



Complete Streets Coordinating Council (CSCC)

May 26, 2021 (5:45pm – 7:45pm)

Virtual Meeting (Zoom)



Approved Minutes

1. Call to Order/Roll Call

A quorum was established at 5:50pm. Stacy Rodenberg called the meeting to order.

Members Present:

Selina Barajas
Jill Brammer
Derek Brown
Jennifer Flores
Colby Henley
Craig McCaskill
Grecia Ramirez
Ruth Reiman
Stacy Rodenberg
Catlow Shipek
Elizabeth Soltero
Jonathan Crowe
Paki Rico

Staff:

Patrick Harley
Diana Alarcon
Robin Raine
Monica Landgrave-Serrano
Manisha Bewtra

Observers:

Ben Buehler
Matt Kopek
Evren Sonmez

Tahnee Robertson, Colleen Whitaker (facilitation)

Members Absent:

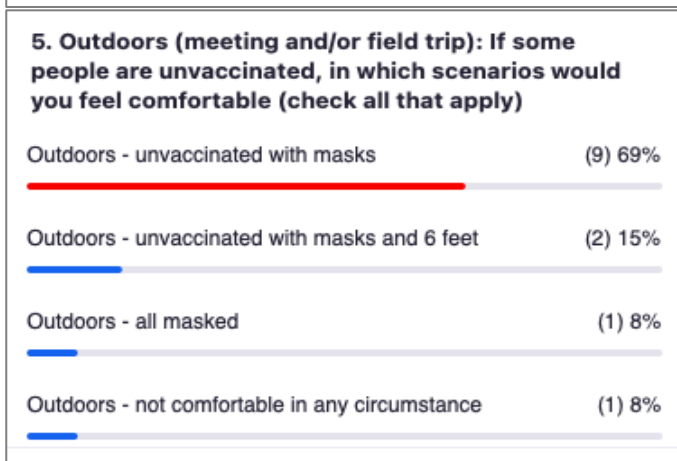
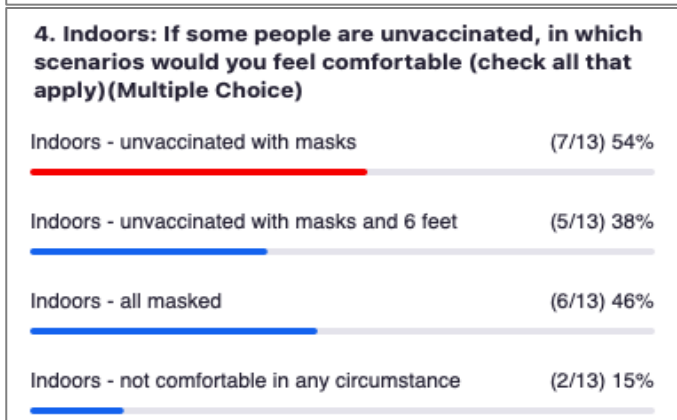
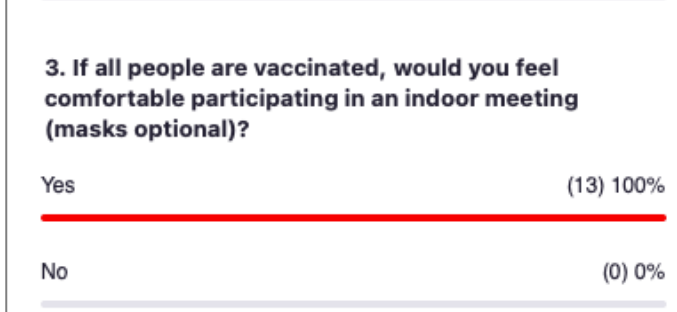
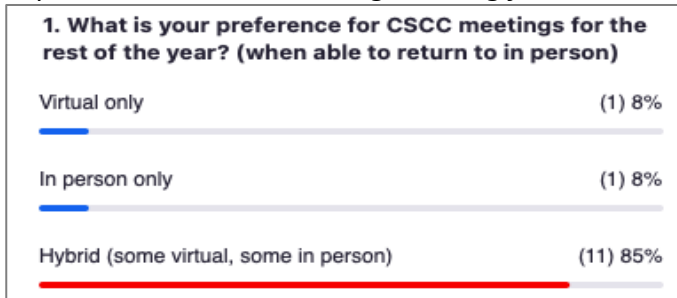
Katharine Len Yee Mitchell
Peter Norback
Tarik Williams
Rod Lane

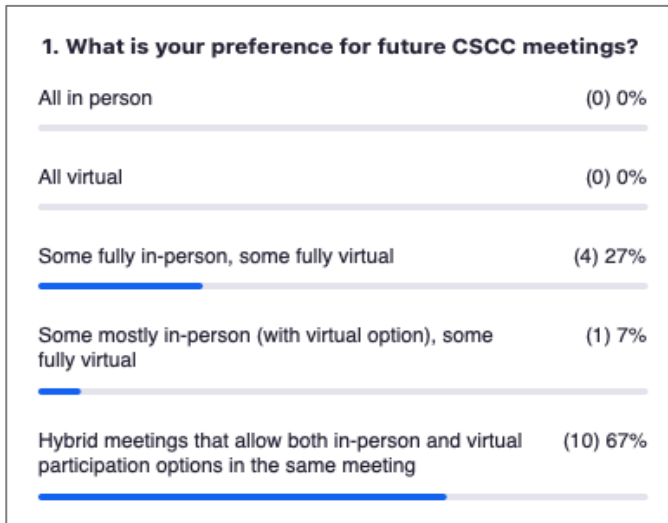
2. Housekeeping

- Approval of past meeting minutes.
 - No corrections
 - **Move to approve minutes - Stacy Rodenberg; Second – Colby Henley**
- Introduction of new members
 - Jennifer Flores (Ward 3)
 - Liz Sotero (Ward 1)

Meeting preferences moving forward

A series of Zoom polls were conducted to gain a better understanding of member's comfort level with in-person and virtual meetings moving forward. Results are presented here.





Discussion on poll results

- Colby - for those not comfortable indoors with unvaccinated people, could you share with Patrick over email what would be need to make you comfortable?
- Grecia - what would hybrid look like?
 - Patrick – The City will need to figure out how to provide hybrid option, but good to know it is desired.
- Stacy – it is convenient to have virtual options
- Craig - some nights it’s easier to just do virtual and not have to travel. Interested in what the attendance policy would be for virtual vs. in-person.
- Selina - Will staff and audience be present as well if we go back to in person?
 - Patrick - don’t know yet how this would work. Likely observers could be virtual or in-person.
- Liz - hybrid option is nice with travel and childcare considerations. We should think about the meeting purposes and when meeting in person makes more sense.
- Grecia - like the hybrid option as new mom. Selina agrees.
- Derek - hybrid could be awkward. We should decide one way or another.
- Ruth - if meeting is downtown how would we get there with all this construction? Would prefer a location that avoids construction.
- Jonathan - online meetings are convenient. We’ve all gotten used to this; yet there are still advantages of face to face. There is not a lot of value in a regular meeting in a room, but for a field trip this would make sense.
- Is anyone anxious to get back to in-person every month? àNo

3. Final prioritized More Tucson project list- Patrick Hartley

Patrick presented the final prioritized project list. The main points are summarized here:

- Since our last meeting staff and Alta were able to run the prioritization. Patrick shared this list with members a couple weeks ago. This will be shared at the Mayor and Council June 8 study session.
- Points distribution
 - Network score = max 100 points (no project got higher than ~60)
 - Calibration = max 20 points
- Calibration - changes made based on CSCC input at last meeting:

Guiding Principle	Scoring	Total	Change
Authentic – public input	2 points if identified and "liked" by at least 2 members of the public. 1 point identified by a Ward.	3	Only assigned points to projects that also received likes
Authentic – Human centered	2 points for low-ADT commercial streets, greenways, and Bike Blvds.	2	Added points for Greenways and Bike Blvds.
Connected - Gap Closure	Connects low-street facilities	2	No change
Optimized - Pavement	2 points if located on streets with poor pavement	2	No change
Optimized – Cost Effectiveness	Ratio of Network Screening score to Cost per mile	9	Added a length component and calculated on a continuous distribution
Resilient- Heat Mitigation	2 points if 50% of project is location in high-heat severity	2	No change

- Public input component: At the last meeting, the CSCC input was to not assign points for a project that was simply suggested by a single person. Staff and Alta amended this to assign a project 2 points if it was identified by the public *and* got at least 1 "like." An additional point is awarded for any project identified by a ward office. This gives a total of 3 possible points.
- Human centered design: This was expanded to include Greenways and Bike Boulevards
- Cost effectiveness: Added a length component and calculated on a continuous distribution.
- Have also identified a need for investment in system-wide improvements (e.g. traffic signals, street lighting, etc.). Will ask people to make a choice about how to distribute this funding.

Comments/discussion

- Grecia - what does "ADT" stand for?
 - Average Daily Traffic. Areas with fewer than 20,000 vehicles per day are considered an option for more human centered design.
- Jonathan - is the department interested in finding ways to get ADTs down to that threshold?
 - Some corridors that are borderline may be an option for a road diet (e.g. 5th/6th street).
- Colby - how will public input on this happen? Is there a process for ground truthing with people who live in the area?
 - Yes this is the idea. Working now to develop the virtual open house. This will bring in mapping and financial components. People can use the "like" and "dislike" functionality.
- Ruth - how many projects are there? (~240 and ~\$5 billion). How will you present this to the public; it's very overwhelming?
 - May use an interactive map with the ability to turn off/on different types of projects. Expect that people will likely zoom in to their neighborhood, which should make it a bit less overwhelming.
- Evren (observer) - Are there any opportunities for more creative, in-person engagement events for folks who're not going to be able to participate virtually or digest it all? Maybe pop-ups in different neighborhoods or something along those lines?

- Catlow - with different funding opportunities are we looking at only getting through tier one projects? How will this look if we proceed with RTA, bond funding, grants, etc.?
 - The intent is not to create a sequenced list. We will match projects to funding opportunities.
- Liz - does this include road reconstruction?
 - It's built into a lot of the projects. All catalyst corridors assume some road reconstructions. Some smaller scale projects may not require this.
- Ruth - is there a schedule for revisiting the list?
 - We don't have a schedule yet, but that is the intent. Have asked Alta to make sure this is reproducible. Frequency to revisit may be 3-5 years. We are also still getting community comments about projects that didn't end up on this list and are capturing these.
- Ruth - has anyone looked at Biden's infrastructure bill to identify funding opportunities?
 - We are continuing to monitor this. One option is a grant opportunity that will favor cities that have complete streets policies. Have also identified 4 projects for our congressional delegation.
 - Diana - we are reading through the funding package. Anticipate that Move Tucson will position us well to go for these funding opportunities. They are also looking at how to get funding to cities more directly to spend at a more local level. We recently met with the Mayor's office and representatives from US DOT to discuss this. They've asked for additional info on BRT programs, Move Tucson and on Drexel Bridge projects.

4. First Ave Needs Assessment – Patrick Hartley

- This project is funded by the current RTA. The focus is on 1st Avenue between Grant and River. The project is to widen to 6 lanes and include bike lanes and sidewalks.
- Have recently done a needs assessment for this, in recognition that it has been 16 years since this project was put together. Want to evaluate if needs or trends have changed from what was anticipated then.
- Considering two project alternatives: 4 lanes and 6 lanes, including different bike lane configurations. Still very conceptual.
- Cost estimates
 - 4 lanes ~\$73 million
 - 6 lanes ~\$91 million
- Project elements consistent across both alternatives:
 - Enhance bike lanes. Will be decided through design, but could include curb-protected bike lanes, raised bike lanes or buffered bike lanes.
 - Continuous sidewalks with landscaping
 - Raised median
 - Increase safe pedestrian crossings
 - Improve bus shelters
 - Upgrade traffic signals
 - Reconstruct the bridge across the Rillito
- Current situation:
 - Safety is a critical need on this corridor – there are many pedestrian crashes
 - There is a lack of continuous bike and pedestrian facilities
 - 25 bus stops and high ridership on route 6.
 - High concentration of transportation disadvantaged communities

- Consultants looked at a low and high vehicle volume projects and mobility impacts, with an out year of 2025.
- This will go to the public to see what they think. Will kick-off in about 2 weeks to those near the corridor. There will be some neighborhood meetings, mobile bike repair, etc. Anticipate going to Mayor and Council to make final decision.
- Construction is likely to start 2024/2025. This is early on - want to engage with the community now. There is a text in survey (Text FIRST to 520-210-5707)

Questions/discussion

- Stacy - is there any crash data? (Yes). Did this factor into this? (Yes)
- Stacy - what is the speed limit on that section? (40)
- Jonathan - what are the traffic counts? (28-30k). What is existing Right of Way (80-90 feet in some places; in other places much wider).
- Colby – I would support the 4-lane version. Don't like that it's framed in a way that suggests adding a lane improves transit.
 - Patrick - yes we will update this to bring in other elements also
 - Colby - if the community supports a 4 lane version and Mayor and Council agrees, what will the RTA say?
 - Diana - we'll move the Mayor and Council decision to the RTA Regional Council
- Jonathan - this is challenging decision. We are essentially asking people if they want to make their driving trip worse, and most people on that corridor are drivers. We don't have a great 4 lane example to show them. The traditional argument is that more lanes are better. But safety data shows it's the fast cars that are killing people. The way to make it safer is by slowing cars. Want it congested enough so that cars have to slow down. The 4 lane option is a no-brainer.
- Grecia - we have a bad example of a 6 lane option to show people – on Grant.
- Jennifer - Is there a way to identify through survey nearby residents vs commuters? Many people from north of River use this as a commuter run.
 - Patrick - we will do ¼ mile mailer focused on those living adjacent to corridor. Also outreach to businesses. Will ask people their zip code and how they use the corridor.
- Ruth - with only \$73 million from RTA, if we decide to do 6 lane, where does additional money come from?
 - Patrick – this will be part of the discussion with Mayor and Council.
- Stacy - Managing the center turn lane around the services up there will really help to improve safety for bikes and pedestrians too.
- Catlow - there are many services and small businesses there. Widening will have a drastic impact. Can we rethink how transit is presented to the public in the different scenarios - ways to improve bike/ped and transit. Also those coming from north of River are going fast on wider roads to commute. Grant and Broadway are examples we should learn from.
- Craig - don't support widening because it leads to speeding. Does the idea of synchronized traffic lights ever get discussed. One of the reasons people speed is because they are trying to race through green lights. Can we think about how to coordinate lights better?
 - Diana - if we go for 4 lanes this will include a recommendation for adapted signalization that would encourage 35 mph. This is expensive though. We will implement and test this on Ajo.
- Monica - Maybe on the four-lane scenario there is more space for greenspace, etc. that might make it more attractive.
 - Patrick – the green space included is more or less the same in both.

- Catlow - in the early days of the Complete Streets Task Force we had a design charrette for this area. Have we looked at the ideas that came out of that?
 - Patrick - yes we need to look at this. We have engaged with Smart Growth America and we will be part of a case study on this.
- Paki - RTA does have a main street business assistance program that will meet with the businesses along the corridor to help get them prepped for what might happen.
- Colby - on the traffic projections, how did they factor in the recent trends of remote work?
 - Patrick – the models do not account for this; it was done in 2019.
 - Colby - will be important to share all this with community. We are entering unknown space now with models. We should build the road we want, not the one that is predicted based on past behavior.
- Jonathan – the greatest benefits will be the pedestrian improvements. Slightly nervous about bike improvements. Recommend considering not a one-size-fits-all bike/ped facility. Contextualize these facilities where they are. Many blocks are different. These need to be created safely.
 - Patrick - good point. We’re not yet in design. We will bring this project back to the committee as we go into design for further discussion and input.
- Patrick – We will return to CSCC with info from this survey (~August). Moving forward we will have more discussions like this on specific projects.

Future meeting topics

- Prop 407 (Parks and Connections). Prop 101 (road resurfacing)
- Want to see more relevant examples from here or from other places - get us inspired! Also more discussion on neighborhood dynamics when discussing these projects (include neighborhood overview, demographics, etc.)

Move to adjourn – Stacy Rodenberg; Second – Colby Henley

Meeting was adjourned at 7:35