



Complete Streets Coordinating Council (CSCC)

May 27, 2026 (5:30-7:30pm)

Zoom



Draft Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order by co-chairs at 5:39pm

Members Present:

Marci Caballero-Reynolds
Dale Calvert
Zach Coble
Marshall Davis
Ariel Gilbert-Knight
Sophia Gonzalez
James Wood
Nikita Lindgren
Cytllalli Gonzalez
Carissa Sipp
Kara Spinney (non-voting)

Staff:

Ben Elias
Collin Chesston
Aliz Potucek
Patrick Hartley

Observers:

Members Absent:

Raul Berrellez
Dario Andrade Mendoza
Josué Licea
Vanessa Cascio
Samuel Paz (non-voting)

Summary of actions and decisions:

- *April Meeting Minutes:* No corrections. Motion to approve – Marshall; second – James.

2. Housekeeping

- Approval of April Minutes. No corrections. **Motion to approve April Minutes - Sophia; Second - Marshall. All in favor, none opposed.**

3. Call to the audience - None

4. RTA Next: CSCC Role

Topic Introduction – *Marshall*

- The CSCC will have a larger role in terms of recommendations than we may have expected.

- The goal of tonight is to review this role. The CSCC letter was not an endorsement of RTA Next, but laid out pros and cons. We want to first hear how members are feeling about this.

Discussion

- James – I was not in favor of RTA Next and don't feel differently now. Regarding our CSCC role, anything is better than nothing. It's hard to have much more of an opinion at this point, it is very early.
- Zach – Would rather have CSCC involved than not. Curious to learn what this role may be as laid out by Mayor and Council.
- Nikita – Was not in favor of RTA Next. Curious about our role and what actual power we may have to impact what happens to projects.
- Dale – was member of RTA CAC and voted for it. It's not perfect; there are things that could have been done differently. The Mayor did a fantastic job of working on and improving the RTA from the first time around. There was substantial progress made. The City's role is evolving. The voting was not changed, but the CART committee and disbursements are improved.

Presentation of RTA Next and CSCC Role – *Ben Elias, DTM*

- RTA Next is the 20 year plan and associated ½ cent sales tax that was recently approved by voters.
- Expected revenue over the 20 years = \$2.67B
- Project list can be found at rtanext.com/projectlist. For each roadway project there is information about total budget and when construction is expected to begin.
- Project List oversight
 - 1st Ave already has an oversight body – First Avenue Task Force
 - New projects – “the CSCC is responsible for actively overseeing and bringing accountability to the Complete Streets Policy implementation process.” There may not be a task force for each individual project in this category. CSCC is the body to provide direction on these projects.
 - Some of the new project language is more flexible and less prescriptive than the first RTA.
- The CART oversees the plan in its entirety. The body is regularly updated and advised about all projects across all jurisdictions, including updates to planned financials. There are 8 appointees for the jurisdictions, and 7 at large members; 4 of 7 must reside in City of Tucson. The CART will be involved in 30% design review, which was not the case in the first RTA. Terms end on June 30. New members will be approved by RTA board.
- The RTA board makes final decisions.
- Safety, ADA and Active Transportation & Arterial and Collector Road categories: CSCC role
 - M&C took specific action to lay out a CSCC role. DTM recommended that CSCC be responsible for selection of projects to fund with this category. M&C approved.
 - Safety element = \$254M budget. CSCC is tasked to approve the funding in this category.
 - RTA won't seek a call for projects at regional level. Rather jurisdictions can submit projects that align with the goals to be funded out of the jurisdiction budget.

- The IOAC has already approved a list of arterial and collector projects for pavement rehabilitation. There is a potential to add additional safety elements to some of these projects (e.g. restriping, buffered bike lanes, etc.).

Questions/discussion

- Nikita – in terms of not being so prescriptive with projects - it seems like this is often used as an excuse to drop pedestrian and bike facilities. Somewhat skeptical of this.
- Dale – regarding the carryover projects: several have similar descriptions to First Avenue to allow the emphasis to be on four lanes with medians, bike lanes, etc. The prescription to go to 6 lanes is gone. On 29th St: this is a two lane road right now in some places, so lane removal in those places is not an option. I am also a member of the IOAC. We don't know if the pavement projects will be funded. These selections were driven by statistics on street condition and insurance claims. There are more identified projects than funding. The City's share is about \$140M.
- James – what happens if an advisory committee agrees a project element is bad and not wanted? Secondly, what happens if revenue projections aren't met – who decides what gets funded and what doesn't?
 - Ben – everything that has been reported thus far by RTA is that all projections are “pessimistic.” If things are better than anticipated, there are specific mechanisms for how this funding gets allotted. Ultimately the CART and RTA board would need to make these decisions. The CART is involved in reviewing projects and tracking project budgets – so if construction is much more costly than expected, the CART can make recommendations to RTA board and project team to adjust accordingly.
 - Nikita – would these just be recommendations? (Ben – to best of my knowledge they have an advisory role).
- Zach – so CSCC would receive project presentations similar to Prop 411 and decide to approve or not? Does CART or RTA Board also have to approve the project to begin? So are there multiple levels of approval?
 - Ben – regarding Safety/ADA funding bucket: M&C have given CSCC direction to approve this funding. Any progress being made would still be reported to CART and RTA Board.
 - Patrick – this is something the City and RTA have been navigating. RTA manages the Transportation Investment Program (TIP). This is a five year program, that gets updated annually. RTA will issue a request for projects to fill in the TIP. The City will have a project list ready to go, that CSCC will have participated in creating. The TIP approval goes through PAG committees. Right now RTA has no veto power on projects that City of Tucson proposes.
- Dale – there were three revenue projections – pessimistic, neutral and optimistic. Last time the board picked the optimistic plan. This time they selected the pessimistic plan. Obviously we still don't know for sure; only time will tell.
- Ariel – what is the mechanism for identifying safety opportunities combined with pavement rehabilitation?
 - Ben – some projects have a known need (e.g. Silverbell north of St. Mary's - DTM is already looking at this one). If it's possible to deliver a project with improved safety outcomes and pavement rehab, we will look to see what is possible. Ryan Fagan is looking at three potential projects to bring to CSCC next month for potential authorization.

- Ariel – if there are safety elements to pavement projects, does this come out of the bucket of money that CSCC oversees? Who is driving this?
- Ben – it will be a bit of a balance on the first couple of projects. Re-striping costs are typically nominal. If there is a potential to layer safety on, we can look at Prop 411 or RTA funding.
- Cytllalli – if CSCC gave a recommendation would this be taken into account?
 - Ben – anything that occurs in City of Tucson, ultimately CSCC role is to do their best to make sure that Complete Streets is implemented. In relation to RTA projects, CSCC can weigh in, as they did in the letter that was written in advance of the election.
- Marhsall – on 29th St., does the possible Sam's Club going in here change the thinking?
 - Ben – the PAD has been approved; we are in first round of City staff review. This will include a traffic impact analysis, which may have implications into how different roads are affected. The 29th St. RTA project is slated for later, maybe 10 years from now or so. This could have an impact.
- Nikita – on Silverbell it sounds like staff are aligned with extending curb protection. I use this stretch of road – if we are in support of this, what is the next step?
 - Ben – one of our project managers is working on a project request. We can set aside time at the next meeting for a funding request for CSCC to consider. It may include more than just Silverbell.
- Patrick – we will make funding requests for these layering opportunities out of the Prop 411 safety funds – this is a more flexible source than RTA funding.

5. **Shade Infrastructure** - *Collin Chesston, DTM*

Colin provided a presentation, main points are summarized here:

- Scott Avenue pre-2008: This was a transformational project and a great example of integrating a full canopy of shade. It's expensive and politically difficult to do this. The opportunities to do these types of projects are few and far between, but it is a good aspirational example.
- Challenge to getting more shade on our streets: There are specific funding limitations. Depending on funding source, including street trees is allowed or not.
 - Prop 407 – not allowed on bike boulevards or protected bike lane projects. Yes on pedestrian safety and walkability projects, and greenways/shared use paths.
 - Prop 411 – no
 - Prop 101 – No
 - RTA – depends
- Challenge: utilities and sight visibility triangles limit where trees can be planted. This is a persistent challenge on arterial street projects.
- Challenge: native trees are small and provide limited shade
- Opportunity: Storm to Shade program. This is part of Tucson Water. DTM works with this program to incorporate water harvesting and shade components into projects.
 - Examples: 9th Ave. Bike Boulevard, South 12th Ave.

Questions/discussion

- Nikita – in examples where tree planting space is limited, it seems like there is a lot of parking provision. If Tucson abolished parking minimums, would it make it easier to find space for trees?
 - Colin – yes, it would be helpful. As part of the example project we reached out to neighboring residents to see if they would be interested in planting trees on their private property. There may be more opportunities to do this than we think.
- Marshall – are the shade options just limited to trees?
 - Colin – Storm to Shade looks specifically at trees. For DTM projects there is not typical a mention of shade structures; this isn't something we typically explore. In general trees are less expensive, easier to maintain and provide ecosystem benefits. In one example a man-made shade structure we installed didn't hold up very well.
 - Aliz – in general planting trees is more cost effective. Even when we can't plant trees we can fit in other smaller vegetation that has a microclimate effect to cool an area.
 - Ben – there are some examples such as Grant Rd where more pedestrian shade options that aren't trees have been incorporated at a transit stop or a two-stage pedestrian crossing. We've had mixed results with this in terms of maintenance. There is a program to update transit stops across the city to include more shade.
- Zach – when we plant trees, is there a criteria for how far it has to be from sidewalk, and also are there any considerations for maintenance costs of sidewalks?
 - Colin – we pay attention to species of tree – some are known to create issues with sidewalk panels.
 - Aliz – there is a setback from sidewalks and curbs (maybe 5-8 feet). There are also requirements for trimming so that people can walk underneath.
- Sophia – how is the City approaching tree planting in general, how unified is the approach?
 - Colin – we could invite our landscape architect to a meeting, he can provide a more comprehensive viewpoint. In general it seems like we want them, but there are a lot of challenges.
 - Ben – our landscape architect is our departmental “go-to” person on these topics to provide recommendations. Sometimes maintenance issues end up being put on the adjacent property owner. Some things end up being somewhat out of the City's control.
- Nikita – what size trees are typically planted?
 - Aliz – generally about 5 gallons. In some cases it can be bigger if it needs to be taller for visibility.
- Sophia – trees shouldn't be pruned in the summer. How does the City approach this?
 - Colin – we try not to trim trees in summer, but sometimes we have to. Many times this maintenance is on the private property owner. In general winter is the preferred time.

6. CSCC Hub

- Park Tucson - *Dale Calvert*
 - M&C has adopted increased parking rates. Park Tucson has been operating at a deficit – revenue is down since the pandemic. Getting to a balanced budget is critical.
 - Ben – parking meter increase from \$1/hr. to \$1.5/hr. will start on July 1. Surface lots will go from \$1/hr. to \$1.25/hr.
 - Marshall – is it possible to pre-pay for a spot with the app?

- Dale – our parking meters and garage equipment are getting old; don't have budget for updates right now.
- Nikita – does Park Tucson still have very few parking enforcement folks?
 - Dale – yes, very few. As of last week we had 11 positions for parking enforcement authorized, but only 4 filled. There is an ongoing effort to re-hire people. The positions don't pay well and many folks move on.
 - Nikita – is it possible to pay people more with fewer positions?
 - Dale – parking enforcement officers are on level 1 and 2 pay scales. About a year ago it was decided to pay new hires at level 2 instead of level 1. So far this has not been successful.
- Tucson Transit Advisory Committee (TTAC) - *no member*
- Bicycle Advisory Committee (BAC) - *James Wood*
 - There were 3 bicycle deaths in the last month. BAC has submitted a letter to the relevant body with recommended improvements.
- Commission on Disability Issues (CODI) - *Zach Coble*
 - Heard from Parks and Recreation department on proposed fee increases to adaptive recreation center. After feedback from CODI and other community members, the department decided to have no fees for these centers. Members were pleased with this outcome.

7. Wrap up

DTM update - *Ben Elias*

- Signalized bike and pedestrian crossings – 2nd St./Euclid Ave was recently completed. This is part of a larger package with 16 other HAWKs.
- 6th Ave protected bike lane – construction will likely begin around July.
- West side bike boulevards – several are in construction now for about 6 months.
- El Paso and Southwestern Greenway – under construction now.
- Downtown Links – no ribbon cutting yet. A portion of the roadway is now open (underpass under the railroad).
- Stone Ave protected bike lane – some closures will start today.
- Fairview Ave – outreach meetings on May 30th and June 2nd.
- Glenn Street – outreach on June 25th and June 27th.
- Grant Road – full closure at I-10 until August 5th. Not completed until September.
- Mountain Ave – on the list for RTA Next re-paving; trying to sync up the timing to deliver everything at once. Can share more at next meeting.

Meeting was adjourned by the co-chairs at 7:30pm