Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of Complete Streets Coordinating Council and to the general public that the Complete Streets Coordinating Council will hold the following virtual meeting, which will be open to the public:

City of Tucson Complete Streets Coordinating Council
April 22, 2026
5:30 P.M.

Complete Streets Coordinating Council

Wednesday, April 22, 2026 | 5:30-7:30PM | Virtual (Zoom)

Join Zoom Meeting: https://us02web.zoom.us/j/89766965174
Meeting ID: 897 6696 5174 | Phone: 669-900-6833

MEETING NOTICE

The City of Tucson Complete Streets Coordinating Council will conduct an "Action" meeting on Wednesday, April 22, 2026, starting at 5:30 p.m.

ACTION AGENDA

(Action can be taken on any agenda item.)

1. Call to Order and Introductions
2. Approval of 3/25/2026 Meeting Minutes
3. Call to the Audience
4. Funding Request: Citywide Sidewalk Repair Project (*Continued*)
5. Safe Streets Mini-Grant Application Review
6. CSCC Hub Updates
7. Updates and Future Agenda Items
8. Adjournment

Complete Streets Coordinating Council (CSCC)

March 25, 2026 (5:30-7:30pm)
In-Person; Parks and Recreation Admin Building, Mesquite Room
900 S. Randolph Way

Final 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:
Dario Andrade Mendoza
Marshall Davis
Ariel Gilbert-Knight
Cytlalli Gonzalez
James Wood
Sophia Gonzalez
Zach Coble
Josué Licea
Vanessa Cascio
Samuel Paz (non-voting)

Members Absent:
Nikita Lindgren
Dale Calvert
Kara Spinney (non-voting)

Staff:
James Castañeda -DTM Staff Liaison
Lydia Barker – DTM Planner
Patrick Hartley – DTM Planning Administrator
Sarah Spencer – DTM Engineering Project Manager
Andy Bemis – DTM Deputy Director

Observers:
Jesse Lugo (Julia Keen Neighborhood)
Ana Maria Coyote (Julia Keen Neighborhood)

Facilitation/documentation:
Tahnee Robertson -- SDR
Colleen Whitaker – SDR

Summary of actions and decisions:

- *February Meeting Minutes:* no corrections. Motion to approve – Marshall; second – Sophia.
- *Prop 411 funding request - Citywide sidewalk repair project:* The group decided to table this for a month and ask the City to come back with more information at the next meeting:
  - A prioritized project list
  - Where are the "repeat offenders" (spots that keep needing to be repaired), and are there sibling offenders (others spots nearby with same problems)?
  - How hard would it be to remove panels and cut out the bad sections? Once the repair is made could panels that are in good condition be re-used?

2. Housekeeping

- Approval of February Minutes - No corrections. **Motion to approve – Marshall; second – Sophia.**

Member introductions

Members introduced themselves and shared: their seat, day job, and favorite complete streets

feature/component in Tucson

- Sophia – Ward 1 seat. Marketing and outreach consultant. Favorite component is seeing everyone outside and moving beyond their car or isolation of their home.
- Zach – Commission on Disability Issues representative. Works for the State. Favorite component is the divided bike lanes on Stone, and the sidewalk.
- Dario – Ward 3 seat. Programmer. Like the bus only lane in downtown.
- Vanessa – Ward 6 seat. Works for Living Streets Alliance. Love biking on 3rd St. bike boulevard with kids.
- Carissa – DTM representative. Works as a systems engineers. Looking forward to the Grant crossing being done.
- Cytlalli – Mayor representative. Works for Pima County Health Department. Love seeing people biking everywhere they need to go.
- Marshall – DTM representative. Like all the road furniture and speed tables on Kenyan Drive.
- James W. – BAC representative. Love Aviation bike path; quiet and great for getting to downtown.
- Raul – Transportation Director representative. Works as an urban design consultant. Favorite feature is the Loop.
- Sam – Pima County non-voting member. Like the project on Cuesta.
- Jose – Ward 5 seat. Works as the planning Director in South Tucson. Like the Silverlake project east of railroad track. Good to see more space dedicated to bikes and pedestrians.
- Ariel – Ward 2 seat. Works at UA Steward Observatory. Like my neighborhood park that was remodeled and inclusion of a pedestrian crossing that was put in – a direct response to a neighborhood need.

City staff:

- Lydia Barker – BAC liaison. Excited for the 6th Ave. project. Love the mind shift that happens when folks see these things in action.
- Patrick Hartley – DTM, former CSCC staff liaison. Excited that many of the projects mentioned tonight are moving forward as a result of CSCC work.
- Sarah Spencer – DTM engineer. Favorite project is the Silverbell RRFB. There were many complete streets elements added during construction.
- Andy Bemis – DTM Deputy Director. Started out working in bike and pedestrian safety. It is validating to hear that projects we've worked hard on are appreciated. Love the two-way cycle track on Stone; this was one of the first efforts.
- James Castañeda – will soon be transitioning to new role at DTM and no longer sere as the staff liaison. Ben Elias will be new liaison. Has been pleasure working with this group – admire the work. Very excited about Stone Avenue Bus Rapid Transit.

RTA Next update - *Andy Bemis, DTM Deputy Director*

- Props 418 and 419 passed. The City is excited about being able to do a lot of good work in the City.
- There is funding for a number of important priorities, including Bus Rapid Transit, transit safety and security, major street pavement rehabilitation, and completion of uncompleted RTA 1 projects.
- DTM anticipates working with the CSCC to review and vet projects that are submitted for categorical funds, similar to the role that is played with Prop 411 safety funds. Public engagement and oversight, in addition to what RTA citizen committees provide, is a priority for the City.
- This will be an agenda item at the April 21st Mayor and Council meeting.

Questions/discussion

- Vanessa – how will the Complete Streets Policy interface with funding for re-paving arterials?
    - Andy – the City has already been talking with the IOAC about this. Worked hard to make sure it was written into RTA code that whenever a street is re-paved there is an opportunity to revisit the striping. Re-striping to narrow lanes, and to add bike lanes, is possible with these funds.
    - Patrick – the IOAC meetings are open to the public. There will be a special meeting about this topic in about a month.

3. Call to the audience

- Jesse Lugo – Representing Julia Keen Neighborhood Association. Jesse read the following statement:
  We would like to know the status of the Medium-Term Pedestrian Improvement project that was approved in September 2024. Our major concern is that this stretch of road is a safety hazard for pedestrians with no curbs, sidewalks or streetlights. With the 22nd St. bridge now closed, there is considerably more traffic.
  We understand major improvements need to wait until after the bridge construction, however, the walkway with some added delineators would greatly help the pedestrians. Another concern is the milled asphalt that is being placed on the drainage area on the east side of Country Club. After every rain the asphalt erodes into the streets causing another safety hazard. A more permanent type base needs to be used to fill the erosion.
  We appreciate all the dedication and hard work you all contribute to the streets of Tucson.
  Chris Lopez, President JKNA
  Jesse Lugo, Vice President JKNA
- Ana Maria Coyote – also lives on Julia Keen. Gravel washes into the intersection regularly. She has called 311, and they were very responsive. It's dangerous for pedestrians to walk. There's no sidewalks at all. There is a lot of speeding.

4. Citywide roadway safety presentation - *Andy Bemis, DTM Deputy Director*

Andy shared a presentation. Main points are summarized here:

- Traffic fatality totals (2016-2025): last year there were 95 total fatalities (38 auto, 34 pedestrian, 21 motorcycle, 4 bicycles). There has been an 80% increase in traffic deaths over the last decade.
- Tucson roughly tracked national totals from about 1997, but around 2015 we began to outpace the national average. This is likely due to a number of factors.
    - Carissa – when were red light cameras eliminated? (Around 2015/2016. Enforcement does play a role in traffic safety.)
- Since 2022 our averages have come down, and we are now closer to mirroring the national average again.
- There are various approaches to traffic safety: the 5 E's, and the Safe System Approach. There isn't one solution; it requires a collaborative approach.
- In recent years there have been changes to policy, planning and design to represent these approaches - namely the Complete Streets Policy, Move Tucson, and the 2021 Street Design Guide.
- Regional planning and collaboration also plays a role – Safe Streets and Roads for All grant program (expect to have a draft plan available soon).
- There is roughly $850M in transportation infrastructure funding in the coming 5-7 years to invest in traffic safety.
- The City collaborates with the Pima Association of Governments, particularly around data (e.g. PAG Safety Explorer)
    - Carissa – is there data on near misses?
        - Andy - We have various types of injuries, but don't have much near miss data. What we do have is from crash reports.
        - Patrick – on 1st. Ave project, we are doing a near miss analysis on two intersections to be proactive in the design. It is data intensive and expensive, so hard to do city-wide.
    - Carissa – if a pedestrian has to jump out of the way at a HAWK, how can we track this? I've been told to report to 911. What about utilizing community input for this?
        - Andy – to the extent possible we'd like to be proactive. The PAG safety explorer has a lot of the data that can help us predict the worst streets in the City; this is one way to identify priorities.
- Pedestrian crash mitigation
    - 40% of pedestrian crashes happen in the dark. Lighting is a priority. The City is experiencing a lot of copper wire theft at the moment; this is a big challenge to keeping the lights on. Right now there is a two year back log on fixing lights.
    - HAWK projects are part of this as well.
        - Raul – would there be an opportunity to elevate crosswalks?
            - Andy – the best practice on arterials is HAWKs. There are challenges with installing raised features on roads with higher speed limits.

- Speed mitigation
    - Speed is implicated in all crashes; the odds of surviving a crash is better at slower speeds.
    - Actions include: narrowing traffic lanes during re-surfacing, re-evaluating speed limits, reduce speeds on bike boulevards, speed feedback signs, working with signal timing (this helps cut down on red light running), and local street calming.
- Left turn crash mitigation
    - Rolling out protected only left turns, flashing yellows, leading pedestrian intervals.
- Complete Street Case Study: South 12th Ave (Irvington to Drexel)
    - Road diet – removed one lane in each direction. Replaced space with buffered bike lanes, and added raised pedestrian crossing.
    - The result was a 44% reduction in all crashes in the three years following the intervention. There was a 100% reduction in bike and fatal crashes, and an 85% reduction in pedestrian crashes.
    - Adaptive signaling was included in the project. The travel times didn't change. This was unexpected and exceeded the project goals.
- Education and encouragement – including programs like Safe Routes to School and outreach to schools. RTA Next has funding to grow this program.
    - Sophia – what are plans to communicate successes like 12th Ave? We often see that neighbors don't know the status of projects.
        - Andy – agree that it would be good to celebrate the wins more. When we talk to the community we do try to share the outcomes and successes of these interventions.
- The City now has funding for roadway improvements that haven't existed before, but there is an ongoing need for enforcement and investment.
    - Dario – could we see a comparison of Tucson to cities of similar size, rather than the national average?
        - Andy – ADOT has a tool to compare to other cities. Smart Growth America has the Dangerous by Design project that also has this information.

5. 5th Street construction update - *Sarah Spencer, DTM*

Sarah shared a presentation. Main points are summarized here:

- This is multiple projects packed together. The original scope was Country Club to Wilmot, which included water main replacement. There was also a desire to incorporate a road diet pilot, and a prop 407 project in design from Campbell to Alvernon.
- It was initially challenging to figure out how to coordinate all these efforts together. One timing consideration was to not have Broadway and 5th under construction at the same time.
- The CMAR (Construction Manager at Risk) approach worked well here. In this approach procurement is based on qualifications only, the cost is not considered. This approach is being considered with the Sahuara Bike Boulevard.

- The project is planned to completed in July 2027.
- A lot of work happened in pre-construction.
- Sarah shared a number of photographs of the construction, especially water main installation.

Questions/discussion:

- James W – why do water mains have to be replaced?
  - Sarah – due to age; some of those being replaced are about 50 years old.
  - Andy – there is a lot of coordination with Tucson Water when water mains are replaced. Better utility coordination is a priority, although it does mean that some projects are slower.
- Sophia – why is the CMAR project must faster?
  - Sarah – it allows contractor to be brought in much earlier. They can influence the design. This allows value engineering during the design process, which can result in time savings. In this example the contractor is working directly with the designer. There was modeling instead of design, which was more efficient.
- Zach – will re-striping happen all at once, or mile by mile?
  - Sarah – one mile of the road diet will be done early on, and then subsequent phases once they are completed.
  - Andy – because we are changing the alignment of lanes, it is tricky to do re-striping in pieces.
- Sophia – how is sidewalk width chosen?
  - Patrick – this is delineated in the Design Guide. The preference is 6' on major roads. This can be taken to 5' if there are other restrictions.

6. Prop 411 funding request: Citywide sidewalk repair project - *Patrick Hartley, DTM*

Patrick shared a presentation. Main points are summarized here:

- This is an ask for a funding source to help address sidewalk issues across the side.
- In 2015 there was a complete inventory of walkways in the City (in an appendix of Move Tucson). This was done with mobile LiDAR, and included a huge amount of detail: buckled sidewalks, slope, push buttons, etc. It is quite reliable. The City can provide additional information on this assessment at a future meeting, if desired.
- At the time, the estimate to address the ADA issues was $990M. The current estimate is about $2B.
- This is a request of $1M to do "spot repairs." Primarily this will come from 311 sidewalk reports to address resident concerns.
- The City looked at the location of 311 complaints overlaid with the equity index and identified 130 repairs on major roads. 30% of these are in high equity priority areas. 84% of the requests are one year or older.

- Expect each repair will cost $5-7k. If the $1M doesn't cover all the repairs, the City has developed a prioritization framework to address remaining repairs, based on the mini-grants program prioritization framework.
- Financial impact of this request:
    - The sidewalk portion of Prop 411 is $45M; we are tracking ahead of this now. The total 411 safety plan has $9.1M remaining.
    - If this $1M spot improvement fund request is approved, the remaining funding for other sidewalk projects will be $8.1M.
    - There is no rush on this request.
- **CSCC Funding request:** The City is requesting the approval of $1M of Prop 411 Safety Funds from the pedestrian safety improvements for sidewalk spot repairs and a framework for prioritizing spot repairs.

Questions/discussion

- Sophia – how much does it cost the City when people file a claim?
    - Patrick – the data we have is what the total complaint is, not what the total payout is.
- Marhsall – have you considered trying to save the panels themselves and re-lay them?
    - Sarah – can answer this in a follow-up.
- Zach – there was a program in the past where pedestrians could report an issue on private land. Could we look at how these public projects interact with private sidewalk issues?
    - Patrick – there is shared ownership and responsibility of sidewalks in Tucson. When a complaint is received, the City will issue a notice of violation to the property owner and it is their responsibility to repair. The City is trying to take on more of these; this would require code revision. There are other models around the country – Denver just approved a $150 annual fee for all property owners, to pay into the sidewalk program and then they are not responsible for repair.
    - We are focusing on major streets. There is repaving going on as part of 407, and we are looking to coordinate with contractors to address sidewalks as well.
- Marshall – would the City come back to CSCC with scoring of the prioritization framework if you need to start using it?
    - Patrick – we definitely could. This will likely be rolling, so we won't get the cost estimate for the full suite of projects all at once. We'd like to prioritize the whole list first.
- Raul – what else have you considered for prioritizing? Things like proximity to a hospital or grocery store could be important.
    - Patrick – we have a destination density analysis that considers a combination of all things that may generate pedestrian demand. We could incorporate a more detailed look at land use if desired.
- Sophia – I feel good with moving forward to vote on this now. However, is there other data that we can collect during site visits to address spot issues, like what the rest of the sidewalk looks like?

    - Patrick – maybe we could include a visual scan of the area to see if there are other pressing issues nearby. We can ask the contractor to look at this when working. We can note this.
- Ariel – it would be great to get list of prioritized projects, especially to see what might be at the bottom.
    - Patrick – we could come back with a prioritized framework before asking for approval.
- Carissa – are these repeated issues (locations repaired once that now need to be repaired again)?
    - Patrick – we can cross-check to see if there were previous repairs done on these locations.
- Vanessa – how many of these are in high equity areas?
    - Sarah - 39% are in high equity areas. 22% are in medium high. We can come back with more information.
- Carissa – can we get more questions answered if we table this decision for now?
    - Patrick – we can come back and answer remaining questions.
- Josué - why do we put new trees in next to sidewalks? Is there a way to limit tree root growth? Have you investigated other materials that might not buckle as much?
    - Patrick – we can get the City arborist to come in and talk about these issues.

Consensus decision process

- Tahnee sensed the group and found that almost all members were ready to approve with the few additions discussed (e.g. ask contractors to look for more information when they are doing the repairs). Carissa wanted more information on why we are seeing these issues (are these repeat offenders? Will we just have to fix them again later?). She noted she would be okay with approving a bit more than 1M if the City's prioritization/evaluation reveals that more is needed to make sure we really get it right.
- Sophia requested that as part of the approval, the CSCC would like a synthesis of emerging themes from the site visits.
- Josué wanted more information about cutting out and reusing sections of bad panels.
- The group decided to table this for a month and ask the City to come back with additional information:
    - A prioritized project list
    - Where are the "repeat offenders" (spots that keep needing to be repaired), and are there sibling offenders (others spots nearby with same problems)?
    - How hard would it be to remove panels and cut out the bad sections? Once the repair is made could panels that are in good condition be re-used?

7. Wrap up, future agenda Items, DTM update

Future agenda items:

- Presentation from City arborist
- Comprehensive overview of potential pedestrian projects

- Safe street mini-grant applications will be ready to review in April
- Traffic enforcement – the best way to report and community reporting?

Meeting was adjourned by co-chairs at 7:45pm

CITY OF TUCSON

April 22, 2026

Arterial and Collector Sidewalk Funding Repair Request Follow up

Complete Streets Coordinating Council

Major Causes of Sidewalk Damage

1)Tree Roots

2)Heat Heave

3)Vehicle Damage (at driveways)

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Tree Root Sidewalk Damage

Shallow tree roots can cause heaving to the sidewalks. Trees causing sidewalk damage may include:

1) Volunteers

2) Privately planted (permitted/unpermitted)

3) Trees planted as part of public works/roadway projects



Photo: Brad Lancaster

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Tree Root Sidewalk Damage

Repairing Root Damage:

City of Tucson landscape architect will evaluate tree condition when damaged sidewalk panels are removed. Options Include:

1) Root pruning where tree is viable to remove the roots that are heaving the sidewalk

2) Tree removal if the tree is unhealthy

3) Alternative sidewalk designs, such as the installation of diamond plate, to bridge major roots – those necessary for the survival of healthy trees



Photo: University of Florida

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Heat Heave

Cause:

Concrete sidewalks expand and contract with temperature swings. Within the City of Tucson, new sidewalks are required to include an expansion joint every 40’. An expansion joint is composed of bituminous material which can degrade over time due to environmental stress and getting filled in with dirt and gravel.

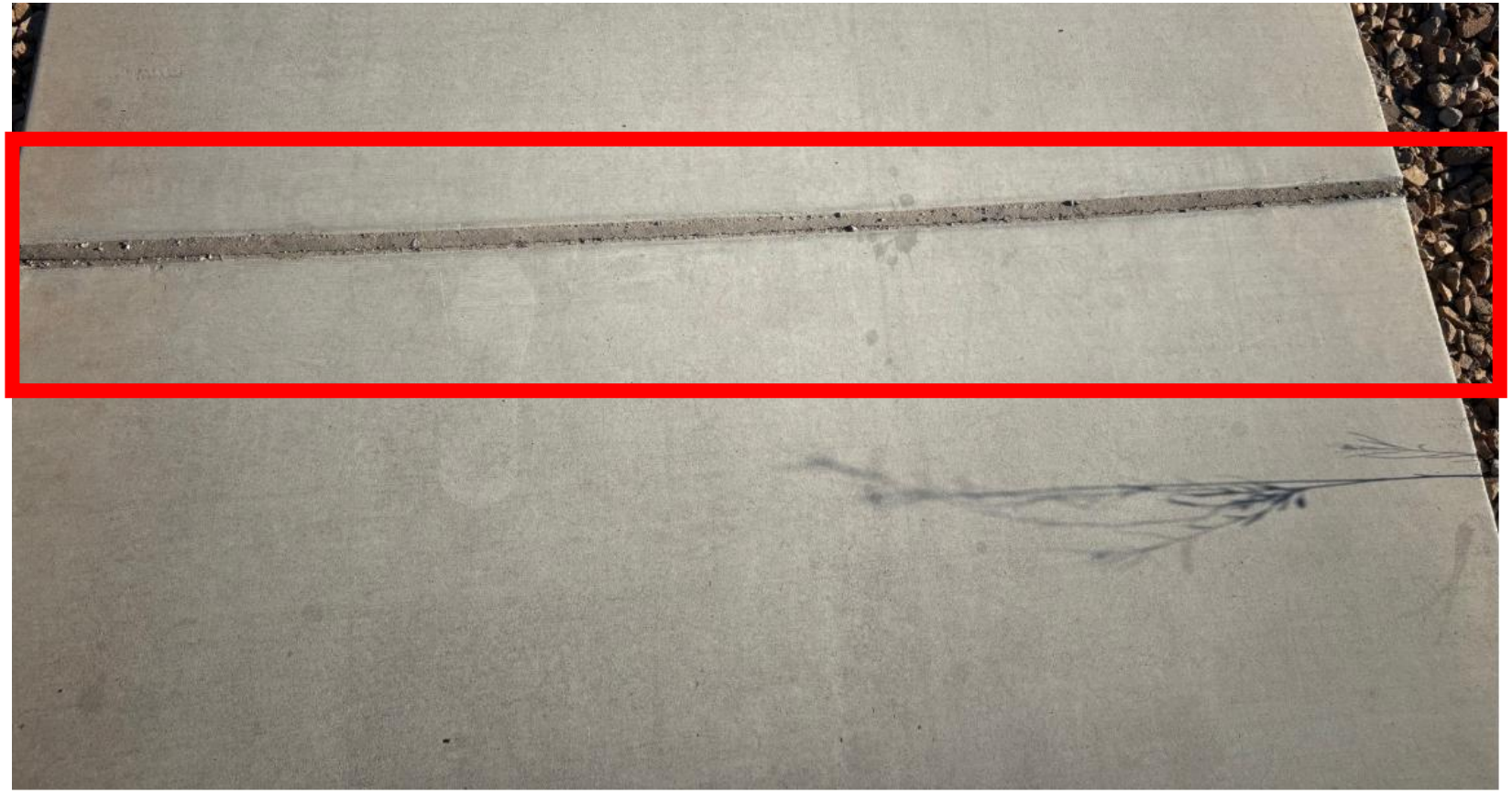


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Heat Heave

Solution:

When evaluating cause of heaving, inspector will assess the condition of the expansion joint. Expansion joints will be repaired as needed.



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Vehicle Damage

Cause:

Sidewalks are damaged when repeatedly driven over by vehicles – especially heavier vehicles. Oftentimes, these sidewalk panels are 4” in thickness, increasing the likelihood of cracking and crumbling



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Vehicle Damage

Solution:

If the sidewalk is breaking due to vehicle damage, they will be replaced at our current standard of 6” thickness, which will hold up to vehicles

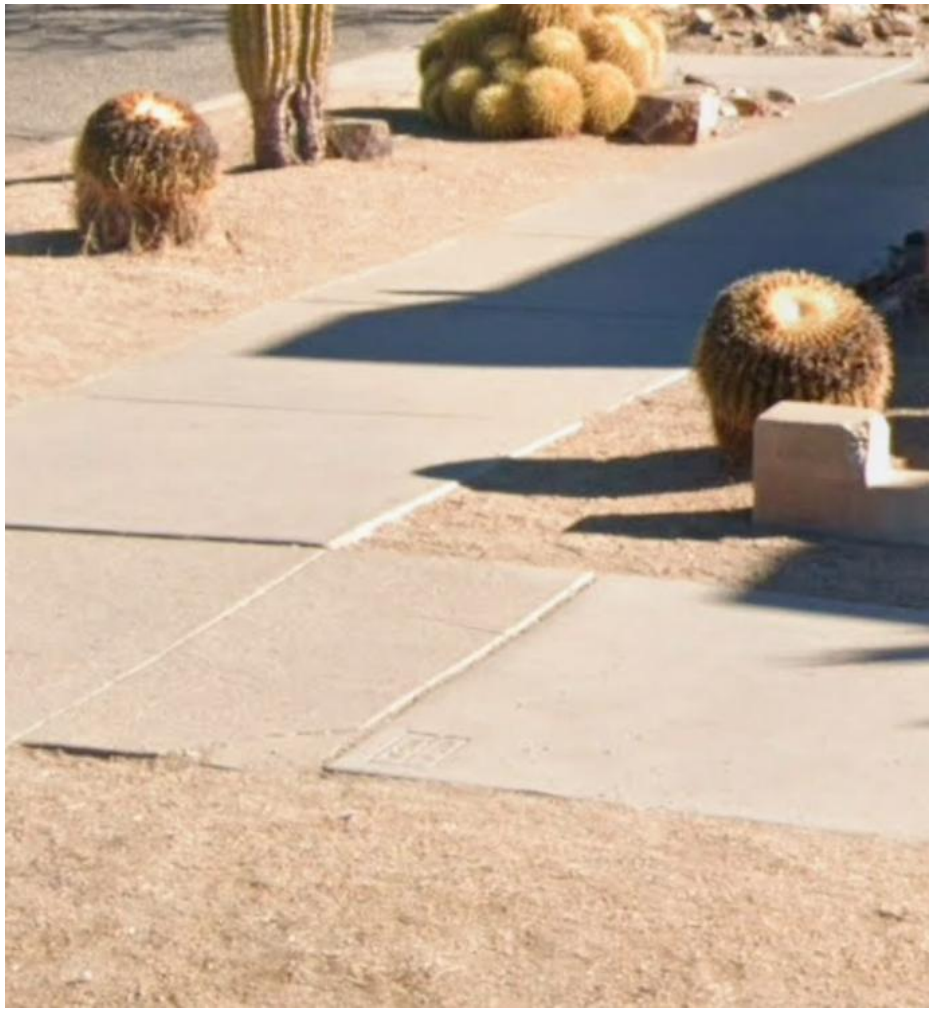


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Summary

Sidewalks typically last more than 40 years in urban areas, and Tucson still has some sidewalks dating back to the W.P.A.

However, sidewalks break for a variety of reasons, the three most common causes have been highlighted. In all cases, a City Inspector will investigate sidewalk prior to repairs to ensure that they won't require repeated re-installations.



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Additional CSCC Questions:

Q: Can sidewalk panels be re-used?

A: *No, due to a compromised structure, panels that are reinstalled will be more likely to suffer cracking and crumbling, requiring additional repairs.*

Sidewalk concrete can be brought to the Los Reales landfill and recycled for aggregate in our pavement mix

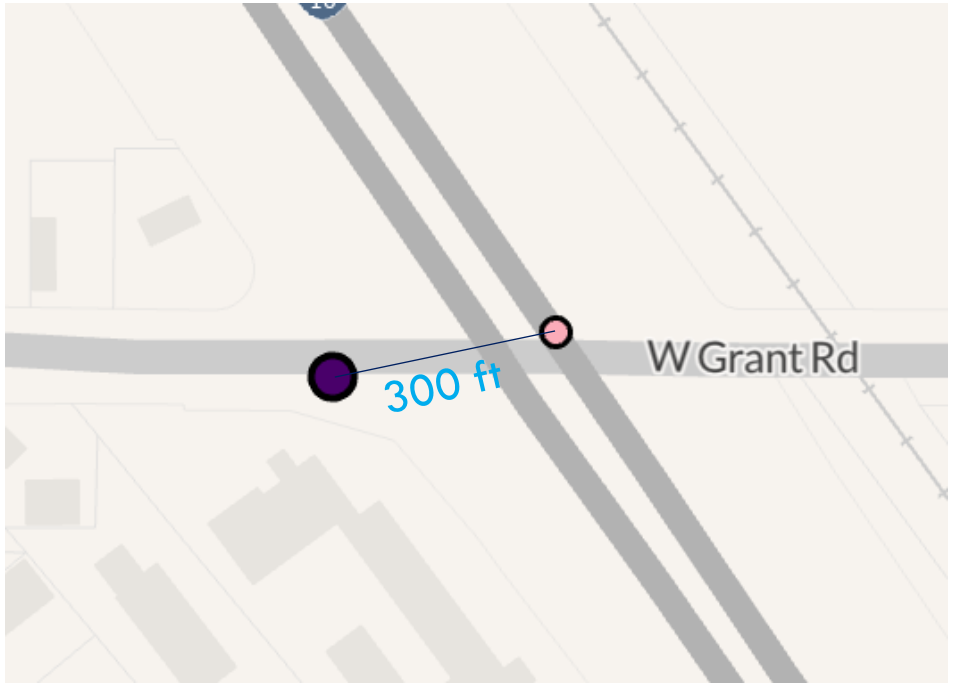
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Additional CSCC Questions:

Q: In addition to the broken sidewalk panels that are already reported, can adjacent broken sidewalks also be repaired at the same time?

A: *Yes; at the direction of the CSCC, we can instruct crews to repair all broken sidewalks to the next intersection or logical break point to ensure connectivity.*

Additionally, if agreed to, DTM can provide crews discretion to complete repairs within a similar location all at once, even if in a different prioritization tier.



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Additional CSCC Questions:

Q: Can the City confirm that the locations being repaired haven't received previous repairs (meaning and on-going maintenance issue)?

A: *We identified one potential "repeat" request in the Downtown area.*
Description of closed request (2020): "The tree is lifting the sidewalk."
Final cost ~$5,000
Description of open request (late 2024): "Buckled sidewalk at address."
Est. cost TBD based on


2021 post repair


2024 sidewalk lifting

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Prioritization Framework

	Equity (35%)	Safety (30%)	Built Environment/ Road Design (20%)	Date of Complaint (10%)	Resiliency (5%)
Description / Breakdowns	Located in a high equity priority area	History of crashes (15%) Self-reporting ADA user (15%)*	Proximity to destination (10%) 660 feet Proximity to crossing (10%) 660 feet	Ex. Oldest gets full 10 points, next 10 gets 9 points...	Proximity to Transit stops 300 ft
Data Source	COT Office of Equity's Equity Priority Index (census tract level)	TPD Crash Data, Cartegraph (311)	COT Open Data, Destination Density Map (Move Tucson)	Cartegraph (311)	COT Open Data

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*Self-reporting ADA user example: "On the southeast corner of this intersection there is a buckled sidewalk that needs to be fixed. The wheels on the wheelchair got stuck there."

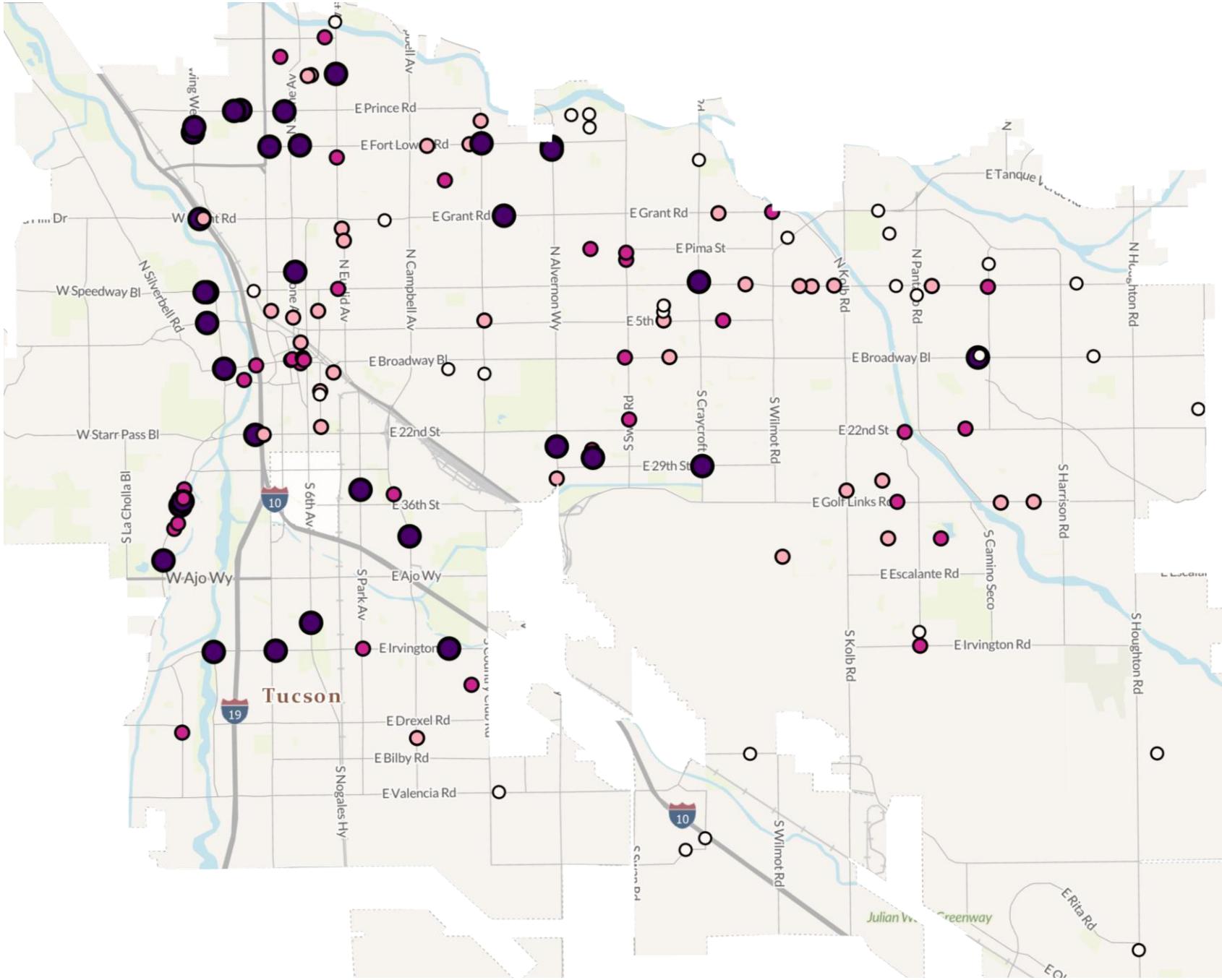
Prioritization Scores

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Scores were assigned to each tier by quartile rank for transparency and to create a predictable workload distribution.

132 requests total

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CSCC Funding Request – Immediate Sidewalk Repairs on Major Streets

Approval of:

- $1M of 411 Safety Funds from Pedestrian Safety Improvements for sidewalk spot repairs and
- Framework for prioritizing spot repairs.



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RequestII	AddrNum	Street	Intersecti	created_date	RoadType	EPI_score	Crash_score	Date_score	ADA_score	Destination_score	Crossing_score	Transit_score	Score_total	Tier
44619		W Irvingto	S Santa Cr	2022-09-27 23:08:21	Arterial	35	15	10	15	5	10	5	90	1
54943	1300	W Saint Marys Rd		2022-09-27 23:09:40	Arterial	35	15	10	0	10	10	5	85	1
122047	23	E Drachman St		2025-12-20 22:40:45	Collector	35	15	3	0	10	10	5	78	1
118996		E 29th St	S Craycrof	2025-11-06 19:05:50	Arterial	35	15	4	0	5	10	5	74	1
85696		S Alvernor	E 25th St	2024-04-17 18:11:20	Arterial	35	15	8	0	5	10	0	73	1
110440	3000	S Kino Pw		2025-07-11 18:01:51	Arterial	35	15	7	0	5	10	0	72	1
126074	463	W Irvington Rd		2026-02-06 22:10:06	Arterial	35	15	1	0	5	10	5	71	1
87563	1400	W Grant Rd		2024-05-15 21:54:48	Arterial	35	15	8	0	0	10	0	68	1
123460	2521	S Mission Rd		2026-01-12 20:43:15	Arterial	35	15	2	0	5	10	0	67	1
125043	949	W Congress St		2026-01-27 19:09:46	Arterial	20	15	1	15	5	10	5	66	1
126192	300	W Fort Lowell Rd		2026-02-08 20:54:11	Arterial	35	15	1	0	5	10	0	66	1
692		W Illinois	S 6th Av	2022-08-23 18:54:51	Arterial	35	0	10	0	5	10	5	65	1
41590	8585	E Broadway Bl		2022-09-27 23:07:56	Arterial	35	15	10	0	5	0	0	65	1
118271		W Starr Pa	S Freeway	2025-10-28 20:29:40	Arterial	35	15	5	0	0	10	0	65	1
90298	3333	N Flowing Wells Rd		2024-07-11 15:53:56	Arterial	20	15	8	0	5	10	5	63	1
96449	1355	W Kleindale Rd		2024-10-16 16:32:10	Arterial	35	0	8	0	5	10	5	63	1
121235	720	W Prince Rd		2025-12-09 17:43:51	Arterial	35	15	3	0	5	0	5	63	1
106429		S Park Av	E 33rd St	2025-05-05 17:01:03	Arterial	35	0	7	0	5	10	5	62	1
123028	1742	W Veterar	S Mission	2026-01-07 21:09:06	Arterial	35	15	2	0	5	0	5	62	1
113365	1116	N Craycroft Rd		2025-08-23 1:03:09	Arterial	20	15	6	0	5	10	5	61	1
114989	3202	N Country Club Rd		2025-09-17 22:56:03	Arterial	20	15	5	0	5	10	5	60	1
119232	1902	S Columbus Bl		2025-11-10 20:47:41	Collector	35	0	4	0	10	10	0	59	1
86191	2555	E Irvington Rd		2024-04-24 4:41:05	Arterial	35	0	8	0	5	10	0	58	1
121919	3155	N Alvernon Wy		2025-12-18 20:14:50	Arterial	20	15	3	0	5	10	5	58	1
122258	820	W Prince Rd		2025-12-24 20:19:41	Arterial	35	0	3	0	5	10	5	58	1
123590		N 1st Av	E Roger Rc	2026-01-13 17:28:45	Arterial	20	15	2	0	5	10	5	57	1
125980	121	W Prince Rd		2026-02-05 21:46:23	Arterial	35	0	1	0	5	10	5	56	1
115889		W Speedw	N Melrose	2025-09-30 17:21:54	Arterial	35	0	5	0	5	10	0	55	1
71640	3350	E Grant Rd		2023-07-25 22:20:45	Arterial	35	0	9	0	5	0	5	54	1
122197	1307	W Speedway Bl		2025-12-23 20:57:21	Arterial	35	0	3	0	5	10	0	53	1
123463	2451	S Mission Rd		2026-01-12 21:01:29	Arterial	35	0	2	0	5	10	0	52	1
124401	3125	N Alvernon Wy		2026-01-21 21:02:10	Arterial	20	15	1	0	5	10	0	51	1
126066	141	E Fort Lowell Rd		2026-02-06 21:28:46	Arterial	35	0	1	0	5	10	0	51	1
61942		S Mission	S San Antc	2022-12-19 23:27:02	Arterial	35	0	9	0	5	0	0	49	2
70990		W Cushing	S Linda Av	2023-07-12 4:51:37	Collector	35	0	9	0	5	0	0	49	2
95625		N Columbi	E Pima St	2024-10-01 19:20:00	Collector	5	15	8	0	5	10	5	48	2
98602		S Church A	W Congres	2024-11-27 16:14:09	Arterial	5	15	8	0	5	10	5	48	2
103810	699	W Congress St		2025-03-16 18:32:41	Arterial	5	15	7	0	5	10	5	47	2
108766	900	S Swan Rd		2025-06-13 19:52:48	Arterial	35	0	7	0	5	0	0	47	2
108790	2382	S Kino Pw	E Silverlak	2025-06-14 0:55:53	Arterial	35	0	7	0	5	0	0	47	2
108986		E Glenn St	N Tucson I	2025-06-18 2:28:48	Collector	5	15	7	0	5	10	5	47	2
123373	1109	S Riparian	E 22nd St	2026-01-11 21:49:56	Arterial	20	15	2	0	5	0	5	47	2
123450	3051	S Mission Rd		2026-01-12 20:04:38	Arterial	35	0	2	0	5	0	5	47	2
123457	2903	S Mission Rd		2026-01-12 20:34:01	Arterial	35	0	2	0	5	0	5	47	2
123570	118	E Congress St		2026-01-13 16:21:04	Arterial	5	15	2	0	10	10	5	47	2
110710	2837	E Bantam Rd		2025-07-15 19:02:48	Collector	35	0	6	0	5	0	0	46	2
111934	1712	S Columbus Bl		2025-08-02 21:24:18	Collector	35	0	6	0	5	0	0	46	2
112904	8403	E 22nd St		2025-08-16 22:42:11	Arterial	35	0	6	0	5	0	0	46	2
54157		E Irvingtor	S Pantano	2022-09-27 23:09:34	Arterial	5	15	10	0	5	10	0	45	2
117459	1575	N Swan Rc	E Lee St	2025-10-20 16:43:26	Arterial	35	0	5	0	5	0	0	45	2
63342		E Grant Rc	N Wilmot	2023-01-24 21:01:50	Arterial	0	15	9	0	5	10	5	44	2
76790	8650	E Speedway Bl		2023-11-30 15:28:22	Arterial	0	15	9	0	5	10	5	44	2
119284	1250	S Pantano	E 22nd St	2025-11-11 16:43:40	Arterial	5	15	4	0	5	10	5	44	2
120006	1636	N Swan Rd		2025-11-21 21:01:38	Arterial	5	15	4	0	5	10	5	44	2
121757	201	W Limberlost Dr		2025-12-16 22:23:41	Collector	35	0	3	0	5	0	0	43	2
122811	565	E Wetmore Rd		2026-01-05 1:09:53	Arterial	35	0	3	0	5	0	0	43	2
107769	8085	E Stella Rd		2025-05-30 20:30:11	Collector	20	0	7	0	10	0	5	42	2
110111	645	E Speedwa	N 1st Av	2025-07-07 18:59:56	Arterial	0	15	7	0	5	10	5	42	2
123119	5723	E 5th St		2026-01-08 20:45:25	Collector	20	0	2	0	5	10	5	42	2
123467	2403	S Mission Rd		2026-01-12 21:19:08	Arterial	35	0	2	0	5	0	0	42	2
123564	97	E Congress St		2026-01-13 16:07:50	Arterial	5	15	2	0	10	10	0	42	2
113748	4637	E Broadway Bl		2025-08-29 17:37:41	Arterial	0	15	6	0	5	10	5	41	2
123747	54	W Congress St		2026-01-14 20:11:14	Arterial	5	15	1	0	5	10	5	41	2
125213	3045	N 1st Av		2026-01-29 1:11:27	Arterial	20	15	1	0	5	0	0	41	2
125742	4875	S Park Av	E Irvingtor	2026-02-03 19:04:47	Arterial	5	15	1	0	5	10	5	41	2
97209	44	E Broadway Bl		2024-10-30 16:14:47	Arterial	5	0	8	0	10	10	5	38	2
97329		S Midvale	W Thorne	2024-11-01 19:29:07	Collector	20	0	8	0	5	0	5	38	2
120227	9170	E Golf Links Rd		2025-11-25 18:37:24	Arterial	5	15	3	0	5	10	0	38	3
109612	1400	W Grant Rd		2025-06-27 20:59:01	Arterial	5	15	7	0	0	10	0	37	3
28366	2202	N Euclid A	E Edison S	2022-09-27 23:05:57	Arterial	5	15	10	0	5	0	0	35	3
44798	7511	E Stella Rd		2022-09-27 23:08:23	Collector	20	0	10	0	5	0	0	35	3
62444		E Roger Rc	N Fontana	2023-01-04 18:14:16	Collector	20	0	9	0	5	0	0	34	3
70048	5145	E 5th St	N Rosemo	2023-06-15 23:15:05	Collector	5	0	9	0	5	10	5	34	3
75747	106	E Toole Av		2023-11-01 22:27:52	Collector	5	0	9	0	5	10	5	34	3
121306	6001	E Speedway Bl		2025-12-10 15:33:48	Arterial	20	0	3	0	5	0	5	33	3
113641	2114	S Alvernor	E 31st St	2025-08-27 22:22:08	Arterial	20	0	6	0	5	0	0	31	3
114948	222	E Roger Rd		2025-09-17 15:43:07	Collector	20	0	6	0	5	0	0	31	3
58805		S Freeway	W 22nd St	2022-10-03 20:28:16	Arterial	5	0	10	0	5	10	0	30	3
115270		S Campbe	E Calle Gra	2025-09-22 3:01:52	Arterial	20	0	5	0	5	0	0	30	3
118015	6750	E Speedway Bl		2025-10-25 13:25:59	Arterial	20	0	5	0	5	0	0	30	3
118020	7000	E Speedway Bl		2025-10-25 15:36:55	Arterial	20	0	5	0	5	0	0	30	3
118085	5692	E Grant Rd		2025-10-26 20:31:18	Arterial	0	15	5	0	5	0	5	30	3
69407		W 4th St	N Stone Av	2023-05-31 23:45:24	Arterial	5	0	9	0	5	10	0	29	3
71430	2828	E Fort Lowell Rd		2023-07-20 22:18:39	Arterial	0	0	9	0	5	10	5	29	3
119566	6501	E Speedway Bl		2025-11-15 13:41:09	Arterial	20	0	4	0	5	0	0	29	3

121563	8050	E Speedway Bl	2025-12-13 23:37:25	Arterial	20	0	3	0	5	0	0	28	3
100349		S 4th Av E 21st St	2025-01-07 21:26:15	Collector	5	0	7	0	5	10	0	27	3
112771	2450	S Kolb Rd	2025-08-14 20:11:01	Arterial	0	15	6	0	5	0	0	26	3
125815	7300	E 32nd St	2026-02-04 1:44:29	Collector	20	0	1	0	5	0	0	26	3
68243	542	S 4th Av	2023-05-05 15:07:02	Collector	5	0	9	0	5	0	5	24	3
118739	405	W University Bl	2025-11-03 22:41:22	Collector	5	0	4	0	5	10	0	24	3
119966	6394	E Nicaragua Dr	2025-11-21 15:49:10	Arterial	5	0	4	0	5	10	0	24	3
120081		W 22nd St S Freeway	2025-11-23 21:34:47	Arterial	5	0	4	0	5	10	0	24	3
97159		E Waverly N Euclid A	2024-10-29 17:13:06	Arterial	5	0	8	0	10	0	0	23	3
98938	300	S Toole Av	2024-12-04 19:12:48	Collector	5	0	8	0	0	10	0	23	3
107770	8820	E Golf Links Rd	2025-05-30 20:37:21	Arterial	5	0	7	0	5	0	5	22	3
123258	620	N Country Club Rd	2026-01-09 22:29:39	Arterial	0	0	2	0	5	10	5	22	3
114560	2002	E Fort Lowell Rd	2025-09-11 16:16:55	Arterial	5	0	6	0	5	0	5	21	3
124860	5150	E Broadway Bl	2026-01-26 16:43:07	Arterial	0	0	1	0	5	10	5	21	3
126095	745	N 4th Av E Universit	2026-02-07 1:03:14	Collector	0	0	1	0	10	10	0	21	3
807	3425	N Country Club Rd	2022-08-23 18:55:00	Arterial	0	0	10	0	5	0	5	20	3
116096	8260	S Houghton Rd	2025-10-02 20:01:56	Arterial	0	0	5	0	5	10	0	20	4
69480	546	S 4th Av E 16th St	2023-06-02 17:18:41	Collector	5	0	9	0	5	0	0	19	4
118771	6443	E Tanque Verde Rd	2025-11-04 14:34:19	Arterial	0	0	4	0	10	0	5	19	4
84781	604	W Speedway Bl	2024-04-06 10:24:35	Arterial	5	0	8	0	5	0	0	18	4
104586	2365	N Vine Av E Grant Rc	2025-03-31 1:57:26	Arterial	0	0	7	0	5	0	5	17	4
123103	3231	E Valencia Rd	2026-01-08 19:03:43	Arterial	5	0	2	0	0	10	0	17	4
111372	881	N Pantano Rd	2025-07-25 14:48:03	Arterial	5	0	6	0	5	0	0	16	4
33425	7601	E Waverly N Camino	2022-09-27 23:06:38	Collector	0	0	10	0	5	0	0	15	4
34240		N Craycrof E Fort Low	2022-09-27 23:06:44	Arterial	0	0	10	0	5	0	0	15	4
116274	221	S Tucson Bl	2025-10-06 16:47:54	Collector	5	0	5	0	5	0	0	15	4
65395		N Pebble F E Paradise	2023-03-08 19:13:39	Collector	0	0	9	0	5	0	0	14	4
119018	812	N Rosemont Bl	2025-11-06 22:30:05	Collector	5	0	4	0	5	0	0	14	4
119915	822	N Rosemont Bl	2025-11-20 20:12:44	Collector	5	0	4	0	5	0	0	14	4
109843		E Broadwa N Shadow	2025-07-02 2:41:25	Arterial	0	0	7	0	5	0	0	12	4
111993	3361	N Columbus Bl	2025-08-04 15:55:08	Collector	0	0	6	0	5	0	0	11	4
112457		N Columbi E Greenlee	2025-08-11 0:21:06	Collector	0	0	6	0	5	0	0	11	4
124062	4700	S Pantano Rd	2026-01-17 20:58:08	Arterial	5	0	1	0	5	0	0	11	4
39847		E Bilby Rd S Swaying	2022-09-27 23:07:43	Collector	0	0	10	0	0	0	0	10	4
58319	6000	E Valencia Rd	2022-09-27 23:10:06	Arterial	0	0	10	0	0	0	0	10	4
116315	8585	E Broadway Bl	2025-10-06 21:12:39	Arterial	0	0	5	0	5	0	0	10	4
119019		E 4th St N Rosemo	2025-11-06 22:33:07	Collector	0	0	4	0	5	0	0	9	4
119835	7667	E Speedway Bl	2025-11-19 19:05:56	Arterial	0	0	4	0	5	0	0	9	4
93489	9200	S Pantano S Old Oak	2024-08-26 23:56:09	Arterial	0	0	8	0	0	0	0	8	4
122839	7501	E Tanque Verde Rd	2026-01-05 16:02:42	Arterial	0	0	3	0	5	0	0	8	4
110701	5300	E Los Reales Rd	2025-07-15 17:55:13	Arterial	0	0	6	0	0	0	0	6	4
123829	4545	N 1st Av	2026-01-16 3:41:30	Arterial	0	0	1	0	5	0	0	6	4
124228	315	S Country Club Rd	2026-01-20 12:25:18	Arterial	0	0	1	0	5	0	0	6	4
125241	1435	N Camino Seco	2026-01-29 14:17:48	Collector	0	0	1	0	5	0	0	6	4
115218		S Ridgesid E Blue Gra	2025-09-21 1:27:06	Collector	0	0	5	0	0	0	0	5	4
120096	7630	S Craycrof I-10	2025-11-24 2:24:10	Collector	0	0	3	0	0	0	0	3	4
120456	1102	N Avenida E Speedwa	2025-11-29 4:12:04	Arterial	0	0	3	0	0	0	0	3	4
116996		W River Rc N Shannor	2025-10-14 21:02:06	Arterial		0	5	0	5	10	0		4