



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 May 20, 2026, via Microsoft Teams.

DRAFT OF MINUTES

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

Quorum (10) was met with 11 members present.

MOTION: A motion to approve the April 2026 minutes was made by James Wood, seconded by Daphne Hope, and passed by voice vote, 9 yes, 0 no, 1 member abstaining (Robert Smith,) who was not present at the April meeting.

2 Call to the Public.

Jeff Seligman, “retiree” from City of Tucson brings attentions to the vertical poles separating bike lanes from vehicle traffic which he reports are worn out “throughout the city”. He notes in particular that at Country Club & Hwy 210 and between Prince & River Rd on Campbell the poles have been “completely destroyed” by vehicles. He is hoping repairs will be made to existing poles and a more sustainable option will be used in the future. Ingmar requests that Jeff send photos to TPCBAC demonstrating this issue.

Ed Weil requesting that pedestrians & slower moving people on The Loop use the left side of the trail so that faster moving cyclists & people are able to pass safely on the right.

Jim Melusa, former member of TPCBAC (25yrs ago) expresses opinion regarding the Grant Rd widening project at Sections 5 & 6, and the crossing at Treat & Grant. He notes that the project plans had changed the width of median refuges from 6’ to 4’, and was told by a project engineer the change was made “in the interest of safety”, because they do not want pedestrians to cross at medians. Mr. Melusa contends that research by the “FHA and others” have concurred that medians are safe crossing points. He would like TPCBAC to recommend to the city that the median refuges be made wider.

Ingmar shares 2 emails sent to TPCBAC:

- Request for better signage & traffic direction on Sabino Canyon Rd.
- Request for cleanup of excessive debris (sand, etc) after rainfall at 2229 W. Anklam Rd that is blocking the bike lane making it dangerous for cyclists who must then veer into traffic at that spot. This person originally sent the request to the city but received no response.

Lydia received message thru Living Streets Alliance from a cyclist who commutes from Catalina Foothills to UofA who is requesting that cyclists be legally allowed to use the sidewalk for traveling. They feel afraid to ride in the bike lane because they have seen many motorists on cell phones and swerving into the bike lines. Eric reports that most research cites that cycling on sidewalks is more dangerous than cycling in the road. Although those studies

presumably were not conducted in Tucson.

3 Updates from Law Enforcement, Jason Bredehoft, TPD

In the last month and a half, there have been three cyclists killed in fatal collisions. In one, the cyclist swerved out of their lane and across the lanes of traffic on Stone into the path of an oncoming car. In the second, TPD is still investigating whether the cyclist or the motorist was at fault (no details given). In the third and most recent case, the cyclist killed by a car that ran a red light at Euclid and University.

Participants discussed ongoing pedestrian and cyclist safety concerns around the University of Arizona, particularly along Euclid Avenue, University Boulevard, and Park Avenue.

- **Jane Zavisca** asked what traffic-calming measures could improve safety in the area, noting previous fatal crashes involving both impaired driving and pedestrians. She emphasized that thousands of pedestrians and cyclists use these crossings every day.
- **Jason Bredehoft** responded that the city recently upgraded HAWK pedestrian signals at 2nd Street and University but was not aware of additional traffic-calming projects planned for the Euclid or University corridors. He said the University of Arizona Police Department has conducted recent traffic enforcement operations in the area and plans more. He also noted that city officials are beginning discussions about potentially bringing back photo enforcement through a future ballot initiative.
- **Summer Dawn**, who regularly commutes by cargo bike with her child, described a recurring hazard between Euclid and Park: food delivery drivers frequently double-park in traffic and bike lanes, forcing cyclists to navigate around parked vehicles while also dealing with nearby train tracks. She said the problem is worst during evening rush hours, weekends, and peak food delivery times, and suggested increased enforcement to keep lanes clear.
- **Bredehoft** agreed to pass the concern to the patrol division and specifically request attention during evening hours.
- **Ingmar Riedel-Kruse** echoed the concern, saying parked vehicles routinely block the bike lane, making it effectively unusable. He suggested the committee consider sending a letter to the city or university advocating for stronger physical barriers or other improvements.
- **Jeffrey Seligman** added that a cyclist was killed about a year earlier when a driver making a left turn struck them, underscoring the area's ongoing safety issues.

4 Announcements, Updates, and Questions for Related Entities

Greater Arizona Bicycling Association (GABA), Daphne Hope
No updates

Moving Pima Transportation Master Plan Project, Daphne Hope
Transportation Master Plan oversight committee had recently reviewed draft themes and a vision statement.

Safety & traffic congestion emerged as the top concerns in public feedback (3,200+ responses)
From a cycling perspective, safety includes Better planning; High-quality design and construction; Ongoing maintenance; Effective enforcement.

Project timeline, January 2026 – February 2027:
Community engagement: January – May 2026
Development of goals: March – July 2026
Network identification and project selection: April – August 2026
Project prioritization & implementation planning: August 2026 – November 2026
Final plan development: November 2026 – February 2027

Daphne encouraged committee members to send her comments so she can relay them to the oversight committee.

She expressed optimism that the final plan will strengthen cycling's role in Pima County's transportation network.

Loop Subcommittee Update, Daphne Hope

The Loop Subcommittee postponed its May meeting because one of its members—a former 20-year president of GABA—was seriously injured after being struck by a motorcycle while cycling and remains hospitalized. She said the committee would resume meeting in June and would incorporate the bicycle safety concerns raised earlier in the meeting into future discussions.

Evan Santerior raised concerns about bicycle access at the new Sunset Links Loop connection: Cyclists approaching from the **Santa Cruz River Path** can only access the north side of the river. While there is a path connecting Sunset Links to the south side, crossing Sunset Road requires crossing mid-block through an opening in a concrete barrier, with no designated crossing and a double yellow centerline, creating a safety hazard.

Daphne noted that she had believed the project had addressed those issues and said she would investigate further.

Complete Streets Coordinating Council (CSCC), James Wood

Mini Grants Program Round 3 was approved. It will allow neighborhoods and individuals to apply for traffic calming measures after collecting sufficient signatures. Eligible projects include Speed humps; Chicanes; Other traffic calming improvements.

Projects are evaluated and ranked using several metrics. Recommendations are presented to the CSCC for funding approval. This is approximately the 3rd year of the program and has become increasingly popular. Under Future consideration are the possibility of increasing the program's budget due to demand, making it a permanent budget item. The Current funding cap is relatively small (exact amount uncertain, approximately \$1 million total). Interest in making the program a larger, permanent budget item.

Sidewalk Repair Funding. Approved \$1 million for sidewalk repairs. Funding is conditional upon receiving additional information, including the specific projects to be funded; other implementation details requested by committee members. James acknowledged that the funding is only a small step toward addressing the overall need.

Regional Transportation Authority (RTA) Funding Review Role. Mayor and Council action (April 21 meeting) approved measure that will make the CSCC a reviewing body for a portion of RTA funds, with a similar level of responsibility as CSCC has reviewing Proposition 411 Safety Funds. James will provide additional info & updates as more becomes available.

5. Announcements, Updates, and Questions for Staff

City of Tucson, Lydia Barker

Two upcoming public outreach events on May 30:

Columbus Boulevard Modernization Project, 9:30 a.m, McCormick Park. Project includes enhanced bike lanes, sidewalk repairs, road repaving.

Fairview Avenue Project, 9:30 a.m, Jacobs YMCA. Project includes road repaving, enhanced bike lanes.

Pima County Dept of Transportation, Mike Hendrix

Valencia Road Project: Design nearing completion. Construction to begin in 2027. Project will include Pima County's first protected intersections for bicyclists and pedestrians.

Houghton Multi-Use Path: Runs along Houghton Road between Camino El Toro and Sahuarita Road. Construction expected to be complete June 2026. Multi-use pathway for bicyclist and pedestrian use.

Mount Lemmon Speed Cushion Demonstration Project: Temporary rubber speed cushions have been installed on the downhill approach into Summerhaven, just after Ski Run Road to reduce vehicle speeds entering the community. Some cushions extend into the shoulder to discourage drivers from bypassing them while maintaining safe travel lanes. Pima County is seeking public feedback from motorists and bicyclists as part of the demonstration project.

Features include:

- 3–4 feet wide gaps to allow bicyclists to pass through.
- Reflective markings and warning signs.
- Temporary design that can be removed during winter to accommodate snowplows.
- Configuration that minimizes impacts to emergency vehicles.

Marana Update, Bob Stinson

Reports that Tangerine Road Multipath is still under construction. Path will be located mostly on the north side of Tangerine. The 2nd phase will connect from Tangerine to Dove Mountain and to Twin Peaks area.

Pima Association of Governments (PAG), Hannah Oden – Absent

Oro Valley Update, Krista Post – Absent

6. Presentation on Prop 411 Safety Funds for Tucson sidewalk repair, Lydia Barker

The Department of Transportation and Mobility presented a sidewalk repair funding request to the Complete Streets Coordinating Council (CSCC), which approved \$1 million for repairs. The funding will focus on *spot repairs* (e.g., lifted concrete, large cracks, and other tripping hazards rather than filling sidewalk gaps.

Repair locations are identified using 311 service requests, which provide:

- Specific locations of hazards.
- Photos documenting the issues.
- Information on accessibility concerns, particularly for people using mobility devices.

Addressing known hazards will help:

- Improve pedestrian safety and accessibility.
- Reduce the City's liability for injuries caused by documented sidewalk defects.

Repairs will prioritize collector and arterial streets, where pedestrian activity and transit access are greatest. The prioritization framework considers:

- Equity, using the City's Equity Priority Index.
- Safety, including crash history and ADA-related concerns.
- Proximity to key destinations, such as schools, hospitals, grocery stores, and transit stops.
- Age of the 311 complaint, giving additional weight to older requests.

Approximately 300 sidewalk repair requests were evaluated using the scoring framework. A map of prioritized locations was presented, highlighting the highest-priority repair areas. Staff are coordinating with City street crews and exploring the use of contractors to complete the work efficiently.

Implementation may begin with the highest-priority repairs while completing nearby lower-tier repairs during the same work effort to maximize efficiency. Staff will return to the CSCC in the coming months with an implementation plan and next steps. Lydia agreed to share the presentation materials with committee members.

7. **Loop Pathway Safety and Improvement Recommendations**, Daphne Hope

For Committee's review, Daphne introduced a draft letter (from her role as Loop Subcommittee Chair) to *Pima County Parks and Recreation Advisory Commission* (Anita Kelman, Chair. Letter recommendations are organized into three categories:

User Safety Recommendations:

- Improve tight corners, particularly at underpasses, to increase visibility and reduce collisions.
- Address safety concerns at narrow bridges and underpasses.
- Install mile markers and path identification integrated with 911 access points to improve emergency response and help users identify their location.
- Use temporary, movable safety signs to provide more noticeable reminders.
- Improve maintenance response times for pavement repairs and better coordinate resurfacing work.
- Standardize pavement striping and markings throughout the Loop.
- Review and remove unnecessary bollards that create obstacles while retaining those needed to prevent unauthorized vehicle access.

User Convenience Recommendations:

- Remove bumps on overpasses east of Campbell.
- Add street names to overpasses where they are missing.
- Remove confusing or unnecessary signage to improve wayfinding.
- Evaluate recent pathway improvements by gathering user feedback.
- Ensure water fountains are compatible with standard water bottles and provide cold drinking water at rest areas.

Capital Improvement Recommendations:

- Construct an underpass near Congress Street to eliminate a major gap in the Loop.
- Widen or redesign narrow bridges and underpasses to improve safety and reduce congestion.
- Implement a consistent mile marker and path identification system throughout the Loop.

Committee Discussion

- **James Wood** suggested including recommendations to strengthen pathway patrols. Daphne agreed that increasing the visibility of the Sheriff's Auxiliary Pathway Patrol would improve safety, even without enforcement authority.
- Committee members discussed the practicality of temporary signs, including concerns about maintenance and vandalism.
- **John Edgett** recommended adding more water fountains, restrooms, and repair stations in underserved areas of the Loop. He noted that bike repair stations are valuable but require ongoing maintenance due to theft.
- **Summer Dawn** requested clarification that the term underpasses includes both roadway and railroad underpasses.

MOTION: A motion to approve the letter was made by James Wood, seconded by Summer Dawn, and passed by voice vote, 10 yes, 0 no.

8. **City update BAC project proposals Kingston-Rosewood B-Boulevard**, Lydia Barker

Lydia will either ask someone to present at next meeting or she will present update.

9. **Standardizing BAC requests**, James Wood

James suggests that as a way to make TPCBAC efforts more effective, Committee might explore/discuss standardized way/s of handling requests/complaints received. He notes that requests come from emails, community members who attend TPCBAC meetings, and specific TPCBAC member reports.

Daphne emphasizes that writing & sending letters has been a typical way TPCBAC has handled requests & complaints. Letters are composed by the presenting committee member to be approved. Ingmar suggests using a Google Doc where committee members make comments/edits in between meetings.

James suggests there may be a process to consider before or leading up to sending a letter. No further suggestions are made.

10. **Discussion 'Protected' Bike lanes recommendations for Tucson**, Eric Post

Eric discussed lessons from a Seattle lawsuit involving a cyclist who was seriously injured in a protected bike lane with inadequate sight distance. The case highlighted the importance of designing protected bike lanes to **eliminate** "blind right hook" conflicts, where turning drivers and cyclists cannot see each other until it is too late. Eric emphasized that agencies should follow recognized engineering standards, provide adequate sight distance, and carefully evaluate design decisions to reduce safety risks and potential liability.

Local Tucson Examples

- **Broadway Corridor:** Concern was raised about proposed designs that route bicyclists behind bus stops and then merge them back into traffic near business driveways, potentially creating blind right-hook conflicts.
- **Sarnoff Road (Broadway to Kenyon area):** Members noted bike lanes located between parked cars and the curb that switch sides of the street, creating confusion for both motorists and bicyclists.
- **Downtown (Granada/Cushing near the TCC):** A similar configuration routes bicyclists behind a bus stop, although members noted this location has fewer turning conflicts.

Suggested Actions

- **Review current and proposed bike lane designs** to identify and eliminate blind right-hook hazards before construction.
- **Present transportation projects to TPCBAC earlier** in the design process so safety concerns can be addressed before implementation.
- Ensure bicycle facility designs follow **current engineering best practices** (AASHTO, NACTO, MUTCD) rather than relying solely on older design approaches.
- Continue expanding protected bicycle facilities while carefully evaluating designs to improve safety for riders of all ages and abilities.
- Maintain ongoing dialogue between City staff, engineers, and the BAC when reviewing innovative bicycle infrastructure.

11. **Ongoing open discussion on how to improve bike safety**, Ingmar Riedel-Kruse

Tabled for future meeting due to limited time during this meeting.

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

No suggestions.

13. Personal comments & introduction of (new) BAC members, Daphne Hope

Daphne shared observations from Toulouse, France, where secure bicycle parking and bike repair services support everyday cycling. She noted that secure bike parking is a key barrier to commuter cycling in Tucson and suggested the city consider investing in end-of-trip bicycle facilities at destinations like libraries, grocery stores, and campuses.

14. Adjournment

NOTE: TPCBAC next meeting will be Wednesday, July 15th, 2026, at 6:00 – 8pm

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
1. Anona Miller	Univ of AZ	<i>Present</i>
2. Daphne Hope, Vice Chairperson	Pima Co	<i>Present</i>
3. Elaine Flin	Ward 4	<i>Absent</i>
4. Eric Post	Pima Co	<i>Present</i>
5. Evan Santerior	Pima Co	<i>Present</i>
6. Ingmar Riedel-Kruse, Chair	Pima Co	<i>Present</i>
7. James Wood	Ward 5	<i>Present</i>
8. Jane Zavisca	Ward 6	<i>Present</i>
9. John Edgett	Ward 2	<i>Present</i>
10. Krista Post	Oro Valley	<i>Absent</i>
11. Le'Sean Marks	Ward 3	<i>Absent</i>
12. Robert Smith	Sahuarita	<i>Present</i>
13. Summer Dawn		<i>Present</i>
	Ex-Officio Non-Voting Members	
Lydia Barker	City of Tucson	<i>Present</i>
Jonathan Crowe	Pima Co DOT	
Mike Hendrix	Pima Co DOT	<i>Present</i>
Hannah Oden	Pima Assoc of Govts (PAG)	
David Andrews	Marana alternate	
Bob Stinson	Marana alternate	<i>Present</i>
Matthew Taylor	Marana alternate	
Brian Varney	Marana alternate	
Jason Bredehoft	Tucson Police Dept	<i>Present</i>
Lt Ryan O'Connor	Pima Co Sheriff's Office	
Gabe Thum	Pima Assoc of Govts (PAG)	

Samuel Paz	Pima Co DOT	
	Community Attendees	
Jeff Seligman	City of Tucson (retired)	<i>Present</i>
Ed Weil		<i>Present</i>
Jim Melusa	former TPCBAC (25yrs ago)	<i>Present</i>
Karen Keeting		
Nathan Bacal		