



Complete Streets Coordinating Council (CSCC)

August 26, 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
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
Cytalli Gonzalez
Sophia Gonzalez
Josué Licea

Staff:

Ben Elias
Monica Landgrave

Observers:

Todd Bonham
Mike Mayer

Guests:

Kristin Darr (Central Creative)
Dillon Kennedy(AECOM)
Jennifer Hobert
Teresa Welborn
Will Randolph
Elaine Mariolle (ADOT)

Facilitation/documentation:

Tahnee Robertson and Colleen Whitaker, SW Decision Resources

Summary of actions and decisions:

- *June Meeting Minutes:*. **Motion to approve May Minutes - Marshall; Second – Sophia.**

1. Housekeeping

- Approval of June Minutes. No corrections. **Motion to approve May Minutes - Marshall; Second – Zach** (Sophia was absent; Zach was acting co-chair).

2. Call to the audience

- Mike Mayer - when can we get Tucson Blvd sidewalk (between Grant/Glenn) back on the agenda? In Dec 2024, the CSCC looked at this and decided to wait for another batch of money. Instead Country Club was prioritized to move forward at that time.

- Todd Bonham (Poets Square). Our streets are home to TEP employees, nurses, elementary school principals, NY times bestseller, dog walkers, etc. Poets Square is an island with no connections - schools, parks, libraries, or bike boulevards. There are no speedhumps, chicanes, or traffic signals. No mid-block crossings on any of the major streets. Have to drive to nearby parks and schools. All the neighborhoods that surround have traffic mitigation, this means we are more vulnerable to cut-throughs. Have applied for Prop 411 funding for two years, but not won. Were told we are a low equity priority area. Have looked into quick build designs, but DTM said they are not allowed, although this changed after talking to Ward 3 office. Have looked into speedhumps, but these are planned out and budgeted out for many years to come. Have tried to design interventions myself. Want to request a portion of unallocated RTA Next funds be used to get a signalized crossing and protect the neighborhood from high speed cut-through traffic.
 - Ben screen-shared a map that Todd shared with the City Clerk showing city-wide traffic calming.

3. ADOT: Next Move AZ Statewide Listening Tour

Project Team:

- Kristin Darr - Central Creative
- Dillon Kennedy, - AECOM
- Will, Elaine, Jennifer, Theresa - ADOT

Kristin Darr shared a presentation. Main points are summarized here:

- Kristin is the coordinator for the ADOT Statewide Stakeholder Listening Tour.
- The purpose is to develop a shared vision for the future of transportation in our state. ADOT has the unique position to look at the state as a whole.
 - Director of ADOT feels this is important because not all transportation needs are being met, and funding is limited.
 - We are building a piecemeal system that may not be efficient or meaningful.
- The tour has been ongoing since October of 2025.
 - Public and Tribal tours are running concurrently to this Stakeholder tour.
 - Today is 79th stakeholder event
- What happens with the information? Next steps:
 - Identify common themes across the whole state
 - Craft a vision document
 - Reconnect with participants to make sure we got it right
 - Ensure alignment of plans with the vision
- Website: nextmoveaz.com
 - There are recaps of all 79 sessions available here.
- Everyone here represents a group or agency, but also has personal experience of traveling in the state. We welcome both perspectives tonight.

Questions for Stakeholders:

1. What comprises Arizona's "state transportation system"?

2. Considering the state as a whole, what are our unmet transportation needs?
3. Where are we falling short?
4. Where should we aim?

Group comments and questions

1. *What comprises Arizona's "state transportation system"?*

- Marshall - state or interstate roads
- Dario - state rail transportation (Tucson to Flagstaff)
- Nikita - rail. Tucson to Phoenix is same distance as Philly to New York. There are 100 trains a day there. If we could have just one that would be great.
- Marci - see a lot of freight highway vehicle corridors. Wish I saw more railways.
- Zach - people moving in personal vehicles and freight vehicles all together on highways, versus the dream of having more people moved by rail - across the state and to international borders.
- Ariel - a lot of cars and vehicle infrastructure, and dream of a rail system that connects us. At a minimum to Phoenix, but don't stop there.
- D.C. – agree with all these comments. My responsibility with complete streets is from a disabled citizens stand point. A component that needs to be included is the mobility of wheelchairs, scooters and other disabled citizens using these new and innovative ways of getting around.
- Carissa - would be great to have state-supported bikeways that cross highways so people can be more connected. The cars and freight moving make me think of dust, dirt and smog.
- Marci - does this include active transportation, like bike/ped? Or is this mostly focused on vehicular corridors?
 - We're asking stakeholders what you think transportation is. We have heard that bike/ped is important across the state. One place the state comes in here is where these paths cross the state system.
- James - using buses to go in between cities could be more helpful than it currently is.
- Theresa (ADOT) - what you are telling us we have heard in many other places. You are not alone in what you are thinking.
- Jennifer (ADOT) - love the idea of the train. We have heard this a lot.
- James - it's often unclear what is a state, county or city road. This committee is well versed in how to advocate for certain things, but not sure where the state side of things start.
- Ben - I interface with many folks who have great ideas that may be outside of the city context. Hear from many folks that trails are really important - connection to outdoors. Sometimes these connections aren't always being made. There are good examples from Utah - UTOB had a master trail plan in place. In southern AZ this can be challenging and crosses multiple jurisdictions. It can take a larger entity to convene all partners and ensure the plan connects to relevant folks.
- Dale – I have a long history in transportation planning here. I even participated in a demonstrator ride of a train between Tucson and Phoenix. This is a long-term, needed

concept. It will tie our transit systems together. Folks can use Waymo or Uber when they get to Phoenix from Tucson. Believe strongly in full multi-modal system. Train is the largest missing link in the state.

- Carissa - when we think about the train, we need to also think about rails to trails. This should be a state thing. Want to promote healthy transportation as a state. Right now the default is cars, and that's said. It would be great if ADOT owned healthier transportation. Buses to trains would be useful. Also want to be able to take bikes with us on trains.
- Nikita - In Missouri there is a state-owned park that follows on old state-owned rail line that is now a bikeway. Mt. Lemmon - the only way to get here now is to drive. It would be great if there was a bus option. Mt. Fuji has bus service, why not Mt. Lemmon.

2. *Unmet transportation needs:*

- Marci - We're going to have CAP water cuts. Can we turn large ROW into green stormwater infrastructure at a statewide level, not just a local system?
- Carissa - people who don't have cars don't feel safe. It is a transportation need for everyone to feel safe in all modes. Cars are expensive. How do you navigate all of this without a car?
- Zach - sidewalks may not be states complete responsibility, but sidewalks and safe crossings occur at interstate entrances and places where highways merge with city/county roads. Funding for these things filters from the state to local governments. This should be prioritized in state level funding.
- Dario - I-10/Congress is a dangerous intersection. Cyclists have been hit. How do we get cars to slow down when getting off the ramp. How can ADOT help with the unmet need of public transit in Tucson and other towns.
- James - clear concise instructions for bikes/peds to re-route around construction. A lot of thought goes into where we route the cars, but many times the bike lane just ends and that's not quite enough.
- Nikita - an example of James' comment may be Grant/I-10. The bike lane there is not great. Think this is both a state and RTA project. We want safety for people outside of cars - these are the most vulnerable road users. ADOT could consider these in the larger view.
- Marci - Tribal communities are often not discussed. The infrastructure in Sells is horrible. If this is a way we can really invest in Tribal communities and enhance connection between rural and urban spaces to help provide economic opportunities for these communities.
- Dale - the interchange at Grant/I-10 is an RTA project, executed by City of Tucson. This was supposed to be completely rebuilt, but Union Pacific refused to allow this construction. Under the 1876 Railroad Act they can do this. By in large, Tucson streets have protected pedestrian room, but not protected bicycle room. ADOT does a limited amount of construction in the City of Tucson. But in last 5 years they widened and put sidewalks on extensive portions of Oracle Rd, which was great. These project could be extended out to other areas.
- Ben - at the City and County level we have seen Safe Routes to School as an underfunded need in many communities. Sometimes it can take a push from a state agency to make sure that the coordination and funding makes its way to partners trying to do this work at more

local/regional level. Ex: Maryland DOT has a Safe Routes to School Coordinator program - they match funding to local needs.

- Tahnee - nothing has been mentioned about EVs. There is a big gap in non-Tesla EV level 3 fast charging stations, especially on interstates. What role could ADOT play in thinking about all the kinds of roadways and promoting more EV charging infrastructure (as well as use of solar panel shade structures over charging stations)?

3. *Where should we be aiming?*

- Ariel - ADOT could decide to adopt a Complete Streets Policy at the state level. "Complete Streets is an approach to transportation planning and design that guides the development of a safe, connected, and equitable transportation network for everyone - regardless of who they are, where they live, or how they get around. Adopting a Complete Streets policy, formalizes a city's intent to consistently fund, plan, design, construct and operate an interconnected street network for all anticipated users and transportation modes."
 - Jennifer (ADOT) - ADOT is currently in the process of developing a scope of work for an ADOT Complete Streets project.
- D.C. - all these phases need to include those who are disabled. An able-bodied person doesn't think on the same level that a disabled-bodied person thinks (e.g. sloped sidewalks due to driveways).
- Carissa - would be great to focus on not putting highways through National Parks. There is a portion of I-11 that is currently being considered that would traverse some open space in Southern AZ.
- Dale - I-11 in Avra Valley won't go through Saguaro National Park. It would go between Saguaro NP And Ironwood Forest. So considering the impact of highways that are adjacent to these areas is also important. It would also go through our CAP water retention basins. This should be considered in siting these things too.
- Marci - can we include heat resilience and multi-modal safety as priorities when scoring projects?
- Dario - would like to have budget for wildlife crossings. Also, it's getting much hotter. We need to think about all the single passenger vehicles.

Kristin noted that summarized notes with no attribution will be posted on their website.

4. **Fiscal Year 2026 Summary** - Ben Elias

Ben shared a presentation. Main points are summarized here:

- Prop 411 funding as of July 31, 2026:
 - Local Streets
 - Revenue: \$264M. Expenditures: \$239M
 - Safe Streets
 - Revenue: \$66M. Expenditures: \$14M
 - This is a bit higher than expected in terms of revenues
- Ben shared program expenditures by each category within street safety. For FY26:

- Sidewalk/Ped (\$433k), Bicycle network (\$1.2M), Safety improvements (\$2.7M), Traffic signals - \$320k
- System-wide safety improvements funding is moving most quickly. This makes sense as it is the most flexible pot. Some of the others needed to get projects designed before spending construction dollars.
- Program Funding Commitment
 - We are overcommitted in: sidewalks, bikeways and safety categories for the 7 year timeline. But within the total 10-year budget these are not overcommitted.
- Many bike/ped projects have gotten out the door.

Questions/Discussion

- Marshall - are we allowed to move around the different pots of money (sidewalks, bikeways, etc.)?
 - Ben - In general, no. There was language in the ballot that defined the 20% safety budget, and each category was fixed by percentage. I can clarify, however, if we want more direction on this.
- Vanessa - does this mean we're not in a position to identify more Prop 411 safety projects?
 - Ben - In many of the categories we are at least a bit over-committed. So for bikeways, we are overcommitted by \$257k for the 7-year budget. This is not necessarily a major gap. But sidewalks is more dramatically over-committed. It's unlikely we would be able to identify many more sidewalk projects to commit on the 10-year timeline.
 - Vanessa - so far I've seen that neighbors come to call to the audience to advocate for their neighborhoods. But we probably don't want to set the precedent that if neighbors come to the meeting their request gets considered. But it is important that we hear these needs, to help think about what other funding opportunities there may be to meet these needs.
- Nikita - to clarify, at this pace the sidewalk budget will hit the full \$45M at the 10-year mark?
 - Yes, with sidewalks we are on pace to hit the 10-year budget without any additional projects. In some other categories we have more flexibility to look at possible additional improvements, at CSCC direction.
- Zach - if we are currently collecting more sales tax than anticipated, when would this get distributed across the categories? How do we know if we have more revenue to play with?
 - Ben - yes, we are seeing them come in slightly higher than projected. In some years we make more, some less. We don't want to overcommit on the 10-year timeline just because revenue is higher now, in case it doesn't continue into the future.
- James - so there is no formal process for how the additional revenue gets spent?
 - Ben - we would take CSCC direction. There is experience from other revenue streams to draw on. It is essentially up to the CSCC.
- Dario - can we talk about how to prioritize remaining funds with most impact across the City? A lot of times we come here and are pitched projects that seem good, but might be good to try to prioritize this.

5. CSCC Hub

- Park Tucson - *Dale Calvert*
 - Ongoing issues about fixing garages and getting budget back into the positive. Park Tucson doesn't get tax dollars. There are budget concerns. There have been increases in garage rates recently; feedback is that these are not popular. They are still going into effect.
- Independent Oversight and Accountability Commission (IOAC)
 - no meetings since CSCC last meeting
- Bicycle Advisory Committee (BAC) - *James Wood*
 - Discussed Glenn Street safety project. Discussed a round-about that doesn't have space for full protection (Park/Glenn; <https://cotdtm.konveio.com/glenn-street-30-design>). Cars/bikes will have to intersect. There was a lot of discussion about how to keep bikes safe. Instead of forcing bikes into car lanes we discussed if making cars merge into bike lane would be more safe?
- Commission on Disability Issues (CODI) - *Zach Coble*
 - Sun Van representatives came in July to discuss paratransit. They continue to need operators. They have made improvements in response time and ability to book rides. Getting better data on reports of incidences - CODI is pleased with this.
- Tucson Transit Advisory Committee (TTAC) - *D.C. Price*
 - Hosted RTA and Sun Tran at last meeting. Discussion was about public safety concerns. Sun Tran made a huge commitment to focus on the feedback they took away to develop a future plan of improvement. Next meeting with Sun Van will be in November - currently collecting questions for this meeting. Send any input to Ben and he will pass along to D.C.
- RTA Next Citizens Accountability for Regional Transportation (CART) - *Vanessa Cascio*
 - First official meeting is on Sep 9th. So far just onboarding in August.
 - CART has several new members

6. Wrap up

DTM Update - *Ben Elias*

- Not much to report. Summer is a slower time for outreach and engagement.
- A lot of ongoing construction work.
- Fairview Ave - second round of public engagement is coming up. This includes protected bike lanes (<https://tucsondelivers.tucsonaz.gov/pages/fairview>)

Upcoming agenda items

- Vanessa – I have recently re-visited Complete Streets Policy language and our remit. It feels like our meetings often deal with our role related to funding. There are a number of newer members. It would be nice to step back and have a longer meeting or retreat where we

ground ourselves and revisit our original language, and get updates from staff about progress that has been made.

- Zach - in the past when we have considered projects, it feels sometimes like time is of the essence so they can get added into existing construction. But having an idea of what might be coming down for us to consider 2-3 months ahead of time would be helpful. This would help us research the areas we are talking about to familiarize ourselves.

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