

SUBJECT: RTA Next Plan Development Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
RTA Board	March 23, 2023	Action/ Direction	9

REQUESTED ACTION/SUGGESTED MOTION

Discussion and possible action to direct staff with the RTA Board's priorities for development of the next RTA plan.

Discussion and possible action to address CAC member violations.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 46, Regional Transportation Authority.

SUMMARY

Development of the RTA Next plan is continuing toward identification of a refined list of named projects for the RTA Board's consideration. The RTA Board will review and discuss progress toward a named project list thus far to guide staff with the RTA Next plan development.

Concerns about actions of Citizen Advisory Committee (CAC) members also will be discussed regarding violations of the RTA Code of Conduct, as requested by the CAC Chair for possible action.

PRIOR BOARD AND/OR COMMITTEE ACTION

At the Dec. 8, 2022, meeting, staff provided an update on the development of the RTA Next plan. The CAC is continuing toward identification of a refined list of named projects for the RTA Board's consideration. The RTA Board reviewed and discussed progress toward development of a named project list to guide staff with the RTA Next plan development.

Since the last RTA Board meeting, the CAC has met on RTA Next activities as follows:

Dec. 19, 2022, CAC Meeting

Staff provided an update on the Dec 8, 2022, RTA Board meeting and the RTA Technical Management Committee (TMC). Staff also went over questions to consider for the refinement process of the list of named projects, keeping in mind the plan will need support from voters across the region. Committee members responded to the questions and discussed the list of projects.

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Mh

Jan. 9, 2023, CAC Meeting

Staff went over the focus and meeting format for the refinement process with the goal of producing a refined draft list of named projects and reviewed the draft project list to facilitate the discussion. The committee discussed the addition or removal of projects to the list of submitted named corridor projects and requested additional input from the TMC.

Jan. 11, 2023, TMC Ad Hoc Working Group Meeting

A working group session of the jurisdictional members of the TMC and invited guests from the CAC met to discuss, review and refine the draft list of named projects to be considered for possible inclusion in the RTA Next plan. Staff facilitated the discussion of the meeting format with the goal of producing a refined draft list of named projects and went over the draft project list.

Jan. 23, 2023, CAC Meeting

Staff presented the feedback from the TMC Ad Hoc Working Group meeting. Members discussed and made a motion to revise the draft named project list based on the feedback from the TMC's Working Group as follows:

- Add and combine the Colossal Cave projects (#395, #3646, and #396) into one project and remove the Mary Ann Cleveland projects (#3647 and #476).
- Add Thornydale Road: Cortaro Road to Tangerine Road (#2546) and Ina Road: I-10 to Camino de la Tierra (#1535).
- Remove Ina Road: Cañada del Oro Wash to Paseo del Norte (#473) and add Orange Grove Rd #1: La Cholla Boulevard to Oracle Road (#3569) in its place.
- Add Drexel Road: Cardinal Avenue to Mission Road (#472).
- Keep Sonoran Corridor (#3570)
- Keep 6th Ave: Ronstadt Transit Center to Tucson International Airport (#3660) for further discussion.
- Add Valencia Rd. (#3642), Mission Rd to Camino de Oeste, roadway and modernization.

After additional discussion, CAC members recommended the following:

- Move 6th Ave, Ronstadt Transit Center to Tucson International Airport (#3660), from the draft named project list to be discussed by the CAC Transit Element Subcommittee under the transit element.
- Confirm the addition of the South Country Club Road: I-10 to Tucson International Airport (TIA) project (#2540), instead of the Country Club TI project, to the named project list.
- A motion was to forward the CAC-recommended list of named projects to the RTA Board for consideration.

Feb. 6, 2023, CAC Meeting

Staff provided an overview and descriptions of the RTA Next Categorical Elements and subelements and the funding allocations per RTA Board direction:

- Safety - \$170M

- Environmental and Economic Vitality - \$110M
- Transit - \$510M

Feb. 8, 2023, TMC Meeting

Staff provided the following update:

- The CAC reviewed the TMC feedback provided from the Jan. 11 TMC Ad Hoc Working Group and developed a list of named projects.
- The TMC was asked to review the 37 projects that currently total \$1.45 billion and provide feedback to the CAC on how the list can be revised to be within the \$1.1 billion amount identified by the RTA Board as the target budget for named projects.
- **Committee members discussed the projects and associated cost estimates, incorporating regional funding allocated to ADOT projects, and any available jurisdiction funding such as developer impact fees or from general funds.**

Feb. 13, 2023, CAC Transit Element Subcommittee Meeting

Staff reviewed the transit subelements as adopted by the CAC in alignment with the adopted Long-Range Regional Transit Plan and provided an overview of each of the transit subelement costs and services and discussed the percentage and cost allocations.

- The RTA Transit Working Group members present also provided additional information about the RTA's transit services.
- The CAC Subcommittee members motioned to schedule a CAC Transit Element Subcommittee meeting to review and discuss the Long-Range Regional Transit plan again to assist with making a recommendation to the CAC.

Feb. 21, 2023, CAC Meeting

Staff briefed the committee on details regarding the Transit Element Subcommittee, touched on the Long-Range Regional Transit Plan (LRRTP), reviewed the transit subelements as adopted by CAC Transit Element Subcommittee in alignment with the LRRTP recommendations, as well as the investment allocations.

- Members were encouraged to review the LRRTP which was adopted by the Regional Council as the basis of the investment plan.
- Committee members discussed and no action was taken.

Staff provided an overview of the Safety and Environmental and Economic Vitality elements, subelements and allocations.

- Staff explained that the RTA does not dictate design criteria and that is determined by the respective jurisdictions by project.
- Committee members discussed and no action was taken.

Feb. 28, 2023, CAC Transit Element Subcommittee Meeting

Staff provided a brief overview of the PAG Long-Range Regional Transit plan adopted by the PAG Regional Council and went over the following recommendations

and how they aligned with the Transit subelements and reviewed the current funding and adopted allocations for each.

- Service Strategy No. 1: Consistent Service/Seven Days a Week
- Service Strategy No. 2: Improve Evening Service
- Service Strategy No. 3: Expand the Frequent Transit Network
- Strategy Service No. 4: Targeted Expansions in the Suburbs

Staff reviewed the following subelements again and reminded everyone of the percentages and amounts of the adopted allocations by the CAC Transit Element Subcommittee:

- Weekday Evening Bus Service – 15%
- Weekend Bus Service – 10%
- Bus Frequency – 17%
- Service Area Expansions – 7%
- Special Needs Transit for Elderly and Disabled Citizens – 31%
- Neighborhood Circulator Bus Systems – 15%
- Express Service – 5%

RTA Transit Working Group (TWG) members from the following jurisdictions were invited and attended the subcommittee meeting.

- City of Tucson
- City of South Tucson
- Town of Oro Valley
- Town of Marana
- SunTran

CAC subcommittee members requested additional cost information from the TWG in order to move forward with a recommendation to the full committee; therefore, no action was taken.

March 6, 2023, CAC Meeting

Staff gave an overview on the RTA Next plan development activities:

- TMC members will meet on March 8 to continue reviewing the named project list and discuss additional sources of funding (non-RTA) for possible recommendations to the CAC.
- Cost estimating will be updated as adjustments needed to the list are being finalized.
- ADOT and Pima County have identified non-RTA local funding toward their respective RTA Next projects.
- The draft sample ballot that was provided in their packet will be used as a framework for the draft plan.
- CAC-recommended items for RTA Board review at its next meeting:
 - Roadway Element - named project list (\$1.1 billion) currently \$300 million over budget.
 - Transit Element – subelement allocation (\$510 million)
 - Safety Element – subelement allocation (\$170 million)

- Environmental and Economic Vitality Element – subelement allocation (\$110 million)

Staff provided an update on the Feb. 28, 2023, CAC Transit Element Subcommittee meeting.

Staff went over the RTA Next Safety subelements, and Environmental and Economic Vitality subelements, provided examples, reviewed the funding allocations for each subelement, and provided proposed allocations for committee discussion.

- Committee members requested additional information on data and no action was taken.

March 8, 2023, TMC Meeting

Staff provided an update on previous CAC activities and the list of named projects.

- TMC requested additional time to discuss costs, and no action was taken.

Milestones for 2023

Staff continues to work on the following milestone dates for plan development to align with the RTA Board's June 2, 2022, direction:

- **By May 2023** – RTA will develop final cost estimates for all the named projects. RTA Board will finalize all policy considerations needed to complete the initial draft plan (e.g., set plan implementation periods, confirm financing sources). CAC will fine tune draft plan (elements/subelements, including deferred projects, new projects to match the budget as provided by the RTA Board)
- **By July 1, 2023** – CAC/TMC draft plan review, and CAC recommendation of the initial draft plan
- **By August 2023** – RTA Board reviews and approves draft plan for public review
- **August through October 2023**– Public review of the draft plan and feedback (per direction from RTA Board)
- **October to December 2023** – Final plan revisions based on public feedback, establishment of the election date and RTA Board approval for voter consideration

FINANCIAL CONSIDERATIONS

The PAG Overall Work Plan identifies eligible federal funding and support of this committee.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

The draft RTA Next plan must comply with RTA statutes. The Regional Transportation Authority established a Citizens Advisory Committee (CAC) on May 24, 2018, to provide input on regional transportation planning efforts. The CAC has been working in collaboration with the RTA Technical Management Committee (TMC) to develop a new 20-year RTA plan which will include an extensive public

involvement process conducted by the RTA. Ultimately, the CAC will recommend a draft RTA plan to the RTA Board for approval and eventual voter consideration.

The Board asked the CAC to draft a new regional transportation plan for voter approval by July 2023, well in advance of June 2026, when the current 20-year RTA plan and half-cent excise (sales) tax expire. The initial draft plan will be developed based on established regional priorities and the list of projects already submitted by the RTA jurisdictional members. The draft plan must comply with RTA statutes.

The RTA Next plan development process is a regional process and public driven instead of jurisdiction driven. The RTA will obtain public input once the RTA Board approves a final draft.

ATTACHED ADDITIONAL BACKUP INFORMATION

Working Draft Framework.

Staff Contact/Phone	Farhad Moghimi, (520) 792-1093, ext. 4420 David Adler, (520) 495-1443 Paki Rico, (520) 495-1433
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Melissa Manriquez

From: Rex Scott
Sent: Thursday, March 23, 2023 3:20 PM
To: Jacki L Ontiveros
Subject: Motion

A motion directing PAG/RTA staff to provide TMC/CAC with all information necessary to make recommendations to the RTA Board on the roadway element, such as the previously requested ADOT project funding scenarios; and to enable TMC/CAC to have a comprehensive discussion and make recommendations to the RTA Board on all RTA plan elements (roadway, transit, safety, environmental/economic vitality).

Rex Scott
Pima County Supervisor, District 1
Board Vice-Chair
520-724-2738 (Office)
520-724-8489 (Fax)
Rex.Scott@pima.gov
www.district1.pima.gov

1st Avenue Improvement Project

Business Outreach

Outreach Process Overview

Following the completion of a needs assessment study to address long-term safety and mobility needs on 1st Avenue from Grant Road to River Road, the City of Tucson Transportation and Mobility Department launched a public outreach program to provide the public the opportunity to review and provide input on the 4-lane and 6-lane alternatives identified and defined in the study.

Based on the roughly 300 businesses located in the project area, business outreach was extremely important and would require an extensive effort. The goal of the outreach to business owners, managers, staff and customers was to provide information on the two alternatives and understand if they would support the 4-lane or 6-lane alternative prior to the start of the design process. Gordley Group was added to the project team to supplement the City's broad outreach by conducting individual door-to-door business outreach during June and July 2021.

The program began with a direct mailer to both residential and business addresses in the project area. The initial list included 251 businesses and was the starting point for documenting the businesses and outreach. Over the course of the door-to-door outreach, 85 businesses on the list were found to be closed and an additional 41 businesses were identified and added to the list. Businesses in the area were found to be very diverse varying from older and smaller businesses near the south end to newer and larger businesses on north end.

The outreach team visited the individual businesses to explain the goal of the outreach related to 1st Avenue improvements, provide informational handouts, ask for initial preferences and general concerns, encourage individuals to participate in the project survey and assess and encourage individual willingness to become more involved in providing information to others. Although not found to be needed or requested during direct outreach to individual businesses, direct outreach and all materials were available in both English and Spanish.

Business information, contacts, preferences and concerns were logged into a master spreadsheet based on the initial mailing list. Over the course of the outreach, contact was made, initiated or attempted with 294 businesses in the area. Many businesses were no longer in operation. Some businesses that were still in operation were not open at the time of the direct outreach visit and some of those in the businesses that were open declined to engage in a discussion of the project. In those cases, the handout was left when possible. Updated information on changes were noted in the spreadsheet of businesses and documentation of contact.

Follow-up phone calls to contact business owners and/or managers who were not present during the in-person outreach were made in early August if contact information was available.

Overall initial responses during door-to-door outreach indicated strong support for the four-lane alternative, with significant support for that scaled-back option toward the more commerce-focused south end of the project area and increased support for the six-lane alternative in the less-densely developed northern section.

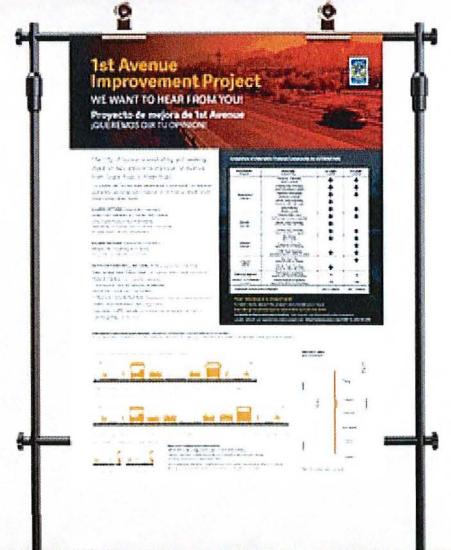
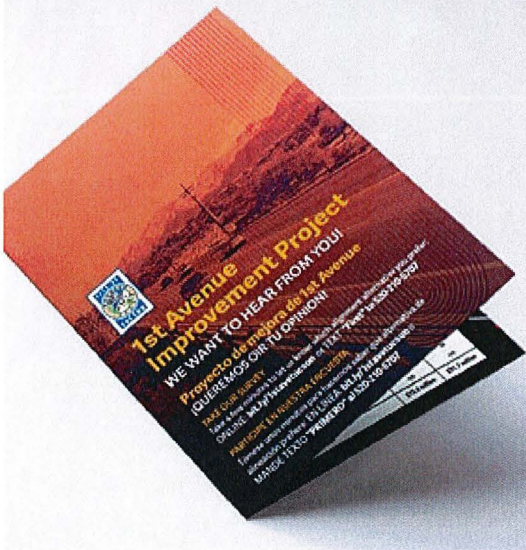


Outreach Materials

Materials designed and used as a part of the business outreach program included a mailer, handout and display as shown here. All contained consistent information summarizing the process, the two basic alternatives, how to participate in the survey and contact information. The visuals in each included a map showing the project area, conceptual 4- and 6-lane cross-sections, cross-sections showing bike lane configurations, and a table showing a comparison of alternative features.

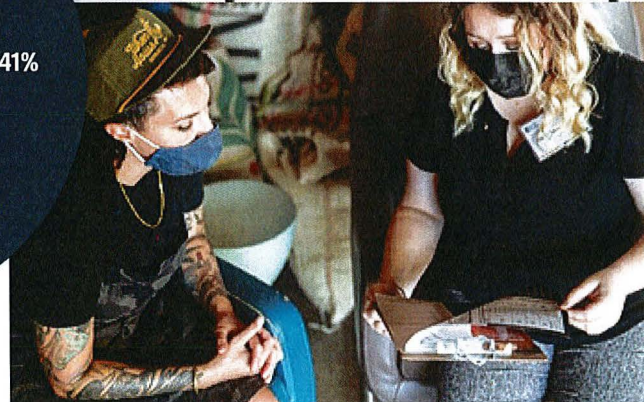
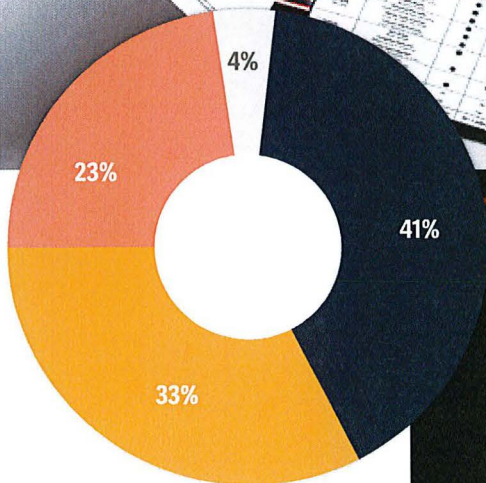
A paper survey was created and printed for those preferring that format to ensure those with limited internet access or use could participate in the survey.

All materials included information in both English and Spanish.



Businesses contacted: 209
Preference for 4-lane or 6-lane alternative

- No Preference
- Four Lanes
- Six Lanes
- No Construction





Overview of Business Concerns

The most common concerns expressed by business owners, managers and employees throughout the project area included safety for motorists, bicyclists and pedestrians; concern about the amount and location of property acquisition; and the length and impact of construction activities.

Concerns expressed during the outreach were focused foremost on safety in the project area. Toward the south end of the project area, numerous people interviewed noted the frequency of car crashes as well as vehicle crashes involving bicyclists and pedestrians in the area. The Complete Streets elements of the potential improvements that provide for more separation of modes of travel were popular with people who expressed those concerns. A number of people also expressed concerns about crashes and safety associated with bus stops and the desire for bus pullouts.

A common concern related to both safety and congestion, and most significantly in the professional service complex south of the Rillito River, was the hazard of entering and exiting the complex. Nearly all occupants commented on how challenging it is to turn left (south) onto First Avenue because of high traffic volumes and speeds coming off of River Road. Many suggested the addition of a middle turn lane to allow motorist refuge while waiting for an opening.

Next in frequency of concerns expressed were comments and questions about the extent and duration of construction expected for each option and the probable impact and drop off in customers coming to business. Some businesses were so concerned they expressed the preference for no construction of improvements at all.

Many businesses asked about the need for acquisition of private property including loss of property frontage, loss of frontage property potentially including parking capacity.

Opinions on the scope of the work often depended on the nature of the business. Restaurants, service stations, car washes and other such drive-in operations tended to favor the six-lane configuration, while others who operate destination opportunities, such as medical offices, spas and specialty shops did not see justification for the increased impact of widening the roadway. Toward the north end of the project area, where fewer retail centers and business properties exist and more professional service complexes and multifamily residential properties are located, support for the six-lane alternative increased.

**FIRST AVENUE,
RIVER ROAD TO
GRANT ROAD-
NEEDS ASSESSMENT
STUDY**

Contract Number: Contract No. 181820-07
Purchase Order: No. 40748

December 2020

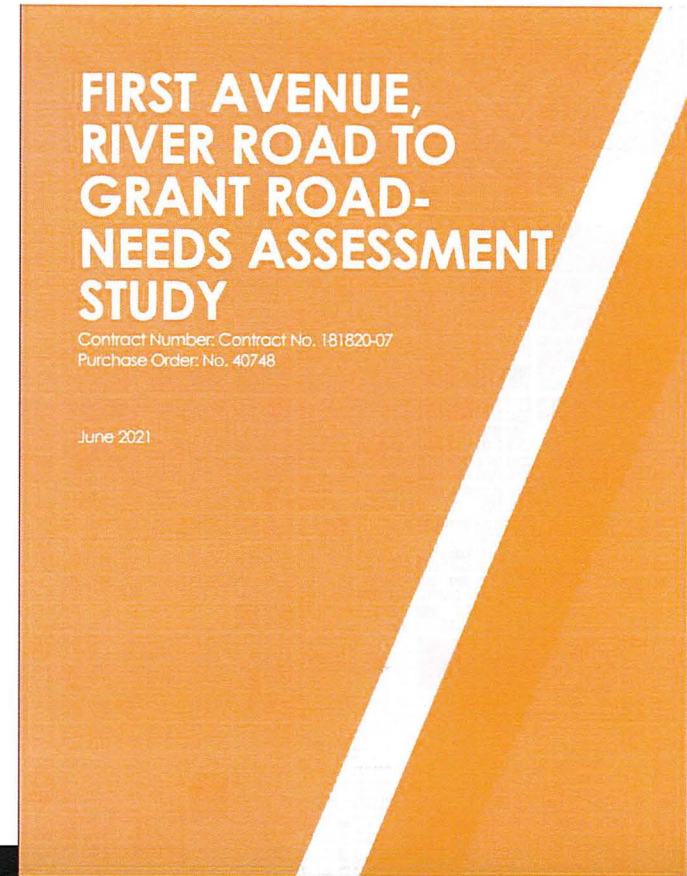
**First Ave Needs
Assessment**

1st Ave Needs Assessment

City of Tucson is requesting a scope change to the 1st Avenue project from a 6-lane widening to a 4-lane modernization project

Identify improvements to address long-term safety and mobility needs

- Defining multimodal facilities and connections for 2045
- Incorporating City of Tucson Complete Streets Policy
- Reviewing Intelligent Transportation Systems (ITS) solutions
- **Developing cost estimates for project alternatives (4 and 6-lane alternatives)**



Background

1st Ave Project Identified in Regional Transportation Authority Plan (RTA) – approved by voters in 2006

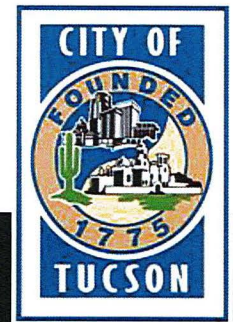
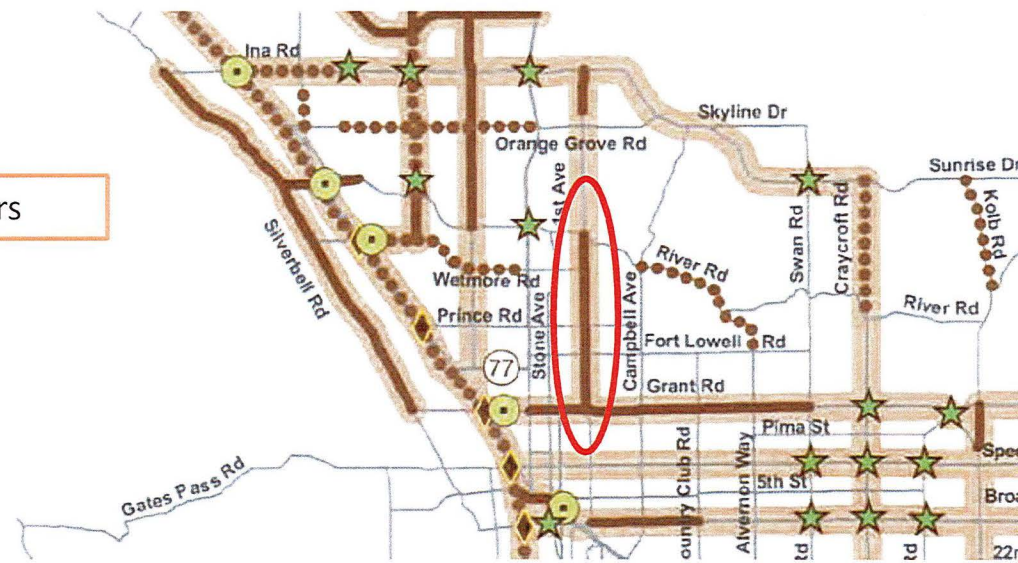
14 1st. Ave., River Rd. to Grant Rd.: Widen to 6-lane roadway, bike lanes and sidewalks

\$ 71,398

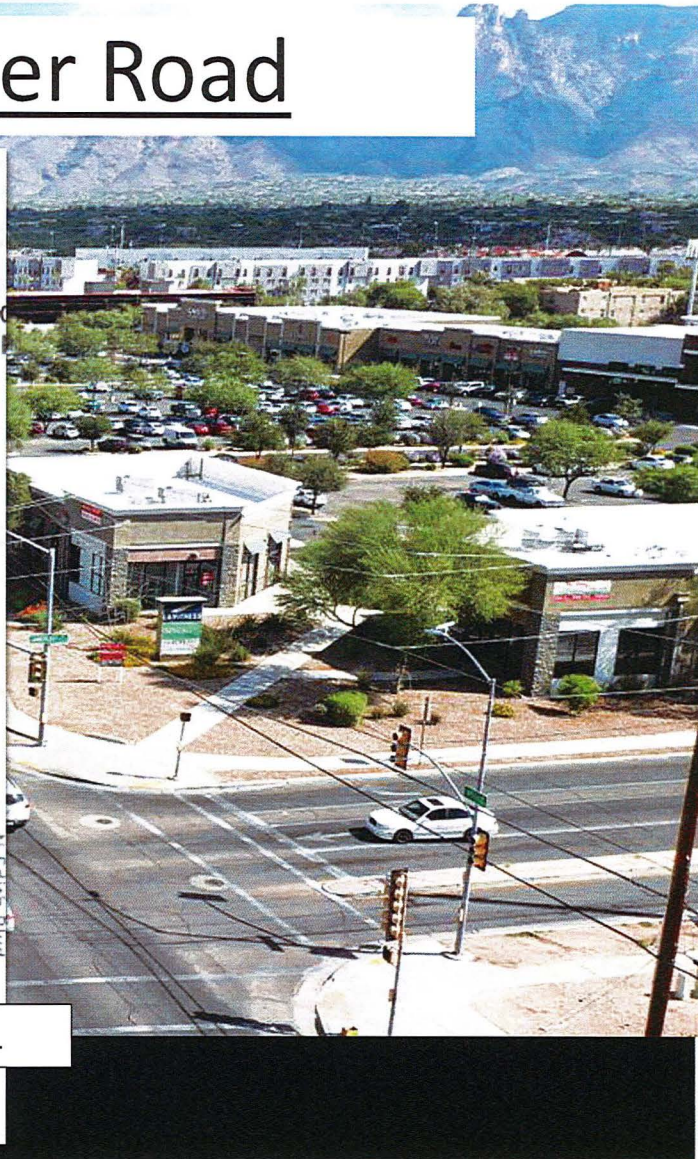
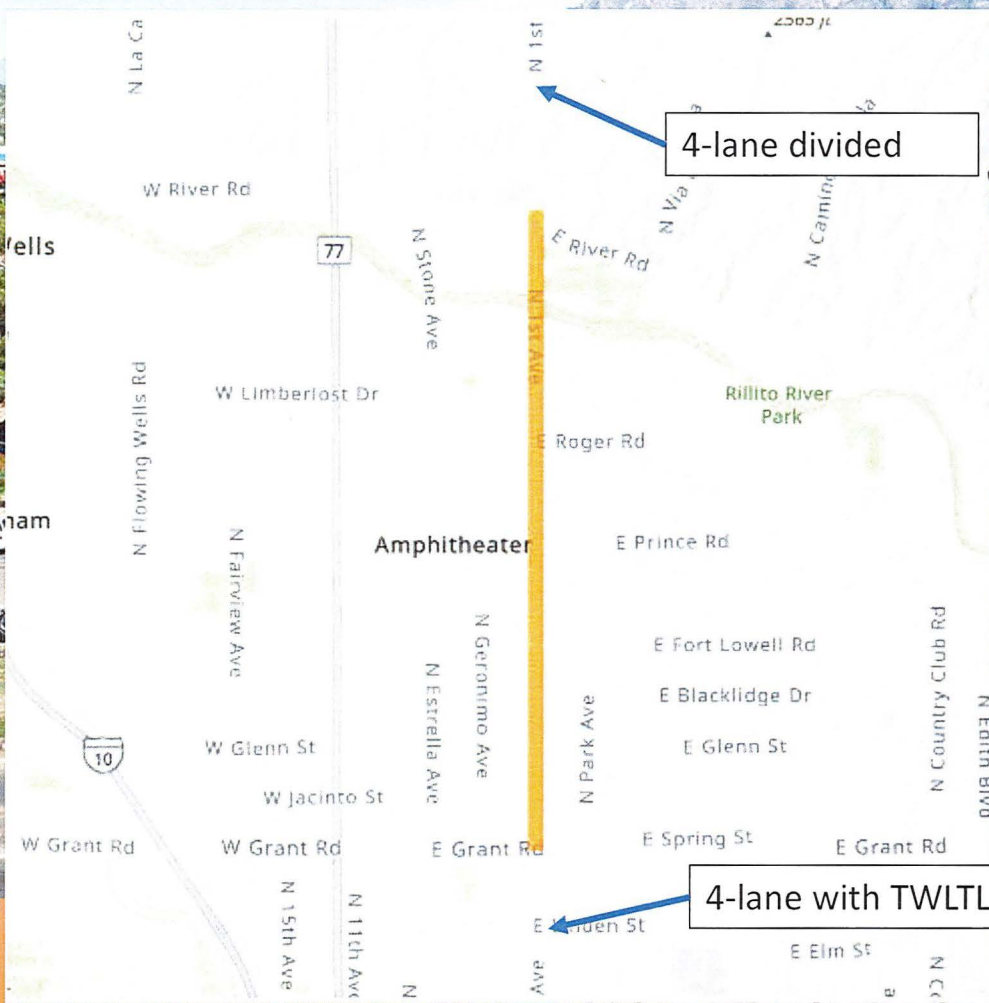
\$ 3,000

3rd Period

- Cost estimated in 2006 dollars



Project Extent – Grant Road to River Road



Why a Needs Assessment?

15 years since the RTA Plan was approved

Needs have evolved

Complete Streets Policy Approved

Cost estimates need updating

“Right-size” public investment

Decide on a project scope before advancing to more detailed design





1 E. Broadway Blvd., Suite 401, Tucson AZ 85701
Phone: (520) 770-9410 Fax: (520) 620-6981

RTAmobility.com

September 10, 2021

To: RTA Jurisdictional TMC members

Re: TMC Input on the Remaining RTA Projects

Colleagues,

During the Sept. 8, 2021, Technical Management Committee (TMC) meeting, the Chair expressed that some jurisdictional members are grappling with project costs that are above the RTA-approved ballot amount.

Pursuant to established RTA rules and agreements, lead agencies are responsible to plan, design and construct the RTA projects within the RTA Board-approved allocated budget or identify additional funding needed to execute the project.

Since voters approved the RTA plan 15 years ago, the pattern and velocity of growth within our region has changed and may warrant a review of remaining projects and the expected completion dates.

It is imperative that projects that are in planning stages do not sacrifice the expected benefits associated with the original RTA plan.

We invite you to provide ideas on how projects may be delivered within budget. Also, please share what you believe can be done to meet current and future anticipated traffic capacity while preserving the voter-approved corridor long-term without diminishing functionality, per RTA rules and regulations.

Please submit your input to me by Sept. 21, 2021.

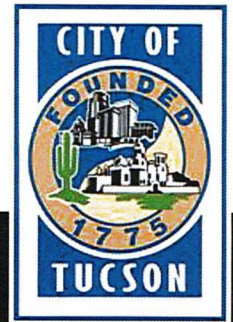
Sincerely,

James DeGrood
RTA Deputy Director

cc: Farhad Moghimi, Executive Director
TMC members

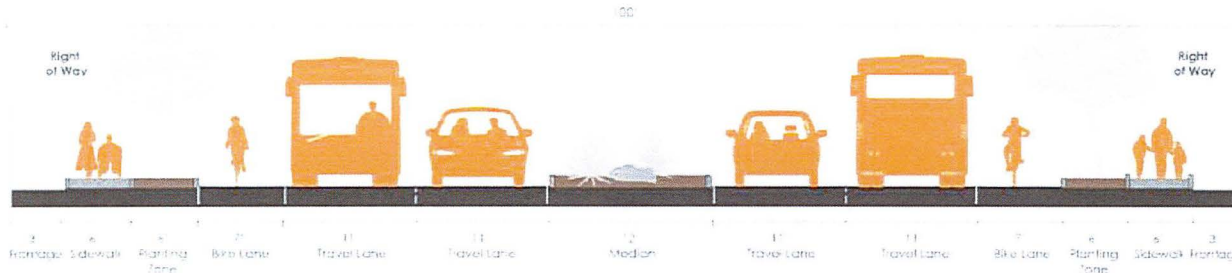
- Sept. 10 - RTA invited jurisdictions to provide ideas on how projects may be delivered within budget

- “Pattern and velocity of growth has changed”
- “Meet current and future anticipated traffic capacity while preserving the voter-approved corridor long-term without diminishing functionality.”

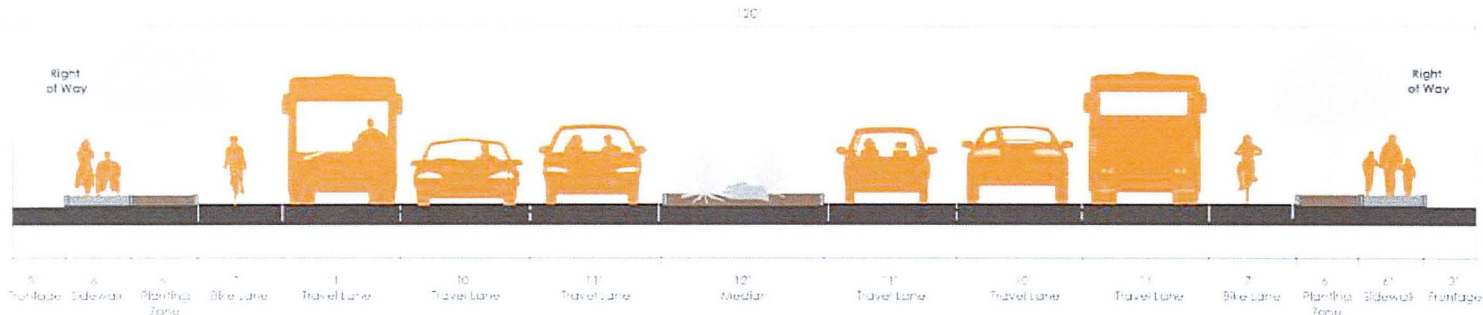


Project Alternatives

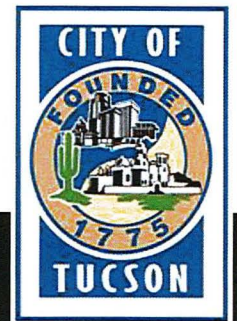
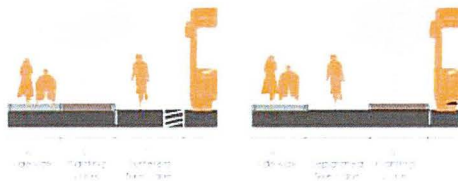
4-Lane Cross-Section



6-Lane Cross-Section



Bike Lane Configuration Alternatives

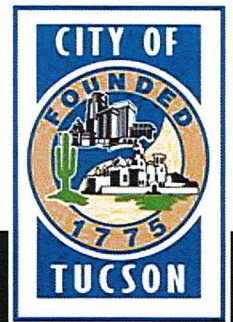


Alternative Cost Estimates

Cost Estimates

	Design and Construction Cost	Right-of-Way Cost	Total Project Cost
4-lane w/New Bridge	\$54,500,000	\$18,700,000	\$73,200,000
6-lane w/New Bridge	\$59,800,000	\$31,800,000	\$91,600,000

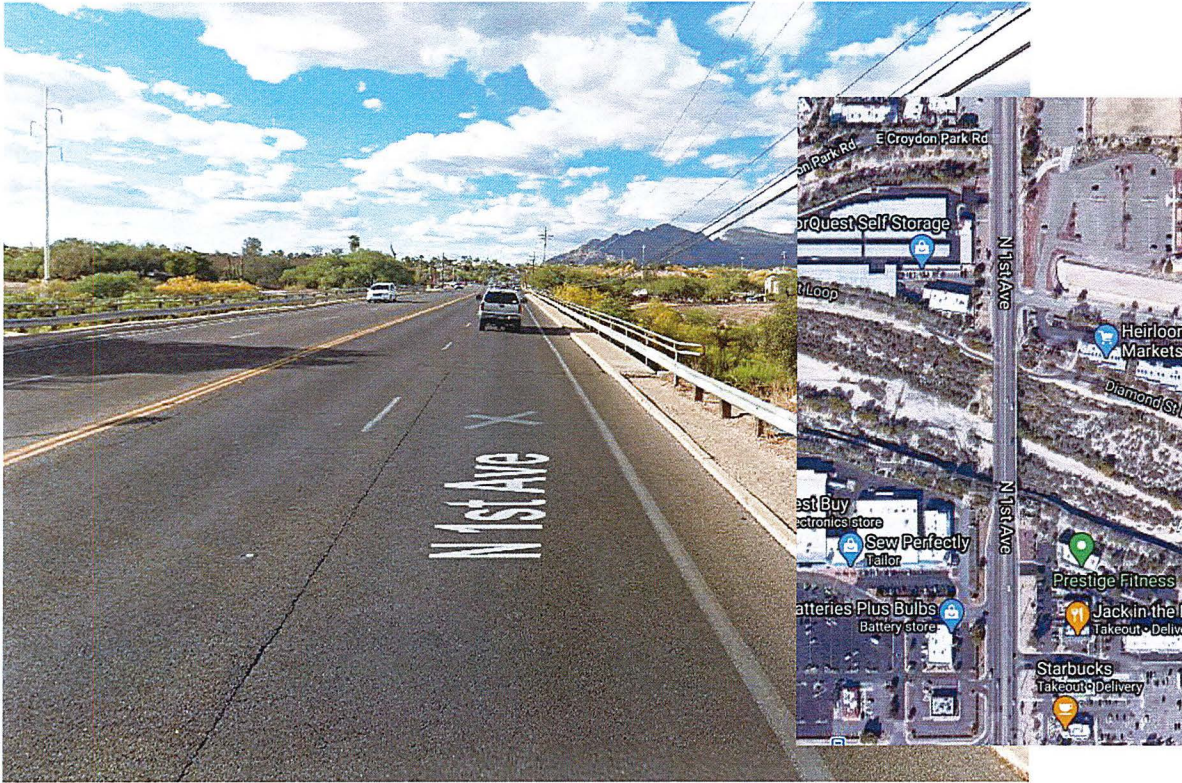
1. Does not include the cost to construct upstream/downstream detention basins.
2. Right-of-way cost for detention basins unknown.



Existing Conditions

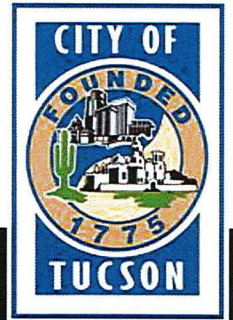


Project Conditions - Bridge Over the Rillito




Bridge Condition


- Constructed in 1961
- 64-ft wide
- Four 12-ft travel lanes, 4-foot bike lanes, 4-foot raised sidewalks (not ADA compliant)
- No structural distress and not load posted
- At 80% of 75-year lifespan




Project Conditions – Safety

Table 12. Comparative Corridor Crash History by Type (2013-2017)

	First Avenue	Oracle Road	Stone Avenue	Campbell Avenue
Fatal Crash	4	3	2	0
Injury Crash	368	360	195	202
No Injury Crash*	287	373	167	192
	613	736	364	397

	First Avenue	Oracle Road	Stone Avenue	Campbell Avenue
Fatal Crash	2	2	0	3
Injury Crash	47	20	16	22
No Injury Crash*	4	2	0	5
	53	24	16	30

	First Avenue	Oracle Road	Stone Avenue	Campbell Avenue
Fatal Crash	2	1	0	0
Injury Crash	23	25	31	16
No Injury Crash*	5	7	2	1
	30	33	33	17

*No injury crashes are often not reported because police are not called



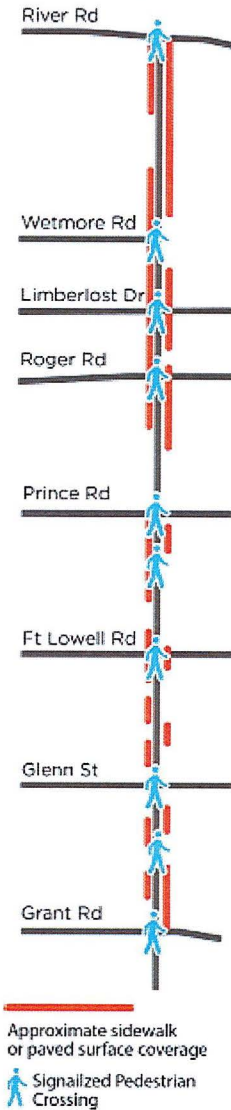
Multimodal Conditions – Bicycle and Pedestrian

Current Level of Bike/Ped Traffic Stress = 4

- 64% sidewalk coverage
- High pedestrian activity
- Frequent transit route



Figure 9. Existing Pedestrian Facilities



PEDESTRIAN VOLUMES

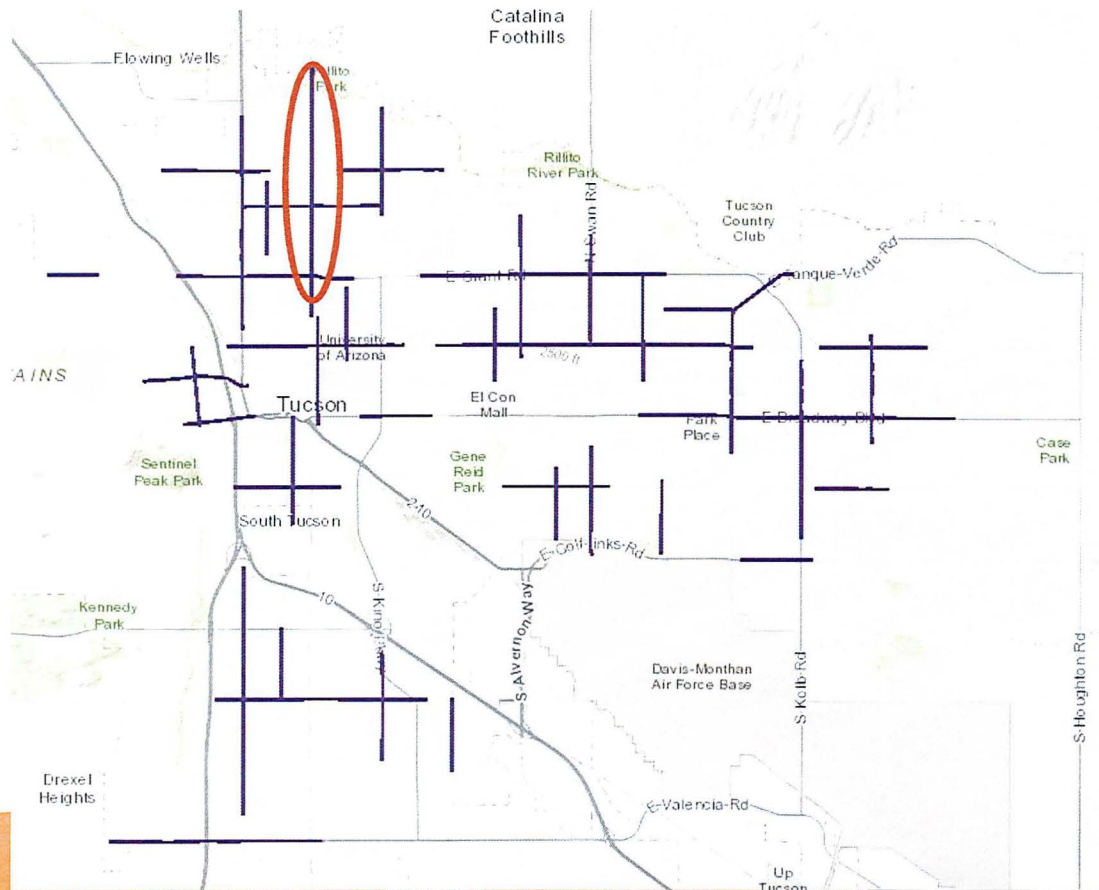
Table 4 summarizes peak hour intersection pedestrian counts collected in August 2018. The highest pedestrian volumes were observed at Fort Lowell Road.

Table 4. Pedestrian Peak Hour Volumes

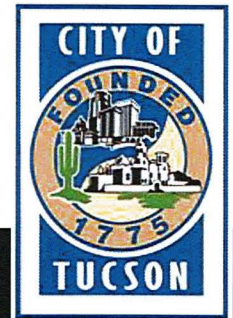
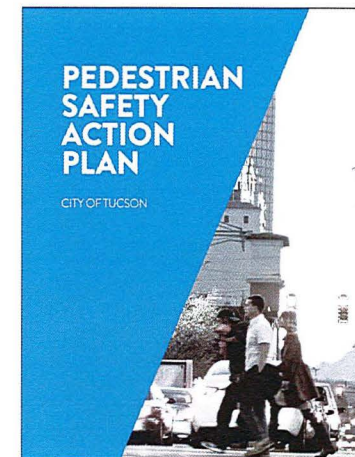
No.	Intersection	Pedestrian Counts	
		AM	PM
1	River Rd	4	5
2	Wetmore Rd	35	24
3	Limberlost Dr	21	42
4	Roger Rd	23	56
5	Prince Rd	52	66
6	Fort Lowell Rd	106	70
7	Glenn St	13	9
8	Grant Rd	9	33



Pedestrian High-Injury Network

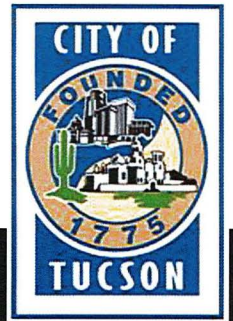
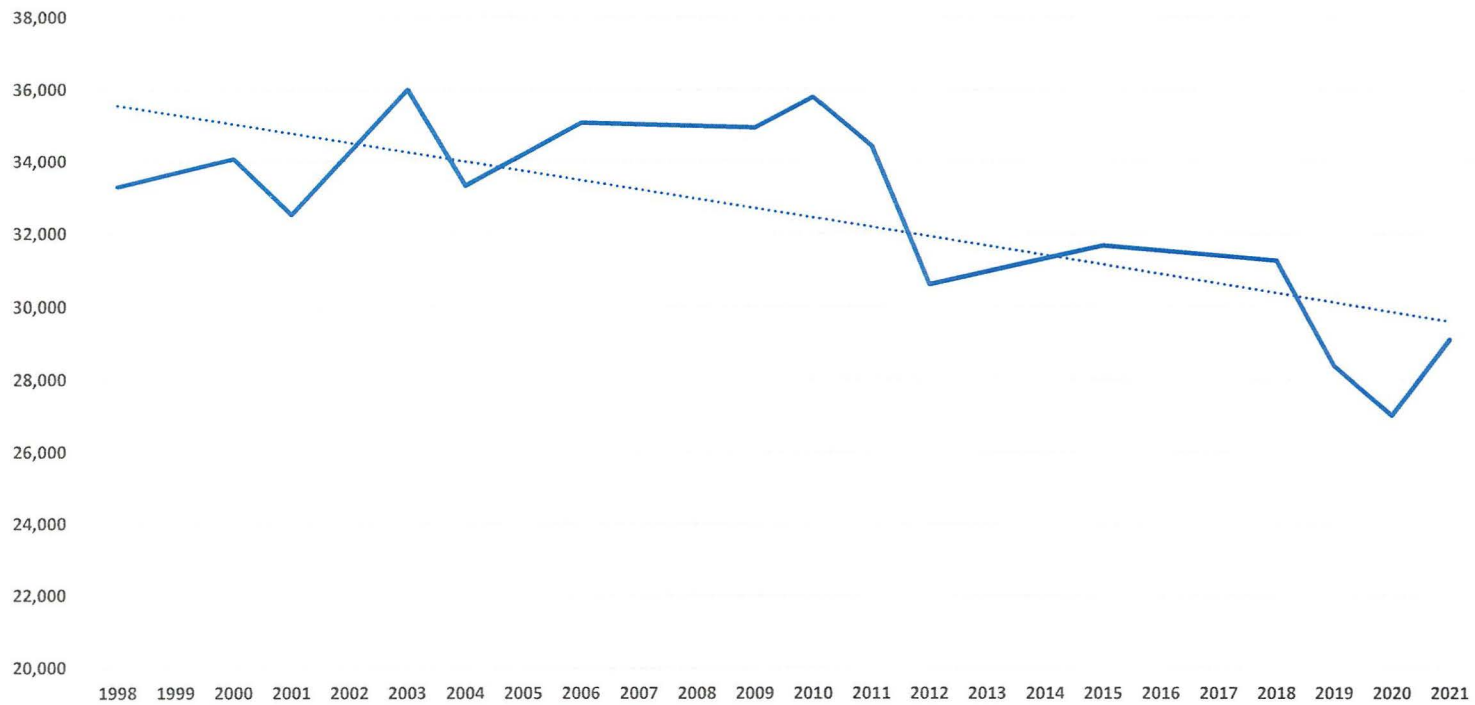


Top 10% of pedestrian crashes in the city



Project Conditions – Motor Vehicle Mobility

Average All Count Locations 1st Ave 1998-Present



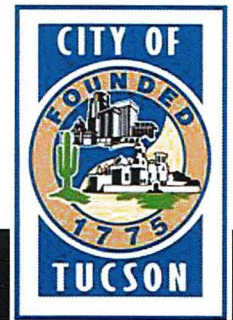
Project Conditions – Motor Vehicle Mobility

Table 15. Projected 2045 Average Traffic Growth on First Ave

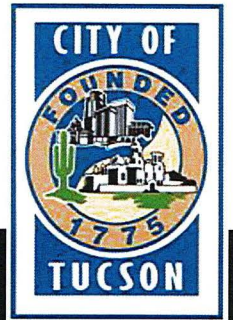
	Existing	2045 Low Traffic Growth Projection (% Change)	2045 High Traffic Growth Projection (% Change)
First Ave, Grant Rd to River Rd	28,237	32,652 (+16%)	38,382 (+36%)

Table 16. Projected 2045 Average Daily Traffic Volumes Along First Ave

	Existing	2045 Low Traffic Volume	2045 High Traffic Volume
Speedway Blvd to Grant Rd	23,100	26,800	31,400
Grant Rd to Glenn St	26,500	30,700	36,000
Glenn St to Ft Lowell Rd	27,000	31,300	36,700
Ft Lowell Rd to Prince Rd	29,800	34,600	40,500
Prince Rd to Wetmore Rd	30,000	34,800	40,800
Wetmore Rd to River Rd	28,500	33,100	38,800
River Rd to Rudasill Rd	25,500	29,600	34,700



Corridor Capacity and Functionality

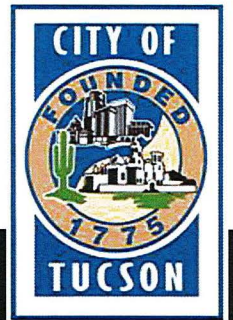


“Functionality Not to Be Diminished - The Technical/Management Committee as well as the Citizens Advisory Committee had specific capacity and/or performance improvements in mind when recommending highway improvement projects as well as transit improvements. This functionality should not and cannot be diminished.”

-RTA Administrative Code

“It is imperative that projects that are in the planning stages do not sacrifice the expected benefits associated with the original RTA Plan.”

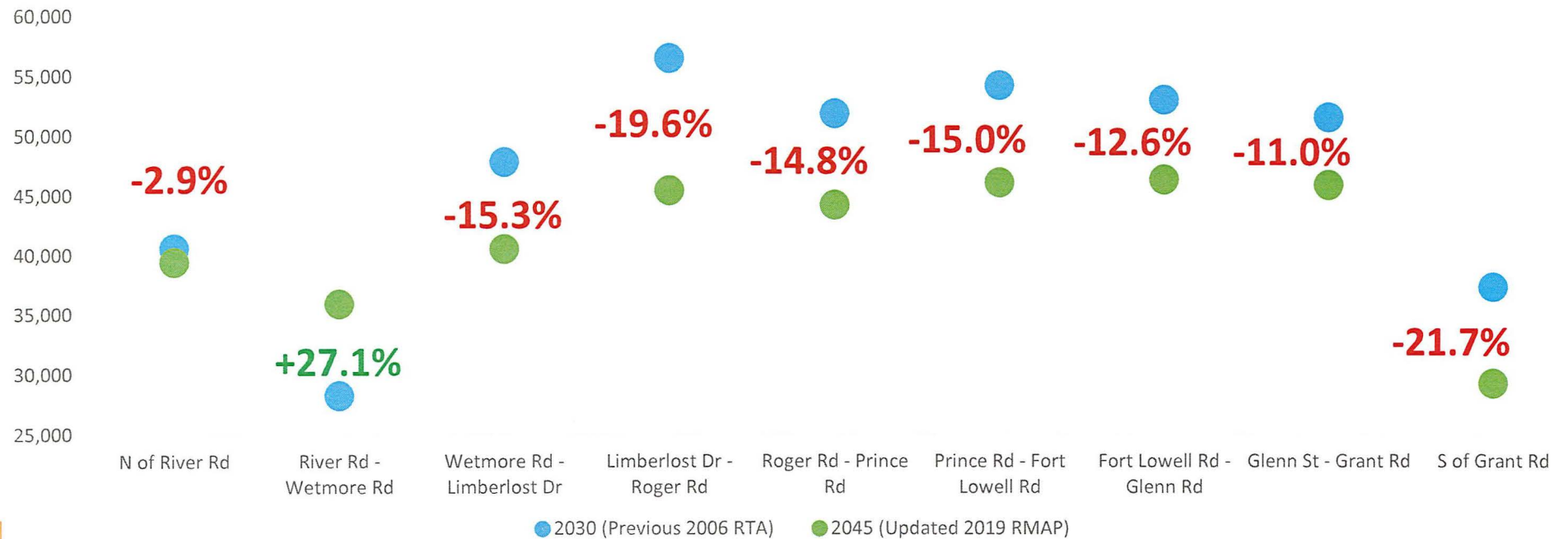
-September 10th RTA invitation for ideas to deliver projects in budget



Volume Comparison – High Scenario

11.4% average reduction in 2019 RMAP (High Scenario) vs 2006 RTA segment volume projections.

Percent Change in High Volume Scenario - Segment Volumes

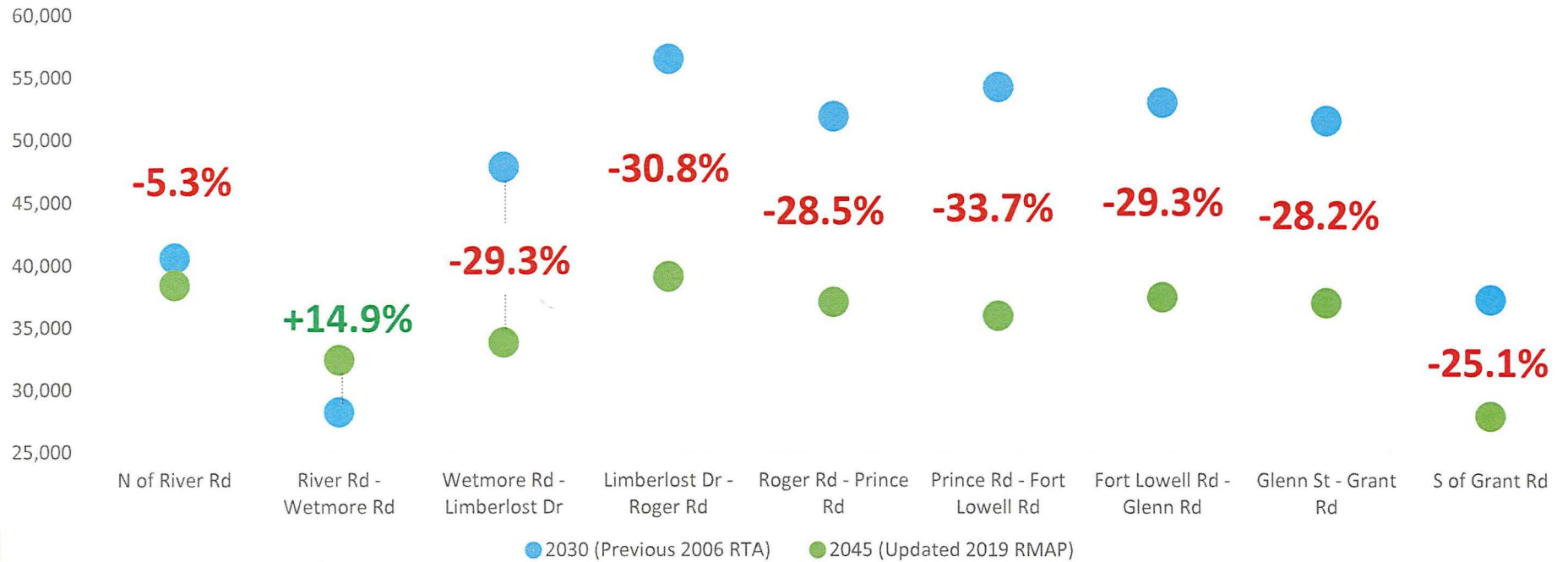


● 2030 (Previous 2006 RTA) ● 2045 (Updated 2019 RMAP)

Volume Comparison – Low Scenario

24.2% average reduction in 2019 RMAP (low scenario) vs 2006 RTA segment volume projections.

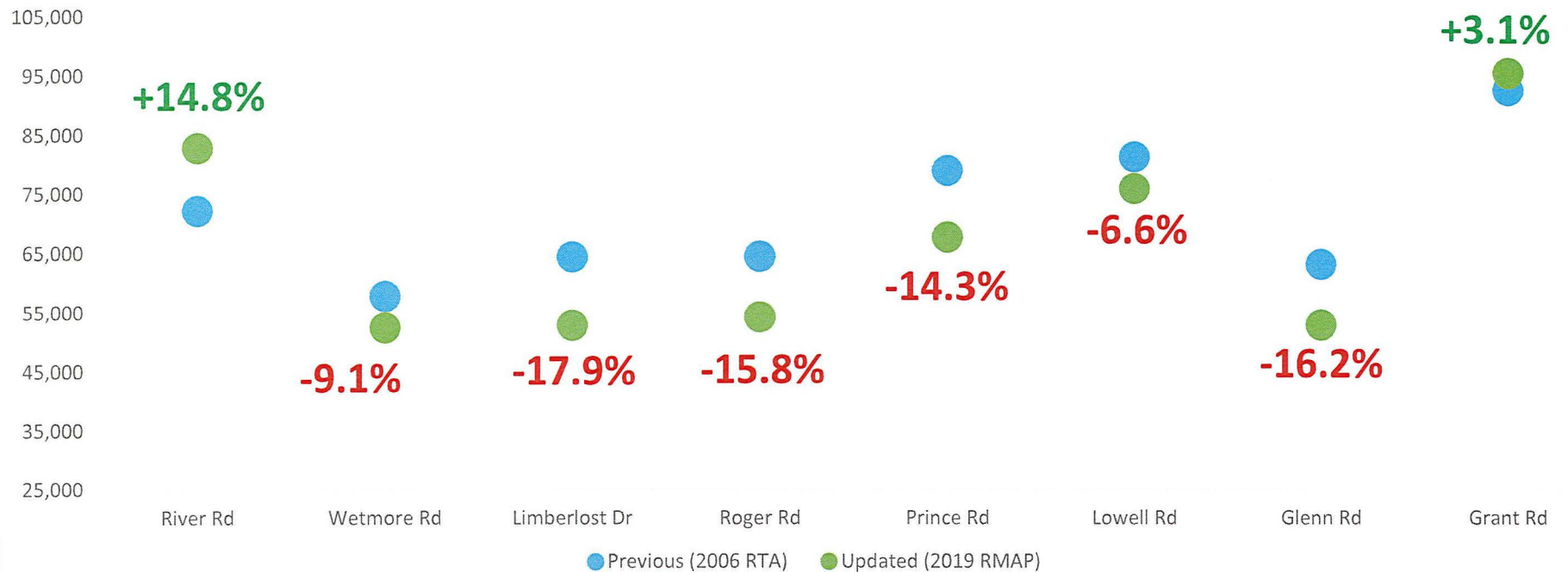
Percent Change in Low Volume Scenario - Segment Volumes



Volume Comparison – High Scenario

7.2% average reduction in 2019 RMAP (High Scenario) vs 2006 RTA intersection volume projections.

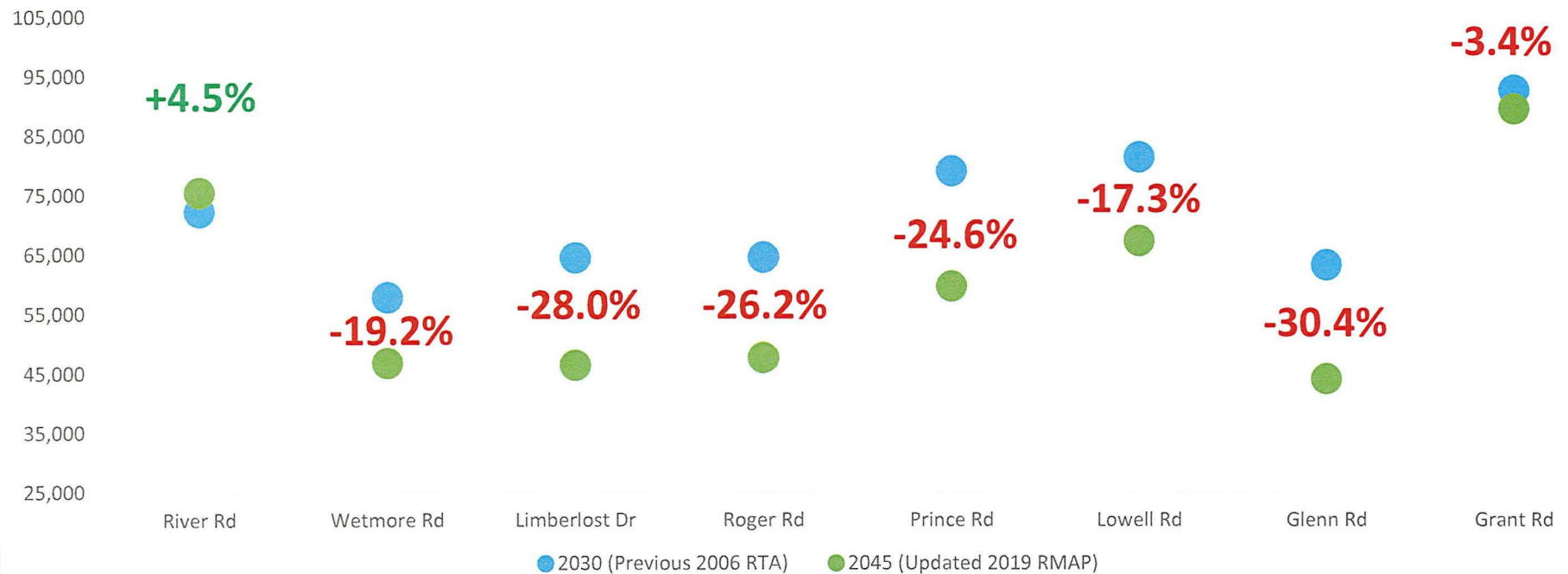
Percent Change in High Volume Scenario - Intersection Volumes



Volume Comparison – Low Scenario

17.2% average reduction in 2019 RMAP (Low Scenario) vs 2006 RTA intersection volume projections.

Percent Change in Low Volume Scenario - Intersection Volumes



Intersection Level of Service

The 2019 RMAP volumes are expected to operate on the 4-lane alternative similarly to the 2006 RTA volumes on a 6-lane alternative. The 4-lane Alternative cannot accommodate the 2006 RTA volumes.

No		2019 4-lane		2019 4-lane		2006 6-Lane RTA	
		AM PEAK	AM PEAK	PM PEAK	PM PEAK	AM PEAK	PM PEAK
		2045 Low (2019 RMAP)	2045 High (2019 RMAP)	2045 Low (2019 RMAP)	2045 High (2019 RMAP)	2030 (2006 RTA)	2030 (2006 RTA)
1	River Road	D	E	E	E	E	E
2	Wetmore Road	C	D	C	C	C	C
3	Limberlost Drive	C	C	C	D	D	E
4	Roger Road	C	C	D	D	C	E
5	Prince Road	C	E	D	D	D	E
6	Fort Lowell Road	C	C	C	D	C	D
7	Glenn Road	C	C	C	C	D	C
8	Grant Road	C	C	C	C	C	D

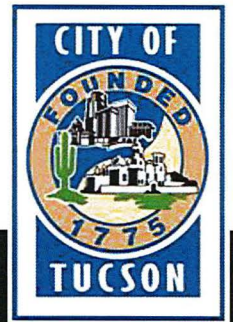
Corridor Level of Service

The 2019 RMAP volumes are expected to operate on the 4-lane alternative similarly or better to the 2006 RTA volumes on a 6-lane alternative. The 4-lane Alternative cannot accommodate the 2006 RTA volumes.

	AM PEAK				PM PEAK			
	Original 2030 with 6- Lane	Updated 2045 with 4 lane		Original 2030 with 6- Lane	Updated 2045 with 4 lane			
		Low	High		Low	High		
South Bound	D	C	D	D	C	D		
North Bound	C	C	C	E	D	E		

Functionality– Motor Vehicle Mobility

- Current projections show 4-lane option operating at desirable performance under low-growth scenario
- Under high-growth scenario, 4-lane option falls below desired performance in one direction during evening peak hour in 2045 but delivers the *functionality promised to voters of the 2006 RTA build scenario 15 years later*



Corridor Functionality Test

Corridor Element	Comparison of 2006 widening project to 2021 modernization project	Functionality Diminished?
Vehicle Mobility	4-lane project performs equal to, or better than, what was promised in original RTA plan – <u>15 years later</u> (2030 vs 2045)	No
Transit Service	Transit travel times remain similar. Both projects can upgrade bus stops and provide transit priority if desired	No
Pedestrian Amenities	Both projects provide continuous sidewalks. Modernization project provides shorter crossing distances and less exposure.	No
Bicycle Facilities	Both projects provide continuous bicycle lanes build to current standard	No
Drainage	Both projects replace aged on-site storm drainage. Both projects require additional consideration of cross-drainage.	No
Intersections	Both projects reconfigure intersections to improve safety and traffic flow.	No
Bridge Structure	Both projects replace aged bridge over the Rillito Wash	No
Access Control	Both projects provide median (as currently proposed)	No
Cost Impacts	Modernization project can be delivered for an estimated 20% cost reduction – closer to ballot amount	
Property Impacts	The modernization project will require fewer property acquisitions	

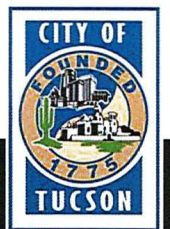
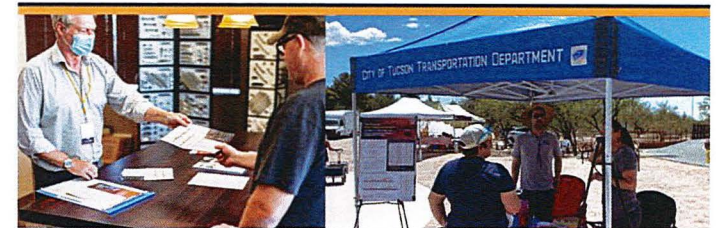
Corridor Planning Process - Public Input

Conducted public outreach phase during the summer of 2021

- Seeking feedback on two corridor alternatives

Efforts included:

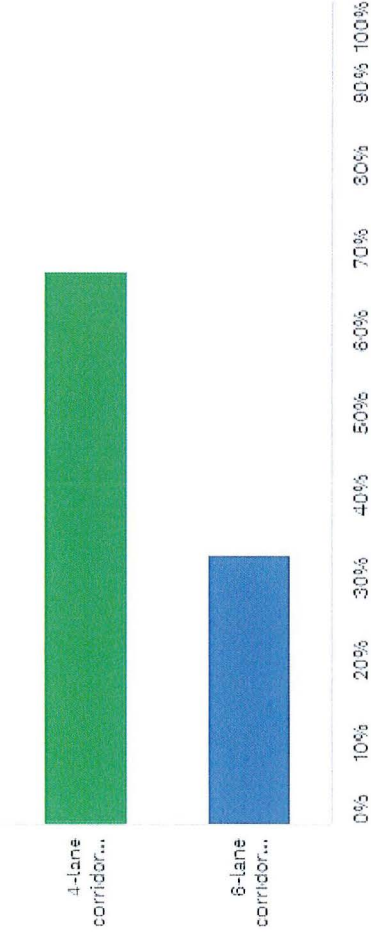
- Bilingual Virtual Town Halls
- Intercept surveys on buses
- Coverage on regional media
- Social media promotion
- Tabling at Farmer's Market
- Tabling at Woods Memorial Library
- Partnering with Pima County REACH program to collect surveys at apartment complexes
- Working with a consultant team to discuss project alternatives with 1st Avenue businesses



Corridor Planning Process - Public Input

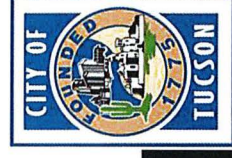
Which of the 1st Avenue alternatives do you prefer?

Answered: 1,060 Skipped: 3

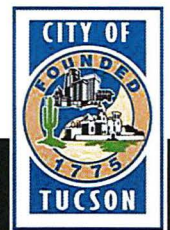
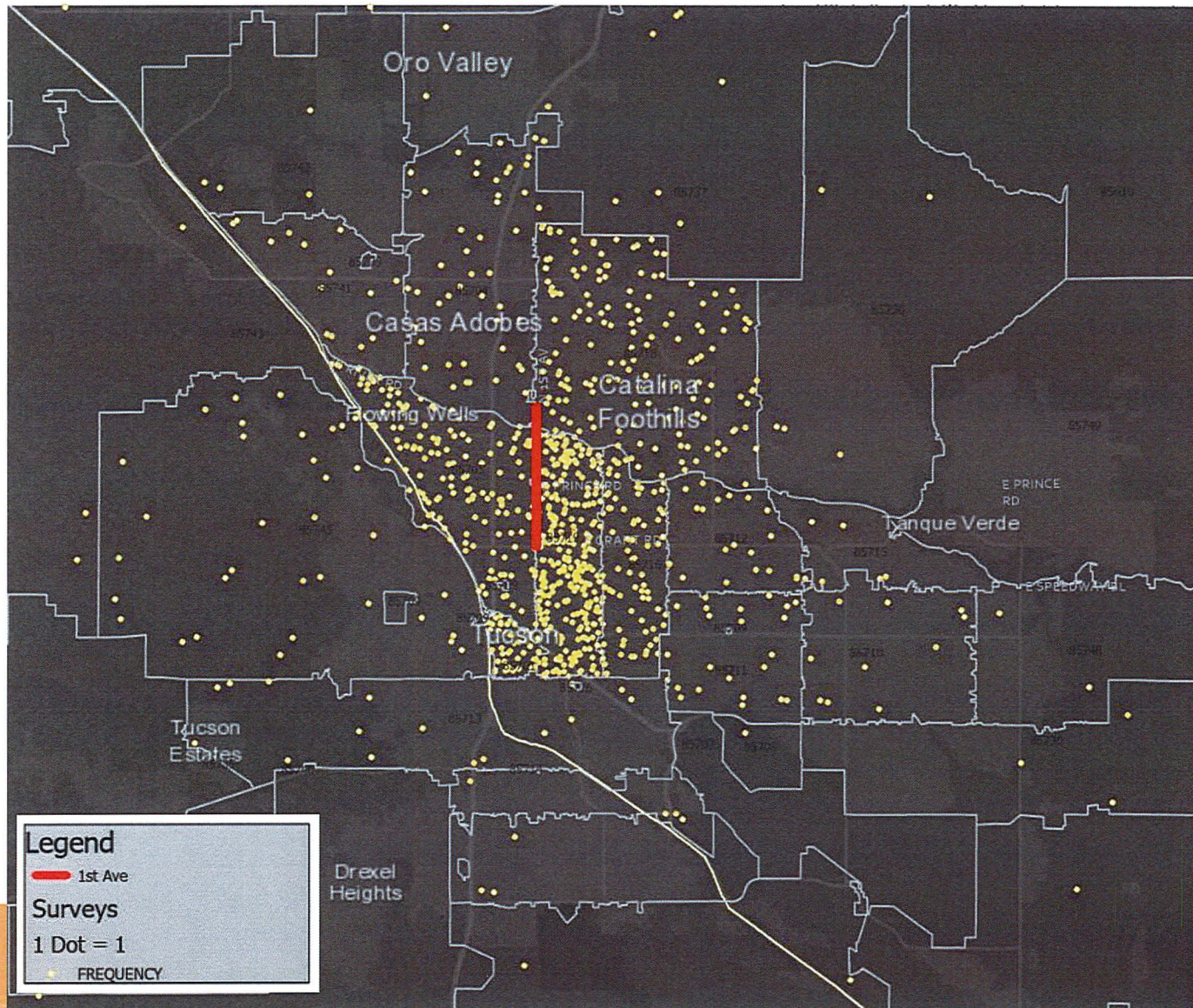


ANSWER CHOICES

ANSWER CHOICES	RESPONSES
4-lane corridor modernization with no additional travel lanes	671
6-lane corridor widening and modernization which includes an additional travel lane in each direction	349
TOTAL	1,060



Response Distribution



Request

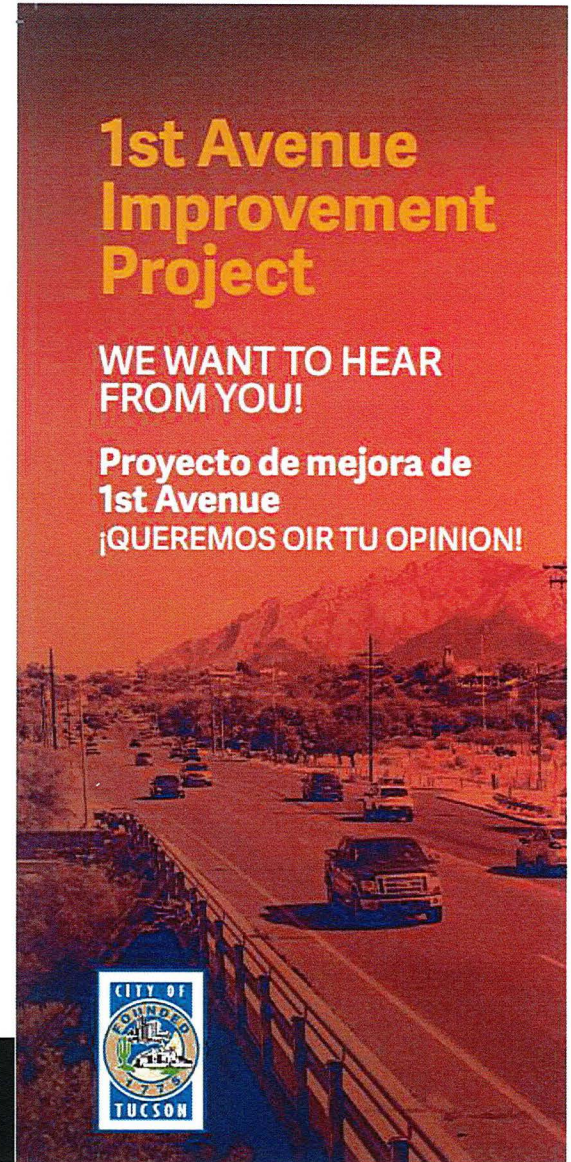
Tucson's Mayor and Council approved a change in the project scope from 6-lanes to 4-lanes.

The City of Tucson is seeking agreement of this change from the RTA Board.

1st Avenue Improvement Project

WE WANT TO HEAR
FROM YOU!

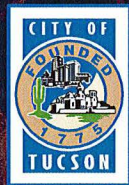
Proyecto de mejora de
1st Avenue
¡QUEREMOS OIR TU OPINION!



1st Avenue Improvement Project

WE WANT TO HEAR FROM YOU!

Proyecto de mejora de 1st Avenue
¡QUEREMOS OIR TU OPINION!



TAKE OUR SURVEY

Take a few minutes to let us know which alignment alternative you prefer:

ONLINE: bit.ly/1stavetucson
or TEXT "First" to 520-210-5707

PARTICIPE EN NUESTRA ENCUESTA

Tómese unos minutos para hacernos saber qué alternativa de alineación prefiere:

EN LÍNEA: bit.ly/1stavetucson
o MANDE TEXTO "PRIMERO" al 520-210-5707

See back for project details!

¡Consulte el reverso para obtener detalles del proyecto!

The City of Tucson has started early planning on a project to improve 1st Avenue from Grant Road to River Road and **is seeking input on keeping the roadway at four-lanes with safety and multimodal improvements or widening the roadway to six-lanes. Both alternatives will include a new bridge over the Rillito River, a raised median, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, upgraded traffic signals, and landscaping.**

Your feedback is important! It will inform which of the two alternatives is brought forward for design and construction.

To learn more about the project and provide your input visit bit.ly/1stavetucson or text FIRST to 520-210-5707

La ciudad de Tucson ha comenzado la planificación anticipada de un proyecto para mejorar la 1st Avenue desde Grant Road hasta River Road y está buscando opiniones para mantener la calle con cuatro carriles con mejoras de seguridad y multimodales o ampliar la calle a seis carriles. Ambas alternativas incluirán un nuevo puente sobre el río Rillito, una mediana elevada, aceras continuas y accesibles, instalaciones mejoradas para bicicletas, mejoras de seguridad, señales de tránsito mejoradas y jardinería.

¡Tus comentarios son importantes! Tu opinión informará cuál de las dos alternativas se presenta para el diseño y la construcción.

Para obtener más información sobre el proyecto y proporcionar tu opinión, visita bit.ly/1stavetucson o envía un mensaje de texto con PRIMERO al 520-210-5707

JOIN US! For one of our events to learn more about the proposed changes and talk to the project team. (Únase a nosotros en uno de nuestros eventos para conocer más sobre los cambios propuestos y hablar con el equipo del proyecto.)

1

Virtual Town Hall (Asamblea Virtua)

Tuesday, June 29 (Martes 29 de junio)

English 6:00pm - 7:00pm • Español 7:00pm - 8:00pm

Link/En línea: [Bit.ly/1stavemeeting1](https://bit.ly/1stavemeeting1)

Call In/Telefono: 213-293-2303

Conference Id/Identificación de conferencia: 311914312#

2

Virtual Town Hall (Asamblea Virtua)

Thursday, July 15 (Jueves 15 de julio)

English 6:00pm - 7:00pm • Español 7:00pm - 8:00pm

Link/En línea: [Bit.ly/1stavemeeting2](https://bit.ly/1stavemeeting2)

Call In/Telefono: 213-293-2303

Conference Id/Identificación de conferencia: 892688633#

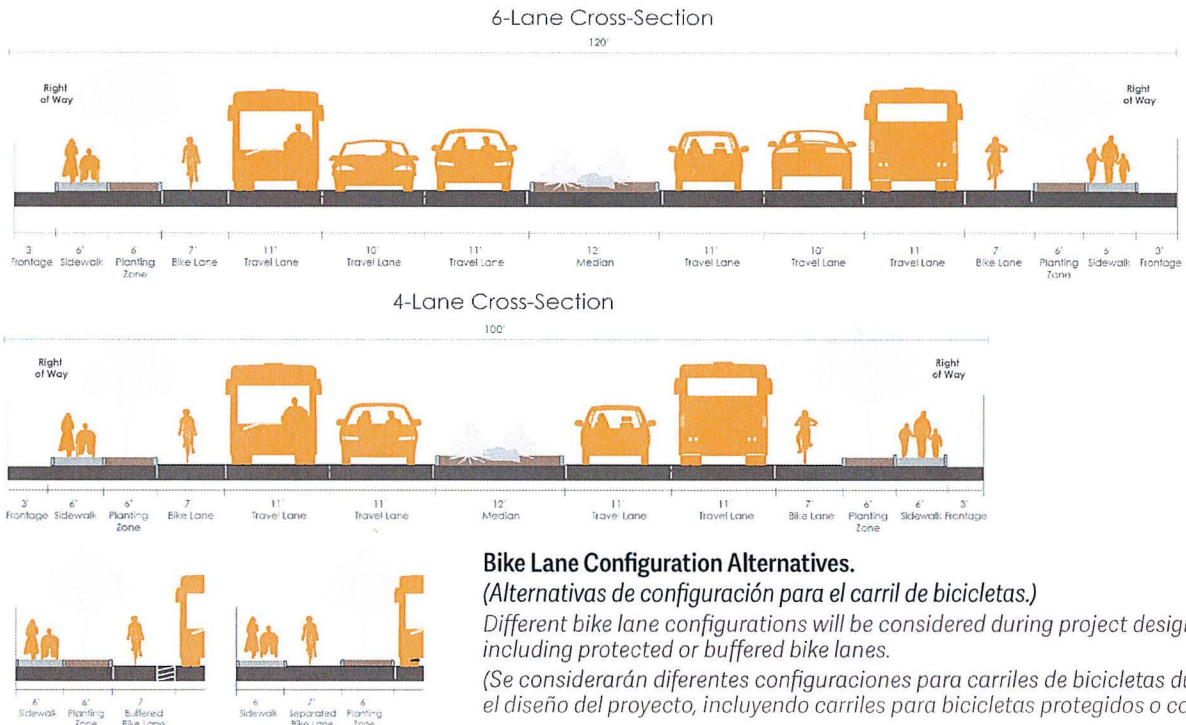
For accommodation, materials in accessible formats, foreign language interpreters and/or materials in a language other than English, please contact Jesse Soto at 520-791-4259 or jesse.soto@tucsonaz.gov at least one week prior to the public meeting.

Para arreglos especiales, materiales en formatos accesibles, intérpretes de idiomas extranjeros y/o materiales en un idioma que no sea inglés, comuníquese con Jesse Soto al 520-791-4259 o jesse.soto@tucsonaz.gov al menos una semana antes de la reunión.

Conceptual 4- and 6-lane Cross-Sections (Secciones Transversales Conceptuales de 4 y 6 Carriles.)

6-Lane alternative is estimated to be 20-feet wider than the 4-lane.

(Se estima que la alternativa de 6 carriles es 20 pies más ancha que la de 4 carriles.)



Comparison of Alternative Features/Comparación de ALTERNATIVAS

CATEGORY Categoría	FEATURE Característica	4-LANE 4 carriles	6-LANE 6 carriles
Pedestrian Peatonal	Continuous Sidewalks Aceras continuas	●	●
	Frequent Safe Crossings Cruces frecuentes y seguros	●	●
	Enhanced Landscaping Paisajismo mejorado	●	●
	Shorter Street Crossings Cruces de calles más cortos	●	●
Bicycle Bicicleta	Raised Median Mediana elevada	●	●
	Enhanced Bike Lanes Carriles para bicicletas mejorados	●	●
	Shorter Street Crossings Cruces de calles más cortos	●	●
Vehicle Vehículo	Frequent Safe Crossings Cruces frecuentes y seguros	●	●
	New Bridge Nuevo puente	●	●
	Congestion Reduction Reducción de la congestión	●	●
Transit Tránsito	Traffic Signal Upgrades Actualizaciones de señales de tráfico	●	●
	Bus Travel Time Tiempo de viaje en autobús	●	●
Property Impacts (estimated) Impactos a la propiedad (estimados)	Shorter Street Crossings Cruces de calles más cortos	●	●
	Full Property Acquisitions Adquisición total de propiedades	13	20
	Partial Property Acquisitions Adquisición parcial de propiedades	122	149
Estimated Cost/Costo estimado		\$73.4 million	\$91.7 million

PROJECT AREA



Map not to scale/ mapa no a escala

**FIRST AVENUE,
RIVER ROAD TO
GRANT ROAD-
NEEDS ASSESSMENT
STUDY**

Contract Number: Contract No. 181820-07
Purchase Order: No. 40748

December 2020



First Ave Needs Assessment- Public Input Process



**CITY OF
TUCSON**

TRANSPORTATION & MOBILITY



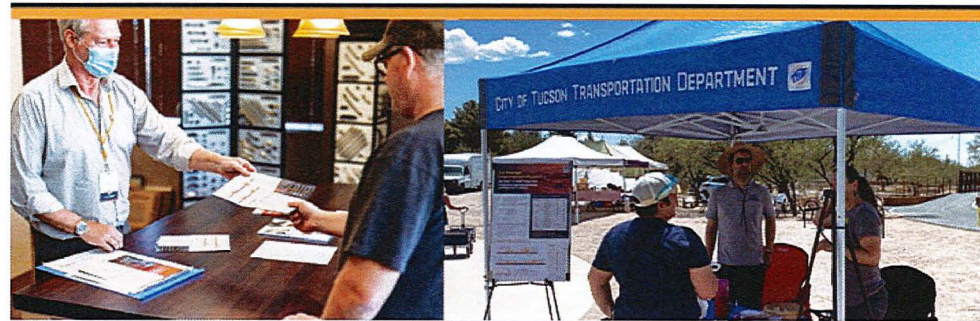
Corridor Planning Process - Public Input

Conducted public outreach phase during the summer of 2021

- Seeking feedback on two corridor alternatives through a regionally available survey

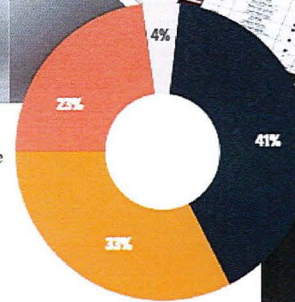
Efforts included:

- Bilingual Virtual Town Halls
- Intercept surveys on Sun Tran buses
- Coverage on regional media
- Social media promotion
- Tabling at Rillito Farmer's Market
- Tabling at Woods Memorial Library
- Partnering with Pima County REACH program to collect surveys at apartment complexes
- Door-to-door at all businesses on 1st Ave
- Project mailer to every address within ¼ mile of project area



Businesses contacted: 209
Preference for 4-lane or 6-lane alternative

- No Preference
- Four Lanes
- Six Lanes
- No Construction



Project Website

1st Avenue Needs Assessment Study

Improving safety, mobility, and transportation choices on 1st Avenue from Grant Road to River Road

The City of Tucson has initiated an early planning on a project to improve 1st Avenue from Grant Road to River Road. The 1st Avenue improvement project will include a new bridge over the Rillito River, continuous and accessible sidewalks, enhanced bicycle facilities, safety improvements, upgraded traffic signals, and landscaping.

<https://first-avenue-needs-assessment-cotgis.hub.arcgis.com/>



Regional Opportunities for Participation

Your input is needed for 1st Avenue road design



Businesses worried about constructions impact on sales.



By: Greg Bradbury

Posted at 7:49 PM, Jun 18, 2021 and last updated 10:09 PM, Jun 18, 2021

TUCSON, Ariz. (KGUN) — The Tucson Department of Transportation and Mobility is looking for your input on a new design plan for 1st Avenue between Grant Road and River Road.

TAKE OUR SURVEY
Take a few minutes to let us know which alignment alternative you prefer:
ONLINE: bit.ly/1stavetucson
or TEXT "First" to 520-210-5707

PARTICIPE EN NUESTRA ENCUESTA
Tómese unos minutos para hacernos saber qué alternativa de alineación prefiere:
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See back for project details!
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conocer más sobre los cambios propuestos y hablar con el equipo del proyecto.

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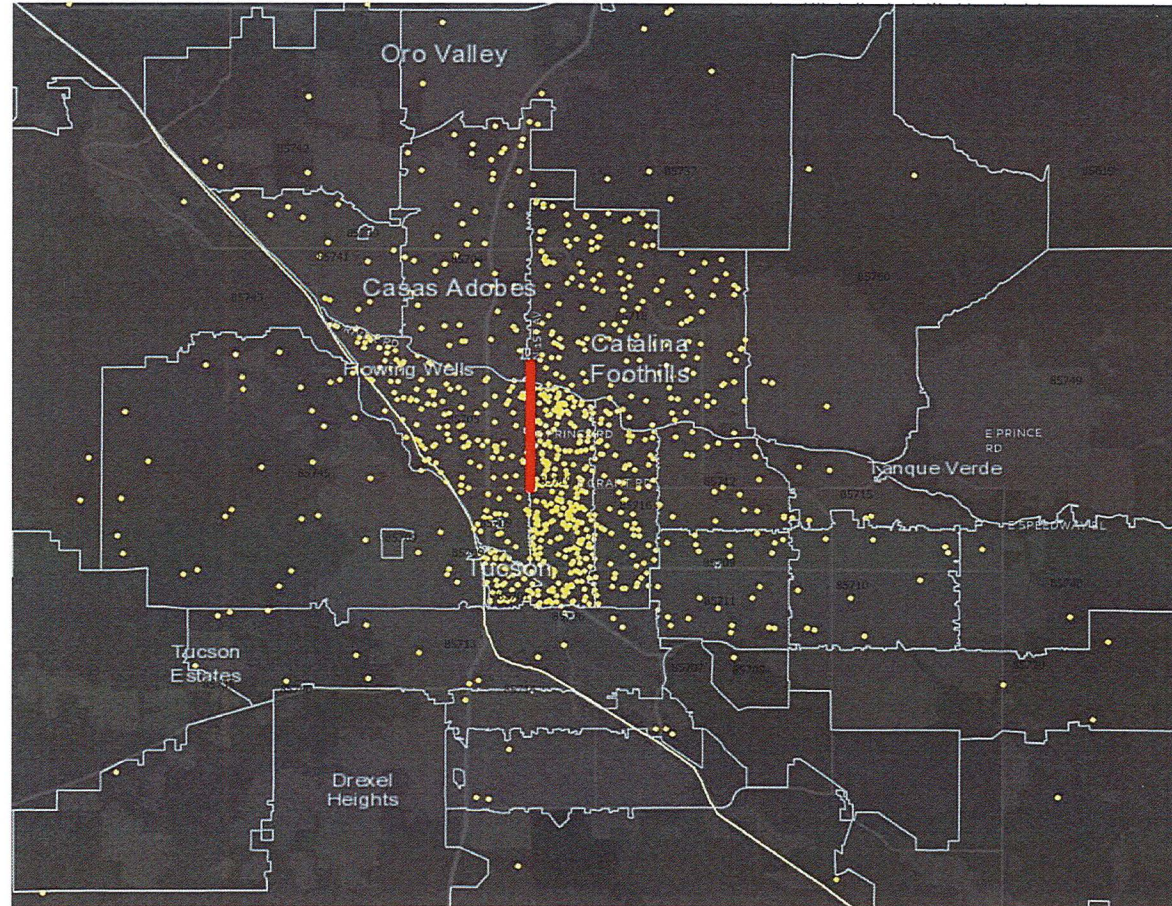
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<https://www.kgun9.com/operation-safe-roads/your-input-is-needed-for-1st-avenue-road-design>



Survey Responses

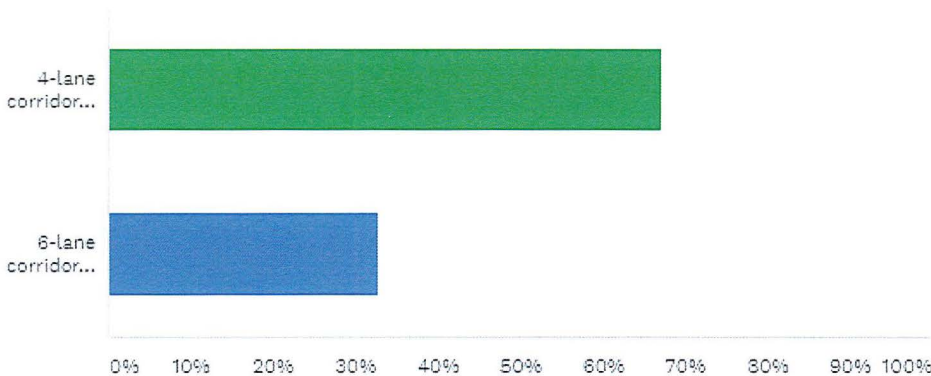
- 1,080 survey responses
- 50% of respondents self-identified as not living near corridor.
 - 46% of responses from zip codes adjacent to corridor
 - 20% responses from Casas Adobes and Catalina Foothills
- **A majority of respondents from ALL ZIP codes prefer 4-lane alternative**



Corridor Preference

Which of the 1st Avenue alternatives do you prefer?

Answered: 1,060 Skipped: 3



ANSWER CHOICES	RESPONSES
4-lane corridor modernization with no additional travel lanes	67.08% 711
6-lane corridor widening and modernization which includes an additional travel lane in each direction	32.92% 349
TOTAL	1,060



1st Avenue: River Road to Grant Road Navajo Wash Crossing

**RTA Regional Council Meeting
March 23, 2023**

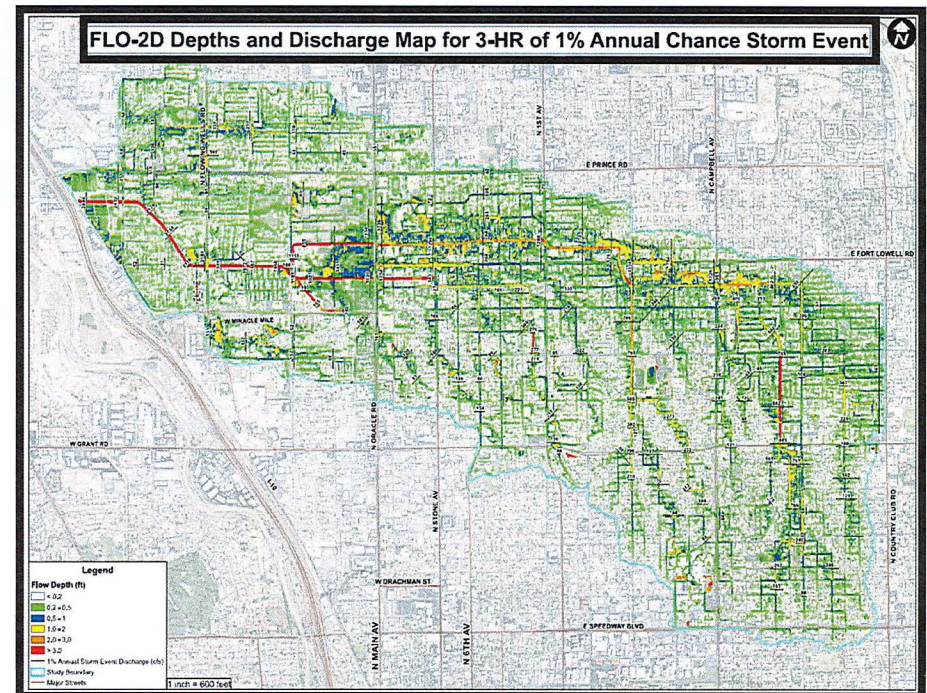
**Rex Scott
Pima County District 1 Supervisor**

**Eric Shepp, P.E. Director & Chief Engineer
Pima County Regional Flood Control District (District)**

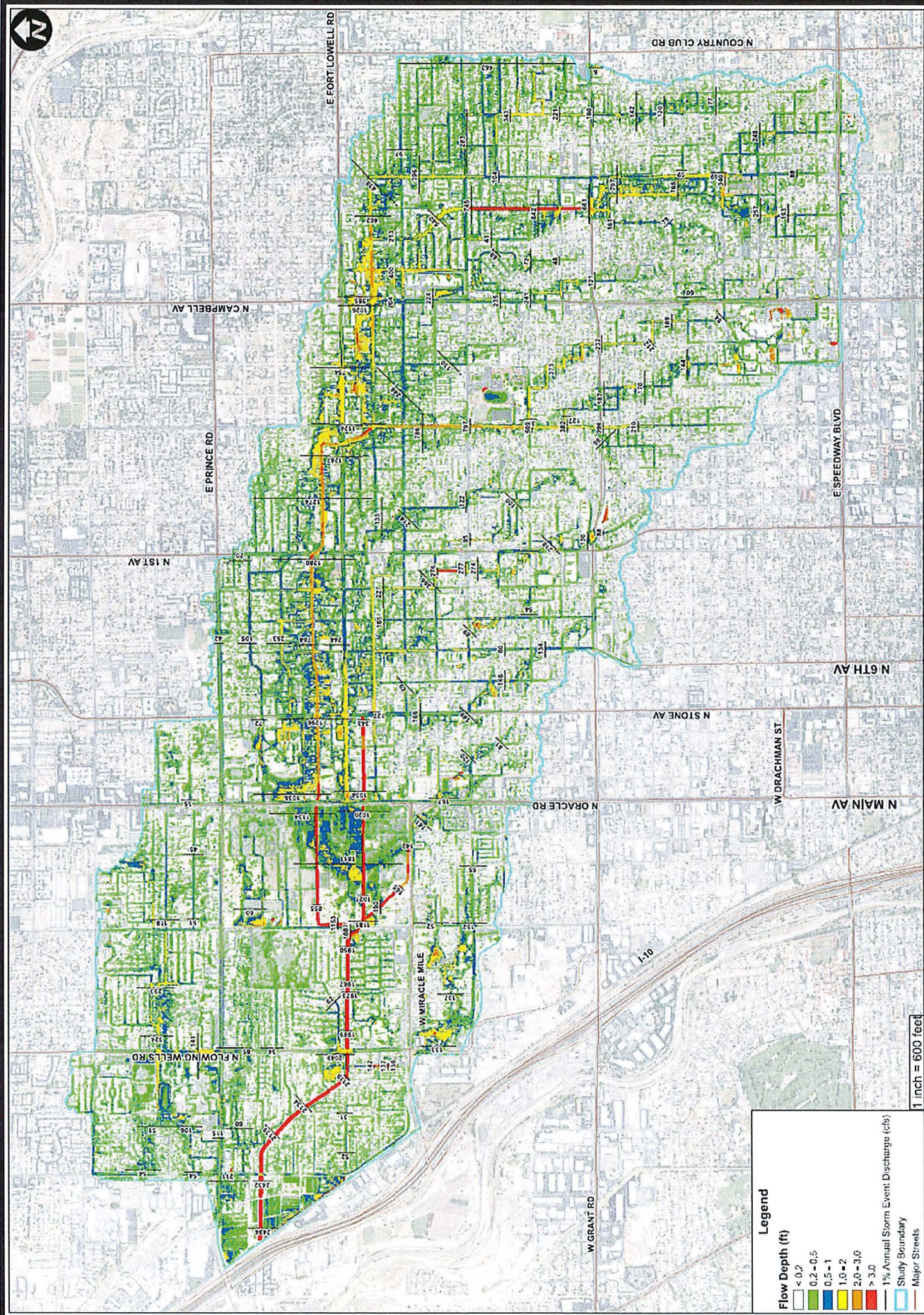


BEST AVAILABLE FLOODPLAIN DATA HIGHLIGHTS ISSUES

- In 2007, a Drainage Alternatives Analysis Report was completed which evaluated the Navajo Wash from Fairview Rd. to Ft. Lowell Road and considered numerous alternative drainage solutions.
- The District completed a floodplain study of the Wilson/Navajo watershed in December 2019, which includes 1st Avenue, using newer more precise methods.
- This study also assessed how the existing storm drain infrastructure along and adjacent to roadways perform for the more frequent storms.
- The floodplain study was approved by the City of Tucson (City), and is used by the City for permitting and planning purposes.



Wilson/Navajo Watershed Floodplain Study
December 2019



Legend

Flow Depth (ft)

- < 0.2
- 0.2 - 0.5
- 0.5 - 1
- 1.0 - 2
- 2.0 - 3.0
- > 3.0

1% Annual Storm Event Discharge (cfs)

Study Boundary

Major Streets

1 inch = 600 feet

NAVAJO WASH FLOODING AT 1ST AVENUE



The RTA project should focus only on drainage improvements at 1st Avenue

- ▶ The new Design Concept Report should use the District's 2019 floodplain study as a starting point to evaluate drainage alternatives that:
 - ▶ Keep motorists and families safe from driving through low-flow water crossings,
 - ▶ Provide safe routes and access to adjacent properties and businesses in times of flooding, and
 - ▶ Do not exacerbate the flood risk of private property adjacent to the project.
- ▶ The new Design Concept Report does not need to solve the regional drainage issues.

Questions?



PIMA COUNTY

FLOOD CONTROL