



1st Avenue Citizens' Corridor Planning Task Force

Thursday, May 21, 2026, 5:45 p.m.

Donna Liggins Recreation Center

2160 N. 6th Avenue

Tucson, AZ 85705



LEGAL ACTION REPORT

1. Call to Order and Roll Call

Chairman Karl Peterson called the meeting to order at 5:48 p.m. The quorum was established through roll call.

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

2. Approval of March 26, 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 March 26, 2026. All 1ACCPTF members reviewed the minutes, and Melissa (Mimi) Noshay-Petro 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. RTA next, what it means for 1st Avenue

City of Tucson DTM Administrator, Patrick Hartley, thanked the task force for their continued support and input on this project; it is greatly appreciated. Patrick said that in the last couple of months, they have shaken out some things and have a lot more certainty about the project.

Patrick said you will recall three, four months ago. We were starting to have conversations about what do we have to cut, how do we prioritize with our limited funding,

how can we move this project forward? We are in a place right now where we have fully secured all of the funding for the project. We are sitting on 133.5 million to execute and deliver this, and that's going to cover any right of way that we need, any additional engineering services that we need, coordination and utility relocation, all of it fully funded through execution.

No action was taken.

5. Public Outreach for Phase III/30% Design

HDR Senior Communications Coordinator, Carrie Wilkinson presented the public outreach planned for Phase III/30% Design.

Carrie started by showing the task force a quick news story about the project that was done by KGUN 9 television that contained an interview with Patrick about the upcoming project.

Carrie then presented the proposed Community Outreach Plan for Phase III/30% Design. The plan includes an in-person open house event, an online public meeting, community events, and business outreach and engagement.

Carrie also reinstated that the Phase II Community Outreach Summary can be found on the project website.

No action was taken.

6. 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 provided some examples of two intersections along the corridor, and the changes for the design have been changed after several factors were taken into account.

The first intersection was the Fort Lowell Road and 1st Avenue intersection and the fact that they have now decided to add channelized right turns to only two of the four corners of the intersection due to both right-of-way issues and the number of right turns made at those two corners of the intersections. They also refined the southbound bus pullout and added the extra-width sidewalk to allow bikes to navigate around channelized right turns.

The next intersection was Limberlost Road and 1st Avenue intersection. At this intersection, they removed the eastbound right turn lane, reduced the width of bike lane protection medians on 1st Avenue and refined access ramp configurations to allow bikes on widened sidewalks around a stopped bus. No action was taken.

7. Roll Plot Presentation

HDR Project Engineer, Jeanette Frey pulled up PDF documents from the major intersections along the corridor and went through each of these showing the updates for the intersection designs that have been made.

The first intersection was Glenn Street and 1st Avenue. At this intersection they removed all of the right turn lanes and narrowed the footprint a bit by taking the fifteen feet of concrete down to just four feet to separate the bike lane from the travel lane because the traffic analysis shows we do not need that much separation anymore, so this will have less impact to property and make a more direct line of travel for bikes.

Next intersection was Prince Road and 1st Avenue. At this intersection, they have also removed some of the channelized right turns and relocated the bus pullout to avoid right-of-way impacts.

The Roger Road and 1st Avenue intersection have also removed some of the channelized right turn lanes to avoid right-of-way impacts and due to the number of right-hand turns made after looking at traffic analysis.

The Limberlost Road and 1st Avenue intersection has also removed a couple of the channelized right-turn lanes and some changes to the access to the Sprouts shopping center to avoid conflicts.

The next intersection shown was Wetmore Road and 1st Avenue one. This intersection will receive an update to the current channelized southbound right-turn lane, they will be adding raised crosswalks and changing the right turn entrance lane and the lane that merges onto Wetmore to try and keep drivers from causing conflicts.

They also presented a change to the Blacklidge Street and 1st Avenue intersection; they are not going to permit left turns off 1st Avenue onto Blacklidge to help protect pedestrians and bikes using the HAWK light at this intersection. They are also looking at the same treatment at Copper Street and 1st Avenue, which is becoming a bike boulevard and will have a HAWK light there in the future.

There was also a discussion about phasing for the project. Patrick addressed this by saying that they are not quite finished with the phasing but looking at the costs, etc. it would make the most sense to take the area from River Road to Wetmore Road, including the bridge replacement first because it is the most expensive portion and has the most additional space and less need for utility moves so will hopefully move faster but help with inflation costs.

No action was taken.

8. Future Agenda Items

Patrick Hartley asked the task force members if there was anything else that they would like to discuss and put on future agendas. No one had anything else to add.

It was decided to meet again in June.

No action was taken

9. Adjournment

Karl Peterson asked for adjournment. Melissa (Mimi) Noshay-Petro moved to adjourn the meeting; Caroline Bartelme seconded. The meeting was adjourned at 7:42 p.m.