



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Tucson Pima County Bicycle Advisory Committee (TPCBAC) and to the general public, that the TPCBAC held the following meeting, which is open to the public.

The TPCBAC conducted a public meeting on November 19, 2025, via Microsoft Teams.

DRAFT OF MINUTES

1. Roll Call, Call to Order, and Approval of Minutes previous meeting.

Quorum was met with 8 members present (7 required at this time).

MOTION: A motion to approve the October 2025 minutes was made by Daphne, seconded by Randy, and passed by voice vote, 7 yes, 0 no, 0 members abstaining who were not present at the September meeting.

2. Call to the Public.

Dorothy Rzewnicki introduces herself as the constituent who emailed last month asking that bike lanes be installed on both sides of El Camino Del Cerro west of Silverbell Rd. She had noted that many mountain bikers travel to Sweetwater Preserve this way and that bike lanes would not only promote safety for cyclists, but it would also connect El Camino Del Cerro to the Loop and align with Better Skies for Tucson.

3. Updates from Law Enforcement.

None present. Committee would like to address recent cyclist/pedestrian deaths.

4. Discussion: Are HAWK lights really the best / safest option?

- Two cyclist fatalities occurred in Tucson, one at a HAWK signal:
<https://www.kold.com/2025/11/17/bicyclist-dies-after-crash-tucson/>
- Recent triple fatal pedestrian crash at Euclid & 2nd Street also prompts request for a HAWK signal.
<https://www.kold.com/2025/11/04/site-triple-fatal-pedestrian-accident-getting-safety-improvements/>
- Statistics from law enforcement needed on cyclist/pedestrian accidents & fatalities that have occurred at HAWK signals. Is there a difference in outcome between HAWK & non-HAWK intersections?
- Potential alternative suggested: traffic lights that are always green but turn red when requested.
- Mike Hendrix recalls study from U of Mass, of driver understanding of “flashing red” signal and another UA study on driver compliance at HAWK signals at night conducted at 4 Pima Co intersections. Volunteers to present on signal issues City of Tucson input.
- James Wood: recalls in the past, that committee heard presentation on study of HAWK compliance rates in Tucson which indicated that HAWK signals had much higher compliance than non-HAWK signals.

5. East Side Bicycle Boulevard Project: <https://tucsondelivers.tucsonaz.gov/pages/eastsidebikeblvds>

Lee Miller, project manager at City of Tucson, Transportation Dept, presenting. Project network includes:

- 20mi worth of streets to be developed
- 7 new bike HAWKS
- 4 improvements at existing HAWKS
- 3 new Loop Connections (at East 5th, Sarnoff, & Udall Park)
- Improvement for pedestrians near Sahuaro HS

Funding for project comes from Prop 407 Parks & Connections (\$5.8 million) & Prop 411 Safety Funds (\$2.4 million) = \$8.2 million.

Project Update: Public outreach conducted Fall, 2024; Spring & Fall, 2025. Everything still mostly in design phase, except for completed & in-process construction involving 2 mi on So. Pantano Rd. between Broadway & 22nd and off Camino Seco at E. Kenyon Dr & Sarnoff Dr. Includes protected bike lanes, new and improved HAWK signals.

Project challenges include inconsistent transportation routes, high-traffic roadways, lack of rainwater drainage, lack of adequate funds.

Committee provides feedback: inconsistent & confusing signage, suggestion that cyclist input & TPCBAC be involved prior to & during design planning. <https://www.kgun9.com/news/community-inspired-journalism/eastside-news/some-eastside-drivers-say-sarnoff-dr-redesign-took-a-wrong-turn>

6. Announcements, Updates, and Questions for Related Entities

Greater Arizona Bicycling Association (GABA), Daphne Hope

- November 16 – Successful Annual GABA Bike Swap.
- December 13 – GABA Holiday Toy Collection starts at local bike shops

Complete Streets Coordinating Council (CSCC), James Wood

March 10, 2026 vote to extend .05 cent sales tax (\$15 million annual) for Regional Transit Authority (RTA) <https://rtanext.com/projectlist/>. CSCC will decide whether or not to endorse. City Council has endorsed it, Living Streets Alliance does not endorse it. CSCC is currently polling its constituents.

James shares his opinion to vote No:

- Perceived past mismanagement of projects:** RTA only accomplished 19 of 36 projects proposed; did not raise the funds they were projected to raise; every project went vastly over-budget (“over promised, under-performed”); to fill budget gaps, state & federal funds were diverted which could have gone to other projects, also making the proposed half-cent sales tax inaccurate.
- Disagreement with structure of RTA/Lack of oversight:** the board allows itself to change the scope of projects and how much funds are allocated, leaving voters without ultimate right to decide. E.g.: cutting many of the bicycle/pedestrian improvement projects that were in original RTA plan; insufficient representation of City of Tucson; RTA advisory committee has no power.
- Lack of Cost-Benefit for Tucson.** RTA scope includes all surrounding suburban areas, Oro Valley, Marana, etc., which do not benefit citizens of Tucson.

Committee would like to consider taking a position on this issue. James agrees to compile a pros & cons list.

Loop Subcommittee (part of Pima Co Park & Rec Advisory Commission), Randy Ford

Made 2 recommendations to Pima Co Park & Rec Advisory Commission to: 1) approve Class 1 & 2 ebikes on the Loop, and 2) to post a 15mph speed limit. Parks & Rec Director, Rick Guererra agreed to recommend to the Pima Co Board of Supervisors that the current statutes be modified to include both of these, which will align Pima Co with the rest of the US. Randy shares that of the 135 large multi-use US trail systems similar to the Loop, 100 of those have already approved use of Class 1 & 2 ebikes and a 15mph speed limit.

7. Announcements, Updates, and Questions for Staff

City of Tucson, Lydia Barker — Not present

Pima County Dept of Transportation, Mike Hendrix

- An updated submittal is expected in December for the Valencia Rd. project and will include protected intersections and buffered bike lanes with some modified treatments December.
- Plans also expected soon for the Houghton Rd. multi-use trail. Will run between Camino del Toro and Sahuarita Rd. The project aims to improve connectivity, especially for school children, including access to Sycamore Leaf Elementary School.

Marana Update, Matthew Taylor

City of Marana has still not appointed anyone to TPCBAC but will be advertising.

Pima Association of Governments (PAG), Hannah Oden — Not present

8. Draft letter to UA for deterring bike theft, Krista Post

Review draft of letter. Feedback from Committee: 1) include citations, 2) correct the statement of TPBAC purpose, 3) use “enclosure” (vs corral), 4) clarify timespan of theft statistics at “hot spots”.

MOTION: Krista makes motion to approve letter, Daphne seconded. 6 yes, 0 no, 1 abstaining.

9. Bicycle Infrastructure West of Santa Cruz River / N Silverbell Road

Following a constituent complaint, committee discusses potential need to implement bicycle infrastructure on El Camino Del Cerro west of Silverbell Rd, (approx. **1–1.5 miles**), near Sweetwater Preserve in order to improve safety. Committee member requested more technical background on:

- Traffic volume & ADT data
- Cyclist counts from city data or Strava Metro
- Posted & actual speeds
- Road width and the feasibility of bike lanes or a side path

The committee agreed to start with existing data to be gathered from the City of Tucson (Lydia) and to consider requesting new research or additional counts if the project is deemed a priority. A decision will later be made on whether the project merits further action. Suggestions made to:

- Expand the inquiry beyond one road to look at overall bike infrastructure plans.
- Bring findings back to the committee in one to two months.

10. Discussion Bike Culture in Tucson

Daphne expressed her thoughts on whether a formal comment on bike culture is needed from TPCBAC. She created & shared a document (attached) which included summary of the role of the BAC as defined by its bylaws.

It was noted that the BAC already contributes to positive bike culture by reviewing and commenting on projects, designs, and policies around bicycle infrastructure. And also Influences behavioral norms, such as rules on shared pathways (e.g., the Loop). Daphne concluded that because the committee is already fulfilling its role in shaping bike culture, the topic may not need further discussion.

11. Discussion next meeting dates // Goal Setting/Next Meeting

Members are encouraged to email agenda requests to the chair or Lydia, including how much time will be needed. James agrees to bring more info about to RTA vote to the next meeting.

12. Adjournment.

NOTE: TPCBAC next meeting will be Wednesday Dec 17th, 2025, at 6:00 p.m.

If you require accommodation or materials in an accessible format or require a foreign language interpreter or materials in a language other than English, please notify the Tucson Department of Transportation Office at 520-791-4391 at least five (5) days in advance.

Member Attendance:

John Edgett, Ward 2 (absent)
Le'Sean Marks, Ward 3 (absent)
Elaine Flin, Ward 4
Randy Ford, Pima Co
Daphne Hope, Pima Co
Anona Miller, UA
Eric Post, Pima Co (absent)
Krista Post, Oro Valley
Ingmar Riedel-Kruse, Pima Co
Evan Santerior, Pima Co (absent)
Robert Smith, Sahuarita (absent)
James Wood, Ward 5
Jane Zavisca, Ward 6 (late for vote to approve Minutes)

Also in Attendance:

Lydia Barker-Winkworth, City of Tucson
Jonathan Crowe, Pima Co DOT (absent)
Mike Hendrix, Pima Co DOT
Karen Keeting
Hannah Oden, PAG (absent)
Bob Stinson, Marana Park & Rec (absent)
Matt Taylor, Marana alternate
Brian Varney, Marana alternate (absent)
Dorothy Rzewnicki, community member
Lee Miller, East Side Bicycle Networks

Attachment:

THOUGHTS ON BIKE CULTURE — Daphne Hope

I found the discussion at the BAC meeting on October 15, very interesting but was somewhat confused by what the intended outcome was supposed to be. Musing further on this topic, I decided to do some research to give context to a discussion about Bike Culture in Tucson. Should we (BAC) decide to draft a statement about this, I believe that any comment on Bike Culture should be framed in terms of what the BAC can do given our stated mandate.

From Wikipedia:

“Bike culture encompasses the social norms, values, and infrastructure that support cycling, promoting it as a sustainable and enjoyable mode of transportation.

Bike culture refers to the unwritten rules and social norms that shape how cycling is perceived and practiced within a community. It can manifest as a mainstream culture that encourages the use of bicycles as transportation, recreation, and sport, or as a subculture that celebrates cycling as a lifestyle choice.

A strong bike culture often correlates with well- developed cycling infrastructure, such as dedicated bike lanes, parking facilities, and community events that promote cycling.

Overall, bike culture plays a crucial role in shaping how communities view and utilize bicycles. It fosters a sense of belonging among cyclists and encourages sustainable transportation practices, making it an essential aspect of urban life in many parts of the world. By understanding and promoting bike culture, communities can work towards creating safer and more inclusive environments for cyclists.”

I think this is a good explanation of what is meant by the term “bike culture” as well as a framework for determining what contributes to a strong (i.e., positive) bike culture.

For me, a strong bike culture means the ability to ride my bike for recreation or for transportation, easily and safely. It means a supportive physical environment (on-road bike lanes, off-road pathways, etc.) and especially, secure bike

parking at key destinations. It means a respectful motoring public and equally, a respectful cycling, walking, running public.

How can we (BAC) have a positive impact on the bike culture in Tucson?

As per the BAC Bylaws (as amended March 12, 2008);

Article 1 (B)

PURPOSES. The purpose of the Committee shall be to:

- (1) To confer with and advise the governing bodies of the city and county on community concerns relating to bicycling.
- (2) To organize community programs and projects to provide information and education to the community on bicycling.
- (3) To review and make recommendations on proposed local, state and federal legislation relating to bicycling.
- (4) To act as an official advisory agency to the city and county governing bodies for technical questions and concerns related to bicycling.
- (5) To render an annual report of committee activities to the governing bodies of the city and county, and to file minutes of committee meetings with the two (2) governing bodies.
- (6) To recommend such action to the governing bodies of the city and county as the committee deems necessary or desirable to accomplish the above functions, and to put its policies into practice.

The above gives us a framework for what we can do as members of the BAC with respect to creating a positive bike culture.

From the definition of Bike Culture, we can identify the following components that create a positive bike culture:

- 1) Infrastructure
- 2) Community Events (i.e., a visible cycling community)
- 3) Behaviour