



1st Avenue Citizens' Corridor Planning Task Force

Thursday, April 17, 2025, 5:45 p.m.

Donna Liggins Recreation Center

2160 N. 6th Avenue

Tucson, AZ 85705

Meeting Minutes

1. Call to Order and Roll Call

In the absence of the Chair and both Co-Chairs at the start of the meeting, the task force members present were asked for a volunteer to act as Chair for the meeting. Melissa (Mimi) Noshay-Petro volunteered to serve as the acting Chair.

The Acting Chair, Melissa (Mimi) Noshay-Petro, called the meeting to order at 5:49 p.m. A quorum was established through roll call.

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



2. Approval of March 20, 2025, Meeting Minutes

Melissa (Mimi) Noshay-Petro asked 1st Avenue Citizens' Corridor Planning Task Force (1ACCPTF) members if they had an opportunity to review the minutes from the previous meeting on March 20, 2025. All 1ACCPTF members reviewed the minutes, and motion to accept made by Kathleen (Susan) O'Brien and Caroline Bartelme seconded. All approved.

3. Call to Audience

No comments were received during the Call to the Audience.

4. Election for Chairman and Co-Chair

The task force member discussed that they would like to nominate Karl Peterson from Co-Chair to Chairman, but he was not in attendance so this will be tabled until the next meeting. There was a call for any co-chair nominees. At this time, Ruben Robles volunteered to be a Co-Chair. Kathleen (Susan) O'Brien motioned to approve Ruben Robles as a Co-Chair; A.M. Rivers seconded the motion. A vote was taken, and all were in favor of Ruben Robles being the new Co-Chair.

5. Community Outreach

HDR Communications Lead, Kristi Ross, outlined the next steps for Community Outreach on the project. She stated that Community Outreach Phase 2 is planned to begin in July/Summer 2025. This phase will include efforts similar to the previous round. The team will evaluate which types of outreaches were successful and which were not, and how to target specific areas along the corridor. This phase aims to gather feedback and reach consensus on goals, priorities, and draft recommended alternatives.

Additionally, MainStreet will continue to support business outreach and engagement along the corridor.

Questions from CTF Members

- Mark asked how we notified people about the project's public events.
 - Kristi explained that we mailed notices to all residences and businesses within a half mile of the entire 1st Avenue corridor, along with social media, posters in businesses along the corridor, and press releases to the local media for all events and more.

6. Future Traffic Volumes and Intersection Configurations

Felipe Ladron de Guevara, Principal Engineer at Kittelson & Associates, presented on Future Traffic Volumes and Intersection Configurations. He discussed several reasons for analyzing future traffic volumes, including enhancing safety and supporting mobility,



assessing the impact of planned developments, accommodating long-term demand, and guiding street and intersection improvements.

The travel demand model takes into account existing travel patterns, population and employment data, future development, and additional factors. This model was employed to determine growth rates for all major intersections along 1st Avenue. The intersection of Grant Road and 1st Avenue is projected to experience the most significant increase in growth.

Preliminary recommendations for the corridor to address future traffic volumes consist of:

- Signal Timing at all intersections
- Dual Left Turn Lanes at Wetmore Road
- Right Turn Lanes at multiple intersections

No action was taken at this time.

Questions from CTF Members

- Mimi asked if the numbers in the travel demand model are for single-occupancy vehicles only?
 - Felipe said no.
 - Patrick added that it is all vehicle types, commercial as well as passenger vehicles.
- Mimi clarified by asking, is it just one person per vehicle?
 - Patrick and Felipe answered that it is just over one person per vehicle. It is based on a regional travel survey and comes up with a factor to apply.
- Mimi then asked if the study recommended dual left turn lanes from 1st Avenue going east onto Grant Road.
 - The group answered that there are already dual left turn lanes at Grant Road.
- A.M. asked if the current situation with people purchasing cars more frequently due to tariffs will cause an increase in vehicles and affect the volume along the corridor.
 - Patrick answered that the only effect that more new vehicles on the roadways would be considered is that the newer vehicles will have fewer pollutants.
 - Felipe said that the modeling for projections will take into account all changes and update the traffic projections as needed.

7. Right-of-Way Considerations

HDR Project Manager, Brent Kirkman discussed a key goal of the 1st Avenue Project which is to *minimize the impacts of 1st Avenue improvements on adjacent residents and businesses*. The project team developed design strategies to minimize property and structure acquisitions.

Brent added that in a future meeting, we will bring in our right-of-way consultant, Gina, and she will give more details on how they handle the process and impacts of acquisitions.



Brent discussed design strategies which included offsetting the roadway, putting in curvature to utilize the available space. Impacts are unavoidable at times, and we categorize these into three tiers.

Brent presented the *Three Tiers of Property Impact* and the guiding principles for adhering to the tiers, which will keep acquisitions to a minimum as they design the corridor. This included:

Three Tiers of Property Impact:

1. Acquisition with no economic impact
 - a. *Example: Frontage Landscape Area*
2. Acquisition with economic impact that can be “cured” on the property
 - a. *Example: Loss of Parking and/or Modified Site Circulation*
3. Full Property Acquisition
 - a. *Example: Complete Loss of Building and/or Parking*

Brent added that there may be a loss of a building or a full acquisition at Prince Road and 1st Avenue, but we will look at that a little later.

Guiding Principles:

1. No impact is the **BEST** impact.
 - a. *Impact is only allowed based on satisfying project needs.*
2. Design Decisions **MAY** be used to move impact to a lower tier.
 - a. *Narrowing cross-section features to reduce or eliminate an impact is allowed if project goals are still met.*
3. Design Decisions **WILL NOT** be used to move to a higher tier.
 - a. *Widening of cross-section features will not be allowed if doing so increases property impact.*

Brent did make a small disclaimer that engineering principles will have to be followed, and there may be decisions made for engineering reasons that go against the “guiding principles”.

No action was taken.

Questions from CTF Members

- Susan asked if there is enough money in the budget for these acquisitions.
 - Brent answered yes, there is money in the budget for acquisitions.

8. Roadway Alignment Workshop

HDR Project Manager, Brent Kirkman, discussed the latest corridor design strategies and asked for input from the task force members.



Brent again presented the current cross-section approved by the city, which is 100 feet across. The project team has modified this to make it a little bit wider, adding six feet, the majority being in the median. This will give us enough space to make access easier and gives more width for U-turns.

Brent added there are two main floodplains, the Rillito River and the Navajo Wash, which runs from Fort Lowell Road north. They are planning on making some improvements to help with drainage, but this floodplain is a regional issue, and there is no way to capture enough of the water. We will discuss this more in the future.

He then presented an updated 1st Avenue corridor map and discussed two of the three segments for the project. The first segment was the southernmost mile and a half, Grant Road to Prince Road. The right-of-way is jagged and is more commercial, and the properties tend to be set back from the right-of-way. It gives the team a lot more flexibility. They are looking for some guidance from the task force on how they prioritize design.

The second was Prince to Roger Roads segment, which is where there will be the most issues; it is only a half mile, it is the most constrained segment. It consists of a lot of residences and is consistently between 80 and 85 feet of right-of-way. Two possible alternatives for this section were presented to the group along with a discussion chart containing design strategies and their impacts.

If there is not enough space to fit everything we want, how do we adjust to create more space, and how do we prioritize decision-making? A lot of this can be decided using the “measures of effectiveness” that we have discussed. Where do we gather that extra space in the cross-section of the roadway to reduce the right-of-way impacts?

Brent explained that it is most likely to come from the 16-foot median, which causes engineering issues. Transitions must be made slowly. We can then look at reducing landscape areas and if that is not enough, you can start to take away from the sidewalk width; these are the two farthest away from the road areas. Next would be roadway changes like reducing the bike lane and bike lane buffer width, lastly would be the farthest outside lane, but that is something we don’t want to do.

Brent stated that the narrowest you can go with the median and still provide access is 10.5 feet. There wouldn’t be a median, it would just be a striped turn lane for both directions. Any narrower than that and you would prevent access.

Brent then went through the two options they had presented for this area. Neither will change the pavement width. This means we will have to take from either the median or the outside space.

- The first option we would take away from the sidewalk width, take away the bike lane buffer, and narrow the bike lane to five feet. This is a lower score in the measure of effectiveness, but we keep the median at 16 feet and still allow access.



- The second option would take almost all the width from the median, narrowing it to four feet. We keep everything on the outside of the road, making it comfortable for pedestrians and bikes, but eliminating all access. It scores higher on the measure of effectiveness, but limits access.

Brent and Patrick added that the second option is a little extreme, but we wanted to show you two extreme ways to solve the issues in this section. We can do something in between; we can go back to the open 10.5, two-way left turn lane. It could be a good middle ground solution. We just wanted to illustrate two extreme examples.

If the task force is supportive of this proposal, we will take this back and apply engineering factors to see where we can reduce our median width, and then we can look at the constrained area and make the decisions.

Brent said he thinks we have a pretty good road map so far. At the end of the day, the example where we do not provide access should probably immediately fall off the table. Trying to show that if we must take space, something must give. What are we ok with giving?

Patrick continued that we are starting with those 16 feet wide median from Grant Road to Prince Road, like what is currently on Speedway and Broadway Boulevards and Grant Road. In this section, from Grant Road to Prince Road, we can provide median openings every 600 feet on local streets. Do we want to do those raised medians? That narrows us down to 11 feet, potentially similar to what exists on Broadway and Speedway Boulevards. The commercial trucks in the corridor would need to make a U-turn. The Prince Road to Roger Road is the most extreme, and the U-turns would have to be at the signalized intersections.

The third and final segment discussed is the Roger to River Roads segment, which has the most additional space and will have little to no right-of-way impacts.

The city owns portions of this segment, and we can use it to the greatest extent possible. I asked my team to give us one option and here is what we came up with. In this option the roadway itself doesn't change from curb to curb. We still have a 16-foot median, we have turn lanes, we have the buffer, and the bike lane and they added more space to the outside including wider planting space, wider sidewalks, and more buffers. Brent stated they have expanded the pedestrian area, allowing for a wider sidewalk. It's affordable and nice, with room for more trees and other improvements.

This is the opposite prioritization of the other sections; we have more space, so what do we do first? More landscape? Landscape is the cheapest, most economical option. More sidewalks or bike lanes? Do we make the median bigger, provide more space in the middle, or do we make the travel lanes bigger? We can bump them back up to 12 or 14 feet like a freeway.

Does the order make sense, starting with the Grant Road to Prince Road section, with frequent median openings that can be accommodated with the 16-foot width? No adjustments. Prioritization of reducing the width could start with cutting down the medians, followed by landscaping and then sidewalk width.



The more difficult question is the Roger Road to Prince Road section. It sounds like there is a lot of interest in keeping this open access through the half mile. Patrick said he doesn't know if this would make sense if it were just 11 feet to the left parallel. Brent said he thinks it will work if we narrow from the outside, pulling the sidewalk to the right, behind the curb and narrow the bike lane. This could leave room for a U-turn at the intersection.

The Pastime Road to Roger Road is the tightest area and the car lot on Prince Road and 1st Avenue makes it more challenging. We can still achieve our goals, and improve for what is out there now

Brent said he believes that the alternative with access is the preferred option. Everyone agreed.

Patrick asked Brent if it would be possible to keep a skinnier median if we kept a raised median and space to make a left turn lane?

Brent said that he would have to look at it because creating a taper takes distance, so he will have to investigate it.

Brent used the Broadway Boulevard project as an example for bus pullout options. Brent said that on that project, they had a partial pull-out for buses instead of the standard 10 to 12 feet.

Patrick recapped the discussion of how to deal with the limited space between Prince Road and Roger Road. We have two options:

- 16-foot wide median and take space from the bike lane and the landscaping, OR
- 11-foot wide median and give more space back to the bike lane

Brent then moved to discuss the section from Grant Road to Glenn Street. He pointed out that in this area, if we utilize a curved roadway design, we can avoid acquisitions. By shifting the road, it allows us to take advantage of the additional right-of-way on either side of the roadway.

Brent moved to the Fort Lowell Road intersection and mentioned that the Navajo Wash floodplain runs through here. They are going to pick up a lot of water with this project by adding grates, minimizing the dip, but they must be diligent to avoid worsening existing conditions. This may be an area where they cannot use a raised median.

Questions from CTF Members

- Susan asked what the width of the median is that they are planning on reducing?
 - Brent answered that he will be showing this in a second. He wanted to make sure that everyone understands that we have options within the cross-section.
- Mimi asked if there are areas in this section where just taking from the landscape is not going to be enough?



- Brent answered, there are some areas where it will not be enough.
- Mimi added that as part of what we decide to do, it doesn't have to be the same for the entire area; we can do different options in different areas. For example, we might want different things if it is a business or a home. Do we have that flexibility?
 - Brent said yes, it all depends on the area. For example, if it is a residential area, you may want to take away the landscape and make your sidewalk wider through there. And if it is a more commercial area, you leave more landscape and keep a standard width sidewalk.
- Ruben added that in this area, there is the Social Security Administration office, and that as the years progress, you will see a lot more traffic, both vehicles and pedestrians, in this area.
 - Brent added the new administration is making more recipients appear at the offices in person.
- Susan added that the road near the Social Security Administration office is Smoot.
- Susan asked with the second option, how do you make a left turn?
 - Brent answered, "You don't". You would have to go beyond this section and around. However, this distance is only half a mile and is primarily residential.
 - Patrick clarified that this section is all we are talking about; it is not the entire corridor.
- Susan answered that she understands that, but that there are side streets there that people will live on and will want to access.
- Mark added that this is permanent and not temporary, and that it is an inconvenience to reach the Social Security Administration building.
- Ruben added, with narrowing this section, has there been any thought about putting in more lighting in this area?
 - Brent said yes, we are going to add illumination to the entire corridor.
- Susan asked, so the first option is extremely low and the second is extremely high, so there could be a left turn taking less median area.
 - Brent said, yes, that is correct.
- Susan said that she thinks that with this decision order, we are respecting the impact on the people that are going to be most affected, keeping to one of our project goals. So, yes, this works. She added that in this section, where we have the least amount of right-of-way, we have homes where people are going to need to make left turns. She cannot see restricting left turns for the entire length of this roadway.
 - Brent answered that is why he pointed out that even though the design with more access scores is lower, it provides what is needed for the people in the area.
- Marci asked if it is a crazy idea, but she feels that these people affected should be in the room right now because it is their homes. Is there a way, at the next meeting, or in the



time between this month and next, to give them information that this is potentially what's going to happen to their space, and that they need to come and attend these meetings?

- Patrick answered. Once we have the recommended alternative that we're bringing back to the public in our next outreach campaign, it will be a good opportunity to make or deliberate outreach to some of these residential properties. Mark added that restricting the left-hand turn before U-turns includes emergency vehicles. There are just way too many considerations that are being impacted.
 - Brent added that yes, we have reduced enough so we are not hitting the property, but we have impacted it differently.
- Ruben asked if we reduce that much, would there be any risk of acquisitions in those properties that we are talking about?
 - Brent said that it is a great point. When we can reduce this much, then yes, we aren't touching their properties. That is why we are trying to get down to 90 feet across, because then we can do it without.
- Susan said that she thinks the team has their priority numbers well thought out. She added that she likes the idea of keeping as many bike lanes and buffer zones as we can.
- Mark added that he does not necessarily agree with Susan's statement. He believes we need to have a happy medium in every area. He asked, "This is an arterial, right?" People live here, people work here, but people also use 1st Avenue to get where they are going. That is why I asked my question earlier: how do these community meetings attract people? Because I live on Grant Road and Wilmot Road, I drive along 1st Avenue every day, and this affects people across the city. This isn't just a little ecosystem that is impacted. And I think that, yeah, my opinion, I think we are getting a little too narrowly focused.
 - Brent said, "I guess we could look at expanding the notification, get more of that out there in terms of the physical distribution."
 - Patrick said there is a significant cost to go beyond the mailed area, but that we can look at digital options that are available to us. We do expanded coverage when local media outlets cover the project. We also partner with RTA for more regional outreach.
 - Brent added that at the end of the day, we are walking a fine line. We don't want to take people's property. We want to minimize disruption to the extent, and we must balance that with maintaining access to keep the traffic flow. It's not an easy problem to solve.
- Mark added that this is why we are here.
- Mark asked how many business owners are in this task force meeting. He thinks that it is just as important as Grant Road to Prince Road, and it is from Prince Road to Roger Road. He said he has a vested interest in the Prince Road to Roger Road area, but he grew up at 1st Avenue and River Road, and he has run this corridor his entire life. Lots of people live here, lots of people work here, and access is important, and it doesn't matter at what point.



- Susan asked, “Can we move that 120-foot roadway design down”? Others jumped in and said yes, that would be so nice.
 - Brent said it would be phenomenal if we could do this the whole way, but we’d be buying people’s houses and property. The solution will look different in different places along the corridor because it is so long, and the lanes are so varied.
- Susan asked how wide the bridge was going to be.
 - Brent said he doesn’t know exactly.
 - Patrick added that there is a 12-foot shared path on each side, which will be for bikes and pedestrians. There is a six or seven-foot shoulder, two 11-foot travel lanes, and eight feet of shoulder.
- Caroline asked if the pedestrians and the bikes would be allowed to be open next to the traffic.
 - Patrick said no, there are barriers.
 - Brent said there are the travel lanes, a shoulder, then a concrete barrier, and then the pedestrian/bike shared-use path.
- Susan asked what is the width of the lanes north of River Road?
 - Brent said that he thinks those are 12 feet.
- Susan said it would be nice to keep the wider lanes.
- Mimi asked, is that between Roger Road and River Road?
 - Brent said yes, really, the north of Roger Road is where it starts to open.
- Susan asked if anyone knows if there is any planned development of the vacant lot at Limberlost Road and 1st Avenue?
 - Patrick said there have been some people sniffing around. The last thing he saw was an exploration for a permit for an Aldi’s.
- Susan said she was wondering if there would be more apartments.
 - Patrick said people are looking at it, but there is nothing solid yet.
- Ruben said that to keep in mind, near the bridge area, there are soccer fields. He thinks it would be more beneficial to do something with the roadway than with landscaping because there is already some nice landscaping in the area. He said that Rillito Racetrack is going to be opening soon for horse racing again. He said traffic in the area will increase with the change from Walmart to Super Walmart. Plus, El Rio is going to have a big health clinic on Stone Avenue and River Road, and a possible smaller hospital too. This is likely to increase traffic in the area as well.

Susan said that the street off 1st Avenue just south of the bridge goes back to the racetrack, and there are businesses along the roadway. She said this is a real bottleneck death trap. Others in the group agreed with her.



- Susan and Caroline both commented that it is awful, especially during events. People try to turn left onto 1st Avenue, and it is very dangerous.
- Ruben asked if there could be a stoplight there. Susan added or even a no left turn sign.
 - Brent said they talked with some of the business owners along that road, and they are in favor of not allowing left-hand turns. The owners were in favor of just having a driveway that only goes right. This is something that we need to talk more about. Brent said next month we can dig into it because he will have a full plot that shows all of it and what we are thinking of accessing. We will start with a wider median in most places, and we will start with access control based on the city's guidelines.
- Ruben added that he would like to see no left turn out of the Rillito Racetrack. He has seen drivers cutting through the parking lot and trying to make a let out of the other exit. So maybe both exits have no left turns in this area.
- Caroline asked what about the HAWK light at Pastime. Will you be showing it on the next set of plans?
 - Patrick said it is going to be a future bike boulevard and a HAWK or TOUCAN light here.
- Mindy added that they have families and teachers who cross at Pastime. And the Social Security Administration Office's address is listed as Satori's address, so they get people coming to the school by accident and then cross at Pastime.
 - Brent said he believes there is another HAWK at Blacklidge and maybe one more area.
 - Patrick said they are tossing around adding one to the Navajo area.
- Ruben asked if there is a bus stop near the Pastime intersection.
 - Brent said that there is a bus stop near here and that we will have to take that into account.
- Ruben added that this might not be a good turn location if the bus stop remains where it is.
- Susan asked if there was going to be a lighted signal added to Glenn Street.
 - Brent said, no, just turn lanes left.
- Ruben asked how far the acquisition line is behind the sidewalk.
 - Brent said that we usually like to have two feet behind the sidewalk area for power poles, light poles, etc.
- Susan asked if a building along the corridor is in the city's right-of-way.
 - Brent said sometimes that happens. Sometimes a private property line ends up in the middle of a city roadway and vice versa. Usually, it is due to when things were built.



- Caroline asked if the area where there is extra space and there is more pedestrian activity, could we prioritize some type of shade? She hates seeing people standing along the roadway in the heat. So, if there is extra room and we don't need it for access, we could consider doing something like that. Especially where there are HAWK crossings or Bike Boulevards.
 - Brent said there are spot areas along the corridor where we can add some shade. He showed one near the bike boulevard at Blacklidge. He also suggested that, along the Rillito Park area, maybe they partner with the county and create a nice big wide path that goes through the park, since there is a sidewalk already in this area.
 - Patrick added that all along the corridor, they are planning to add trees and landscaping wherever possible.

9. Future Agenda Items

DTM Administrator Patrick Hartley updated the off-agenda field visit of the corridor. He discussed the preferred date for the corridor visit, considering feedback from the task force members.

There was discussion within the group, and everyone decided to continue planning for Saturday, May 17th, at 8 a.m. The selection of the meeting place was Rillito River Park. Patrick will ask Sun Tran about using the vehicle that day and get back to everyone. More discussion to follow.

10. Adjournment

Ruben asked for a motion to adjourn the meeting, Melissa (Mimi) Noshay-Petro motioned, and A.M. Rivers seconded. Meeting adjourned at 7:43 p.m.