

Goal

To provide improvements that address vehicular operational issues in balance with improvements to increase alternative mode access, as well as contribute to the livability, aesthetics, safety, and economic vitality of the corridor.

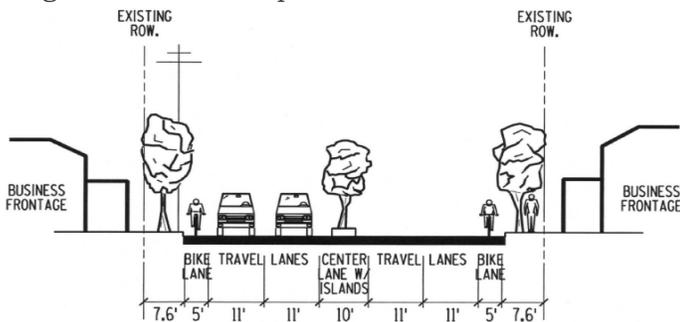


Vehicles headed south on Stone and pedestrians walking east across Stone at Stone/Speedway intersection.

Recommendations

Adopt a typical cross section for the corridor comprised of four travel lanes and a center lane with landscape islands of varying lengths and locations, and, on both sides of the road, continuous bicycle lanes and sidewalks.

The recommended cross section offers enhanced pedestrian crossing opportunities and traffic calming benefits through the extensive use of landscape islands. Further “greening” of the corridor, public art, and pedestrian, bicycle, and transit amenities will be integrated into the improvements.



In those areas where landscape islands are introduced, the existing center-turn lane will be eliminated. Special attention will need to be given to designing this configuration to address safety and capacity issues.

Balance the provision of moderate capacity improvements for vehicular flow at major intersections with user-friendly pedestrian and bicycle crossings.

All intersection design should include high-standard provisions for making pedestrian and bicyclist crossing at the intersections easier and safer. Such provisions should address signal timing that allows pedestrians to make complete crossings of the

intersections in one green signal phase and facilitates the crossing of people with disabilities.

To best promote alternative modes of transportation while providing moderate capacity improvements at the larger intersections along Stone Avenue, the number of lanes added should be minimized. Intersection approaches should have no more than two through lanes with single left-turn and right-turn lanes. In the case of the **Stone/Speedway and Stone/Grant intersections**, each should have no more than dual left-turn lanes, two through lanes, and one right-turn lane (or some combination of this number of lanes).

Control access from cross streets and driveways to improve flow and safety for all transportation modes along Stone Avenue.

Improved control of access will reduce potential conflict points between all users of the roadway and sidewalk area, and should provide increased opportunities for landscaping by minimizing the number of driveways along the corridor.

Driveway Openings The City of Tucson should work with property owners to evaluate the number of driveways per property and, where feasible, to reduce that number to meet, or preferably to exceed, current city standards. Unused curb cuts for driveways should be closed, and any redeveloped or rezoned properties should be brought into compliance with code requirements for driveways and on-site parking. Closing of curb cuts can also, in some cases, allow properties to increase the number of on-site parking spaces by reducing the number of parking aisles. The city, in coordination with property owners, should pursue the consolidation of curb cuts for driveways and, where feasible, the joint use of driveways serving adjoining properties.

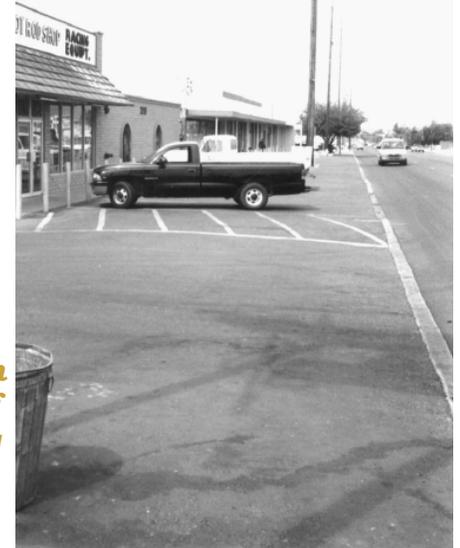
Roadway Improvements

Recommendations Continued

Local Street Intersections Neighborhoods along the corridor are laid out primarily in a simple grid pattern, which results in an excessive number of local street intersections with Stone Avenue in some locations. The spacing of local street intersections is closest along the more historic southern portion of the corridor where the block lengths are short. The number of local street intersections could be reduced to help minimize traffic intrusion into the adjoining neighborhoods and to help improve the operational performance of Stone Avenue.

The City of Tucson has a process in place for assessing the feasibility of fully or partially closing a local street. Included is the collection of neighborhood traffic data with which a strategy for access management can be prepared jointly by the neighborhoods and city staff. In developing an access management plan, the city considers such factors as access to neighborhoods and commercial areas, traffic intrusion into the neighborhoods, emergency and service vehicle access, and pedestrian, bicycle, and transit use.

Where parking is affected by streetscape enhancements, replace lost spaces through assemblage of property, through reorganization of off-street parking areas for more efficient parking, and/or through the utilization of fully or partially closed streets for angled parking.



Some parking spaces will be lost when the recommendation for continuous sidewalks is implemented. Alternative parking arrangements should be developed in close consultation with affected property and business owners.

Questions and Answers on Transportation Issues Related to the Stone Avenue Corridor

How much traffic is there along the corridor on a typical weekday? In 1999, the traffic ranged from about 20,000 vehicles per day near the Tucson Mall to about 32,000 vehicles per day near the Downtown. According to surveys, nearly 20 percent of all trips within the corridor are by bicycling, walking, and taking public transit.

How well does the corridor function today? Based on the volumes and the current four-travel-lane cross section, Stone Avenue operates at an acceptable level of service. During rush hour, however, several signalized intersections perform poorly. The most congestion occurs in the roadway segment between Drachman Street and Speedway Boulevard. The intersections along the corridor north of Sixth Street operate acceptably, with the exception of the Stone/Speedway and Stone/Grant intersections, which exceed congestion standards.

How is the corridor used? Surveys indicate that residential neighborhoods, businesses, and institutions within the area between Oracle Road and First Avenue rely extensively on Stone Avenue. The avenue is not used as a major commuter route per se, but does serve as a link for traffic traveling between major east-west and north-south routes. Stone Avenue is a busy Sun Tran bus route, with transit centers at each end of the corridor. It is also a new bike route due to the recent striping of

portions of Stone Avenue to include bike lanes. An actively used bike route crosses Stone Avenue at University Boulevard, and another bike route crosses at Blacklidge Drive.

What is the traffic forecast for Stone Avenue? Regional traffic forecasts for the Year 2020 indicate that the number of vehicles per day in the busiest segment of Stone Avenue could increase by about one-third. These forecasts are based on very aggressive assumptions about increased employment in the Downtown area. Parallel corridors, including First Avenue and Oracle Road, are expected to have similar traffic volume growth rates.

How well will the corridor work in the future if the recommendations presented in this Study Card are implemented? The Study Team believes that the corridor will function acceptably and safely, while concurrently supporting goals of neighborhood protection, economic development, and aesthetic enhancement.

**Have questions about the study results?
Contact the City of Tucson
Comprehensive Planning Task Force
at 791-4505.**