



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

Prior to the meeting officially being called to order. City of Tucson DTM

Administrator, Patrick Hartley welcomed the task force to the June meeting. He said this is a special meeting, we were not anticipating originally holding a meeting in June, but the task force asked for a little more information before we started into production mode for the upcoming Phase III public meeting in August.

Patrick said that the purpose of tonight's meeting is to give the task force an update. The project team has had the opportunity to look at new traffic numbers projecting out to 2055. We have some new models we have run. The intent of that is we really want to be thinking long term. Previously, we were using 2045 projections so this will give us thirty-year projections. He added that they also incorporated the new bus rapid transit project that will be happening on Stone Avenue and how this might affect traffic operations on 1st Avenue.

Patrick said the other thing we will be discussing tonight is the consideration of right turn lanes, specifically at Fort Lowell Road and Prince Road.



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Meeting Minutes

IMPORTANT NOTE ON THESE MEETING MINUTES FOR THE 1ST AVENUE CITIZENS TASK FORCE MEETING ON JUNE 18, 2026. WE HAD TECHNICAL DIFFICULTIES WITH BOTH THE AUDIO AND VIDEO RECORDINGS AND THEREFORE THESE MINUTES ARE AS COMPLETE AS WE WERE ABLE TO MAKE THEM.

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	

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.

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3. Call to 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 August 5, 2026, through September 5, 2026.

The public open house will be held on August 5th at the Donna Liggins Recreation Center beginning at 5:30 p.m. The team plans on attending two Rillito Farmers Market appearances on August 9th and August 23rd and will attempt to do an event in conjunction with Ward 3.

She also added that she has reached out to Ward 3 and see if they are doing any events in August that we can attend and MainStreet will be doing their outreach to the businesses on the corridor.

City of Tucson DTM Administrator, Patrick Hartley added that this 30% outreach is going to be the last big public push where we will be soliciting input. Ultimately, we want to have the main components and scope elements of the project locked in at the end of August.

No action was taken

5. DCR Refinement Updates

City of Tucson DTM Administrator, Patrick Hartley discussed that the anticipation for the project is that we'll be going back through the RTA with the 30% design and have basically a finding of concurrence from RTA based on the recommendation that we're hearing from all of you and from the public on additional comments and technical analysis. The 30% design is the key piece where everything is going to be coming together.

Once we wrap up the 30%, the design intent at that time is really to start getting more into those really detailed refinements. We spent the last two years front loading the outreach to the community and now it is time to get into the detailed engineering work.



After this outreach we will be focusing on more notifications and progress updates to the community, but we will always be open to input. We want to narrow the range of input as the project progresses. We do not want to be stepping back and losing time in redesigning, that is why we would like to resolve those questions now. The intent is to move forward.

Patrick added that once we complete 30% design, we will need to have some discussions on the kind and frequency and what this task force committee will look like moving forward. I would like to hear from all the task force members on this, given that we are moving into production and more detailed work. How do we want to continue these task force meetings. We want to be respectful of your time if you think it would be valuable at that higher degree of input. He added that the first two years of this project we front loaded the outreach and now we need to scale that back as we move into detailed engineering work and public outreach is going to focus more on notifications and progress updates. We will always be open for input, but we want to narrow that range of input as the project progresses.

The 30% Design is the last big push where we check in with the community and ask did we hear you correctly, is this the right kind of design and components so that we can move to delivery of the corridor improvements.

Patrick opened comments up to the task force members on how much interest they would have to continue to work past the 30% design.

Patrick added that it will get much more technical at this point. We will start with specific details of design. We will not be re-opening the design to questions from the task force on what they would want. This next segment will include coordination with right of way and utilities and those types of issues. Patrick said that maybe we can revisit this question as we progress but if any of the task force members have thoughts, they want to share with him, they can email him directly.

No action was taken.

Questions from CTF Members

- Susan asked if there will be other times in the future where input from the task force will be needed.
 - Patrick added that now that we are at 30% design, we really will not have any specifics for task force members to weigh in on because at this point, we have gathered enough input from you and the community and we all feel good about the design so it is time to move it forward. He added that we are still open to sharing updates via email as things progress.
- Kate asked, does this mean there will be no more design changes and what would our role look like if we keep meeting past 30% design.



- Patrick said that not that much because at this point things become much more technical like three-dimensional design at each driveway crossing. What we wouldn't be doing is opening things up for questions and comments like "What kind of bike lane protection do we want?" All of these big questions will have been answered by the 30% design. The next stage includes a lot of coordination with right of way and utilities and all of those things.
 - Felipe added that the kind of things that might happen with design changes would be if there is an issue with a utility or right of way and that would force a change to part of the design, but we would do our best to stay true to the overall approved 30% design.
- Karl asked what other task force committees on other projects have done past the 30% design acceptance, did they continue.
 - Patrick answered that very few go on past the 30% design and if they do, the meetings are very infrequent, like as low as once a year or even less in some cases. It is also hard to keep members engaged at low frequency because not much is going on you tend to lose people's interest.

He also said that something could crop up as the project progresses, for example there is a water main in a place we didn't expect and therefore we need to make a change to that section of the project. We could send something like that out to the task force members to weigh in on.
- Ruben agrees that this should be a discussion at our next task force meeting. Because once you get to 30% design everything really is the responsibility of the engineers and contractors.
 - Patrick agreed and said yes, the work becomes much more technical and is best understood by the engineers, but he is still open to talking with the members about continuing the task force and we can discuss it and he will bring that back to leadership.
- Kate asked how the community will know if their comments and the task force's suggestions are being adhered to in the future designs.
 - Patrick answered that we will continue to update the community via the project website. We will incorporate all the comments from this Phase III outreach period into the 30% design and instead of coming back with an updated version, we will move these comments and suggestions into the next step, which is 60% design. This will all be documented on our project website.

So now it is time to move on to our next topic.

6. Updated 2055 Traffic Modeling

Kittleson & Associates Principal Engineer, Felipe Ladron de Guevara gave an overview of how traffic modeling changed from the previous 2045 modeling to the most current 2055 version.



The new 2055 models incorporate the future bus rapid transit project that will be coming to Stone Avenue and include newer socio-economic data and roadway network improvements planned for the region. The Bus Rapid Transit (BRT) will reduce the number of lanes to one on Stone Avenue, and this will affect 1st Avenue due to its proximity as drivers may reroute from Stone Avenue to 1st Avenue.

First thing, we looked at the volumes and compared the volumes to those from the 2045 models. He presented the changes from the 2045 models estimates to the 2055 models in chart to show the changes. Most of the volumes were very similar, there are a few intersections where there is a little decrease but those are very minor. Overall, the traffic volumes are expected to increase slightly in 2055.

Felipe then presented the 2055 Traffic Projections as they relate to the Level of Service (LOS) for the major intersections along the corridor. Again, there is not a lot of change from 2045 to 2055 projections. Two intersections LOS did go from a C to a D but if we the LOS is a D or better, we are providing an acceptable LOS. If we had an LOS score of E or F, then we would need to address it, but D is still acceptable. The good news is that even with ten more years of projections the traffic improvements that we are proposing are accurate for the traffic demands in 2055.

Next, he went over how these projections look on a corridor level. Felipe presented a table showing travel times for the corridor on the existing corridor as it is now, in 2045 if we did nothing to the corridor, in 2045 if we do the improvements that we are proposing and in 2055 if we do the improvements that we are proposing. What the travel times show is a 16-second increase in the AM Peak Hour and 13-second increase in the PM Peak Hour is expected based on the 2055 travel demand projections. Travel time is estimated from River Road to Grant Road. The corridor LOS would remain at LOS D or better under this scenario.

Felipe went on to explain that there is a trade-off between the increase in travel time on the corridor due the added safety improvements like the added HAWK lights that will slow the travel time down a bit but it will still be within the acceptable LOS.

No action was taken.

Questions from CTF Members

- Kate asked if these increases are caused by proposed safety improvements at intersections on the corridor like the new channelized right turns or additions of medians in some areas and why is the increase larger for northbound traffic in comparison to southbound traffic.



- Felipe said that there is a trade-off when you add this many safety improvements to a corridor, and that the travel time for both north and south bound will be about the same in the AM and the PM where there was a difference before and this will be due to narrowing the lanes and the added smart channelized right turns which will slow down traffic a bit but make things safer for pedestrians and bicyclists, as well as drivers.
- Karl asked if the speed limit decrease that was added to the corridor is also influencing these travel times.
 - Felipe said that we will be discussing how the reduced speed limits have affected the corridor to date further on in his presentation but that they did take the reduced speed limit into account when creating these estimates.

7. Fort Lowell Road and Prince Road Intersection Suggested Designs

Kittleson & Associates Principal Engineer, Felipe Ladron de Guevara started this section by presenting the three options for right turn lanes on the corridor.

First the Shared Right Turn, which is when there is no additional lane on the roadway for a right turn, the curb lane is shared with all traffic and is used for anyone who needs to make a right turn.

The next is the Standard Right Turn Lane which is where the roadway has an exclusive right turn lane approaching the intersection for vehicles making a right turn and getting them out of the vehicles traveling straight through the intersection.

The third option is the Smart Channel right-turn lane which has been discussed before in these meeting and we will discuss at length coming up in this meeting.

Felipe then presented how these three right turn options would affect traffic at the intersection of Fort Lowell Road and 1st Avenue where we have an impediment on the northwest corner of the intersection where a lighting store is very close to the roadway.

Felipe presented this corner of the intersection with the three right turn options. First with the Smart Channel right turn and this causes the corner of the lighting building to be touched by the new construction and to take a significant portion of their current parking lot if we were to go with that design. Second, with the Standard Right Turn Lane which doesn't hit the building but is still impacting on their parking lot. The third option, Shared Right Turn Lane, doesn't impact on the building or their parking lot.

Felipe then presented the intersection of Prince Road and 1st Avenue where they have another issue on the northwest corner of that intersection where there are a car dealership and a billboard. If they were to add a Standard Right-Turn lane here it would



interact with the billboard. Obviously, this is just a high-level view and not specific, but it appears that the roadway and or sidewalk here will interact with the billboard structure. Felipe added that he is not up on billboard regulations, but he understands that it might be an ordeal.

The team went back to the original goals adopted by this task force and one of these goals was to “minimize the impacts of 1st Avenue improvements on adjacent residents and businesses.” Keeping this in mind, we need to look at the challenges at both of these intersections and take into account several other research findings and reports that will be presented as we move forward in this presentation to help us make decisions on what type of right-turn lanes should be utilized.

Felipe moved to the next slide which was titled “Evaluating Right Turn Lane Options: CRT (Smart Channel) Research Findings” These findings come from National Cooperative Highway Research Program (NCHRP) and their findings were:

Motor Vehicle Safety Performance

- Similar safety performance as Shared Through-Right Lane (STR)
- Smart Channel Right Turn is safer than Right Turn Lane (RTL)
- No strong evidence that Smart Channel Right Turn increases crashes

Pedestrian Safety

- Right Turn Lane had 70-80% more pedestrian crashes compared to Smart Channel Right Turn Lane
- Smart Channel Right Turn Lane and Shared Through-Right Lane show similar safety performance

Felipe then presented the Right Turn Lane Guidelines created by the City of Tucson. This is a process for deciding whether an intersection approach should have a dedicated right-turn lane.

What are the data points?

Two peak-hour volume for the approach:

- Through volume
- Right-turn volume

What is the analysis?

If the data point lands above the curve, a right-turn lane should be considered; below the line, it isn't. Higher speeds and higher volumes push toward “consideration.”

The team took this analysis and applied it to both the Prince Road and 1st Avenue intersection and the Fort Lowell Road and 1st Avenue intersection.



The analysis was done on several volumes, first were the “Existing Volumes” which showed that it is not recommended for either intersection except for the Prince Road and 1st Avenue in the morning hours.

They then looked at Future Volumes (2045) which showed that a right turn lane should be considered for the Prince Road and 1st Avenue for both morning and afternoon hours.

The third analysis looked at Future Volumes (2055) which showed that a right turn lane should be considered for Prince Road and 1st Avenue for both morning and afternoon hours and is at the curve for Fort Lowell Road and 1st Avenue for afternoon hours.

Summary

Southbound Right Turn Lane Consideration Analysis

Analysis covers the southbound right-turn movement; the governing curve is set by street speed:

1st Avenue (30 mph) → ≤35 mph curve governs

Prince Rd:

Right-turn lane is recommended

AM exceeds the threshold in all scenarios; PM at the threshold in current scenario, clearly above the threshold in 2045

Fort Lowell Rd:

Further evaluation of right-turn lane is recommended

AM below the threshold in every scenario; PM approaches but stays at the curve in the 2045 and 2055 scenario

TAKEAWAY:

A southbound right-turn lane is recommended at Prince Road, but further evaluation is recommended for Fort Lowell Road.

Felipe then presented the Operational Impact of Removing the Southbound Right-Turn Lane at both Fort Lowell Road and Prince Road and how it will affect the Level of Service (LOS) for 1st Avenue.

The results of this research showed the following:

- Removing the dedicated lane would make right-turners to share the through lane, so the SB right-turn movement LOS degrades (Fort Lowell AM: about 11 s to 51 s) and average right-turn queues lengthen.



- The effect is largest at Fort Lowell in the AM, where the SB approach drops from LOS D to LOS E. Please note that LOS E threshold is 55.0 s.
- Prince stays within the same LOS level in both peaks, so impacts there are smaller

Felipe then went through several more presentations about how a right-turn lane at these two intersections could impact travel times on the corridor and looked at the near-misses at these Fort Lowell Road and 1st Avenue with right-turning vehicles.

After considering all of these factors he presented the Right Turn Treatment Options as evaluated on safety, mobility and right of way impact at these two intersections.

What was found was that the Smart Channel Right Turn Lane is the best option for Safety and Mobility but is the worst for Right of Way Impact at both intersections. So, the best option for safety, being the top goal of the task force, and the lowest impact to right of way, also a goal was the Shared Right Turn Lane option.

Felipe then presented the Recommended Action:

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

The task force members then asked if they could make a formal vote on the Prince Road options that they felt would be best for right-turn lanes at this intersection in contrast to the standard right-turn lane option. They were told that they could go forward with this and they voted for the following options for the Prince Road intersection:

- Option 1 – Refine smart channel concept by working with property owners and billboard owners as needed to make this option possible.
- Option 2 – if option 1 is not feasible, proceed with providing standard right turn lane with signals to notify pedestrians and drivers.

They understood that this may require the city to purchase more right of way for this option at both intersections.



Karl Peterson, the task force chair, called for a vote and it was unanimous to go forward with these options for the Prince Road intersection.

8. Prevailing Speeds after Speed Limit Reduction

Kittleson & Associates Principal Engineer, Felipe Ladron de Guevara presented the results of the study they did on how the new lower posted speed limit on 1st Avenue did or did not affect the prevailing speeds on the corridor now that it has been over a year.

What We Studied and Why
In 2025:

The City of Tucson lowered the posted speed limit on 1st Avenue by 10 mph.

- River to Wetmore (north end):
45 mph to 35 mph
- Wetmore to Grant (south end):
40 mph to 30 mph

The task force asked: did lowering the speed limit change how fast people actually drive?

To answer this: We conducted a before-and-after analysis of operating speeds — the speeds vehicles actually travel along the corridor — comparing conditions before and after the speed limit change.

Felipe then broke down how they measured speeds.

- 1) Anonymous GPS data from connected cars, navigation devices, and mobile phones.
- 2) Weekday speeds analyzed hour by hour.
- 3) Captures an estimated 25-30% of vehicles traveling on 1st Avenue.
- 4) They measured before the change in April 2025 and after the change.

He then presented their findings and the summary of what they found was as follows:

- 1) Vehicles slowed down slightly after the speed limit change — typical driving speeds dropped by about 1–2 mph along the corridor.
- 2) Driving speeds are higher overnight (10 pm – 6 am), when there is less traffic on the road.
- 3) The previous nighttime speed limit did not appear to affect nighttime driving speeds.

No action was taken.



Questions from CTF Members

- Susan asked what about having someone from Sun Tran come and talk about what they might be able to do to make the bus stops cooler, especially for the east side in the afternoons and the west side in the mornings.
 - Patrick answered that they do talk to Sun Tran about ideas to keep people cooler at the bus stops and that they are looking at options to make them cooler, but it is hard in the scorching summer months.
 - Patrick added that the task force should invite our landscape team back again to discuss their ideas for adding shade on the corridor.

9. Adjournment

Karl Peterson asked for adjournment. Ruben Robles moved to adjourn the meeting; Caroline Bartelme seconded. The meeting was adjourned at 7:42 p.m.