



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 March 18, 2026, 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 for quorum).

MOTION: A motion to approve the February 2026 minutes was made by Daphne Hope, seconded by James Wood, and passed by voice vote, 6 yes, 0 no, 2 members abstaining (Robert Smith, Eric Post) who were not present at the February meeting.

2. Call to the Public.

Email received regarding confusing and presumably unsafe signage near the North Camino Seco and Old Spanish Trail Intersection; photos also sent. Assumption made that this intersection lay within the Sarnoff bicycle lane project currently being reviewed, which was addressed during last meeting. Email was forwarded to Lee Miller, City of Tucson.

3. Updates from Law Enforcement.

Jason Bredehoft from the Tucson Police Dept reports 0 bicyclist fatalities so far in 2026. Overall vehicular accidents are high; only one reported collision between motorist & cyclist on the West side. Cyclist sustained critical injuries.

Officer Bredehoft was also asked about changes being made related to enforcement of traffic. He explains that the department reorganized its motor officers into two citywide squads—one for daytime and one for swing shifts. It has also implemented a data-driven POP (Problem-Oriented Policing) enforcement system that generates proactive dispatch calls based on high-collision locations and times.

Each patrol division is assigned rotating enforcement locations (32 total citywide), updated every 90 days. Officers are directed to focus on hazardous moving violations during peak risk periods, such as commute hours and times associated with higher DUI activity.

The program recently went live after initial IT challenges, and it is expected to improve the efficiency and effectiveness of traffic enforcement.

4. Pima Association of Governments' Support for Transportation Safety Hanna Oden & Gabe Thum, presenting. PAG's approach is based on the "Five E's": enforcement, education, emergency response, engineering, and evaluation—recognizing that safety requires a comprehensive, multi-strategy effort. Safety efforts are guided by two key plans: the **2055 RMAP** (Regional Mobility and Accessibility Plan) and the **RATP** (Regional Active Transportation Plan).

The **RMAP**, updated every four years, is a 30-year, performance-based plan that includes projects submitted by local jurisdictions. It tracks 13 safety performance measures and uses ongoing data to monitor progress and guide project selection and funding. Current data (including 2024) shows the region is not meeting safety targets, with fatalities for roadway users, pedestrians, and bicyclists trending up. Future updates will include a more advanced, safety-focused project scoring system.

The **RATP**, approved recently, identifies 118 recommended projects based on extensive safety analysis. It aligns with RMAP goals and provides a toolbox of best-practice design strategies to improve active transportation safety across different environments. Many projects overlap with other regional plans, helping guide future implementation priorities.

Annual Bicycle & Pedestrian Count from April 2025 Improvements: increased helmet use (74% of riders); decline in riding on the sidewalk (4%); and decline in cyclists riding against traffic (2%).

PAG’s **Road Safety Assessment (RSA) program** conducts independent safety reviews of roadways and intersections at both design and existing stages, focusing heavily on pedestrians and cyclists. The program has completed 75+ assessments since 2011 and is funded through 2028.

A key tool is the **Safety Explorer**, a regional crash data platform that allows detailed analysis of crash types, locations, and contributing factors to guide safety planning and decision-making. Crash data is updated approximately 6 months into the calendar year (after state DOT data is finalized)

HAWK crossings. National research & AZ DOT researchers found have high driver compliance (97–98%) and significantly reduction in crashes: Pedestrian crashes 55%; Total crashes): 29%. A 2020 study confirmed similar effectiveness (compliance and crash reduction) even on higher-speed roadways.

Bike HAWKs adapted in 2011 to better accommodate cyclists, added features like accessible push buttons, signage, and signals to improve safety and reduce confusion for both cyclists and drivers. Approximately 30 bike HAWKs around the city. Maintain similar compliance and crash reduction rates as standard HAWKs.

Since COVID driving has gotten more aggressive, speeding has gotten worse according to studies from the National Highway Transportation Safety (NHTSA), and therefore an uptick across the board with all fatalities for pedestrians and cyclists in particular. Larger vehicles have made collisions with pedestrians & cyclists more serious.

5. Pima County Dept of Transportation “Moving Pima” Transportation Master Plan, Samuel Paz
Pima County’s first transportation master plan, Moving Pima (<https://movingpima.com/>) creates a 30-year vision for mobility priorities and includes unincorporated areas of Pima Co, e.g., Marana, tribal roads. It focuses on setting broad goals—not funding—and considers all travel modes (driving, walking, biking, transit, & freight) while coordinating with multiple jurisdictions. The ultimate goal is to gather widespread feedback to shape future transportation priorities and ensure equitable, region-wide planning.

The plan, launched from the 2023 Prosperity Initiative, is a two-year, five-phase process currently in the community engagement stage. It emphasizes inclusive public input through surveys, an interactive map, and outreach events, with guidance from a 10-member oversight committee representing diverse community and stakeholder groups.

6. Announcements, Updates, and Questions for Related Entities

Greater Arizona Bicycling Association (GABA), Daphne Hope
April 19th Spring Swap Meet at El Con Mall

Complete Streets Coordinating Council (CSCC), James Wood
The CSCC approves spending from **Proposition 411** (a ½-cent sales tax generating about \$15 million annually) and

must unanimously approve projects. Recently, it approved funding for two bicycle boulevard projects— **Copper/Flower** and **Sahuara Ave**—each about 5 miles long and designed to connect existing bike networks. The projects include adding and converting crossings to **Bike HAWKs**, costing about **\$1 million**. Designs are currently **50–60% complete**, and further input will be sought before finalization. The CSCC will provide a more detailed presentation at a future BAC meeting.

Loop Subcommittee, Randy Ford – Absent

Unexpected health issues, resigned as chair from the Parks & Rec Loop Subcommittee. Daphne will continue in his place.

7. Announcements, Updates, and Questions for Staff

City of Tucson, Lydia Barker

Will give a presentation on the new Blacklidge Bicycle Blvd.

Also encourages people to fill out the survey regarding City of Tucson projects that are of most interest: <https://arcg.is/DyfW5>

Pima County Dept of Transportation, Mike Hendrix

- April 15th Valencia Project Open House, 6pm at Grace Point Church on Valencia (btwn Mission & Hildreth). Project goes from Mission to Camino de Oeste.
- Green Valley – Sahuarita April Open House – extension of Campbell Ave. Plan includes multi-use path.
- South Houghton Road Project is at 60% design phase. Plan includes a multi-use path.
- New Pima County BAC member, Summer Dawn Cove to be approved on 3/24/26.

Marana Update, David Andrews – absent

Pima Association of Governments (PAG), Hannah Oden

Pasage of Proposition 418 & 419.

Oro Valley Update, Krista Post – absent

8. Discussion of AZ SB 1008 proposing a 5mph passing speed cyclists, Krista Post - absent

9. Safety on the Loop.

Two incidents reported.

10. Personal Introductions

11. Adjournment

NOTE: TPCBAC next meeting will be Wednesday April 15th, 2026, 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.

ATTENDANCE

MEMBER NAME	REPRESENTING	Attendance
Anona Miller	Univ of AZ	<i>Present</i>
Daphne Hope, Vice Chairperson	Pima Co	<i>Present</i>
Elaine Flin	Ward 4	<i>Present</i>
Eric Post	Pima Co	<i>Present</i>
Evan Santerior	Pima Co	<i>Present</i>
Ingmar Riedel-Kruse	Pima Co	<i>Present</i>
James Wood, Chairperson	Ward 5	<i>Present</i>
Jane Zavisca	Ward 6	<i>Absent</i>
John Edgett	Ward 2	<i>Absent</i>
Krista Post	Oro Valley	<i>Absent</i>
Le'Sean Marks	Ward 3	<i>Absent</i>
Randy Ford	Pima Co	<i>Absent</i>
Robert Smith	Sahuarita	<i>Present</i>
	Ex-Officio Non-Voting Members	
Lydia Barker	City of Tucson	<i>Present</i>
Jonathan Crowe	Pima Co DOT	<i>Absent</i>
Mike Hendrix	Pima Co DOT	<i>Present</i>
Hannah Oden	Pima Assoc of Govts (PAG)	<i>Present</i>
Matthew Taylor	Marana alternate	<i>Present</i>
Jason Bredehoft	Tucson Police Dept	<i>Present</i>
Lt Ryan O'Connor	Pima Co Sherrif's Office	<i>Absent</i>
Gabe Thum	Pima Assoc of Govts (PAG)	<i>Present</i>
Samuel Paz	Pima Co DOT	<i>Present</i>
	Community Attendees	
	Community member	
Karen Keeting		<i>Present</i>
Nathan Bacal		<i>Present</i>