improvements.

Results

A total of 175 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, Survey.**

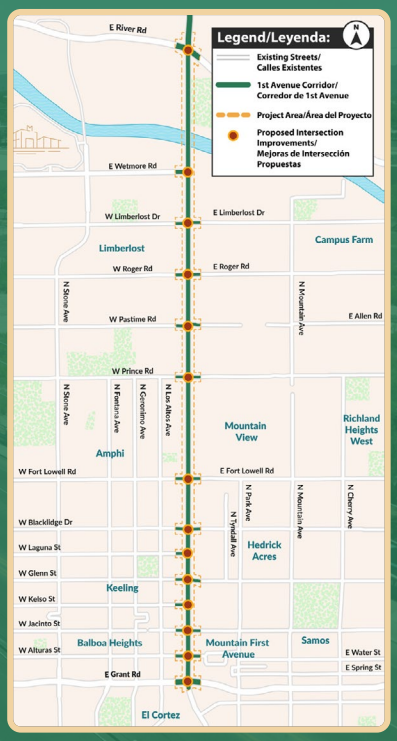
A total of 211 votes were tallied on the banners at the open house and on the online meeting portal. All vote tallies can be found in **Appendix C, Survey.**

Appendix A: Notifications

Postcard

Your feedback *matters.*

Help shape the future of 1st Avenue between River Road and Grant Road. Join us for upcoming in-person or online events and give us your opinion on the proposed design elements.



Upcoming Events

Open House | Wednesday, 10/15 | 5:30 to 7 p.m.
Donna Liggins Rec. Center

Or experience our online meeting on our website anytime before November 15, 2025

Scan to Visit the Project Website!

Connect with us!
- **Website:** www.tucson1stavenueproject.com
- **Email:** connect@tucson1stavenueproject.com
- **Call us:** 520.815.0555

CITY OF TUCSON | RTA | PAG

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

Indicia clearance area

Su opinión es *importante.*

Ayude a dar forma al futuro de la 1st Avenue entre River Road y Grant Road. Únase a nosotros en los próximos eventos presenciales o en línea para darnos su opinión sobre los elementos de diseño propuestos.

Próximos eventos

Casa Abierta | miercoles 10/15 | 5:30 to 7p.m.
Donna Liggins Rec. Center

O disfrute de nuestra reunión en línea en nuestro sitio web en cualquier momento antes del 15 de noviembre de 2025.

¡Escanee para visitar el sitio web del proyecto!

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

Address and barcode clearance area

Poster

Your feedback *matters.*

Help shape the future of 1st Avenue between River Road and Grant Road, and join us at an upcoming Open House or connect at your convenience at our online meeting.

Upcoming Events

Open House | Wednesday, 10/15 | 5:30 to 7 p.m.
Donna Liggins Rec. Center

Or experience our online meeting on our website anytime before November 15, 2025

Scan to Visit the Project Website!

Su opinión es *importante.*

Ayude a dar forma al futuro de 1st Avenue entre River Road y Grant Road, y únase a nosotros en una próxima Casa Abierta o conéctese cuando le resulte conveniente en nuestra reunión en línea.

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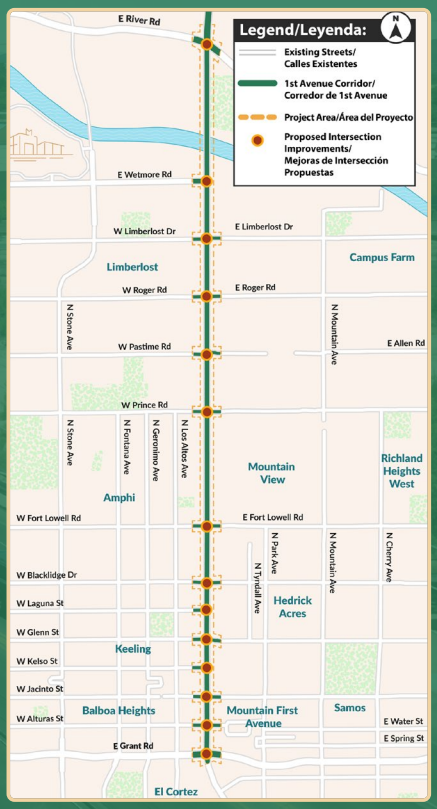

Email/Correo electrónico:
connect@tucson1stavenueproject.com

Digital Ads


1ST AVENUE
Improvement Project
CITY OF TUCSON
Share your feedback today!
Help us make 1st Avenue between Grant Road and River Road a safer, more accessible corridor. Review the Conceptual Plan below.
Provide your feedback now!


1ST AVENUE
Improvement Project
CITY OF TUCSON
¡Comparte tu opinión hoy mismo!
Ayúdanos a hacer que la 1st Avenue entre Grant Road y River Road sea un corredor más seguro y accesible. Revisa el plan conceptual a continuación.
¡Envíenos sus comentarios ahora mismo!


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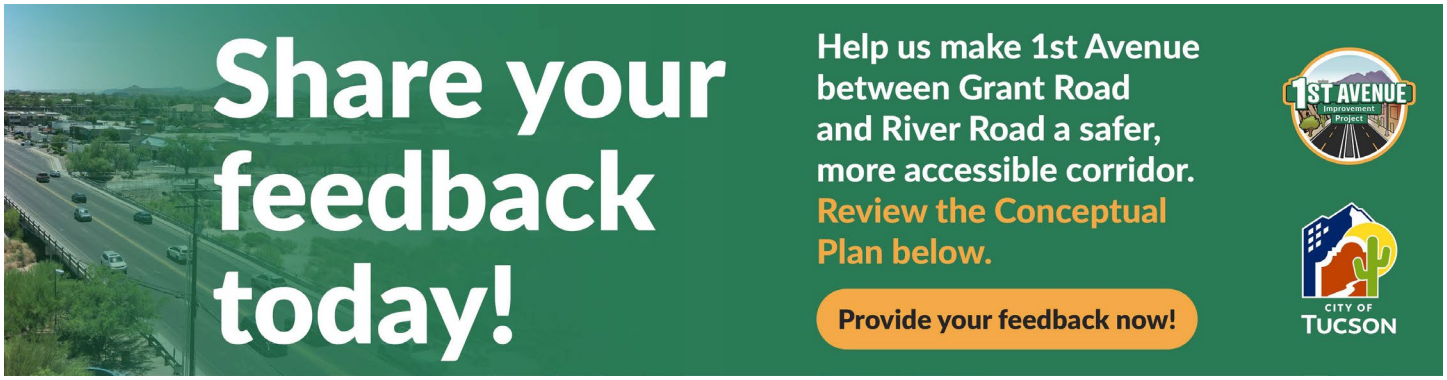
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¡Envíenos sus comentarios ahora mismo!

CITY OF TUCSON

News Release

TRANSPORTATION & MOBILITY

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

Date: TBD
TDD: (520) 791-2639

For internal review

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

The City of Tucson Department of Transportation and Mobility is currently designing a roadway improvement project on First 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, October 15, 2025
5:30 p.m. to 7 p.m.
Donna Liggins Recreation Center
2160 N. 6th Avenue.

If unable to attend in person, beginning on October 15, 2025, the community can visit the project website to experience the online meeting, where you can view proposed roadway options, leave your comments on the map, share your feedback, or sign up for our project update email list.
Project website: https://tucson1stavenueproject.com

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

Phase 1 of community outreach began in Fall 2024. It included a survey seeking community input on priorities for the First Avenue corridor. You can view the final results of this outreach and key points of what we heard at the project website.

The Regional Transportation Authority, a political subdivision of the state and independently governed, has invested more than $1.4 billion in transportation projects and services to improve mobility, safety, economic vitality and quality of life in the region. The RTA collects a half-cent excise (sales) tax from its special taxing district within Pima County to fund its 20-year regional transportation plan. The plan and tax were approved by voters in May 2006. The First Avenue Improvement Project is part of the RTA plan and is managed by the City of Tucson. For more information, visit www.RTAmobility.com

###

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

CITY OF TUCSON

News Release

TRANSPORTATION & MOBILITY

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

Date: TBD
TDD: (520)791-2639

For internal review

Proyecto de Mejora de 1st Avenue, Fase II
Casa Abierta y Reunión en Línea

El Departamento de Transporte y Movilidad de la ciudad de Tucson está diseñando actualmente un proyecto de mejora de la carretera en First Avenue, desde River Road hasta Grant Road, como parte del Plan de la Autoridad Regional de Transporte. Se invita a la comunidad a asistir a una Casa Abierta para aportar sus opiniones sobre las opciones propuestas para la carretera, reunirse con el equipo del proyecto y obtener más información sobre las mejoras y el calendario del proyecto.

Casa Abierta
Miércoles, 15 de octubre de 2025
5:30 p.m. – 7:00 p.m.
Donna Liggins Recreation Center
2160 N. 6th Avenue

Si no puede asistir en persona, a partir del 15 de octubre de 2025, la comunidad puede visitar el sitio web del proyecto para participar en la reunión en línea, donde podrá ver las opciones de carreteras propuestas, dejar sus comentarios en el mapa, compartir sus opiniones o inscribirse en nuestra lista de correo electrónico para recibir actualizaciones sobre el proyecto. Sitio web del proyecto: https://tucson1stavenueproject.com

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

La Fase 1 de alcance comunitario comenzó en el otoño de 2024. Incluyó una encuesta para recopilar las opiniones de la comunidad sobre las prioridades del corredor de First Avenue. Puede ver los resultados finales de este alcance y los puntos clave de lo que escuchamos en el sitio web del proyecto.

La Autoridad de Transporte Regional, una subdivisión política del estado y gobernada de manera independiente, ha invertido más de 1.4 billones de dólares en proyectos y servicios de transporte para mejorar la movilidad, la seguridad, la vitalidad económica y la calidad de vida en la región. La RTA recauda un impuesto especial sobre las ventas de medio centavo de su distrito fiscal especial dentro del Condado de Pima para financiar su plan de transporte regional de 20 años. El plan y el impuesto fueron aprobados por los votantes en mayo de 2006. El Proyecto de Mejora de First Avenue es parte del plan de la RTA y es gestionado por la ciudad de Tucson. Para más información, visite www.RTAmobility.com

###

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

Direct Emails

From: Patrick Hartley

Subject: 1st Avenue Improvement Project: Fall 2025 Open House and Online Meeting Coming Soon!

Date: TBD

Attachments:

Good Afternoon!

I wanted to let you know that the City of Tucson is working to collect feedback from the community for Phase II of the 1st Avenue Improvement Project design process. We want to make sure residents in your neighborhood have an opportunity to share their thoughts. We will have two opportunities for people to provide feedback in October.

Community input is essential as we begin developing the initial design for 1st Avenue. If you're able, we'd appreciate your help in spreading the word. If you have any newsletters or social media blasts scheduled, would you be able to encourage residents to share their thoughts? I've attached project flyers in English and Spanish to provide more information. (Need to decide what to attach)

There are two ways to participate (people can do both):

- **Open House:** Wednesday, October 15, 6–7:30 p.m. at the Donna Riggins Rec Center, 2160 N. 6th Avenue
- **Online Meeting:** (Add the website link here)

Lastly, if you have any upcoming neighborhood association meetings, I— or someone else from the project team— would be happy to attend and share more about the project directly with you and your community. We're committed to being available and working closely with the community in the years ahead as the 1st Avenue Improvement Project moves forward and evolves.

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

Warm Regards,

Patrick Hartley

CITY OF TUCSON

Patrick Hartley
Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility
520.279.5545

From: Patrick Hartley

To: Kevin Dahl; ward3; Marlene Avelino

Cc: Sam Credio; Andy Bemis; Helen Wheeler

Subject: 1st Avenue Improvement Project: Fall 2025 Outreach Online Meeting Tool Now Available

Attachmnts:(TBD)

Honorable Vice-Mayor Dahl:

I hope you and everyone on the Ward 3 team are doing well.

I wanted to let you know that the City of Tucson is collecting feedback from the Tucson community for Phase II of the 1st Avenue Improvement Project design process. An Open House in-person event will take place on Wednesday, October 15th, starting at 6 p.m. On the same day an online meeting will go live on the project website, allowing community members to share feedback and provide map-based comments on the proposed roadway options. This option will allow people to comment at their own convenience.

If you are able, we are asking for some assistance in helping to get the word out. If you have any newsletters or social media blasts scheduled, would you be able to encourage Ward 3 residents to share their thoughts? I've attached project flyers in English and Spanish to provide more information. There are also options for the community to directly contact the project team.

There are two ways to participate —and the community is welcome to take part in both).

Open House: Wednesday, October 15, 6 – 7:30 p.m. at the Donna Riggins Rec Center, 2160 N. 6th Avenue
Online Meeting: (Add the website link here)

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

Patrick

CITY OF TUCSON

Patrick Hartley
Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility
520.279.5545

From: Patrick Hartley
Subject: 1st Avenue Improvement Project Online Meeting
Date: TBD
Attachments: (TBD)

Good Afternoon!

I wanted to reach out again to ask you for assistance in collecting as much feedback from the community for the next phase of the 1st Avenue Improvement Project design process. We want to make sure that residents in your neighborhood, like those who live closest to the project, have an opportunity to share their thoughts.

Now that the Open House is over. People can participate by visiting our website to experience our online meeting, where you can view the proposed roadway options, leave your comments on the map, share your thoughts, or sign up for our email list.

Online Meeting: (Add the website link here)

Residents' input will help us as we move forward to creating the initial design on 1st Avenue. We

are again asking for assistance in helping to get the word out. If you have any newsletters or social

media blasts scheduled, would you be able to encourage residents to share their thoughts?

Lastly, if you have any upcoming neighborhood association meetings, I— or someone else from the project team— would be happy to attend and share more about the project directly with you and your community. We're committed to being available and working closely with the community in the years ahead as the 1st Avenue Improvement Project moves forward and evolves.

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

Warm Regards,

Patrick Hartley

CITY OF TUCSON

Patrick Hartley
Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility
520.279.5545

From: Patrick Hartley

To: Kevin Dahl; ward3; Marlene Avelino

Cc: Sam Credio; Andy Bemis; Helen Wheeler

Subject: 1st Avenue Improvement Project: Fall 2025 Outreach Online Meeting Tool Now Available

Attachmnts:(TBD)

Honorable Vice-Mayor Dahl:

I am again requesting assistance from your ward office with collecting feedback from the the Ward 3 community for the next phase of the 1st Avenue Improvement Project design process. Now that the open house has concluded, I hope you can spread the word about participating in the online meeting available on the project website. This feature on the project website allows people to give their online map comments and other feedback at their convenience.

The feedback we collect will help us to complete the initial designs for the project. If you could please include information about the online meeting in any of your **social media blasts scheduled, would you be able to encourage Ward 3 residents to share their thoughts?** There are also options for the community to directly contact the project team.

People can participate when it is convenient for them, they just visit the project website at (link here)

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

Warm Regards,

Patrick Hartley

Patrick Hartley
Interim Planning Administrator
Planning and Programming Division
Department of Transportation and Mobility
520.279.5545

From: Patrick Hartley

Subject: 1st Avenue Improvement Project Online Meeting Final Chance to Participate!
Date: TBD
Attachments: (TBD)

Good Afternoon!

The City of Tucson is making a final push to collect feedback from the Tucson community for the next phase of the 1st Avenue Improvement Project design process. Because residents in your neighborhood will be affected by the improvements, we want them to have an opportunity to share their thoughts.

You can participate at your convenience by visiting our website to explore the online meeting. There, you can view the proposed roadway options, leave comments directly on the map, share your thoughts, and sign up for our email list.

Online Meeting: (Add the website link here)

Residents' input will help us as we move forward to creating the initial design of the 1st Avenue Improvement Project. Can you please provide help to get the word out. It would be helpful if you could please include information about the online meeting in any upcoming newsletters or social media posts to help encourage residents to share their thoughts.

Lastly, if you have any upcoming neighborhood association meetings, I— or someone else from the project team— would be happy to attend and share more about the project directly with you and your community. We're committed to being available and working closely with the community in the years ahead as the 1st Avenue Improvement Project moves forward and evolves.

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

Warm Regards,

Patrick Hartley

CITY OF TUCSON

Patrick Hartley
Interim Planning Administrator Planning and Programming Division
Department of Transportation & Mobility
520.279.5545

From: Patrick Hartley

To: Kevin Dahl; ward3; Marlene Avelino

Cc: Sam Credio; Andy Bemis; Helen Wheeler

Subject: 1st Avenue Improvement Project: Fall 2025 Outreach Online Meeting Closing Soon!

Attachmnts:(TBD)

Honorable Vice-Mayor Dahl:

The City of Tucson is asking you one more time to please assist us with the final push to collect feedback from the community for the next phase of the 1st Avenue Improvement Project design process. The online meeting on the project website will be closing on TBD and we want to make sure that residents along the project corridor know this is their final chance to share their comments on the 1st Avenue Improvement Project options.

If you have any newsletters or social media blasts scheduled, would you be able to encourage Ward 3 residents to share their thoughts?

People can participate when it is convenient for them, they just visit the project website at (link here)

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

Warm Regards,

Patrick Hartley

Patrick Hartley
Interim Planning Administrator Planning and Programming Division
Department of Transportation & Mobility
520.279.5545

Public Open House

Wednesday, October 15, 2025

5:30 - 7:00 p.m.

Donna 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. **Your feedback matters.**

Beginning October 15, visit our website to experience our Online Meeting, 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.

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.

Handout Card

Your feedback *matters.*

Help shape the future of 1st Avenue between River Road and Grant Road. Join us for upcoming in-person or online events and give us your opinion on the proposed design elements.

Upcoming Events

Open House | Wednesday, 10/15 | 5:30 to 7 p.m.
Donna Liggins Rec. Center

Or Experience our Online Meeting on our website anytime before November 15, 2025

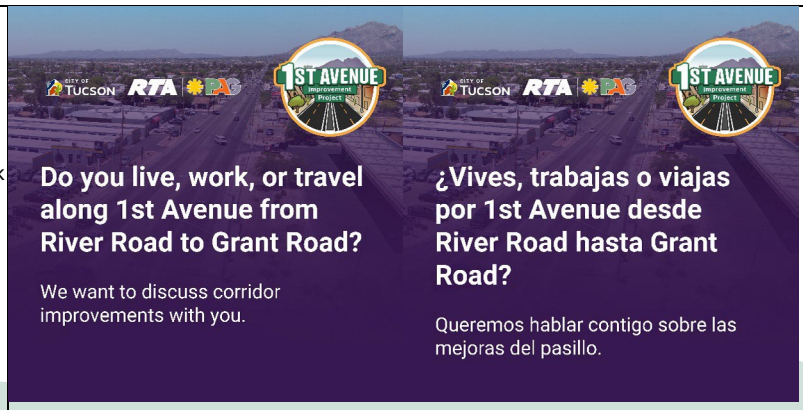
Scan to Visit the Project Website!

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

CITY OF TUCSON | RTA | PAG

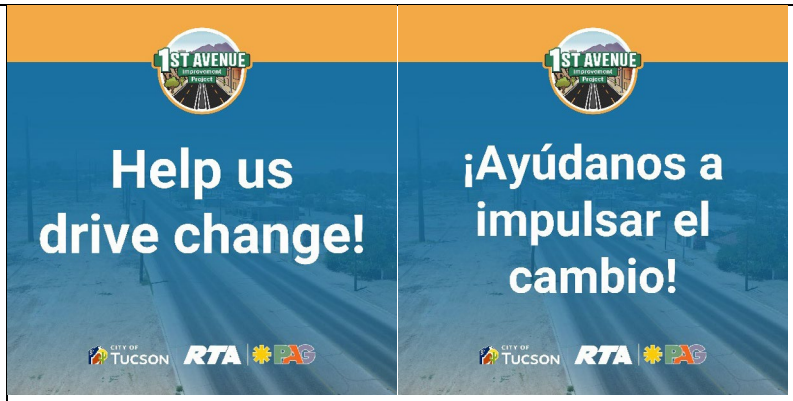


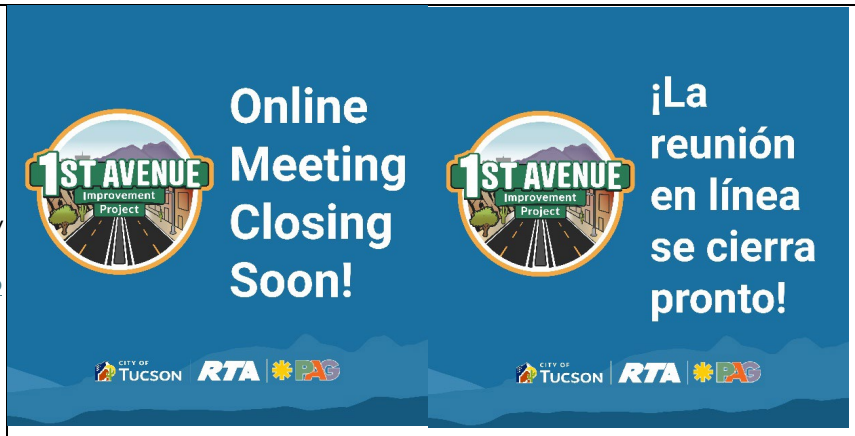
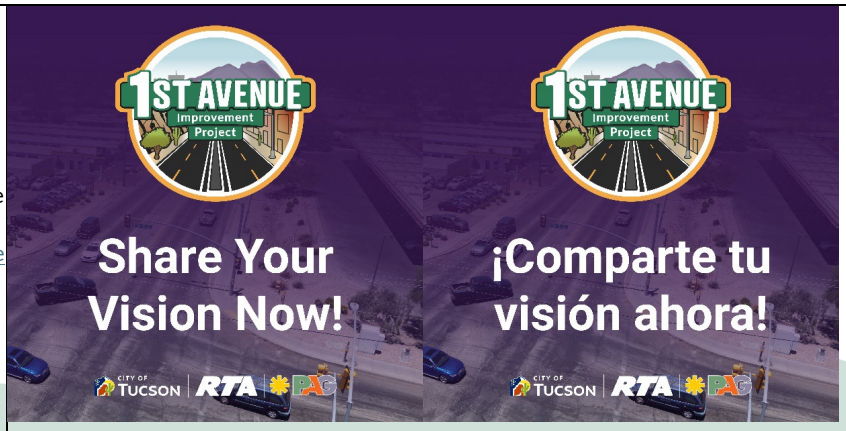
Social Media

#	Theme	Date	Content Copy	Graphics
1	Comment Map	TBD	Help Us Make 1st Avenue Safer & More Accessible! The 1st Avenue Corridor, between Grant Road and River Road, is entering the next phase of design, and we need your input. Leave comments on our interactive map today! www.tucson1stavenueproject.com	
2	In-Person Event	TBD	Come share your thoughts on the latest design updates for 1st Avenue from River Road to Grant Road! Join us at our in-person open house event! **In-Person Open House** Wednesday, October 15, 2025 5:30 - 7:00 p.m. Donna Liggins Recreation Center 2160 N 6th Ave Tucson, AZ 85705	
3	In-Person Event	TBD	Do you live, work, or travel along 1st Avenue from River Road to Grant Road? We want to discuss corridor improvements with you. If you can't join us in person, you can visit our website and give us feedback from the comfort of your home! **In-Person Open House** Wednesday, October 15, 2025 5:30 - 7:00 p.m. Donna Liggins Recreation Center 2160 N 6th Ave Tucson, AZ 85705	

4	Online Meeting	TBD	Have ideas for 1st Avenue between River and Grant Roads? Share your thoughts on the new design options and join the online meeting at www.tucson1stavenueproject.com! Drop your comments or sign up for updates.	

5	Online Meeting	TBD	Help us drive the improvements for the 1st Avenue corridor! Visit the project website, leave a comment on the interactive map, or sign up for the email list at www.tucson1stavenueproject.com	

6	Online Meeting	TBD	We hope you'll share your vision! Help us drive change by: ➡️ Visiting our website ➡️ Viewing our online meeting ➡️ Providing YOUR thoughts on the updated roadway options. www.tucson1stavenueproject.com	

7	Online Meeting Closing Soon!	TBD	Make sure your voice is heard on the future of the 1st Avenue corridor! Visit the project website, visit the Online Meeting, and comment on the roadway opt ons presented before it closes on November 26. Sign up for the email list and stay up to date at www.tucson1stavenueproject.com	
8	Make sure your opinion is heard!	TBD	Make sure your opinion is heard on the new roadway opti ons on 1st Avenue before November 26! Leave your comments on our Onlne Meeting, or sign up for the email list at www.tucson1stavenueproject.com	
9	Share Your Vision Now!	TBD	Share your thoughts before the Online Meeting closes! Help us by sharing your vision on the updates proposed for 1st Avenue before November 15! Your feedback is essential for us to understand your priorities for the 1st Avenue corridor! www.tucson1stavenueproject.com	

Appendix B: Meeting Materials

Handout

About the Project

The City of Tucson, in partnership with Pima Association of Governments and the Regional Transportation Authority, is improving 1st Avenue from River Road to Grant Road. This project aims to modernize the corridor to enhance safety for all users, improve roadway conditions, and provide greater comfort and accessibility for pedestrians, transit riders, and bicyclists.

As we move into the next phase of the project we will be asking for your feedback on the possible options for the 1st Avenue Corridor Improvements. We will have several ways for you to provide your opinions on the possible options.

Public Meeting

Wednesday, October 15, 2025
5:30 - 7:30 p.m.
Donna Liggins Recreation Center

Online Public Meeting

October 16 - November 26, 2025
tucson1stavenueproject.com



Possible Project Elements

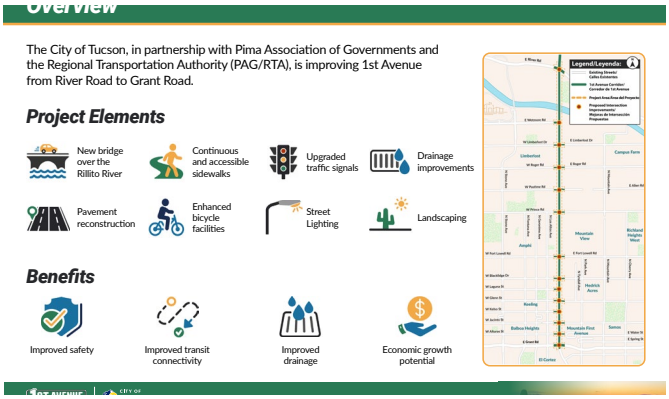
- Continuous and accessible sidewalks
- Separated or protected bike lanes
- Upgraded drainage infrastructure
- Upgraded intersections and traffic signals
- Upgraded bridge over the Rillito River
- Raised medians and improved driveway access
- Bus pullouts at high demand locations
- Improved native and drought-tolerant landscaping
- Signalized Protected HAWK pedestrian crossings
- Dual double left-turn lanes at Wetmore Rd
- Channelized protected right-turn lanes at select intersections

Connect with us!
Website: tucson1stavenueproject.com
Email: connect@tucson1stavenueproject.com
Call us: 520.815.0555

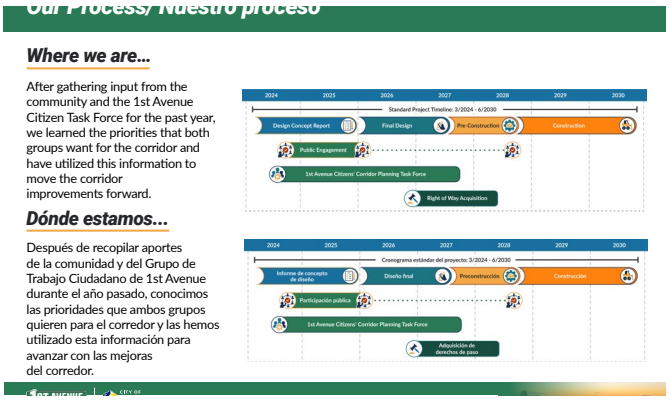
Follow Us!

Display Boards









1. 1st Avenue, particularly for the most vulnerable road users, such as pedestrians, bicyclists, people with disabilities, motorcyclists, and others.
2. 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.

1. los usuarios de 1st Avenue, especialmente de los usuarios más vulnerables, como peatones, ciclistas, personas con discapacidad, motociclistas y otros.
2. 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.
3. Mejorar el estado de la infraestructura existente para garantizar que 1st Avenue satisfaga las necesidades de la comunidad ahora y en el futuro.
4. Apoyar la movilidad a lo largo del corredor mediante la circulación eficiente del tráfico, incluidos los vehículos de tránsito, personales y comerciales.

Design Strategy

1 Safety Improvements

Improve safety for all users of 1st Ave, particularly for the most vulnerable road users, such as pedestrians, bicyclists, people with disabilities, motorcyclists, and others.

Proposed Solutions


Leading pedestrian interval


Protected only left-turn phasing


Protected bike lanes


Speed feedback signs


HAWK signals


High visibility crosswalks at traffic signals


Protected intersection


Channelized right-turn lanes with raised crosswalks

OTHER PLANNED IMPROVEMENTS

- Enhanced street lighting
- Raised medians
- Narrower lanes
- Pedestrian-friendly driveway design (ADA)

Design Strategy

2 Transportation Options

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

Proposed Solutions

Access to safe, reliable, and affordable transportation affects people's ability to work, attend school, access services and participate in the community. Below are proposed solutions to help us reduce barriers based on community feedback:

- Better bike lanes (including protected bike lanes)
- Comfortable and accessible sidewalks
- More trees and landscaping
- Improved road conditions
- Better lighting
- Better drainage



Design Strategy

3 Improve Infrastructure

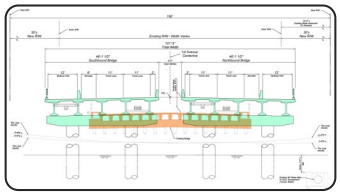
Improve the condition of existing infrastructure to ensure that 1st Avenue meets community needs now and into the future.

Proposed Solutions

While structurally sound, the existing 1st Avenue Bridge over the Rillito River is near the end of its service life. Replacing it provides the opportunity to achieve multiple project goals:

- Improved safety and mobility through multi-use path
- Enhanced connections to The Loop
- Extended structure life of 75 years


La Cholla Blvd. Bridges at the Rillito River(example style)



Estrategia de diseño

1 Mejoras en la 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.

Soluciones propuestas


Intervalo peatonal adelantado


Fase protegida solo para giros a la izquierda


Carriles bici protegidos


Señales de indicación de velocidad


Señales HAWK


Cruces peatonales de alta visibilidad en los semáforos


Intersección protegida


Carriles de giro a la derecha canalizados con pasos peatonales elevados

Otras mejoras previstas

- Mejora del alumbrado público
- Medianas elevadas
- Carriles más estrechos
- Diseño de entradas para vehículos adaptadas a los peatones (ADA)

Estrategia de diseño

2 Opciones de transporte

Reducir las barreras en 1st Avenue mejorando la comodidad, la conveniencia y la accesibilidad para las personas que caminan, usan la bicicleta y utilizan el transporte público.

Soluciones propuestas

El acceso a un transporte seguro, fiable y asequible influye en la capacidad de las personas para trabajar, asistir a la escuela, acceder a los servicios y participar en la comunidad. A continuación se presentan las soluciones propuestas para ayudarnos a reducir las barreras, basadas en los comentarios de la comunidad:

- Mejores carriles para bicicletas (incluidos carriles protegidos)
- Aceras cómodas y accesibles
- Más árboles y zonas ajardinadas
- Mejoras en las condiciones de la carretera
- Mejor iluminación
- Mejor drenaje



Estrategia de diseño

3 Mejorar la infraestructura

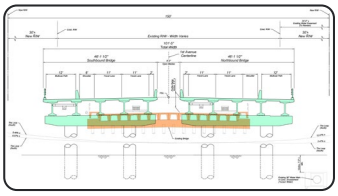
Mejorar el estado de la infraestructura existente para garantizar que 1st Avenue satisfaga las necesidades de la comunidad ahora y en el futuro.

Soluciones propuestas

Aunque estructuralmente sólido, el actual puente de 1st Avenue sobre el río Rillito está cerca del final de su vida útil. Su sustitución brinda la oportunidad de alcanzar múltiples objetivos del proyecto:

- Mayor seguridad y movilidad a través de un camino multiuso
- Mejoras en las conexiones con el Loop
- Vida útil de la estructura extendida de 75 años


Puentes de La Cholla Blvd. sobre el Río Rillito (ejemplo de estilo)



Design Strategy

3 Improve Infrastructure

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







Proposed Solutions

1st Avenue includes six wash crossings, the Navajo Wash floodplain, and limited existing storm drain. Potential improvements to this area include:

- 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

Design Strategy

4 Support Mobility

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

Growth Fast Facts:

8% Expected Traffic Volume Growth*

Intersections are expected to maintain operations at Level of Service D or better during the morning and afternoon peak hours.

Proposed Solutions

1st Avenue is expected to maintain the current quality of operations, even with increased volumes and new safety measures. Improvements are proposed to accommodate the increase in traffic and maintain efficient movement of vehicles along the corridor. This includes:

- Signal timing at all intersections
- Right turn lanes at multiple locations
- Adaptive traffic signal technology
- Dual left turn lanes at Wetmore Road
- Bus pull-outs at key locations

*Volumes calculated based on PAG travel demand model growth (AM/PM)

Design Strategy

5 Minimize the Impact

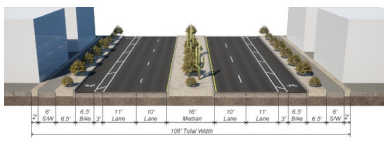
Minimize the impacts of 1st Avenue improvements on adjacent residents and businesses.

Proposed Solutions

The existing right-of-way width along the corridor is inconsistent. Adjusting the width of specific roadway elements allows us to minimize the impact of the improvements and continue to achieve the safety, transportation, and mobility goals. Our two proposed solutions include:

Primary Roadway Section

- Complete Street that accommodates all users
- Prioritizes safety by increasing space between vehicles and non-motorized users
- Applied throughout the majority of the project corridor



Estrategia de diseño

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.







Soluciones propuestas

1st Avenue incluye seis cruces de arroyos, la llanura aluvial del Navajo Wash y un sistema de drenaje pluvial limitado. Las posibles mejoras en esta zona incluyen:

- Nuevo sifón en Navajo Wash para transportar agua por debajo de 1st Avenue
- Nuevo desagüe pluvial al norte de Ft Lowell Road
- Borde continuo para mantener el agua pluvial en la calzada y alejada de los peatones
- Implementar una infraestructura ecológica para aguas pluviales que favorezca el crecimiento de plantas autóctonas

Estrategia de diseño

4 Apoyar la movilidad

Apoyar la movilidad a lo largo del corredor mediante la circulación eficiente del tráfico, incluidos los vehículos de tránsito, personales y comerciales.

Datos clave sobre el crecimiento:

8% Crecimiento previsto del volumen de tráfico*

Se espera que las intersecciones mantengan sus operaciones en el nivel de servicio D o superior durante las horas punta de la mañana y la tarde.

Soluciones propuestas

Se espera que 1st Avenue mantenga la calidad actual de las operaciones, inclusocon el aumento del volumen de tráfico y las nuevas medidas de seguridad. Se proponen mejoras para acomodar el aumento del tráfico y mantener la eficiencia del movimiento de vehículos a lo largo del corredor. Esto incluye:

- Sincronización de las señales en todos los cruces
- Carriles de giro a la derecha en varios lugares
- Tecnología de semáforos adaptativos
- Carril doble para girar a la izquierda en Wetmore Road
- Carriles de detención de autobuses en ubicaciones clave.

*Volúmenes calculados en función del crecimiento del modelo de demanda de transporte de PAG (mañana/tarde)

Estrategia de diseño

5 Minimizar el impacto

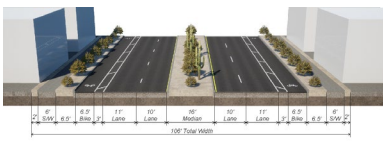
Minimizar el impacto de las mejoras en 1st Avenue en los residentes y negocios adyacentes.

Soluciones propuestas

El ancho actual del derecho de paso a lo largo del corredor es inconsistente. Ajustar el ancho de elementos específicos de la carretera nos permite minimizar el impacto de las mejoras y seguir alcanzando los objetivos de seguridad, transporte y movilidad. Nuestras dos soluciones propuestas incluyen:

Sección de carretera principal

- Calle completa que acomoda a todos los usuarios
- Prioriza la seguridad aumentando el espacio entre los vehículos y los usuarios no motorizados
- Aplicado a lo largo de la mayor parte del corredor del proyecto

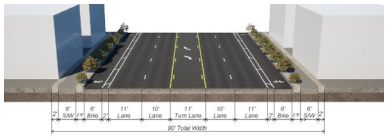


Design Strategy

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

Proposed Solutions
The existing right-of-way width along the corridor is inconsistent. Adjusting the width of specific roadway elements allows us to minimize the impact of the improvements and continue to achieve the safety, transportation, and mobility goals. Our two proposed solutions include:

Narrow Roadway Section
- Complete Street that accommodates all users
- Prioritizes safety by increasing space between vehicles and non-motorized users
- Implemented between Prince Road and Roger Road to minimize impacts on adjacent properties

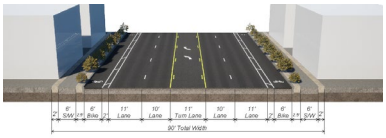


Estrategia de diseño

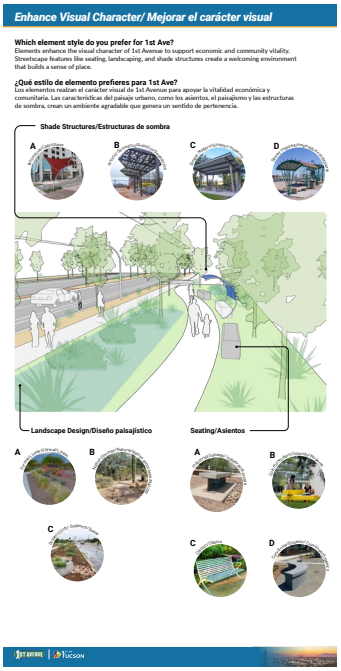
5 Minimizar el impacto
Minimizar el impacto de las mejoras en 1st Avenue en los residentes y negocios adyacentes.

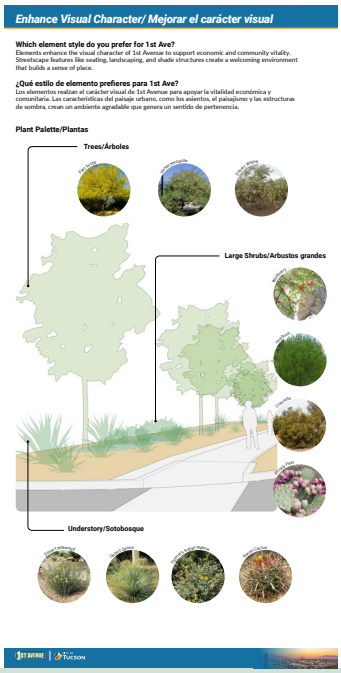
Soluciones propuestas
El ancho actual del derecho de paso a lo largo del corredor es inconsistente. Ajustar el ancho de elementos específicos de la carretera nos permite minimizar el impacto de las mejoras y seguir alcanzando los objetivos de seguridad, transporte y movilidad. Nuestras dos soluciones propuestas incluyen:

Sección de carretera estrecha
- Calle completa que acomoda a todos los usuarios
- Prioriza la seguridad aumentando el espacio entre los vehículos y los usuarios no motorizados
- Implementado entre Prince Road y Roger Road para minimizar los impactos en las propiedades adyacentes











1ST AVENUE improvement Project

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:

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Appendix C: Survey

Comments

Date	Source	Comment	Response
10/15/2025	Online Comment Form	I use a walker & no longer feel safe crossing First Avenue at Roger Rd! Also, a sidewalk on the west side of First is long-awaited!	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/15/2025	Online Comment Form	Consider shared utility trenches.Consider combined/shared accesses for businesses. Provide deceleration lanes where possible for high traffic access points	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/15/2025	Web Comment	Obviously I'd like to see a shade structure at the Loop. But given the current state of that area I'm afraid it would only encourage more loitering and drug use.	
10/15/2025	Comment Form	Prefer low lighting on sidewalks, I want to see where my feet are and not be blinded - car lights are problematic, 6th Ave Grant Rd to Speedway is problematic in that the cars are close and there is no screening. I am low vision lights in my eyes blind. I know 6th Ave is not 1st Ave but they have some similar conditions	
10/15/2025	Comment Form	1. Smaller median to have safer car lanes and keep protected bike lane. 2. Mixed use building no greater than 4 stories. Retail and possibly light manufacturing/industrail with residental above would help address housing issues.	

Date	Source	Comment	Response
10/15/2025	Comment Form	1st Ave needs a lot of help so thank you for undertaking this project. My biggest hope is that the street becomes safer, and that by improving infrastructure and appearance, more businesses may want to move into the corridor. Adding significant landscaping, including trees on both sides of the pedestrian walkways, would be a massive improvement. Lots of trees would make thestreet more comfortable for the many pedestrians who use 1st Ave, and would make it more attractive to drivers who use it as a main route betwen midtown and the northwest, improving everyone's quality of life.	
10/15/2025 19:49	Web Map Comment - Glen to Ft. Lowell	Not a lot of sidewalk, also need non-sidewalk options for those who don't use sidewalks.	
10/15/2025 19:50	Web Map Comment - Glen to Ft. Lowell	Need pedestrian islands. Lots of crossing foot traffic.	
10/15/2025 19:50	Web Map Comment - Grant to Glen	Need pedestrian island. Lots of crossing foot traffic doesn't happen at intersection.	
10/15/2025 19:51	Web Map Comment - Grant to Glen	This area begins to feel really fast and needs more visual narrowing of the street with pedestrian islands.	
10/15/2025	Comment Form	I love the idea of swiveling bus stop shelters that pivot to cover the waiting passengers from AM & PM. Full sun depending on which way the bus is traveling.	
10/17/2025	Online Comment Form	Don’t waste the money if the speed limit is 35 mph. Also NO HAWK lights. Put in a regular sign and light . There are too many druggies along this stretch of road. All this would do is is provide them more areas to dash into traffic from.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
10/19/2025 1:13	Web Map Comment - Roger to Limberlost	I am interested in anything that discourages jaywalking by pedestrians. Many times, I have had to dodge people jumping into the road or racing across regardless of lights and crosswalks.	
10/20/2025 15:51	Web Map Comment - Wetmore Intersection	Slip lanes are dangerous for people crossing. While the raised crosswalk for slip lanes is safer, I would prefer to see slip lanes removed entirely. Speaking of raised crosswalks, I would like to see this device implemented as much as possible.	
10/21/2025	Online Comment Form	I am a local resident and frequently ride my bike around town. Based on the YouTube video of the road design, I have to say I still would never use 1st ave on my bicycle. For much of the road, the protection for the bike lane looked like paint or a curb. On a fast traffic road with many cars turning into and out of businesses, I would still feel unsafe. Put some teeth in the bike protection (bollards!!) or just invest more in bike boulevards that exist on LOW-TRAFFIC roads. The design now feels like a waste of money from the biking perspective, but I do like the pedestrian and bus improvements.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/21/2025 13:22	Web Map Comment - River Road Intersection	Slip lanes are inherently unsafe for cyclists and pedestrians. Their primary function is to facilitate higher speeds for single-occupant vehicles, which directly conflicts with the goals of a Complete Street. Thank you for the protection provided along most of the corridor, but removing all protection at the most dangerous intersections undermines the overall safety of the project. These are the points of highest conflict, and without proper infrastructure, we can expect continued road deaths and discourage vulnerable users (especially pedestrians and cyclists) from using this corridor. I recommend removing slip lanes entirely or, at a minimum, relocating cyclists off the roadway at these intersections and co-locating bike and pedestrian facilities together at these intersections with higher levels of protection. Cars at slip lanes will do not regularly yield to pedestrians and cyclists. No slip lanes. All intersections should be Dutch style protected intersections.	

Date	Source	Comment	Response
10/21/2025 13:22	Web Map Comment - Prince Road	Slip lanes are inherently unsafe for cyclists and pedestrians. Their primary function is to facilitate higher speeds for single-occupant vehicles, which directly conflicts with the goals of a Complete Street. Thank you for the protection provided along most of the corridor, but removing all protection at the most dangerous intersections undermines the overall safety of the project. These are the points of highest conflict, and without proper infrastructure, we can expect continued road deaths and discourage vulnerable users (especially pedestrians and cyclists) from using this corridor. I recommend removing slip lanes entirely or, at a minimum, relocating cyclists off the roadway at these intersections and co-locating bike and pedestrian facilities together at these intersections with higher levels of protection. Cars at slip lanes will do not regularly yield to pedestrians and cyclists. No slip lanes. All major intersections should be Dutch style protected intersections. Agree on no slip lanes. Make cars turn slower if you actually care about safety.	
10/21/2025 13:28	Web Map Comment - Glen Street	Congratulations. This is very exciting to see this kind of roadway design in Tucson. I am surprised to see an actual safe intersection.	

Date	Source	Comment	Response
10/21/2025 13:37	Web Map Comment - Wetmore Intersection	Slip lanes are inherently unsafe for cyclists and pedestrians. Their primary function is to facilitate higher speeds for single-occupant vehicles, which directly conflicts with the goals of a Complete Street. Thank you for the protection provided along most of the corridor, but removing all protection at the most dangerous intersections undermines the overall safety of the project. These are the points of highest conflict, and without proper infrastructure, we can expect continued road deaths and discourage vulnerable users (especially pedestrians and cyclists) from using this corridor. I recommend removing slip lanes entirely or, at a minimum, relocating cyclists off the roadway at these intersections and co-locating bike and pedestrian facilities together at these intersections with higher levels of protection. Cars at slip lanes will do not regularly yield to pedestrians and cyclists. If possible install lights with dedicated left turn signals. The delivery trucks that frequent this intersection often block the sight lines and I have witnessed many near misses with pedestrians and vehicles.	
10/21/2025 14:36	Web Map Comment - Glen to Ft. Lowell	This long section of bicycle lane between Buddy Ln and Ft. Lowell is the least safe style of bicycle lane. This entire section will ultimately be used as a turning lane for cars and an incredibly exposed area for cyclists. Alternatively, at blocks and intersections like this, I would co-locate bicycle and pedestrian infrastructure on the sidewalk. For blocks like this, expand the sidewalk into a multi-use path, and remove the bicycle infrastructure from the street. Bicycles and pedestrians use the same signalized crossings and push buttons anyway, so co-locating the two most vulnerable groups out of the roadway would lead to the safest results.	

Date	Source	Comment	Response
10/21/2025 14:39	Web Map Comment - Ft. Lowell to Prince	I think the biggest challenge for me with calling this a complete street is that a complete street should be safe enough for all users to feel safe over the entire length of the project. When you add wildly unsafe sections to this "complete street", you sacrifice the safety of the most vulnerable users to increase the flow of traffic. With areas of the roadway created to be this dangerous, this no longer qualifies as a complete street.	
10/21/2025 14:40	Web Map Comment - Ft. Lowell	Tell me the designer has never walked on Grant without telling me the designer has never walked on Grant.	
10/22/2025 4:36	Web Map Comment - Glen Street	Please make pedestrian islands like these and medians storm water drainage areas with native landscaping. This not only recharges the aquifer, but also provides trees and shade that make walking in the area pleasant. Further, studies show that creating more greenery along a roadway calms traffic without dramatically increasing traffic times.	
10/22/2025 4:40	Web Map Comment - Glen to Ft. Lowell	Bus pullouts delay transit. Forcing a bus to leave its lane to pick up passengers requires busses to re-enter the traffic lane and merge with oncoming traffic, which often does not allow the bus to merge.	

Date	Source	Comment	Response
10/22/2025 4:53	Web Map Comment - Glen to Ft. Lowell	This type of bicycle lane is terrifying to ride in, as motorists often speed to cut off cyclists when making a right turn; even if a motorist passes on the right, cyclists are surrounded with fast moving traffic on both sides. I recommend either (1) make this a protected bicycle lane until the corner, requiring motorists to turn at the corner, and give separate signals to cyclists and motorists or (2) divert the bicycle lane adjacent to the sidewalk, and make the turn for the motorists at a sharper 90 degree angle which makes them naturally slow down, allowing pedestrians and cyclists to more safely cross to the corner. The first recommendation is more preferred because faster road cyclists will likely not divert to the sidewalk and stay in the traffic lane, causing more slow downs for motorists despite the existence of a bicycle lane. Dutch style protected intersection. All major intersections. No slip lanes!	
10/25/2025	Online Comment Form	The road conditions are horrible. I can't even drive customers carsbin front of My shop because of the huge pot holes. The curb into my shop is crumbling and I can't pull in without scraping. Do something. What do my taxes go for. Makes me want to take my business,and move out of town.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
10/25/2025 6:44	Web Map Comment - Ft. Lowell	The ridiculously unsafe bike lanes at these intersections completely undermines any protection added to the rest of this corridor. If even 10% of the route is a death trap, I don't really care if the other 90% is well designed! The design for the entire corridor should completely eliminate slip lanes and move the bike lane to the right of any right turn lanes, which should have much tighter turn radii. It is deeply insulting to me that everyone involved in drafting this plan either (a) didn't bother to look into how slip lanes affect pedestrian/cyclist safety, or (b) outright didn't care about our safety.	

Date	Source	Comment	Response
10/25/2025 6:47	Web Map Comment - Glen Street	Glenn/1st is a wonderfully designed intersection from a safety standpoint. All of the intersections on this corridor should look like this. My only gripe is that some of the paths for bikes traveling straight involve some pretty sharp turns, which will be mildly obnoxious/awkward to travel through. Great example of how a busy intersection should be designed. Dutch style protected intersection.	
10/25/2025 6:50	Web Map Comment - Ft. Lowell to Prince	Other bus stops along this corridor have been designed to have the bike lane go around behind the stop, so that the buses and bikes don't have a conflict point with each other. These bus stops should be redesigned to match those, as the current design at 1st/Fort Lowell is inherently less safe.	
10/25/2025 6:54	Web Map Comment - Wetmore to Rillito	Legitimate question, is the city trying to get cyclists killed? Because this intersection design really makes it seem like the city is thirsty for some cyclist blood. Instead of a bike lane sign they should have a sign that says "go ahead, die"	
10/25/2025 6:57	Web Map Comment - Rillito Creek Bridge	If the sidewalks are wide enough to allow bike traffic, and the sidewalks are what's connected to the loop, and the bike lanes on the bridge aren't protected... it seems like the intention (and the much safer option) is to have bikes ride on the sidewalk. If that's the case, why not remove the bike lanes entirely, widen the sidewalk, and paint dedicated paths on it? The current design is just offering cyclists a more dangerous option for no reason. Plus, the added road width from the useless bike lanes will encourage speeding if left as is.	
10/26/2025 19:53	Web Map Comment - Prince to Roger	Priority for cars. It isn't even on the list. No wonder you think we all want more bike paths and walking areas. We drive cars and want big beautiful roads that flow across town. Ask better questions.	
10/26/2025 19:56	Web Map Comment - Prince to Roger	We do not like no left turn plans. Ask any driver going past where you need to turn is terrible. Make roads for cars a priority. There are lots of us.	

Date	Source	Comment	Response
10/26/2025 20:01	Web Map Comment - Prince to Roger	This survey is very hard to navigate and I almost gave up. I want nice wide smooth roads without traffic calming affects. I drive a car, my kids drive cars and their kids will drive cars. Stop making it hard on us. We live here and pay taxes so we should have some say. The push button response should also have a thumbs down so you would have some idea of how sick we are of spending all the money on bike priorities. Fix our roads and quit making them unfriendly to cars.	
10/28/2025 0:41	Web Map Comment - Roger to Limberlost	Those huge medians do not make commuting easier. Now I have to go past the place a wanted and spend even more time in traffic. Stop making it hard to drive and to access business fronts. Straight smooth roads with left turn capabilities and right turn lanes.	
10/28/2025 18:58	Web Map Comment - South of Grant Rd.	This curve in the road is notoriously dangerous. My friend lives next to the frat house and posts on Facebook every time someone crashes there, often into the residential properties. Something needs to be done. I don't imagine the curve can be lessened... maybe rumble strips or flashing lights or ...?? People think they're on a straight road and realize too late, driving too fast, that there's a big curve in the road.	
10/28/2025	Online Comment Form	The “ curvatures“ as shown in the animation will create dangerous driving conditions, similar to the conditions that have been created on Broadway.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
10/29/2025	Online Comment Form	I drive down 1st Ave in these areas almost daily and seldom see people on bikes. I do see many people walking. Mountain Ave is a bike area. I fear that physical barriers will cause rather than hinder accidents. Please provide research on this. My other fear is that this will take an extremely long time.	"We appreciate your input. Improving safety is a priority on this corridor. In the last five years, there were 22 bicycle crashes, two of which resulted in a fatality (there were four motorist fatalities during the same period for comparison). According to data from the Federal Highway Administration, converting traditional bike lanes to protected bike lanes results in a 36% to 50% reduction in bike-vehicle crashes. The enhanced bike lanes will also provide additional benefits for pedestrians by creating greater protection and separation from the sidewalk area. Thank you, 1st Avenue Improvement Project Team"
10/29/2025 17:35	Web Map Comment - North of River Rd.	All crosswalk alignments are angled, creating indirect line of sight and unsafe crossings and too far apart. River Road west right turn lane has a huge gap from stop line to cross traffic and should be realigned. Central medians should be raised with pedestrian safe havens, unpaved and planted to provide more shade and a road diet to improve the pedestrian safety, driver safety, visual enhancement and water intrusion infracturate during monsoon season and storms.	
10/30/2025	Web Comment	I live off 1 st Ave. I vote for no more enhancing or architectural bus stops! Stop busing bums into our neighborhoods. No to a bridge on wetmore. Those of us who live here do not want more traffic. In the time I've lived here 1st Ave went from seeing more like Campbell to busy commercial Oracle rd. Leave our neighborhood alone. No more car washes. Do something useful!	

Date	Source	Comment	Response
10/30/2025	Web Comment	For the love of God, and all Tucsonans... please, please, please plant as many trees as possible. The city of Tucson has continued to underestimate the power of plants to promote transpiration, shade, and environmental cooling. Prioritize your tree planting, then adapt your hard-scaping plans accordingly. Invest in more 'green' space! Capture carbon. Bring much needed moisture, trapped deep in the ground, up to the surface. Future generations will thank you.	
10/31/2025 1:30	Web Map Comment - Grant to Glen	Why is there no mid block crossings anywhere? We need at least 8 more on this project. This is a complete misnomer and misrepresentation of the term "complete street". No bulb outs, no mid block crossings, no shade trees anywhere. I see a road widening project with the bare minimum bike infrastructure added in. This design reduced walkability and urban porosity across the avenue.	
11/2/2025	Web Comment	Please don’t do the median for drainage and vegetation. Drive down Grant when it rains, it doesn’t work and the water doesn’t drain into them. Then they are full of trash and a catch all and never get serviced. Make it a turn lane and be done with it.	
11/6/2025	Online Comment Form	Appreciate all the work and thought going into these efforts as we consider the safety of all who use these streets. I, too, worry about folks who cross the street at any & every possible spot. I would like to suggest that we green these streets as much as possible, providing shade for pedestrians, planting additional native plants, mitigating some of our heat island effect as we continue to warm. Maybe solar at the bus stops. Art for visual interest and aesthetic.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
11/6/2025	Online Comment Form	What is the existing Level of Service? What is the future Level of Service? What is the no-build future Level of Service?	"Thank you for your interest in the 1st Avenue Improvement Project. You can find the answers to your questions in the slides below. Please note, we are working through some design items, and the build LOS is likely to change as we better refine things like establishing appropriate turn-lane lengths. Thank you, 1st Avenue Improvement Project Team"
11/6/2025	Online Comment Form	This is a dramatic improvement from previous roadway conversations. I sincerely appreciate the protection along sections, but at the intersections, this will leave bicyclists and pedestrians as unsafe and vulnerable as at any intersection in our city. Slip lanes and striped bicycle lanes at busy intersections will only lead to more deaths. We are reeling from the deaths of three students currently, and we face a crisis of roadway deaths in our city. We need to commit to actually safe infrastructure over the convenience of the automobile.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/9/2025 14:43	Web Map Comment - Roger to Limberlost	There needs to be median for the entire stretch of road. Do not leave and 5 lane areas.	
11/9/2025	Online Comment Form	Thank you for making improvements, but I don’t see anything addressing the crime, violence, open drug use, trash, human waste all over 1st ave. Also the “pedestrians” don’t use cross walks very often in tucson.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
11/10/2025	Online Comment Form	I appreciate being able to make comments on these types of improvement. I would like to know more about the decision making process for choosing asphalt for the various streets in the city. Heavily trafficked areas seem to use the same product as residential streets and the heavily trafficked areas are always torn up. Why not use concrete at entrances to warehouse, big box stores, bus terminals, etc.? Has anyone done a cost benefit analysis of this?	"Thank you for your interest in the 1st Avenue Improvement Project. Some of the reasons the City uses asphalt instead of concrete are listed below: Lower Initial Cost Asphalt is generally 30–50% cheaper to install than concrete, making it a practical choice for cities managing tight budgets. Faster Installation and Repairs Asphalt roads can be paved and reopened to traffic within 24–48 hours, while concrete often requires a week to cure. This minimizes traffic disruptions and project delays. Flexibility in Extreme Weather Asphalt expands and contracts with temperature changes, reducing the risk of cracking in areas with hot summers or freeze-thaw cycles. Environmentally Friendly Asphalt is 100% recyclable, and most new asphalt includes reclaimed material, reducing waste and conserving resources. Quick Maintenance Repairs to asphalt are simpler and faster than concrete, meaning less downtime and fewer long-term closures for the public. The City of Tucson uses concrete on bridges, business entrances and exit aprons, sidewalks, and in other areas, as necessary. If you have any other questions, you can contact the Department of Transportation and Mobility directly through Tucson 311."
11/12/2025 0:24	Web Map Comment - Grant Rd.	This needs to be a protected intersection. No slip lanes. Dutch style protected intersection.	

Date	Source	Comment	Response
11/12/2025 15:57	Web Map Comment - Limberlost Intersection	Need left-turn lane for westbound Limberlost, as southbound exit from the large LA Fitness/Sprouts/Vantage West shopping center is limited by traffic flow on 1st Ave. And there is no eastbound alternative for drivers residing to the southeast of this shopping center. The only turn option here is a very tight right turn, eastbound, back into the neighborhood on Limberlost.	
11/12/2025 15:58	Web Map Comment - Ft. Lowell to Prince	Where are the details for drainage from Navajo Wash?	
11/12/2025 16:02	Web Comment - Ft. Lowell to Prince.	ALL HAWK CROSSINGS need to be coordinated with traffic signals. Currently, the HAWK simply stops traffic whenever the ped/bike user pushes the button. There should be some coordination with the timing of intersection traffic signals, as the HAWK sometimes stops accelerating traffic that has just taken off from a red light. And at commute times, the sudden stopping is unexpected for the cars trailing further behind (they see only the green light of the intersection that's right in front of them, and they want to go-go-go).	
11/12/2025	Web Comment	Where are the details for Navajo Wash drainage?	

Date	Source	Comment	Response
11/13/2025	Project Email	You need to put a reasonable speed limit on 1st Ave bet. Grant and Westmore. 30 mph is ABSURD. If you think the former 40 mph was too high, then 35 mph on a major thoroughfare street makes sense. 30 mph does not. Speaking of which, you need to restore 30 mph to the minor thoroughfare street Mountain Ave. north of Grant. 25 mph is for residential areas not for thoroughfare streets. The Tucson patchwork of uncoordinated street mileage limits makes the streets more unsafe because there's no rhyme or reason to the arbitrary mileage limits that change every two-three blocks. Please be aware of the difference between major thoroughfare streets, minor thoroughfare streets, and residential areas. Institute a rational, reasonable pattern of street limits that we drivers can rely on, not the ridiculous hodgepodge you have now that makes everyone more unsafe.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/14/2025 1:34	Web Map Comment - Wetmore to Limberlost	Not really getting anything out of the millions to be spent. There are still two lanes of traffic. Bikes can use Stone or Mountain to travel. Seems like a waste of money when there isn't even an additional lane to actually help with traffic. The city is already facing budget shortfalls. Maybe just pave the roads and save these projects for when there is a surplus. This road doesn't even really need paved.	
11/14/2025 2:13	Web Map Comment -River Road Intersection	I'm really worried about the use of slip lanes in this project. They're just not safe for people walking or biking. Slip lanes are designed to let cars take turns faster, and that goes against the whole idea of creating a safer, more complete street. I recommend removing the slip lanes altogether.	
11/14/2025 2:19	Web Map Comment - Wetmore Intersection	Please remove the slip lanes. Drivers using slip lanes often don't yield, and that puts pedestrians and cyclists at serious risk. It also is super annoying to try to cross the lane and demonstrates a lack of regard for people who aren't in a vehicle. Slip lane would be 'ok' if it incorporated a bus lane - this is a major stop for the #6 SB - if adding a slip lane at least in corporate with bus stop.	

Date	Source	Comment	Response
11/14/2025 2:52	Web Map Comment - Wetmore Intersection	The protected bike lanes are SUPER and would get me out on my bike on a street where I would otherwise not ride.	
11/14/2025 3:13	Web Map Comment -Limberlost Intersection	Protected intersections are the best, I can finally feel safer when taking a turn. , way better than those terrible bike boxes on Grant	
11/14/2025 3:23	Web Map Comment - Roger to Limberlost	I appreciate the wide medians, pedestrian refuge islands, and reduction in curb cuts, although it may add a minute to driving time, it reduces conflict and I don't have to worry about someone plowing into me while not paying attention turning into a driveway or running me over on the sidewalk as they are looking the other way while pulling out into traffic. This makes m the street survivable for everyone, not just the people behind the wheel.	
11/14/2025 3:55	Web Map Comment - Glen to Ft. Lowell	I see your problem here. You got a slip lane so you can't protect the bike lane to the corner. I would not call slip lanes a feature of a complete street. Solution: remove slip lane, protect bike lane. Protect safety and peace of mind of cyclist.	
11/14/2025 4:04	Web Map Comment - Glen to Ft. Lowell	Is this the 1980s? Bus pull-outs should stay back in the era of false metal hair bands. In-lane bus stops are safer, faster for transit, and calmer for everyone. Bus pull-outs serve fast car travel and make the street less predictable for people walking, biking, and riding the bus. No bus pullouts on this project please! Don't slow down transit users down, I beg you.	
11/14/2025 4:09	Web Map Comment -Glen Street	More intersections like this please	
11/14/2025 22:09	Web Map Comment - Grant to Glen	there could pretty easily be an island in the middle of the crossing, making it less stressful for pedestrians, especially people who are slower (elderly mobility otherwise impaired)	
11/14/2025 22:12	Web Map Comment - Prince Rd.	please just get rid of the right turn lane, and make this protected.	

Date	Source	Comment	Response
11/14/2025 22:15	Web Map Comment - Prince Rd.	it seems like there is property aquisition issues here, but in general, i would like to see the crosswalks be more set back, with more space for waiting and getting around others. cars shoud be approching pedestrians at close to a 90 degree angle. the other pedestrian areas here DO have multiple ramps which is good, but they also seem unnecessarily restrictive, the path i am most likely to want to take sems to have dirt or rocks there.	
11/14/2025 22:17	Web Map Comment - Prince to Roger	it is a better idea to separate ped/bike crossings from left turning cars. it makes crossing more dangerous, uncomfortable, and encorages more cars on bike boulevards which are supposed to have less of them.	
11/14/2025 22:21	Web Map Comment -River Road Intersection	again, get rid of the slip lanes. also the walgreens is going to be a common destination for people, so there should be protection up to its driveway, and see if you can work with the property owner to get a more direct pedestrian connection from the intersection to the building.	
11/14/2025 22:33	Web Map Comment - Ft. Lowell	i already said this but it was a comment on another comment, so in case you dont read those, here is the cliff notes. No slip lanes, instead implement no right on red + striped crossings with refuge islands, and narrow the lanes slightly to make shorter crossing distances and reduce speeding.	
11/15/2025 21:06	Web Map Comment - South of Grant	Please, for the love of all that is holy, finish some of the other projects that are grinding this city to a crawl before you start this dumb project.	
11/16/2025 4:26	Web Map Comment - Grant to Glen	Copper is identified as an in-progress bike boulevard by the city, so this intersection especially needs to prioritize safety. This could easily be a toucan crossing. Are there really so many cars crossing 1st along Copper/Jacinto here to prohibit this?	
11/16/2025 4:32	Web Map Comment - Grant to Glen	This median island would be a perfect place to put a crossing.	

Date	Source	Comment	Response
11/16/2025 4:41	Web Map Comment - Glen Street	How are bikes supposed to approach this intersection from Westbound Glenn? Based on the diagram, it looks like the bike lane disappears, forcing bikes to quickly merge with westbound cars before ducking into the driveway and into the protected intersection. This is an unsafe design. The protected bike lane should continue beyond the driveway. Also, why is the driveway even present if there's a connected one not 200 ft to the right?	
11/16/2025 4:44	Web Map Comment - Glen to Ft. Lowell	There should be more mid-block pedestrian crossings. It's absurd to have to walk a quarter mile to cross a road.	
11/16/2025 4:47	Web Map Comment - Glen to Ft. Lowell	The center median here should be extended to provide a separated crossing for bikes and pedestrians and to slow down left turns from northbound 1st onto Blacklidge. This recessed median encourages drivers to take fast and wide left turns, endangering bikes waiting to cross 1st on Blacklidge eastbound.	
11/16/2025 4:49	Web Map Comment - Glen to Ft. Lowell	This would be an excellent location for a pedestrian/bike crossing from Delano to Buddy	
11/16/2025 4:55	Web Map Comment - Glen to Ft. Lowell	The way the curb starts slowly curving away from the roadway before the opening for Circle K will encourage drivers to move into the bike lane early without slowing and spend more time in conflict with bikes. The radius of curvature for the entryway should be smaller and there should be hard bike lane protection until the latest moment.	
11/16/2025 5:01	Web Map Comment - Glen to Ft. Lowell	Bus pullouts create conflict with bikes and slower busses to save the drivers the horrors of having to wait a few seconds. How about instead we have the bus stop at an island and use this space to divert the bike lane around it?	

Date	Source	Comment	Response
11/16/2025 5:08	Web Map Comment - Ft. Lowell	As a pedestrian, these concrete islands are absolutely terrible places to be. You're surrounded by asphalt and cars on all sides, breathing in all kinds of pollutants with your ears ringing from the noise. There's no shade and no shelter, making these things especially hell in the summers. Worst of all, you're almost guaranteed to have to wait here because of how long the signal period is. Pull your head out of your tailpipe, stop treating pedestrians as second class citizens, and ditch the slip lanes.	
11/16/2025 5:09	Web Map Comment - Ft. Lowell to Prince	This right turn will accumulate a body count	
11/16/2025 5:11	Web Map Comment - Ft. Lowell to Prince	Why does Navajo Rd become so wide here? This will encourage drivers to turn right onto 1st at higher speeds. Surely this space can be put to more productive use, such as stormwater drainage.	
11/16/2025 5:14	Web Map Comment - Ft. Lowell to Prince	Instead of being enormous strips of unshaded concrete, these large medians should be used for trees/foliage and stormwater drainage.	
11/16/2025 5:20	Web Map Comment - Prince Road	This should be a Dutch style intersection, like you did for Glenn. Remove the slip lane as they are inherently unsafe and unpleasant for everyone outside of a car.	
11/16/2025 5:23	Web Map Comment - Prince Road	Wide right turns encourage faster and less safe turns. Make this sharper or, better yet, make this a dutch intersection.	
11/16/2025 5:39	Web Map Comment - Roger	These protected bike intersections are phenomenal and should be the standard for all major intersections on this project. My only notes are that the waiting areas for bikes are a little small and the medians on 1st should extend into the intersection to shorten left turns, but these are minor.	
11/16/2025 5:43	Web Map Comment - Prince to Roger	I am a huge fan of the bike lane routing around the bus stop instead of disappearing into a vague bus/bike shared space and reappearing later.	

Date	Source	Comment	Response
11/16/2025 6:01	Web Map Comment - Limberlost Intersection	Does the Eastbound bike lane just end here? Are bikes expected to merge with traffic in the space of this driveway, while cars might be wanting to turn right? This is an unsafe design. The bike lane should be extended along Limberlost.	
11/16/2025 6:03	Web Map Comment - Limberlost Intersection	Bikes quickly merging onto Limberlost here will be at risk. The bike lane should continue along Limberlost.	
11/16/2025 6:39	Web Map Comment - Rillito Creek Bridge	I don't understand what's happening here. The Loop is a shared use path, and this seems to indicate the sidewalk becoming an extension of the Loop. Is the sidewalk in this section now a shared use path? If so, why is there still a bike lane? How are bikes coming off the Loop supposed to safely merge onto the bike lane? How are pedestrians supposed to deal with there suddenly not being a sidewalk? If not, how are bikes supposed to access the Loop? This whole thing reeks of a carbrained planner tossing something together with no thought behind how it would actually function for non-drivers. This needs to be redesigned with some effort to consider the best way to allow bikes and pedestrians to transfer to and from the loop and their respective spaces on the road. This should include a bike/ pedestrian crossing on 1st that won't get covered in debris next time the rains come.	
11/16/2025 6:43	Web Map Comment - Rillito to River	Just like the bridge to the south, a sidewalk that suddenly turns into a shared use path with a bike lane right next to it makes no sense. The sidewalk should continue to be a sidewalk, the bike lane should be fully protected, and the connection to the Loop needs to accomodate both of these.	
11/16/2025 6:44	Web Map Comment -Wetmore to Limberlost	There is an icon for a signalized crossing here but no other indication in pavement markings. Is there actually going to be a crossing here?	
11/16/2025 6:45	Web Map Comment - Rillito to River	There is an icon for a signalized crossing here but no other indication in pavement markings. Is there actually going to be a crossing here? There should be.	

Date	Source	Comment	Response
11/16/2025 6:47	Web Map Comment - Rillito to River	Especially with the large median at this section of road, does this Culvers seriously need two entrances right next to each other? Remove one and cut the conflict points in half.	
11/16/2025 6:52	Web Map Comment - Rillito to River	Additional markings to improve the connection between the project, the Loop, and Rillito Downs Park would be valuable	
11/18/2025 23:44	Web Map Comment - River Road Intersection	Slip lanes prioritize vehicle speed and efficiency over pedestrian/cyclist safety. As one of the top three most dangerous cities for pedestrian fatality our "complete streets" should be focusing on safety and NOT on vehicular ease.	
11/18/2025 23:45	Web Map Comment - River Road Intersection	Another slip lane, really? another pedestrian fatality opportunity. Remove slip lanes, focus of safety.	
11/18/2025 23:46	Web Map Comment -Wetmore Intersection	No more slip lanes please. We have to focus on safety and slip lanes are another area of opportunity for pedestrian fatalities.	
11/18/2025 23:47	Web Map Comment -Wetmore Intersection	Why? Seriously, why? Slip lanes are dangerous and only prioritize car ease, our complete streets should be focusing on safety for all. No more slip lanes.	
11/18/2025 23:49	Web Map Comment - Limberlost Intersection	YES! All intersections should be fully protected!	
11/18/2025 23:49	Web Map Comment - Roger	Intersections should be fully protected, we should be seeing this model on all intersections.	
11/18/2025 23:50	Web Map Comment - Prince Road	NO SLIP LANES! ENOUGH!!!	
11/18/2025 23:51	Web Map Comment - Prince Road	This right turn makes pedestrian and cyclist unsafe, please get rid of this right turn and just prioritize the safety for all.	
11/18/2025 23:52	Web Map Comment - Ft. Lowell	No more slip lanes, let's prioritize safety and not car efficiency. As one of the three deadliest cities in the country we have to start prioritizing safety.	

Date	Source	Comment	Response
11/18/2025 23:52	Web Map Comment - Ft. Lowell	No more slip lanes, let's prioritize safety and not car efficiency. As one of the three deadliest cities in the country we have to start prioritizing safety.	
11/18/2025 23:53	Web Map Comment - Ft. Lowell	No more slip lanes, let's prioritize safety and not car efficiency. As one of the three deadliest cities in the country we have to start prioritizing safety.	
11/18/2025	Online Comment Form	Excited to see a 1st avenue that is safer and friendlier for pedestrians and bikers. Traffic calming will be a boon.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/19/2025 0:16	Web Map Comment - Ft. Lowell	This is a major bust stop for the #15 - where are the stops for the NB and SB #15 Bus? Please review and add stops - these should be coordinated with the #6 bus stops.	
11/19/2025 0:20	Web Map Comment - Ft. Lowell	Please reconsider keeping a bus stop at this location for the #6.	
11/19/2025 0:25	Web Map Comment - Ft. Lowell	Bus pullout lane here seems like a bad idea - please consider a normal bus stop regular lanes here. The pullout will just fill with cars or cars waiting for the bus - it's a high activity site.	
11/19/2025 0:30	Web Map Comment - Ft. Lowell	This future bus pullout seems problematic - with the high volume of traffic to Fry's the bus will never get out.	
11/19/2025 0:32	Web Map Comment - Ft. Lowell	Why is this the only non-Michigan turn and why is it so close to 1st ave. Is this taken into account for traffic flow to first avenue neighborhoods?	

Date	Source	Comment	Response
11/19/2025 0:35	Web Map Comment - Ft. Lowell	The used car dealership on the SE corner frequently parks up and blocks visibility on 1st avenue. The city needs to address this, and other used car dealers that have residential adjacent side streets. It is dangerous for pedestrians, motorists, and bicyclists to allow these dealers to park up the corners and obstruct views. Particularly when you can see the depth of their lots behind their storefronts!	
11/19/2025 0:35	Web Map Comment - Ft. Lowell	These medians seem to be here and there - understand that these are for bike protection - but could the city consider these for Bus Lane Only or transit only. It would be neat to see some transit only lanes on the project that would move the bus ahead of the traffic. For instance this could be a transit only lane that pulls into the Fry's bus stop that is also within a transit only lane. One of the car lanes in each direction should and could be dedicated to transit only.	
11/19/2025 0:41	Web Map Comment - Ft. Lowell	Where does the bus stop at this location - is this stop going away?	
11/19/2025 0:55	Web Map Comment - Ft. Lowell	When moving forward on this project - please consider future high capacity modes that could be added at a later date. This could be a possible streetcar extension from University/Euclid to Euclid/First Ave terminating at Tohono Transit Center or a light rail line or BRT. While the bike protection is needed - the project seems to be constricting itself for car/bike modes only for perpetuity.	
11/19/2025 4:14	Web Map Comment - Ft. Lowell	I’m really excited to see the updates Tucson is making to promote the safety of pedestrians, cyclists, and motorists, and I just wanted to send support for the 1st Ave updates. I think this is a great example of how straightforward yet effective safety measures can be. My only suggestion? Let’s add trees to the medians separating the bike lanes; a physical separation is great, but let’s add in some additional traffic calming, physical protection, and SHADE by popping trees in that space!	

Date	Source	Comment	Response
11/19/2025 15:42	Web Map Comment - Ft. Lowell	This proposal doesn't offer enough separation of pedestrians and cyclists. We need better and more protected crossings, physical barriers between drivers, cyclists and pedestrians. In 2024 96 people died due to traffic accidents within the boundaries of Tucson alone. I'd encourage those proposing for the prioritization of cars to think that what they're asking for is more deaths. There are plenty of people who do not want to drive and instead would rather use transit or bike. You can get less traffic by supporting more transit and bike friendly roads. This proposal offers an upgrade but it will be obsolete on arrival.	
11/19/2025 18:05	Web Map Comment - Ft. Lowell		
11/19/2025 18:10	Web Map Comment - Ft. Lowell	As a driver, I notice many apartments along 1st Ave. This project must make it safer for bicyclists and pedestrians. Planners need to listen to the concerns raised by cyclists regarding slip lanes. I want to minimize the risks. Drivers often are uneducated about new road design features. Listen to cyclists. Reduce risks.	
11/19/2025	Online Comment Form	I think a lot of the planned design features look good. I really appreciate the focus on pedestrian and bicyclist safety because so many people have been hurt or killed by cars along this corridor (and across the city). I really wish the design did not include any bus pullouts because those are hard/dangerous for bicyclists and slow the buses down. I also hate the slip lane -- so dangerous. Please replace with the raised median. If drivers are mad, they can take Campbell or Oracle or Stone or I10.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
11/19/2025	Online Comment Form	Please get rid of the slip lanes. I almost died from a driver flying through one of these on main. Not sure why increasing the speed of people turning should ever be a priority. Also the claim of shorter cross walks is laughable when you are increasing the speed of cars and decreasing the likelihood of a pedestrian being seen. The bike lane look good. If only poles are being used for separation please use the thick ones, with visual weight, like on Silverbell	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/19/2025	Online Comment Form	As both a car driver and a bicyclist, I know what it's like to travel Tucson streets via both modes of transportation. It is Paramount that we prioritize bicycle safety with bike lanes that are protected from car lanes with impassable physical barriers — not those dinky little plastic bollards that people just run over with impunity. Make riding a bike a safer, more convenient alternative to driving. Prioritize people who choose to ride their bike, not people who choose to drive.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
11/20/2025 3:02	Web Map Comment - Wetmore to Limberlost	The protected bike lanes are great! Maybe we can consider creating turns that are closer to 90 degrees, instead of turns with angles like this that promote speed during the turn and can endanger cyclists.	
11/24/2025 16:06	Web Map Comment - Ft. Lowell	This exposure will kill people. We should not be sacrificing people's lives for the flow of traffic.	
11/24/2025 16:08	Web Map Comment - Ft. Lowell	Cars do not wait for pedestrians on corridors like this. On an urban intersection like this, with as high of traffic volume as this, all studies do not recommend slip lanes. Slip lanes are generally only for suburban arterial roads with fewer than 1000 users per day, where automobile speed it the top priority.	
11/24/2025 16:11	Web Map Comment - Ft. Lowell to Prince	With lanes like this, I will not be riding on this route. I can't afford to die right now. This will only push the most vulnerable onto this road to be sacrificed to flow of traffic.	

Date	Source	Comment	Response
11/24/2025 16:13	Web Map Comment - Prince Road	Right-turn lanes are seen to have between 70% and 80% higher traffic incidents. This will kill pedestrians and cyclists, but will ultimately kill automobile drivers too. Unsafe roads are unsafe for all members of our society.	
11/24/2025 16:15	Web Map Comment - Ft. Lowell to Prince	I can't tell if it is negligence or intentionally trying to kill us. We know unprotected bike lanes are unsafe at this high of traffic volume and at this speed. Multi-modal roads should never have slip lanes and right-turn lanes that cross a bike lane.	
11/24/2025 16:16	Web Map Comment - Prince Road	I would invite you to go watch a slip lane in this city for a day and then, with a straight face, tell me this is okay.	
11/24/2025 16:16	Web Map Comment - Prince Road	Right-turn lanes are the least safe intersection type. All studies say this will end up killing a lot of people. Shared right with protection all the way to the intersection. Don't give up at the intersection; let's actually keep this safe. I am tired of people dying.	
11/24/2025 16:18	Web Comment - Wetmore Intersection	You would think that being ranked one of the least safe cities in the country would cause people to rethink what we have been doing. I guess an average of two deaths a week due to our roadways is okay for engineers?	
11/24/2025 16:19	Web Comment - Wetmore Intersection	Any serious city would not be trying to pull this garbage. I think we are just comfortable with death and roadway violence?	

Date	Source	Comment	Response
11/24/2025 16:23	Web Map Comment - Wetmore to Rillito	This needs to have reinforced protection here. It's funny, we make it the least safe to get on and off the loop. With between 700,000 and 1 million visitors per year, you think we would try and design a safe and connected access to the loop. Can we please just think about how someone will exit the loop and get into a protected roadway? This is just going to be people riding south and using that bike lane the whole way to Wetmore. You design an extra lane, then slapped down some paint to pretend it's a bike lane....Fun, but I'm tired of people dying. Can we please consider the user experience of a mode besides cars? The most dissapointing thing is that once this is designed to be obsolete and kill people, we redo a road once in a lifetime, so we will never see this become an actual safe and usable road.	
11/24/2025 16:26	Web Map Comment - River Road Intersection	oof! This one is being designed to kill everyone. Alternatively, imagine being able to cross the street without it feeling like crossing the i-10. It would be cute if we could finally build an actual safe roadway here.	
11/24/2025 16:27	Web Map Comment - River Road Intersection	Currently, I ride on the sidewalk here (which is illegal, but there is no safe alternative). But I do not see this as an improvement. More design work is planned to kill a bunch more people. I guess we are in a competition to get to the #1 least safe city in the country?	
11/24/2025 16:28	Web Map Comment - North of River	I guess this is safe if you watched Mad Max and thought that was a family fun adventure...	
11/24/2025 16:30	Web Web Comment - North of River	I guess we heard the news and thought going for #1 least safe city was the thing to do?! I hope with those three students dying in a crosswalk, and the woman dying in an activated HAWK crossing - I hope they don't give in to public pressure to design for safety... I would really like to see us get to that #1 position.	

Date	Source	Comment	Response
11/24/2025 16:37	Web Map Comment - Rillito Creek Bridge	The loop is maybe our number 1 visited space in the city. It feels strange to have the opportunity to design a safe roadway that could connect our loop (seeing around a million visits a year), with our city. Imagine being able to easily move from the loop to a protected bikeway that would safely get you to all of our bicycle boulevards or our city center. I personally would be excited and would have put a little more effort into how this could all be more elegant and safe.	
11/24/2025 16:39	Web Map Comment -Wetmore Intersection	With safety as the number one priority on this roadway, and then reading all the comments on this project map, it will be interesting to see if the city actually listens to its population, or keeps moving at the status quo that got us to become one of the least safe cities in the country.	
11/28/2025	Online Comment Form	Yes! Glad the 1st Ave area is getting improvements.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"
12/1/2025	Online Comment Form	I really like the design and greatly appreciate how much safety, particularly that of pedestrians and cyclists, is prioritized. With that being said I think the amount of slip lanes is concerning and contradicts the other attempts to keep vulnerable people safe.	"Thank you for your interest in the 1st Avenue Improvement Project. Your comment has been received and shared with the project team. If you are requesting more information, a project team member will get back to you shortly. Thank you, 1st Avenue Improvement Project Team"

Date	Source	Comment	Response
12/9/2025 16:19	Web Map Comment -Ft. Lowell	Please revisit the use of slip lanes. This design is not appropriate for our city streets as they only encourage higher speeds drivers and put the pedestrian more at risk. I've been crossing the slip lane at Grant and Campbell for a few years now and without a crossing signal or any indication for cars to stop, more often than not they do not stop for pedestrians until you walk in front of them which never feels good. The design at Glenn is well done and prioritizes safety over speed.	
12/9/2025 16:22	Web Map Comment -Glen to Ft. Lowell	I appreciate the bends in the road that have been introduced to help with speed reduction. Let's design roads for the posted speed limit and not for higher speeds.	

Map Comments

Location	Comment
Location	Comment
South of Wetmore, east side of the street	The protected bike lanes are great! Maybe we can consider creating turns that are closer to 90 degrees, instead of turns with angles like this that promote speed during the turn and can endanger cyclists. Comment on map on at the entrance behind the Vantage West Credit Union into the plaza where Sprouts is located.
Smoot Dr, southeast corner	As a driver, I notice many apartments along 1st Ave. This project must make it safer for bicyclists and pedestrians. Planners need to listen to the concerns raised by cyclists regarding slip lanes. I want to minimize the risks. Drivers often are uneducated about new road design features. . Listen to cyclists. Reduce risks.
South of Pastime, east side of the street	"This proposal doesn't offer enough separation of pedestrians and cyclists. We need better and more protected crossings, physical barriers between drivers, cyclists and pedestrians. In 2024 96 people died due to traffic accidents within the boundaries of Tucson alone. I'd encourage those proposing for the prioritization of cars to think that what they're asking for is more deaths. There are plenty of people who do not want to drive and instead would rather use transit or bike. You can get less traffic by supporting more transit and bike friendly roads. This proposal offers an upgrade but it will be obsolete on arrival. "
Pastime, northwest corner	I'm really excited to see the updates Tucson is making to promote the safety of pedestrians, cyclists, and motorists, and I just wanted to send support for the 1st Ave updates. I think this is a great example of how straightforward yet effective safety measures can be. My only suggestion? Let's add trees to the medians separating the bike lanes; a physical separation is great, but let's add in some additional traffic calming, physical protection, and SHADE by popping trees in that space!
North of Grant, east side of the street	When moving forward on this project - please consider future high capacity modes that could be added at a later date. This could be a possible streetcar extension from University/Euclid to Euclid/First Ave terminating at Tohono Transit Center or a light rail line or BRT. While the bike protection is needed - the project seems to be constricting itself for car/bike modes only for perpetuity.
South of Glenn, west side of the street	Where does the bus stop at this location - is this stop going away?
South of Roger, east side of the street	These medians seem to be here and there - understand that these are for bike protection - but could the city consider these for Bus Lane Only or transit only. It would be neat to see some transit only lanes on the project that would move the bus ahead of the traffic. For instance this could be a transit only lane that pulls into the Fry's bus stop that is also within a transit only lane.

Location	Comment
Halcyon, southeast corner	The used car dealership on the SE corner frequently parks up and blocks visibility on 1st avenue. The city needs to address this, and other used car dealers that have residential adjacent side streets. It is dangerous for pedestrians, motorists, and bicyclists to allow these dealers to park up the corners and obstruct views. Particularly when you can see the depth of their lots behind their storefronts!
North of Roger, east side of street	This future bus pullout seems problematic - with the high volume of traffic to Fry's the bus will never get out.
North of Limberlost, east side of the street	Bus pullout lane here seems like a bad idea - please consider a normal bus stop regular lanes here. The pullout will just fill with cars or cars waiting for the bus - it's a high activity site.
Wetmore, northwest corner	Please reconsider keeping a bus stop at this location for the #6
Roger, northeast corner	This is a major bust stop for the #15 - where are the stops for the NB and SB #15 Bus? Please review and add stops - these should be coordinated with the #6 bus stops.
Blacklidge	Brent spoke to the owner of the business on the corner of Blacklidge and 1st Ave. The owner has been here for 10+ years. Fence surveyed. Comment written by property owner for the same business - "Losing front car display area - already invested into developing rear of lot."
Roger, southwest corner	Parking Impact @ 1st Avenue Laundromat. Comments written by team "Need to increase left turn storage length northbound 1st Ave. to westbound Roger Rd. Possibly remove portion of median."
Roger, northeast corner	Add pedestrian path from corner of intersection directly into parking lot.
River, northeast corner	Need a right turn signal here from westbound River Rd. to northbound 1st Ave.
Roger, southeast corner	Proposed median impeding access.
Between Campana Dr and Bromley St, east side of street	Consider providing a u-turn opportunity for people who are forced to turn right from Rillito Park to go south on 1st Avenue (not a signal - FYI U-turns are currently prohibited.)
Bromley St, west side of street	Need access to 1st Ave
Between Croydon Park Rd and Bromley St	Please pedestrian crossing
North of Rillito River	"Make this right turn only exiting north on 1st." Comment located on 1st Ave. just north of the Rillito River, the exit from the Rillito Raceway entrance/exit. This really backs up with people on Sundays during the Farmer's Market.
South of Wetmore, east side of the street	"Will cars be allowed to leave the driveway and enter the left turn lane to make a U-turn? It looks tight." Comment located on 1st Ave. south of Wetmore Rd. on east side of street, entrance in front of Hughes Federal Credit Union into Sprouts center.
Between Yavapai Rd and Mohave Rd	Prioritize shade & crossings between Prince & Grant. A lot of walking happens between Grant & Prince.

Location	Comment
North of Navajo Rd., east side of street	Halcyon is the only road that connects to Mountain. Crosswalk should be here instead.
Grant, northwest corner	Jay-walking a real problem just north of Grant Rd. Traffic accelerates from light.
Grant, northeast corner	Relocate this bus stop for right turn from Grant Rd. to north 1st Ave.
Between Grant and Alturas	People don't cross at intersections. Ped islands are good. Extra visual slow down within 1/4 mile of intersections
Alturas, east side on street	Popular entrances @ businesses - Presta and Buenida Café - activate near space for increase in economy and spread energy
Kelso, northwest corner	Difficulty turning north onto 1st Ave. from Kelso
Kelso, east side of street	Partner with BK's and Smokey Mo's to create more activation near businesses. Win, win. Economy: Comfortable walking areas.
Glenn	Bike boxes on Glenn

Voting

Category	Element	Votes
Plant Palette: Understory	Desert Milkweed	8
	Palmer's Indian Mallow	7
	Desert Spoon	2
Plant Palette: Large Shrubs	Creosote	7
	Hopbush	4
	Wolfberry	4
	Prickly Pear	2
Plant Palette: Trees	Velvet Mesquite	8
	Palo Verde	6
	Desert Willow	3
Visual Character: Shade Structures	Desert Inspired	7
	Simple Modern	3
	Artistic/Geometric	2
	Dynamic/Playful	1
Visual Character: Seating	Classic	7
	Curvilinear/Organic	3
	Colorful Modern	2
	Industrial/Salvage	1
Visual Character: Landscape Design	Native Sonoran/Natural	9
	Organic/Soft	3
	Formal/Linear	1

Category	Element	Votes
Where would you like to see enhancements the most?	Option B	6
	Option C	2
	Option D	2
	Option A	1
Which enhancement style do you prefer?	Option 1	13
	Option 4	2
	Option 2	1
Enhance Visual Character: Areas of Opportunity	Shaded Walking Path	7
	Green Stormwater Infrastructure	5
	Pocket Park	1
	Fiesta District (Mesa)	1
Enhance Visual Character: Pedestrian Opportunity Areas	Tree Shaded Walking Path	8
	Shade Sail Structure over walking path	3
	Artificial Tree Canopies over table and chairs	3
	Bridge-like Shade Structure over sidewalk	2
Enhance Visual Character: Shade Structures	Simple Modern	5
	Desert Inspired	5
	Artistic/Geometric	3
	Whimsical	2
Enhance Visual Character: Seating	Industrial/Salvage	2
	Colorful Modern	2
	Curvilinear/Organic	1
Enhance Visual Character: Landscape Design	Native Sonoran	2
	Formal/Linear	1

Category	Element	Votes
	Organic/Soft	1
Enhance Visual Character: Plant Palette - Trees	Desert Willow	9
	Velvet Mesquite	4
	Palo Verde	4
Enhance Visual Character: Plant Palette - Large Shrubs	Creosote	4
	Wolfberry	2
	Prickly Pear	2
	Hopbush	1
Enhance Visual Character: Plant Palette - Understory	Palmer's Indian Mallow	5
	Desert Milkweed	5
	Desert Spoon	2
	Barrel Cactus	2