



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

Meeting Minutes

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 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. 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 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.

Patrick announced that the project has transitioned from previous budget shortfalls and prioritization discussions to being fully funded. A total of \$133.5 million has been secured, which completely covers all remaining execution and delivery costs, including right-of-way, additional engineering services, and utility coordination/relocation.

Patrick added that right now they are coordinating a couple of things with RTA. RTA has a new statute or new law; we must re-initiate a lot of our processes. We have submitted to RTA a pre-approval authority. Essentially, they have authorized us to continue to get funding for the project to keep continuity out of the existing RTA without having to sign all the Inter Government Agreements (IGAs) and get it into the different program and all the bureaucratic stuff that they normally must do to move money around. This has made the project delivery much more fluid as we transition from funding under RTA 1 into funding under RTA Next. It also allows us to crystallize a little more what the project schedule will look like. Patrick added that we are not seeing many more obstacles or roadblocks to the progress to take the project to delivery, we are in an exceptionally good place.

Patrick reported that coordinating with the RTA under its new statute required restarting several processes. However, the RTA has granted pre-approval authority, allowing the project to secure continuous funding without the usual bureaucratic hurdles and inter-governmental agreements (IGAs). This authorization has smoothed the funding transition from RTA 1 to RTA Next, helped clarify the project schedule, and left the team in a strong position with few remaining obstacles to final delivery.

Patrick added that it has been a pleasure working with the task force and that he is not anticipating many challenges ahead. There are always going to be unpredictable things that arise as projects progress, but as of right now, it is clear skies.



We met tonight to primarily give the task force updates. He added that there were no major decisions needing that were looking to be made this evening, but the purpose of this meeting is to they want to open some dialogue and show what is happening next with the project and where they are in terms of schedule and how do we get to the next piece of the project. Patrick noted that the meetings schedule will be bi-monthly moving forward. Patrick said to keep the information fresh for the task force, they will try and stay on bi-monthly meetings.

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 public open house event planned for August 5 here at the Donna Liggins Center. She added that they will also be doing an online public meeting like the one done for Phase II where all the materials presented at the open house will be in an online format hosted on the project website and people can make comments at their convenience.

Carrie added they will also be making two appearances at the Rialto Heirloom Farmers Market, as the team has since we have learned it has been the best place to collect public input. She also added that they would like to try and do some type of community event with Ward 3.

Carrie mentioned that the RTA Main Street professionals will continue to do their outreach to businesses along the corridor.

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

No action was taken.

Questions from CTF Members

- Kate asked if there is going to be a survey for this outreach phase.
 - Carrie answered that there will not be a survey, but the team will be collecting comments on specific proposed options for roadway design, similar to like what was done in Phase II. In Phase II outreach, many comments were collected.
 - Patrick added that now that we are at 30% design, people will have specific things to comment on.



He also noted that at 15% design, we asked for and community feedback, and we received feedback from the community, as well as other stakeholders and city staff. All this feedback is being reviewed right now.

When the team published the DCR, we it was published it as a draft (for now) because none of the feedback that we have received from the community is included on the roll plot at this time. The team wanted to commit to the community that we will be coming back at the 30% submittal. The 30% design is where we the team will be able to address the feedback everything that came in from all the various input groups we received at 15%. At this point, we are going to call the DCR complete and have a 30% design complete.

The project remains on schedule. To maximize efficiency, the team is overlapping the 15% and 30% design phases rather than processing edits sequentially. This strategy also provides an excellent opportunity to engage the community and highlight recent design updates. We are still on schedule with the project, we just did not want to burn time making all the edits on 15%, getting that posted, and then starting with 30%. So, we are allowing those to overlap a little bit to be more efficient. But this is an opportunity to go back to the community and show the design changes that have been made since the previous design.

- Kate asked, “When we collect data from the community, do we also collect data on the people participating and commenting and their relations to the project?”
 - Carrie answered that we do collect that information. She added that a lot of the people who attended the previous open house event were business or property owners along the corridor.
- Kate asked if there is an effort to in the outreach process to reach people who ride the bus?
 - Carrie added that this is why we have an online meeting portal which allows anyone interested in making comments on the project to do so at their convenience online. She added that we received a lot of comments on the previous online meeting.
- Kate asked who receives a formal invitation to the in-person and online meetings.
 - Patrick responded said that an invitation postcard is mailed to all addresses within a quarter mile of the corridor. He also said that they had tried to do a coordination with Sun Tran to do some intercept surveys on the bus, but nothing was able to come together to get this accomplished.

6. DCR Refinement Updates

HDR Deputy Project Manager, 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 noted that the changes for the design have been changed after several factors were considered.

The first intersection was Fort Lowell Road and 1st Avenue intersection. After receiving traffic data and looking at the fact that a channelized right turn at the northwest corner of the intersection would encroach onto the lighting store's property and accept most of their current parking lot, it would have really affected the business and could have been a total acquisition. But after looking at the traffic volumes for right turns at this corner, the team learned they do not need a channelized right turn there. They also learned that we no longer need a channelized right turn lane on the southwest corner is not needed either due to turn volumes. They also refined the southbound bus pullout was also refined, and the team added the extra-width sidewalk to allow bikes to navigate around buses when they are stopped at this location.

The next intersection was Limberlost Road and 1st Avenue intersection. At this intersection, they team plans to remove 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.

Questions from CTF Members

- Susan asked, "When the driver approaches the channelized right turn lane, are they required to stop before the crosswalk?" She added that they could just go ahead and make a right turn and not observe whether there is a pedestrian stepping out.
 - Felipe said yes, that is correct and that is what we are talking about in a few more.



7. Roll Plot Presentation

HDR Deputy Project Manager, 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 of Glenn Street and 1st Avenue, they removed all 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. This will have less impact on property and make a more direct line of travel for bikes.

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

The intersection of Roger Road and 1st Avenue, intersection they 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, did not warrant having a separated right turn lane after looking at the updated 2055 traffic analysis.

The Updates to the Limberlost Road and 1st Avenue intersection include the removal of the wider medians and removing a couple of the channelized right-turn lanes, along with some changes to the access to the Sprouts shopping center. Currently, there is one continuous right turn lane into the shopping center that, it is creating conflicts with drivers exiting the center., Making changes here will reduce the conflicts.

The project maintains dual left turns from 1st Avenue onto westbound Wetmore Road. To reduce driver conflict, the southbound channelized right-turn lane will be updated with raised crosswalks and a reconfigured merge lane. For cyclist safety, the eastbound-to-southbound channelized lane will include a sidewalk transition to help riders avoid entering vehicle traffic. Finally, a bus pullout will not be added south of the intersection; the team will determine alternative safety treatments for this stop. The next intersection shown was Wetmore Road and 1st Avenue one. This intersection will continue the dual left turns from 1st Avenue onto westbound Wetmore Road. This intersection will also 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. On the channelized right-turn lane from eastbound Wetmore Road onto southbound 1st Avenue, we will need to do



something like the other channelized right turns for bicyclists to be able to get up onto the sidewalk to avoid dealing with the cars entering the roadway. Also, we will not be adding a bus pullout for the bus stop on 1st Avenue just south of Wetmore Road. The treatment here will be discussed further to make it as safe for all users as possible.

To protect pedestrians and cyclists, left turns from 1st Avenue onto Blacklidge Street will be prohibited, restricting vehicle conflict near the intersection's HAWK light. A similar treatment is being considered for Copper Street, which is slated to become a bike boulevard with a future HAWK crossing. Across the entire project corridor, a total of eight HAWK crossings will be installed, positioned between each standard traffic signal. They also presented a new treatment at 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. They are changing these access points to avoid conflicts with bikes and pedestrians through these HAWK crossings. Patrick noted that there will be eight HAWK type crossings on the project, one in between each stoplight.

There was also a discussion about phasing for the project. While the final phasing plan is still under evaluation, the team recommends prioritizing the River Road to Wetmore Road segment, including the bridge replacement. Although this is the most expensive portion of the project, initiating it first helps mitigate inflation costs. Furthermore, the section offers additional working space and requires fewer utility relocations, which is expected to expedite construction. 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.

Following the first two phases of community outreach, the team reported that public feedback heavily favored protected bike lanes. To maximize vertical bike lane protection despite frequent driveways along the corridor, the team is incorporating creative design layouts, tightening wide business frontages, and coordinating with property owners to reduce or share driveways. For enhanced pedestrian and wheelchair accessibility, sidewalks will be routed behind driveway entrances to maintain a continuous, flat grade.

In response to the second most common public comment regarding channelized right turns, the team noted that newer channelized designs and bicycle ramps have significantly improved safety. However, due to right-of-way constraints at Fort Lowell Road and Prince Road, standard southbound right-turn lanes were initially proposed. Because peak volumes at these locations (80–90 vehicles per hour) fall well below the national 200-vehicle threshold for dedicated turn lanes, the team recommends removing them entirely, pending a final evaluation of overall corridor travel times.



Finally, following an independent Roadway Safety Assessment that revealed frequent vehicle-pedestrian near-misses at 1st Avenue and Grant Road, the team utilized available maintenance funds to reprogram the traffic signals. The intersection now features flashing yellow and solid red arrows to mitigate these conflict points.

Patrick then discussed that after going out to the community in the first two phases of the community outreach, the number one comment we have received is on the protected bike lane. People are extremely excited about it and comment on it repeatedly. But it is difficult to put in the protected bike lanes with the substantial number of driveways into and out of properties along the corridor. So, on the most recent roll plot they have included vertical protection for the bike lane in areas where it is possible, however, in areas with bus stops and driveways they just cannot provide that protection. They have sketched this out on the most current roll plot wherever they can and are trying to be as creative as possible to protect as much bike lane as is possible. They will improve some areas by talking with property owners who may have multiple driveways and request they reduce the number of driveways. The team will also look at properties to see if any of them have the possibility of using a shared use entrance/exit and then maybe approach the business owners with this option.

Patrick did add that they will be focusing on going in and tightening up driveways for businesses, especially for businesses that have their entire frontage open for entrance and exit. He also added that to make things better for people walking or in wheelchairs, etc. they will be constructing the sidewalks back behind driveway entrances. This will keep the sidewalks flat all the way instead of dipping down at driveways.

Patrick said that the second most common comment we received in the first two phases of community outreach were about the channelized right turns. As we have demonstrated in our meetings, the studies find that the newer design of the channelized right turns is much safer for pedestrians and with our addition of the ramps for bikes to move around the channelized right turns they are now much safer for bicyclists. However, there are two places on the corridor where we are proposing standard right turn lanes due to right-of-way constraints. Those are at Fort Lowell Road and at Prince Road both southbound. One due to the car dealership and one due to the lighting store. We now need to evaluate the number of right turners heading west from 1st Avenue and see if we need to have a right turn lane at all. We currently have those right turn lanes noted on the plot map, but we are going to recommend removing them. Both intersections average eighty to ninety right turns per hour during peak hours. Patrick said that national guidelines recommend not having the right turn unless you have over two hundred right turns per hour at peak hours. So, we really do not need separate right turn lanes at these locations. We are going to evaluate overall travel time impacts on the corridor as our final step and will come back and discuss at a future meeting.



Patrick told the task force that they have some extra maintenance money in the budget and after a recent roadway safety assessment done by a group of independent safety engineers to assess the safety of this corridor They observed at the 1st Avenue and Grant Road intersection that at every phase of traffic movement, they observed near misses between vehicles and pedestrians. They had the dollars to go into the signals and re-program them so that there are now flashing yellow and solid red arrows in use to help alleviate the conflict points between vehicles and pedestrians.

No action was taken.

Questions from CTF Members

- Karl asked if we are still going to do the bike lane so that the bike rider can either go up on the sidewalk and around the back of the bus stop or ride straight through on the roadway when a bus is in the pullout.
 - Jeanette and Patrick answered that you can see on the plot map, in several locations, that the sidewalk has been widened to accommodate bikes to go behind the bus stop instead of staying in the bike lane on the roadway. These will be located wherever there is a bus stop or a right turn lane and will give bike riders the option to either stay in the street bike lane or take a ramp up and go up on the sidewalk instead. There will also be a ramp at the other end so the bikes can go back down into the bike lane.
- Nancy asked if this type of widened sidewalk with ramps for bike riders is currently anywhere else in Tucson.?
 - Patrick answered that it is not being used anywhere right now. However, the Limberlost and Oracle project will also be having this treatment and will be under construction before our project.
- Mimi asked if the project will we be allowing left turns out of the Sprouts center onto 1st Avenue or if a median will be added. are we putting in a median?
 - Patrick answered that there will be a median here and the safer route is to make a right out of the center and then make a U-turn at the next opening.

There was a lot of discussion among the CTF members about the fact that the median on Limberlost south of 1st Avenue which restricts left turns out of the Sprouts/LA Fitness center is really limiting for people who live in the neighborhoods to the east of 1st Avenue.

Patrick added that the reason there is no left out of the center onto Limberlost is that some of the neighborhoods and the University of Arizona Farm wanted to try and keep the traffic on Limberlost going east to neighborhood traffic only.

He said that the project team and the city will keep talking about this issue. There are a couple of options here. They can remove the median or they can try and add a second exit out of the



center onto Limberlost to the east of the current exit behind the LA Fitness that will avoid the median.

The Citizens Task Force (CTF) discussed concerns regarding the median on Limberlost Drive, south of 1st Avenue, which restricts left turns out of the Sprouts/LA Fitness center and limits access for residents in neighborhoods to the east. The team noted that this restriction was originally implemented at the request of local neighborhoods and the University of Arizona Farm to keep eastbound Limberlost traffic limited to local residents. The project team and the City will continue evaluating this issue, considering options such as removing the median or adding a second exit behind LA Fitness to bypass the restriction.

- Nancy asked, “When the bike riders go up onto the sidewalk to avoid the bus, what is going to happen with the people trying to get on or off the bus? Won’t there be a conflict?”
 - Patrick answered that the sidewalk will go behind the actual bus stop/shelter and it will be wide enough to accommodate both pedestrians and bicycles.
- Nancy then asked about the unhoused people who tend to gather around the bus stops/shelters and sometimes block the area around it.
 - Patrick added that there is \$35 million in the RTA Next budget allotted for transit safety and security and some of that will be for security personnel to go out to bus stops and make sure they are safe and being used by the bus riders.
- Steve Taylor with Main Street asked about the bikes going on the sidewalk behind the bus stop/shelters. He noted that they will need to use caution and slow down, so they do not hit pedestrians.
 - Patrick told the group that in their final design they can add a raised hump with markings telling bicyclists to use caution and yield to pedestrians.
- Susan noted that the current bus stop on southbound 1st Avenue just south of Wetmore is currently so close to the intersection that when cars make the right turn, they are right on the stopped bus and the traffic backs up.
 - Patrick told the group that the bike lane on 1st Avenue is nine and a half feet wide and a Sun Tran bus is eight feet wide. This has made the bike lane an unintended bus lane. Though the bus will be out of the way of cars in the bike lane, it will then cause a conflict with bicyclists. At these bus stops, we will add the ramp up onto a widened sidewalk to allow bikes to move around the bus when stopped safely. More design on this is needed to ensure that we are not creating other conflicts.
- Susan asked if there will still be double left turns on Northbound 1st Avenue turning west onto Wetmore Road.
 - Patrick said yes, they will still be there. He added that they are looking right now at how to adjust the long right-turn lane going into the Walmart center parking lot. It has the same conflicts as the Sprouts center. So, they need more design work and discussions with the property owners.



- Caroline asked wanted to know what type of crossing they will be using for these HAWK crossings.; she really likes the one where bikes go in the center channel like the one on ninth that they just put in.
 - Patrick said that was designed by Felipe and asked him to comment on this.
 - Felipe said that doing a crossing like the one on 9th where the bike is in the middle channel is called a TOUCAN crossing and it is possible here, but they will need to consider the traffic movement because you don't want to cause to avoid traffic backups on 1st Avenue.
 - Patrick added that we will need to study these crossings to see if they can use the HAWK or the TOUCAN crossings and which will work best and be the safest.
- Karl asked if there is a HAWK crossing by the Woods Library.?
 - Patrick said, "Yes, there is an existing one, but we are going to upgrade that one to a bike HAWK. We are also doing the HAWK at Navajo Road."
 - He added that the city does a HAWK ranking in the city every two years using crash history, proximity to bus stops, schools, and other criteria. And in the most recent ranking, the Navajo Road HAWK is the number one most needed HAWK. We Data showsknow that whole area around Fort Lowell Road is a hot spot for pedestrian crashes.
- Caroline asked if there was going to be one near the Satori School.
 - Patrick said, "Yes, there will be a HAWK type crossing at Pastime Road. There will also be these crossings at the Fry's grocery and the Sprouts grocery locations." He also mentioned that these HAWK type crossings are one of the most effective ways nationally to reduce pedestrian safety on higher-traffic roadways. Additionally, they only are activated by a pedestrian when needed, so they are less disruptive to traffic flow.
- Susan asked if adding this many HAWK type crossings on 1st Avenue will drive vehicle traffic to either Stone or Campbell.?
 - Patrick said that is a good question. He answered "No, because there will be efficiencies included in the design of 1st Avenue like upgraded traffic signals to increase traffic movement and then the addition of lighting, safety and less friction on the corridor will operationally make it perform better."
 - Patrick added that the other reason that Stone will not be a suitable alternative is that it will be going to three travel lanes once they install the Bus Rapid Transit system.
 - He said that with the passing of the RTA Next funding, they did look into the addition of the Bus Rapid Transit on Stone to see if it would be pushing more traffic onto 1st Avenue and they also are now looking at the 2055 future traffic data, which is newer than the previous 2045 model. With all this new data, they are not really seeing significant changes to the traffic. Pima Association of



Governments (PAG) is the one doing providing this data and their future population projections have decreased and their traffic projections region wide have decreased so this corridor is now future proofed out to 2055, and it is still performing as well or better than it is currently performing even including the Bus Rapid Transit addition to Stone Avenue.

- Susan added if the HAWK lights are going off all the time, won't that cause traffic backups?
 - Patrick noted said they may at times cause stop and go traffic, but the city has these all over the place and they know the issues they might cause. Most of these crossings are fired about fifteen times an hour. Some crossings are busier and some are not. That is why they have spacing requirements. At the city they want the HAWK type crossings to be six hundred feet from a signal. Sometimes if needed they will make them a little closer.
- Karl asked if we were on schedule with the bridge portion of the project? Because that is going to be constructed first, correct?
 - Patrick said we have been navigating a construction phasing approach to this project but didn't want to have this conversation until we had certainty around RTA Next because the area of the corridor with the most needs is also going to be the area of the corridor that is hardest and longest to deliver. If RTA Next had not passed, our delivery plan was going to be to focus on the limited resources where they were most needed and phase out the bridge later. But with the passage of the RTA Next it opens a lot of opportunities to do the most cost-effective delivery method on this project. Wetmore Road to River Road is about \$42 to \$43 million of this project. Just the capital, not right of way or other costs. Wetmore Road south to Grant Road is about \$50 million. About half of our total costs are tied up in the bridge structure, but it has little to no right-of-way needs and the utilities are less intrusive and it is not as complicated. They are starting to put together a phasing plan that they hope to have completed with the 30% design. They are expecting that the northern section of the project will be constructed first. If everything goes well, they could be under construction in about eighteen months at the north end of the project. They still need to figure out what the southern terminus of this north section is going to be, right now it looks like Roger Road. Once you go south of Roger Road there are a lot more right-of-way that need to be completed. The city is estimating right now that the right-of-way process takes a year from when you first contact the property owner until you acquire the property needed.
 - Patrick responded that following the passage of RTA Next, the project team is optimizing the construction phasing plan to utilize the newly secured funding for the most cost-effective delivery. The team intends to prioritize the northern section from River Road to Wetmore Road (estimated at \$42 to \$43 million in capital costs), including the critical bridge structure. While the bridge accounts for half of the total project cost, this section requires minimal right-of-way acquisition and fewer utility relocations, which will accelerate the timeline. Construction on



the northern end could begin in approximately 18 months, with Roger Road currently serving as the tentative southern terminus for this initial phase. Conversely, the southern section from Wetmore Road south to Grant Road (estimated at \$50 million) involves significantly more complex right-of-way acquisitions, a process the City estimates will take at least one year per property from initial contact to acquisition. The finalized phasing plan will be presented alongside the 30% design.

- Karl added that by doing the northern section first you are helping to avoid as much inflation increases because you will be completing the most expensive part first.
- Nancy asked, “When you say the “north” what do you mean?”
 - Patrick answered that it is the section from River Road to either Wetmore or Roger Roads, the southern stopping point is still to be determined but that will be what goes to construction first.
- Nancy asked, “Will they be leaving one lane open during construction for traffic?”
 - Patrick said yes, the way the design for the bridge is looking right now is that they will take down half the bridge first, move the traffic lanes to the side that is still standing and then once the new half is constructed, move the traffic to the new half and tear down the other side. This is why they have chosen the twin structure bridge design so that they can leave traffic open during the construction of the new bridge.
- Caroline asked, “How long it will take to put up a bridge?”
 - Jeanette answered that it really depends on the size of the bridge and she is not the bridge expert so she really cannot answer that.
 - Patrick added that six months to a year is usually typical for a bridge like this one per side.
- Nancy asked, “When might the construction begin?”
 - Patrick said they are targeting mid- 2028 to get construction started, subject to change, they will know more once they get closer.
 - Patrick added that they do not want to do is to approach the project like some of the other projects in town like Grant Road where they construct a portion and then pause. They are looking to run these segments simultaneously. Where they will be working on construction of one section, while continuing design and other pre-construction work on the second segment so there are not multi-year gaps between the phases.
- Kate asked if the costs of creating a shared use entrance/exit for property owners would fall on the property owners or would the city. pay for that.



- Patrick said that it would be a project expense and would not fall on the property owners.
- Caroline mentioned that she sees a lot of pedestrians crossing at the intersections of Fort Lowell Road and Prince Road on the west side of these intersections and does not have a channelized right turn lane for pedestrian safety at these intersections, and inquired as to whether something can be done, can we do something with the traffic lights to make the drivers look for pedestrians.?
 - Patrick answered that there is something called a leading pedestrian interval and Tucson uses them downtown in some areas. The pedestrian will get a three second lead on the “walk time” at the intersection so that they are already out in the crosswalk before the vehicles make their turns making them easier to see.
- Susan asked what about right turns on a red light at these intersections, which is allowed now.
 - Patrick said they are more effective at intersections with no right on red turns, but they are still effective for pedestrian safety on right on red turns.
- Caroline asked if they will be using the leading pedestrian intervals at all the intersections on the project.?
 - Patrick said that is an option that the team can look at. and we can look at that.
 - Felipe added that all the new traffic lights come with this option.
- Nancy and Karl asked how the lower speed limit on the corridor is working so far.?
 - Patrick answered that he has no data on this yet. He added that he hopes that people are at least going a little bit slower now and that any reduction in speed helps. He also gave an example of what the city recently did on Camino Seco when they repaved the roadway. They reduced the size of the lanes from twelve to ten feet and just this slight change reduced the speed limits.
- Susan mentioned that she has not seen any reduced speed limit signs on 1st Avenue north of River Road telling drivers that the speed limit is reduced ahead. She said that they should investigate adding these signs on southbound 1st Avenue north of River Road.
 - Patrick said that the city can investigate adding this type of sign.

8. Future Agenda Items

Patrick Hartley invited the task force members to suggest future agenda items, proposing potential presentations from right-of-way or landscaping professionals, though no additional topics were requested. The task force members expressed appreciation for the extensive thought and time invested in the corridor's design. To review critical design decisions before the upcoming August 5, 2026, open house and online meeting, the task force decided to meet again



in June. This timeline ensures the project team has sufficient time to incorporate their feedback and update all public presentation materials. Patrick Hartley asked the task force members if there was anything else that they would like to discuss and put on future agendas. He said having a right of way professional speak or someone from landscaping speak. No one had anything else to add.

There was polite discussion by the task force members on how much thought and time has been put into the design of the corridor.

The task force decided that due to the fact that there are a few design decisions that need to be presented to them before the Open House on August 5, 2026 that they would like to meet again in June so that the team will have time to update the materials used at the Open House and Online Meeting.

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.

10. 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.