



MAYOR & COUNCIL MEMORANDUM

November 18, 2025

Subject: Update Regarding Euclid Avenue and 2nd Street Pedestrian Safety Project (Ward 6)

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Issue – Provide Mayor and Council an update on the Signalized Pedestrian Signal that is planned to be constructed at the intersection of Euclid Avenue and 2nd Street.

City Manager's Office Recommendation – It is the City Manager's recommendation that Mayor and Council discuss the information provided by staff and provide direction or input as appropriate.

Background – On the evening of Thursday, October 30, 2025, three University of Arizona students were tragically killed by a possibly impaired driver as they were crossing Euclid Avenue on 2nd Street. In the context of that event, and at the request of Councilmember Uhlich, staff will provide an update on the status of a project that will construct a signalized pedestrian crossing at the subject intersection.

Present Consideration(s) – Design for a group of six signalized crossings began in 2023 with a total cost of \$3.3M (Engineers Estimate). The funding source initially was the American Rescue Plan Act (ARPA) and was part of two groups of projects that included other locations. Both groups' cost estimates were more than the available funding. As a result, the funding source for the group including the Euclid and 2nd Street intersection was switched to Proposition 411, Safe Streets funding as approved by the Complete Streets Coordinating Council.

The Department of Transportation and Mobility (DTM) has now finalized design on the group of six signalized pedestrian crossings at the following locations:

- Euclid and 2nd Street – Modified Toucan (signalized pedestrian and bicyclist crossing)
- Prince and Los Altos – Bike HAWK
- Ft. Lowell and Geronimo - HAWK
- Grant and Coyote - HAWK
- Speedway and 2nd Avenue - Bike HAWK
- Speedway and Belvedere - HAWK

The project scope for the Euclid Avenue and 2nd Street location includes the following improvements:

- Dedicated full signal to stop traffic on Euclid for bicyclists and pedestrians (Modified Toucan)
- Separate bicycle and pedestrian crossing paths for east/west travel
- Connection to a future 2nd Street Bicycle Boulevard to the west
- ADA compliant ramps
- Turn restrictions:
 - Right turn only for east and west travel.

- East and west right turns restricted by illuminated NO TURN ON RED during conflicting east and west pedestrian bicycle movements
- North to west turns prohibited (existing condition)
- South to east turns will be permitted for access to parking garage on 2nd Street

Design is complete and the project will be built using a contractor on the Job Order Contract (JOC) list. DTM will work to expedite the installation of the signal. Construction is expected to begin in 2025 with a desired completion date in spring 2026, pending contractor availability and schedule. The remaining signals in the package will take approximately 12 months to deliver as the lead time for equipment is approximately nine months.

Review and Interim Supplemental Improvements

Following the incident, traffic engineering staff performed a review of the site and has completed some interim supplemental improvements:

- Refreshed pavement markings, including crosswalks and lane lines
- Inspected all existing signs; replaced and added additional warning signage for enhanced visibility
- Inspected all existing street lighting to confirm proper function
- Install three Flashing Amber Beacons for enhanced visibility (pending completion in November 2025)

Safety Statistics

In the vicinity of the incident, between 2020 and 2024, there were 13 total crashes. Of note:

- Ten crashes were non-injury property damage only
- There was one serious crash involving a single vehicle.
- There was one non-injury vehicle/pedestrian crash
- There were zero vehicle/bicycle crashes

This location currently ranks 147 out of 328 on DTM's HAWK priority list.

Plan Tucson Consideration(s) – This item relates to the Element of Land Use, Transportation, & Urban Design and is supported by the following policy:

LT22 – Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside of the region.

Financial Considerations – This project is funded by Proposition 411, Safe Streets. The cost estimate for the Euclid Avenue and 2nd Street improvements is \$537K. The total cost of the group of six locations is approximately \$3.3M.

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Legal Considerations – None at this time.

Respectfully submitted,



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KS/SC/hw
TRANSPORTATION AND MOBILITY