



Complete Streets Coordinating Council (CSCC)

June 24, 2026 (5:30-7:30pm)

Zoom



Draft Minutes

Call to Order/Roll Call

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

Members Present:

Dario Andrade Mendoza
Marci Caballero-Reynolds
Dale Calvert
Vanessa Cascio
Zach Coble
Marshall Davis
Ariel Gilbert-Knight
Sophia Gonzalez
Cytllali Gonzalez
Nikita Lindgren
D.C. Prince
Carissa Sipp
James Wood
Samuel Paz (non-voting)
Kara Spinney (non-voting)
Hannah Oden (non-voting)

Members Absent:

Raul Berrellez
Josué Licea

Staff:

Patrick Hartley
Gabriel Holguin
Aliz Potucek
Monica Landgrave
Lee Miller

Observers:

Ann Moynihan
Baylor Blessing
Debra
Dee
Fran Garcia
Kirsten Birner
Linda Victoria
Lisa Maher
Lois Pawlak
Meg Johnson
Mike Mayer
Ronni Kotwica
Shannon

Facilitation: Colleen Whitaker, SW Decision Resources

Summary of actions and decisions:

- *May Meeting Minutes:* No corrections. Motion to approve – Marshall; second – James.
- *Prop 411 Funding Request:* Motion to approve the funding request for \$1.3M for Alvernon, Swan and Silverbell – Sophia; second – Marshall.

1. Housekeeping

- Approval of April Minutes. No corrections. **Motion to approve May Minutes - Marshall; Second – Sophia.**
- Introduction of new members
 - Hannah Oden (non-voting) – PAG
 - D.C. Prince – Transit Advisory Committee

2. Call to the audience

Meg Johnson, Garden District Neighborhood:

- A full written request was shared with the Council earlier this week. This request is for sidewalks and dark sky compliant lighting on Pima between Swan and Alvernon.
- This section was also identified as a core corridor project in Move Tucson
- Pima is one of the most dangerous streets in Tucson. In 2022 there were two hit and run pedestrian fatalities.
- There are more than 6500 residents in the neighborhood.
- Urge CSCC to consider approving funding for sidewalks and dark sky compliant lighting on Pima between Swan and Alvernon.

Mike Mayer, Country Glenn Neighborhood:

- In 2025 the Neighborhood Association put forward a proposal to finish the sidewalks between Grant and Glenn, which are incomplete. At the time there was a proposal for protected lanes south of 22nd on Country Club due to bridge construction.
- A power point presentation was given and an estimate of cost for the work. Would like CSCC to bring this proposal back and put it on the agenda in the next part of the year now that some additional funding has been released.
- There are two schools and two major bus routes on this corridor. There are kids and apartments, and would like to see the safety sidewalk put in for pedestrian safe corridors.

Ida Plotkin, Garden District Neighborhood:

- 91 year old resident of Garden District; lived here for 24 years.
- Appalled at poor condition on Pima without sidewalks. It is easy to trip and be hit by a car or cyclists.
- Tucson has so many wonderful cultural and culinary events, so much art, so many tourists. No one should have to confront the poor conditions that exist on Pima.
- For safety and aesthetics, please consider these important sidewalks on Pima from Alvernon to Swan.

Kat Jacobs Crada, Garden District Neighborhood:

- Strongly support the construction of sidewalks on the north side of Pima between Columbus and Swan, and the south side between Alvernon and Swan.
- Biking is my primary mode of transportation, and I travel frequently on Pima. It is noticeably more dangerous on Pima where there are no sidewalks. See more people walking in places with sidewalks.
- It's not safe for pedestrians or bicyclists. There are many students at Catalina and Wright Elementary who can't walk to Martha Cooper Library.
- We've already 6 biker fatalities in Tucson this year. Anything we can do to increase safety for bikers and pedestrians is important.
- Urge CSCC to consider sidewalks as part of improvements to Pima.

Lisa Maher, Garden District Neighborhood

- Sent a letter ahead of this that shows a photograph of a car that came across three lanes of traffic and knocked my wall down.
- Two doors down another car went through a wall and took out a kitchen.
- It's like bumper cars here. Sidewalks would be very effective in helping to protect and guide pedestrians. Curbing would help to keep cars where they are supposed to be.

3. Prop 411 Funding request: Silverbell Safety Improvements, Swan Rd Sidewalks, and Alvernon Way Sidewalks

Patrick Hartley shared a presentation. Main points are summarized here:

- DTM is looking for funding for three projects that will be layered with projects recently approved under RTA. Want to reconfigure roadways to comply with Complete Streets when re-paving happens.
- IOAC recently approved corridors to be moved in the first year of paving work. These project were reviewed to look for opportunities for layering under Prop 411.
- Project 1: Silverbell from Grant to St. Mary's:
 - Want to narrow travel lanes and push vehicles away from the existing sidewalk, upgrade transit stops, and continue the low-stress bikeway already installed from St. Mary's to Congress.
 - Still evaluating appropriate type of vertical separation on the bike lane. There are few driveways, so this is a good opportunity for this treatment.
 - This is not a Move Tucson project, but does advance elements of the Complete Streets Policy directive.
 - This funding doesn't include new bus shelters, but sets it up for Sun Tran to do so later. They will be upgraded for full ADA accessibility.
 - Connectivity: intersects with the west side bike boulevard package going to construction shortly.
 - Equity: high score east of Silverbell
 - Safety: poor level of safety service
 - Estimated cost: \$520k
- Project 2: Alvernon and Valencia Sidewalk infill:
 - RTA Next funded repaving goes from Julian Wash to Valencia
 - The large ROW presents an opportunity to move the project ahead without design; if approved it can move forward in a couple of weeks.
 - Will include 6 ADA compliant bus pads
 - Alvernon is a Move Tucson tier 1 project
 - Connectivity: fills gaps in sidewalk network, connects to two schools, closes gaps in ADA-compliant bus stop pads
 - Equity: moderate to high and high focus areas
 - Estimated Cost: \$1M
- Project 3: Swan Rd. Sidewalks, Rillito River to Ft. Lowell:
 - RTA Next funded paving is from Speedway to Rillito
 - Includes 10 ADA compliant bus pads, with sidewalk work on northern piece of project
 - Tier 3 Move Tucson project
 - Connectivity: connects to existing sidewalks on Swan, side streets and the Swan Rd. bridge. All curb ramps that are not ADA compliant will be upgraded outside of this request.
 - Equity: low to moderate in north, with higher scores approaching Speedway
 - Safety: Fair performance
 - Estimated Cost: \$300k
 - A concurrent lighting project is occurring here with federal safety funding.
- Cost of total request of all 3 projects: \$1.3M

- Another \$100M has recently been approved through RTA Next, and that will be coming through this body.
- *Request to CSCC: DTM is seeking authorization of \$1.3M for sidewalk and accessibility improvements on Swan Road, S. Alvernon Road and Silverbell Road, and \$500k in Bicycle Network enhancements funding on Silverbell Road.*

Questions/Discussion

- D.C. – when you are in a scooter or mobility device trying to traverse down a sidewalk, and your sidewalk hits a sloped driveway, you are almost thrown over. Has this been taken into consideration in the planning of these projects?
 - When sidewalk infills intersect driveways, these are re-constructed to meet cross-slope requirements. This can often be the major cost of these projects.
- Dale – IOAC approved 6 projects two months ago. The other three are Wrightstown, Irvington, and Kolb. These are all being selected because of their problems like pot holes. It is a requirement of ADA that all curb cuts are brought to new standard during re-paving. Regarding these projects: Silverbell is great and should be done. Bigger projects help to reduce fixed project costs.
- Nikita – what are the chances we can get jersey barriers on the Silverbell project?
 - This product hasn't been used in Tucson, so not likely to roll out on a project moving this quickly. Hoping to get pre-cast barriers in some areas.
 - Nikita – where is a good opportunity to debut the jersey barriers?
 - Patrick – not entirely sure. Maybe we could discuss on a future agenda item. Would probably want to do this as part of a public input to find out more about what people think. We are interested in doing this.
- Marshall – on Alvernon I see many pedestrians walking where there are no sidewalks. Does it make sense to eventually layer sidewalks with other improvements, or will these not have bearing on future work?
 - If we want to come back with street lighting or other enhancements we could look at that.
- Marshall – see kids crossing at Alvernon near Valencia to get to Desert View. Could we include a HAWK here?
 - Not as part of this project, but DTM maintains a HAWK list. Please send this specific location to add to the list.
- Zach – on Alvernon, are there boundary issues with City and County limits?
 - Alvernon is the dividing boundary between the two. Sometimes there are different agreements for maintenance when the roadway is on a boundary. Alvernon is a City responsibility.
- Zach – with the bus pads, along roads like Silverbell, is there any thought to include a pedestrian crossing from these bus pads?
 - DTM is installing a couple additional HAWKs with the bike boulevard projects.
- James – do the RTA projects you are coordinating with have start dates?
 - Alvernon maybe this summer. Silverbell and Swan probably in the fall. This is partly why we wanted to get these projects in front of CSCC tonight.
- Sophia – seems you are asking for 1/8 of the funding, which would leave us about 20-24 more sidewalk projects left. In the past we've requested a state of sidewalks report so that when this ask comes up we can reference where there is biggest need. Will sidewalk improvements along Alvernon affect future improvements? Are we just updating sidewalks, or will there be

curbs? Do we want to be installing 90 degree curbs, or the speedy right-turn curbs? And can you share the sidewalk gap map that we just reviewed in a previous meeting? Since we don't have a state of sidewalk repair, we could use this. This is a great opportunity to include where there are Tugo stations.

- Re: total sidewalk need – we have the ADA sidewalk inventory as part of Move Tucson update. At this time the need was estimated \$1B just for sidewalk and ADA infrastructure. This was done in 2015. This is probably more like \$1.5-2B now given inflation. There is about \$150M in funds available for this work.
- Patrick shared a map of ADA Sidewalk Compliance that identifies locations of where sidewalks are lacking.
- The sidewalk map showed in previous meeting was related to sidewalk repair, not where there is missing sidewalk.
- Zach – do we know how much it would take to create more sidewalks along arterials vs. collectors?
 - Don't have this answer right now. With the limited funds we have, we have prioritized major roads in order to hit connections to transit and address areas where commercial services are. Most of our network is local streets. Can probably get you a ratio, but not a number.
- Vanessa – on Silverbell regarding level of safety service, what does the graph you shared really indicate and how is it used?
 - Patrick walked through the clarifying questions regarding the chart and metrics. LOSS is a methodology to arrive at a predictive number of crashes; a way to make comparisons across roads and regions.
- Vanessa – are there specific ways that you are measuring pre and post projects to systematically evaluate?
 - This hasn't been a strength of DTM. Evaluation has been on specific projects. The safety explorer can be looked at 3 years post project to look at this.
- Dale – the other projects the IOAC identified do not have sub-base, or curbs, or sidewalks. Assume they will likely tear up the pavement and put down sub-base and adequate asphalt. South Kolb Road was built after the requirement to include sidewalks, but will likely need to include curb ramps.
- Dario – regarding remaining funds, if we approve these projects tonight we will have used over 85% of our funding in the sidewalks category. This is a concern. Are we being asked to approve all three projects, or can we approve them individually?
 - It can be discussed together, or they can be assessed separately. Note that these opportunities will pass us by if we don't proceed tonight. But funds could be saved and put to other projects in the future.
 - It's not unusual to program funding out well in advance. Often we want to have 5 years of funds tied up. At a certain point we'll probably want to pause on authorizing any additional funds, especially in the sidewalk category. There is the \$100M of RTA funds that will be coming in as well.
- Sophia – if folks want to see Swan approved, speak up. When we consider the equity zones and sidewalk gap map, I want to stay focused on high equity score areas. We rarely say no to projects, we just prioritize them appropriately. I'm not saying no to Swan, I'm saying not now. But I do want to move forward with other two projects.
 - If the work on Swan is tied to paving, it's now or never. But it could be done as a separate project in the future.

- Marci – if we approve Silverbell and Alvernon, what is that cost?
 - Swan is \$300k. So dropping this would take it down to \$1M from \$1.3M
- Marshall – Swan is a major corridor for people from across all economic backgrounds. Important to fill in these gaps. Would be open to not having to do all the bus pad improvements here if we could keep the sidewalks.
 - Don't have the numbers on how much that would save, but this is a possible revision. Think the pads may be \$5-10k each.
- Carissa – Swan has doctors' offices and grocery stores. There are many things we should consider in this area.
- Vanessa – what are the safety implications of re-paving a roadway and not including a sidewalk?
 - We will be looking at pavement striping on Swan and other corridors, to identify opportunities to narrow travel lanes. This has been shown to drop prevailing speeds a bit, and counteract some of the desire to go faster on smoother pavements. It's not unusual to move forward with paving projects without sidewalks too.
- Sophia – hearing these perspectives on Swan, I am comfortable moving forward with approving the full package. With each decision we're building our framework for how we make decisions.

Decision process:

- Any members who would not support approving all three projects?
 - No members expressed concern.
- Members showed "thumbs" to indicate support – all members were "thumbs up." This is consensus approval of the request.
- **Motion to approve the funding request for \$1.3M for Alvernon, Swan and Silverbell – Sophia; second – Marshall.**

4. Glenn Street Improvements - due to time constraints this agenda item was tabled for a future meeting.

- Note there are public meetings Thursday (5:30-7:30pm at Balboa Heights Park) and Saturday (8-10am at La Madera Park) for this project.

5. CSCC Hub

- Park Tucson - *Dale Calvert*
 - Met this week about new parking rates. Parking meters will go up by \$0.50 and parking garages will go up by \$0.25 per hour. This was adopted by M&C a month ago.
 - There are now more parking agents.
- Bicycle Advisory Committee (BAC) - *James Wood*
 - No meeting last week for summer break
- Commission on Disability Issues (CODI) - *Zach Coble*
 - Passed a memo thanking Parks Department for not raising prices on therapy pools. And passed a second memo to M&C regarding the need to create more housing accessibility.
- Tucson Transit Advisory Committee (TTAC) – *D.C. Price*
 - Last meeting was presentations and discussion, no substantive decisions.

6. Wrap up

Summer meeting schedule:

- Zoom poll on which month to take off: July, August, September.
- Poll showed July with most votes.

Other updates:

- Sophia is representing the Moving Pima Plan. There are different representatives from surrounding towns and Nations. Would like to bring the Plan to CSCC discussion and a possible letter.
- Marshall – Should we add RTA Next citizen's committee to CSCC Hub? (discuss at next co-chairs meeting)
- Sophia – FUGA's 8 year fund raiser is on July 31st at American Eat Co. Please join us!

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