



1st Avenue Citizens' Corridor Planning Task Force

Thursday, June 18, 2026, 5:45 p.m.

Donna Liggins Recreation Center

2160 N. 6th Avenue

Tucson, AZ 85705



LEGAL ACTION REPORT

Prior to the meeting officially being called to order, City of Tucson Department of Transportation and Mobility (DTM) Administrator, Patrick Hartley, welcomed the task force to the June meeting. He noted this was a special meeting that was not originally anticipated but was held because the task force asked for more information before starting production mode for the upcoming Phase III public meeting in August. Patrick stated that the purpose of the meeting was to give the task force an update.

Key Updates & Discussion Topics

The project team had the opportunity to look at new traffic numbers projecting out to 2055. They ran new models with the intent of thinking long-term, moving from previous 2045 projections to thirty-year projections. Patrick noted that they also incorporated the new bus rapid transit project happening on Stone Avenue and analyzed how it might affect traffic operations on 1st Avenue. Finally, the meeting included a discussion regarding the consideration of right-turn lanes, specifically at Fort Lowell Road and Prince Road.

1. Call to Order and Roll Call

Chairman Karl Peterson called the meeting to order at 6:05 p.m. The quorum was established through roll call.

PRESENT	ABSENT
Caroline Bartelme	Mindy Gutzmer
Dave Boston	Maxine Dunkelman
Kate Saunders	
Kathleen (Susan) O'Brien	
Nancy Reid	
Karl Peterson	
Melissa (Mimi) Noshay-Petro	
Marci Caballero-Reynolds	
Ruben Robles	

A.M. Rivers	
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2. Approval of May 21, 2026, Meeting Minutes

Karl Peterson asked the members of the 1st Avenue Citizens' Corridor Planning Task Force (1ACCPTF) if they had an opportunity to review the minutes from the previous meeting on May 21, 2026. All 1ACCPTF members reviewed the minutes, and Melissa Ruben Robles made a motion to accept, seconded by Susan O'Brien. All approved.

3. Call to the Audience

No comments were received during the Call to the Audience.

4. General Outreach Update

HDR Senior Communications Coordinator, Carrie Wilkinson presented the public outreach planned for Phase III/30% Design and updated the dates for the online meeting portal. The portal will now be open from July 30, 2026, through August 31, 2026. The public open house will be held on August 5 at the Donna R. Liggins Recreation Center beginning at 5:30 p.m. The team plans on making two Rillito Farmers Market appearances on August 16 and August 30 and will attempt to do an event in conjunction with Ward 3.

No action was taken.

5. DCR Refinement Updates

HDR Project Engineer, Jeanette Frey, started this section presenting a list of Design Refinements and Detailed Design and where they are with the completion of these actions.

The completed items are:

- Address DTM Staff Comments
- Respond to Public Engagement Comments

☐ These items are in process:

- Balancing Safety, Mobility and Right-of-Way Impacts
- Bus Stop Locations and Details
- Bridge Substructure Design
- Bridge Superstructure Design
- Storm Drain System Design
- Street Lighting Systems Design
- Traffic Signal Design
- Property Access Design
- Project Phasing and Delivery

Jeanette then turned the right turn discussion over to Kittelson Principal Engineer Felipe Ladron de Guevara.

No action was taken.

6. 1st Avenue and Fort Lowell Road, 1st Avenue and Prince Road Suggested Intersection Designs

Kittelson Principal Engineer Felipe Ladron de Guevara began by presenting the three right turn options and configurations available to be used at these two intersections. The first option is a shared right turn where there would be no additional lane for right turners, but they would just use the curb lane as a right turn lane as needed. The second option is a standard right turn lane where a separate right turn lane would be added next to the curb for right turns only. The third option is the smart channelized right turn lane which is a separate right turn lane with a channel that is noted for its increased safety for pedestrians and bicyclists.

Felipe then showed diagrams of the current 1st Avenue and Fort Lowell Road intersection with the three different right turn options and their effect on the business located on the northwest corner of the intersection. He then presented diagrams showing two of the possible options available at Prince Road and 1st Avenue intersection. Those options are the standard right turn lane and the shared through right turn lane. Due to a billboard and the current business located on the northwest corner of the intersection, it is currently limiting the options to just those two.

Felipe then went through how the team evaluated the type of right turn lanes guidelines that were used to analyze these two intersections. First, they looked at the City of Tucson's Street Design Guide and their process for deciding if an intersection approach should have a dedicated right turn lane. They looked at these data points for each intersection at current traffic volumes, traffic volumes estimated in 2045, and traffic volumes estimated in 2055.

The summary of this analysis showed that at 1st Avenue and Prince Road, a right turn lane is recommended due to the number of right turns that happen there. At 1st Avenue and Fort Lowell Road, the analysis showed that further evaluation for a right turn lane is recommended due to the number of right turns happening there.

The team then looked at the operational impacts of having or not having a separate right turn lane at both intersections to see what those options would do to the operations of the roadway. The results showed that the impact of removing the right turn lane from these two intersections would have a larger effect on 1st Avenue and Fort Lowell Road and increase backups there, while the impacts at Prince Road are negligible without a right turn lane.

The other research they did was to look at how having a right turn lane at these two intersections will affect travel time throughout the entire corridor on 1st Avenue from River Road to Grant Road. They also looked at near-misses with right-turning vehicles at 1st Avenue and Fort Lowell Road. Finally, they did a comparison of the three right turn options at the two intersections, evaluating safety, mobility and right of way impacts. After all these research methods, they arrived at the recommended actions for both intersections. They are as follows:

Prince Road

- Provide a standard right-turn lane

Fort Lowell Road

- Option 1 – Refine smart channel concept to avoid impacts to adjacent building
- Option 2 – if option 1 is not feasible, proceed with providing a shared through/right turn lane

After looking at these recommendations, the task force decided that they should make a motion at each intersection with their own recommendations.

Karl Peterson the chairman of the task force asked if someone would like to move to make their recommendations for the 1st Avenue and Prince Road northwest corner right turn lane options. At that time Susan O'Brien moved that the task force would like the following recommendations:

Option 1 – Refine smart channel concept, understanding that this may impact the adjacent business currently on that corner, as well as a billboard on that property.

Option 2 – Provide a standard right-turn lane

At this time, Ruben Robles seconded the motion, and the task force voted unanimously to move forward with these options.

Karl Peterson then asked for recommendations for the 1st Avenue and Fort Lowell northwest corner right turn lane options. At that time Ruben Robles moved that the task force would like the following recommendations

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Option 1 – Refine smart channel concept with the team looking at how they might possibly make this happen and not involve the current building on the corner.

Option 2 – If option 1 is not feasible, proceed with providing a shared through/right turn lane.

At this time, Mimi Noshay-Petro seconded the motion, and the task force voted unanimously to move forward with these options.

7. Prevailing Speeds after Speed Limit Reduction

Kittelson Principal Engineer Felipe Ladron de Guevara told the task force that due to their questions in last month's meeting about how the reduction in speed limits on the corridor is working after the first year. Felipe and his team did a study to look at how the speed limit change is working.

He presented what they studied, which was the City of Tucson's lowering of the posted speed limit on 1st Avenue by 10 mph and how this affected the actual speeds of vehicles traveling on 1st Avenue. Felipe noted they used anonymous GPS data from connected cars, navigation devices and mobile phones and estimated that this captured about twenty-five to thirty percent of vehicles traveling in the corridor.

They looked at the corridor's wide operating speed by hour, noting that operating speeds tend to be higher during nighttime hours (10 p.m. to 6 a.m.). Then they looked at typical operating speeds along the corridor in the morning and then at night. What they found was that vehicles slowed down slightly after the speed limit change – typical driving speeds dropped by about one to two mph along the corridor.

8. Future Agenda Items

The next focus of the task force will be to assist the team in getting the word out about the Phase III Community Outreach in-person and virtual meetings. The communication team will share materials they can use to share. No one had anything else to add.

No action was taken

9. Adjournment

Karl Peterson asked for adjournment. Melissa (Mimi) Noshay-Petro moved to adjourn the meeting; A.M. Rivers seconded. The meeting was adjourned at 7:40 p.m.