



Complete Streets Coordinating Council (CSCC)

September 24, 2025 (5:30-7:30pm)
Park Tucson Office (110 E. Pennington)



Final Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order by co-chairs at 5:35pm

Members Present:

Zach Coble
Marshall Davis
Jennifer Flores
Ariel Gilbert-Knight
Sophia Gonzalez
Laura Horley
Nikita Lindgren
Riley Merline
Miranda Schubert
Carissa Sipp
James Wood
Samuel Paz (non-voting)

Members Absent:

None

Staff:

Ryan Fagan
Collin Chesston
Jim DeGroot

Guests:

Rick Ellis and Melanie Lawson, PAG-RTA

Observers:

Stacy Balstad (Ward 6)
Shamara Smith (Sun Tran)
Maya Horner (Sun Tran)
Jesse Lugo

Facilitation/documentation:

Tahnee Robertson
Colleen Whitaker

Summary of actions and decisions:

- *September meeting minutes:* Motion to approve – Marshall; Second – Sophia. All in favor; none opposed.
- *Outreach to potential new members:* Sophia, Zach, Riley, Carissa, Jennifer, Laura, Ryan, Riley, and Ariel will all do some work on this before the next meeting and then report out. Ryan will send out application link for everyone.

2. Housekeeping

- Approval of July minutes. No corrections. **Motion to approve – Marshall; Second – Sophia.**

3. Call to the audience - None

- Jesse Lugo from the Julia Keen Neighborhood Association – They have brought up the 22nd St. overpass issue many times. One issue is that the bike lane cannot be swept given the narrowness of the lane and the equipment. The simple solution is to put in rudder lanes that move people back to the left. Julia Keen will keep working on this and bringing it up.

4. Member Introductions

Members introduced themselves, sharing a bit about their background, why they serve on the CSCC and reflections from Open Streets events they have attended in the past. There were three new members in attendance – Carissa Sipp, Nikita Lindgren and Laura Horley.

5. RTA Next Update - Rick Ellis and Melanie Lawson, PAG-RTA

Melanie and Rick shared a presentation. Main points are summarized here:

- Current RTA:
 - The current RTA current is coming to end in mid-2026. RTA Next is the funding source and plan for next 20 years.
 - Each jurisdiction has a seat on the RTA board.
 - \$125M annually is collected through the ½ cent sales tax. This is about ⅔ of regional transportation funding. State and Federal sources combined are about ⅓, and these can be more restrictive.
 - RTA can only be used on projects that are approved by voters as part of the plan. It is locally controlled.
 - If this source of funding disappeared, we would have substantially reduced funding for transportation improvements.
- RTA Next plan elements:
 - Roadway (multimodal) corridors - includes 2006 plan projects that were re-scoped or funding was amended. There are 31 new roadway projects. Includes drainage, bicycle and pedestrian improvements (note these are new projects, not new roads).
 - Safety, ADA and active transportation
 - Arterial and Collector Roads, Pavement Rehab - not fixing potholes, but curb to curb repair
 - Environmental elements (wildlife linkages)
 - Transit
- Budget:
 - Transit - 27%
 - New roadways projects - 43% (including drainage, bike/ped improvements)
- Bike, pedestrian and transit maps are available on the RTA website
- 2006 Plan successes over 20 years
 - More than 1000 improvements completed
 - \$1.6B invested in the region - \$3B in public/private investments
 - 40,000 permanent jobs created (not temporary construction jobs)
- RTA Next could lead to 88,000 new jobs and \$3.7B in local benefit over 35 years.
- There will be a new tax with the new plan; it is at the same rate as the current RTA tax (½ cent); so no additional cost.

- Roadway projects
 - Want to ensure they are all fully functional and multi-modal. This includes bike and ped facilities. No shortcuts.
 - Sidewalks are not specifically called out - a lesson learned from the first RTA is that a sidewalk isn't always the best treatment. Want to leave the flexibility to jurisdictions to make decisions with community.
 - Modernization - existing vehicular capacity is good, what is needed are improvements in bike/ped capacity.
- There was a lot of discussion in the committee about safety - each jurisdiction gets an allocation of active and safe transportation. There will be certain areas allocated within the plan for these improvements - these areas have not yet been defined.
- Continuing investments on transit - new elements: high-capacity transit on Stone, safety and security.
- Pavement rehab is a new element due to public feedback. RTA cannot to maintenance - this is the responsibility of jurisdictions.
- How will funds be used? What are criteria on projects? These are all part of ongoing discussion currently. These will be available for the public toward the end of the year. Much of this is still being fleshed out.

Discussion/Questions

- Jennifer - how are construction start periods determined?
 - Partly based on how pressing the need is. Jurisdictions provide feedback on when is most appropriate. There is a recognized commitment that carryover projects are number one. The board has decided this. Also have to match up with anticipated revenue to ensure there is no overspend.
- Sophia - how are projects identified? How much weight did equity have in choosing them?
 - Original CAC (Citizens Advisory Committee) developed guiding criteria that were shared with the TMC (Technical Management Committee). Jurisdictions were asked for candidate projects. There were 105 submitted at \$105B, these were then put through criteria. Now there are 31. Equity was one aspect of this.
 - Sophia - can you characterize the equity weight?
 - Would need to look back at this. Can share some links with mapped info on Title 6.
- Sophia - who created the original list of projects?
 - TMC solicitation to jurisdictions. Some jurisdictions did surveys and developed a ranking and prioritization. Others did not rank. City of Tucson identified Move Tucson as the driving factor in identifying projects.
 - There is also a focus on connections. It is data driven.
 - Sophia - who makes those data driven decisions?
 - PAG does a lot of the data collection for the region and works to identify issues. Jurisdictions use this to do a performance assessment.

- Carissa - heat, water and weight all contribute to destruction of asphalt. Are there lessons learned from last RTA related to drainage? Are you fixing the problems that create the problems?
 - Yes, we are fixing past problems - e.g. rubberized asphalt used in the past raveled very quickly. Will now use a harder, more durable mix.
 - Drainage - surface drainage was left open in consultations with jurisdictions. There are allocations and a general approach.
- Miranda - \$3.7B in economic development. Where does this come from? What type of economic development does it generate?
 - The full study is available on the website. It done by consulting firm that looked at a variety of things, for example development in the Twin Peaks area and places like Houghton Rd/Mary Anne Cleveland with stores like Home Depot.
- Miranda – on road widenings, what is the distinction between what is legally required and what makes it more fully functioning and multi-modal? There are already minimum requirements.
 - There are national standards. Jurisdictions have the ability to introduce their own standards. Want to avoid a one-size fits all approach. All jurisdictions are different. These discussions are happening now.
- Miranda- is there a total cost estimate for high-capacity transit and how much RTA might cover?
 - RTA funding is \$70M; that would be a match for a grant that is contingent.
 - Jim D - \$140M is the estimate form the City for high capacity transit on the northern part. Stone Ave has been identified as the corridor, but that is contingent on the grant. The City wants ability to implement at other locations if this doesn't come through.
- Miranda – I have been grilled a lot about what assurances you give folks given that there are still uncompleted projects from the first RTA.
 - We did complete more than 1000 improvements as part of the first RTA. There was an economic recession and covid, so not as much money came in as anticipated. There is a plan to finish these in RTA Next. To help prevent this again, we are now using more conservative estimates with a higher likelihood that funding could exceed this. If revenue comes in above projections, it can be applied to the elements.
 - We have reached out to private sector to find out what is working, and what is not. Jurisdictions love this. There is an appetite to be great.
 - RTA is in the game - staffing, expertise; this is not a blank check. We can be a resource to jurisdictions. This will help ensure delivery and obligations.
- Nikita - how discreet is the funding allotment? Is it at ward level or more specific?
 - The intent is to work collaboratively with jurisdictions to align needs and funding. Have a lot of data and want to bring this to help jurisdictions identify these great candidate projects.
 - Also exploring how to do combinations of projects to get more bang for the buck. Traditionally these were more piecemeal.

- Nikita - how many votes are there on the board?
 - There is now one vote per jurisdiction.
- Zach - what is included in pedestrian improvements vs. ADA improvements?
 - Pedestrian improvements are the general umbrella. Have to make sure everything is ADA compatible.
- Zach - what does "expanded paired transit service" mean?
 - Expanded frequency and service areas.
- James - if there are projects that don't get completed this time, is there a way to know which projects would be bumped?
 - The goal is that all are completed. We have made a more conservative funding estimate this time. Also, in the past our population projections were off - we didn't get the population growth that was expected.
- Marshall - what happens to current projects if voters don't pass this?
 - The board will have very difficult decisions to make; not sure how this might be handled. Delivery will definitely slow down on projects.
- Marshall - Pima County is really big. Do people in the west ask for these projects too?
 - There is transit service in Ajo. They also use the Dial-a-Ride service.
- Riley - a lot of people say there are ways to fill in this potential funding gap for the city if it's not passed. If RTA doesn't go through, Tucson could do their own tax, for example. So it doesn't mean there will be ⅓ of the funding missing forever.
 - That might work for City of Tucson, but what about people in Ajo using these services?
 - Also, we wouldn't be able to leverage funds for regional projects, like high capacity transit.
 - This would be a big deal and have a huge impact to the region.
- Riley - concerned about bike/ped improvements being vague. Is there somewhere we can get more detail on this?
 - It is purposefully vague, and the nature of these improvements are under discussion now. The intent is things like bike boulevards, bike pathways, shared pathways, etc. Want all these types of things but didn't want to specify all the possibilities and miss one. Want to be flexible for jurisdictions to tailor as needed.
- Jennifer - we are the group that decides these improvements. City brings us designs and we give feedback. RTA has to abide by our jurisdiction.
 - Ryan – the jurisdictions will have a pretty high degree of autonomy when it comes to things like multi-modal. So City of Tucson may have different standards than other places.
 - Collin - 1st Ave is an example that is slated to get protected bike lanes as part of RTA.
- Questions can be routed through Ryan, and he can share back with full group.
- Contact info:
 - Melanie Lawson, Public Relations Administrator
MLawson@pagregion.com
 520-792-1093; 520-495-1425 (direct)

6. Traffic Calming and Bike-friendly Speed Hump Pilot Program- Collin Chesston, City of Tucson

Collin shared a presentation. Main points are summarized here.

- Speed Humps
 - Used on residential streets. Typically, along a bike boulevard. Only works for low numbers of cars and lower speeds. Sometimes neighborhoods request them as well.
 - Programs that install these - Neighborhood Traffic Management Program (not free; neighborhoods make a contribution), Prop 411 Safe Streets for All (free).
- Speed Table
 - Can also serve as a pedestrian crossing
 - There are two types, one for higher speeds (25-30 mph). They have more gradual ramps
- Speed Bumps
 - Designed to be abrupt and go for 5-7 mph in a parking lot. Not for streets.
- Speed Cushions
 - 3 individual speed humps
 - An emergency vehicle can straddle over these. They are specifically spaced for this. A passenger vehicle can typically only miss one.
 - Don't obstruct as much flow

The City is trialing a bike friendly speed hump in a few locations:

- Similar to a speed cushion, there is a channel for bikes to go through; the gaps are narrower than a speed cushion.
- Got the idea from Portland - they found that most cars didn't try to hit the channel. They found they were 20% more expensive. They prefer them, but only do them where the project budget allows.
- Pilot area: 9th Street
 - Figured out the right spacing for emergency vehicles in Tucson. The fire station indicated they don't use 9th St, so don't have a preference.
 - The alignment they landed on is to have the gap not in the middle of the road.
- Pilot area: Ontario-Macedora
 - Haven't built this yet. The street is much narrower. Will try to have a dual purpose one that works for emergency vehicles and bikes.
- Evaluation criteria for pilot program
 - This process hasn't been determined yet.
 - What City has considered: vehicle speed, bicycle satisfaction, incidences of driving, cost
 - What else does CSCC think should be considered?

Discussion/feedback

- Laura - cool idea, but glad that cost is included. Sometimes other obstructions are a bigger deal. It may be nice to have, but if there are other needs, we should consider what comes first.
- Carissa - sand can accumulate really quickly in the channels due to drainage. If homeowners complain it is over. Should take into account how the debris accumulates in the channel.
- Nikita - is there a speed hump that is designed for less than 20mph?
 - This is possible from an engineering perspective. There is generally a desire for consistency, so when you go over them you know what to expect. Doing something different could impact user experience.
- Riley - San Juan south of A Mountain has some that look like they've been cut out afterwards. See people swerving here all the time. I like the channel when I bike, but don't want cars seeing them and trying to swerve to get them. But do like them as a cyclist.
- Marshall - did you see the same 20% increase in cost on 9th St?
 - Because they were 55' wide they were more expensive anyway, but can't tell if this was due to the design.

7. Outreach Strategies - Sophia Gonzalez

The CSCC has a number of vacant seats: Ward 4, Mayor's Office x2, City Manager/Transportation. This idea is to go to different bike organizations or other mobility focused organizations for outreach. We could create a team to look for new members. Is there any interest in helping to recruit more members for CSCC?

- Riley - will be stepping down soon from Tucson Transit Advisory Committee (TTAC). Willing to consider staying on the CSCC, however. Maybe a new person could come on from TTAC, and Riley could apply for another spot?
- Tahnee - it might be good to look at the composition of the current members (e.g. bike, transit, etc.) and identify gaps.
- Carissa - know lots of people who take the bus who might be interested. Not sure how much that is represented in there. Have someone in mind.
- Riley – can help think of ideas.
- Jennifer - can ask at next LSA Advocacy Committee.
- Laura - have access to ways to communicate with UA students, can send out info to about ~5k pretty engaged students.
- James - in the Bicycle Advisory Committee (BAC), we had an issue when there was a period of high engagement and got a lot of new members, but then people stopped showing up. We kept missing quorum. Want to ensure new members actually come.
- Sophia - let's start out with individuals volunteering to reach out and we can all follow-up next meeting. Members who can help do some outreach: Zach, Riley, Carissa, Jennifer, Laura, Ryan, Riley, Ariel. Ryan will send out the application link to members over email.

8. CSCC Hub

- Park Tucson - *no member*

- Tucson Transit Advisory Committee (TTAC) - *Riley Merline*
 - Presentation on security and safety in transit at last meeting. A lot more is being spent on security now than in recent past. There are many fewer assaults. Almost all the incidents are drug-related. Almost no issues on the buses themselves.
- Bicycle Advisory Committee (BAC) - *James Wood*
 - Developing recommendations related to bike theft. A UA PhD student working with the Bike Bait program presented at the last meeting. The committee is writing a letter to ask UA to spend more on outdoor bike lockers. They didn't explain how bikes were stolen.
 - Carissa - pad locks on bike lockers are actually easier to steal.
- Commission on Disability Issues (CODI) - *Zach Coble*
 - Recently wrote a report about the Parks Department. Decades ago there were many deficiencies identified. There is a lack of tracking about what the deficiencies are, and how they are being dealt with.
- Independent Oversight and Accountability Commission (IOAC) - *Jim DeGroot*
 - Met in July and approved the Phase Two program. We are at 29.9% of all neighborhood streets resurfaced.
 - Working on the Collector Street Program. 17 streets have been improved.
 - Riley - how can we learn more about the schedule? → The website tells when things are in process, but the information is not super clear yet. Reach out directly to Jim for more information.

9. Updates and Future Agenda Items

- DTM update - in the middle of outreach season. Many projects with public meetings. Ryan will share info over email.
- Complete Streets Events - Cyclovia is end of October.

Meeting was adjourned at 7:35pm by co-chairs