



Regional Transportation Authority

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# Valencia Road | Kolb Road Intersection Project

## Frequently Asked Questions

### **1. Why is the at-grade ramp option being considered at this time? What are the benefits?**

This intersection has been studied for a number of years, with the intention of meeting the traffic needs associated with future development of the southeast area. Solutions proposed have included relocating Valencia Road to the south, building a grade-separated interchange at the intersection and other combinations of options. Growth has slowed substantially, and even as the area begins to develop again, it will likely be at a much slower rate. The proposed solution will be a permanent part of the long-term widening project, will offer relief to the unacceptable congestion experienced now, and can be constructed with minimal impact to existing traffic flow.

### **2. When will the Wilmot to Kolb portion of the project be built? Why isn't the full project being built at this time?**

Valencia is included in the RTA plan and will be widened to 6 lanes from Wilmot to Houghton. However, the widening will not be needed until substantial additional development occurs. With other construction in the region impacting traffic flow on Houghton and other portions of Valencia, delaying the major reconstruction of Valencia will benefit travelers in the area and free up existing funds for that project to be spent on other high priority projects in the region. It is anticipated that Valencia will be widened from Wilmot to Kolb using future RTA revenues in conjunction with the widening of Valencia from Kolb to Houghton.

### **3. How will bicycles maneuver through the improved intersection? What are the benefits of the new design?**

Bicyclists wishing to make left turns at the intersection will be directed through the intersection to bike "boxes," where the bicyclists will stop and wait until they can safely continue in the cross direction with traffic under a green traffic signal. Bicyclists heading either north or east of the intersection will need to cross a merging lane of traffic at crossing areas specifically designed and signed for this purpose. These

bicyclists will be directed to stop prior to crossing the lane merger, to only cross when traffic permits, and continue on in the bike lane along the outside edge of the roadway.

#### **4. What is the benefit of moving the left turns away from the main intersection?**

This type of intersection design not only saves drivers' time, but is safer.

Left turning traffic represents a substantial percentage of the traffic at this intersection, particularly during the evening commute. By moving the turning movements away from the intersection, the operation of the main intersection is simplified, with more time available for the through movement of traffic. The major turning movements are then directed to ramps which merge with the cross street, operating much like interstate on ramps, but at much lower traffic speeds. The capacity of the intersection is greatly increased – up to 50 percent more traffic could be added in all directions and the intersection would still operate better than it does currently.

By moving the turns away from the intersection, potential conflicts that lead to accidents, especially rear-end accidents brought on by congestion, are reduced.