



## Complete Streets Coordinating Council (CSCC)

July 28, 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  
Jennifer Flores  
Mia Hansen  
Colby Henley  
Craig McCaskill  
Grecia Ramirez  
Ruth Reiman  
Stacy Rodenberg  
Catlow Shipek  
Tarik Williams  
Jonathan Crowe  
Paki Rico  
Rod Lane

##### Members Absent:

Katharine Len Yee Mitchell  
Peter Norback  
Elizabeth Soltero

##### Staff:

Collin Chesston  
Patrick Harley  
Monica Landgrave-Serrank  
Davita Mueller  
Robin Raine  
Jenn Toothaker

##### Observers:

Barbara Brookhart  
Ben Buehler-Garcia  
Matt Kopek  
Evren Sonmez

##### Consultants:

Ahmed Darrat  
Chelsey Lawson  
Erin David  
Jean Crowther

##### Facilitation:

Tahnee Robertson  
Colleen Whitaker

#### 2. Housekeeping

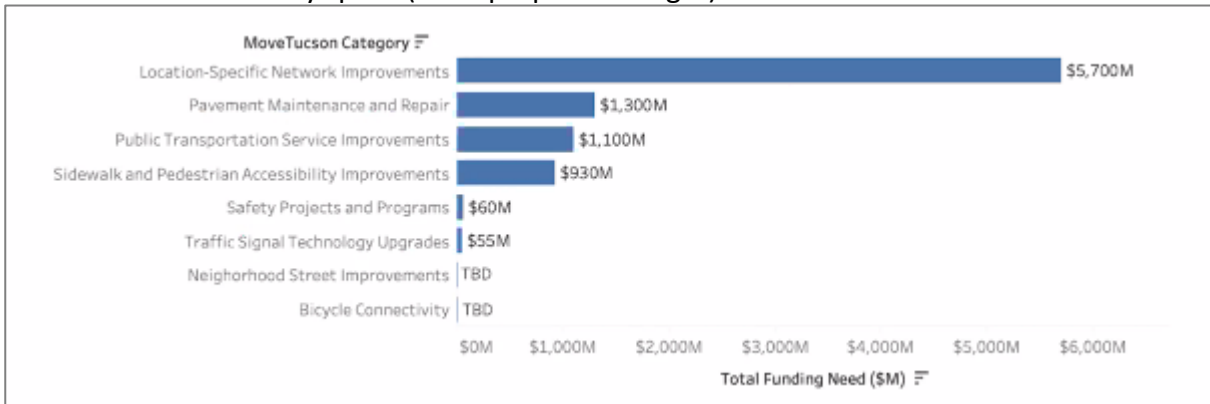
- Approval of past meeting minutes.
  - No corrections. **Motion to approve July Minutes - Stacy; Second - Colby**
- Introduction of new member: Mia Hansen (Chair of CODI) - ED of Southern AZ Adaptive Sports.

- Reminder about bylaws and consensus process
  - Bylaws stipulate CSCC is a consensus decision-making body. Tahnee reviewed how this process works (see Bylaws Article VI, Section 4).

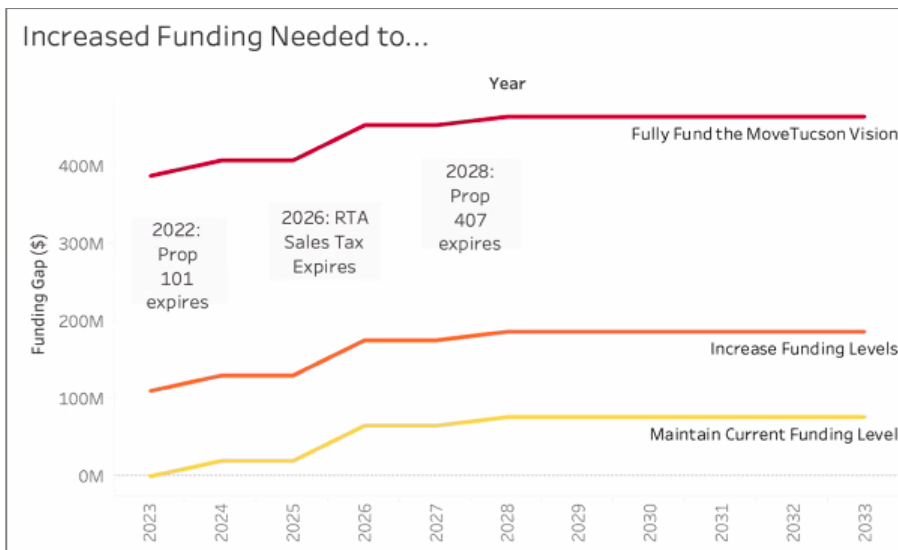
#### 4. Move Tucson: Implementation Plan Framework – Chelsea/Ahmed

Ahmed and Chelsea shared a presentation. Main points are summarized here:

- Purpose of implementation plan - why do we need it?
  - Want to demonstrate the actual funding needed to achieve the full plan; want it to be ambitious.
  - Prioritization helps us to understand what things need to move more quickly than others.
  - Decide how to best distribute funds amongst project types.
- The team will provide an implementation plan recommendation for CSCC consideration.
- Summary of how transportation improvements are currently funded (State tax, RTA, General Fund, Propositions, etc.)
- How funds are currently spent (2021 proposed budget)



- To fully achieve the vision of Move Tucson, how much money is needed?
  - See diagram. Recognition that these are big numbers! This is currently not cost constrained - want to be realistic about the need.



- What are options for implementation?
  - Option 1 = maintain current funding level, with inflation
  - Option 2 = Increase funding to a level discussed in existing plans (i.e. LRRTTP, ADA Plan, pavement needs assessment). This is a slight increase, but not completely funding the vision. This would include funding Tier 1 Move Tucson projects.
  - Option 3 = Fully funding Move Tucson
- Current funding sources will expire in the next 10 years (Prop 101, Prop 407, RTA Sales Tax). In order to maintain current levels of funding into the future, we will need to identify new funding sources now.
- Main elements that inform the implementation plan
  - Current funding levels
  - What the public wants to see – will review initial results of the Virtual Open House input next month
  - Total estimated values across each category - will share the draft recommendation on this for CSCC feedback next month.

#### Questions/Discussion

- Colby - mostly we have talked about named projects for Move Tucson. We haven't talked about "non-named" projects. How do you see these fitting in? Does the fully funded option include all ADA LRRTC plans etc.?
  - Patrick – we want to approach these financially. The funding bands were informed by full implementation of ADA inventory, work of pavement team, and funding mid-term and long-term LRRTTP. We will defer to underlying specific modal plans which will address these things more specifically. The goal is to look at balancing funding across the entire department.
  - Colby - time horizon of recommendation?
  - Patrick - 20 year horizon, and beyond. The intention is that Move Tucson will be a living document that is revisited and revised.
- Ruth - re: cost estimates. Is this to build projects, or does this include internal costs like staffing to do all the work?
  - Patrick - estimates for named projects does include all the associated "soft costs" (planning, engagement, etc.), and they include a 30% contingency. For other things it is to roll out improvements, but some of them will require additional staff so that will need to be taken into account.
- Jonathan - Politically it would be good to get some projects successfully done before asking for/looking for more money, so people can see the types of projects we are talking about.
  - Patrick - looking at what we would need to fund improvements is an expression of the appropriate investment. Even without additional funding, the nature of the projects we have identified now are different than the type of projects that have been proposed in the past. So even using existing funding sources, the types of projects that will be moved forward look different.
- Mia - surprised by the current allocation - seems safety and sidewalk are very low.
- Ruth - which of the funding sources does City of Tucson have control over? Some of these funds are also dedicated to certain types of projects. Would be helpful to see this.
  - Patrick - we can look at this next meeting, and also any restrictions.
- Jonathan – these categories don't look right at the outset. For the general public it would be better to reclassify/reorganize so that it doesn't look like one category gets all, and some get

none. All these things are important. It's just about visualizing differently.

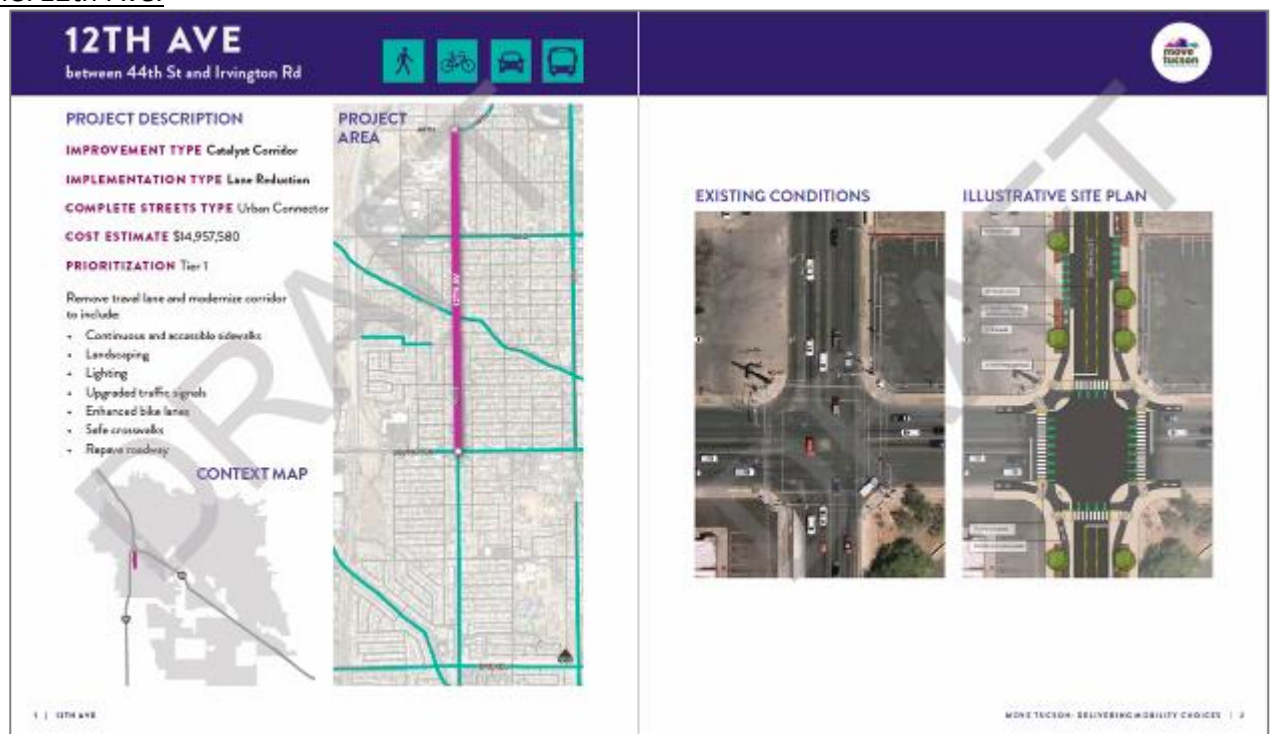
- Chelsea - we could split out the location -specific network improvements more, to follow what has been done in the Virtual Open House.

## 5. Project Design Cut Sheets

Erin provided a brief overview presentation. Main points are summarized here:

- Cut Sheets should help summarize projects and give an idea about what they might look like. These will include a description, a basic cost estimate and conceptual graphics. These do not represent final designs; it is for illustrative purposes at this point.
- 10 projects from full project list were selected for creating Cut Sheets. These were shared ahead of the meeting for review.
- These will be a part of the plan

Example: 12th Ave.



### Questions/Discussion

- Catlow - in the last meeting notes there were comments about being careful with what is being shown and considering what is actually possible. Some of these shows trees growing where they might actually hit wires. We should also think about all landscape amenities as Green Infrastructure (GI) - this often gets forgotten about, or only considered at the end and we lose opportunities. Let's get the right messaging from the beginning for the public. Have a few other comments for later as well.
- Mia – agree the trees and power lines aren't realistic. Also think about who is in graphics - don't see anyone in wheel chairs, etc. Where/how does this show how it connects to other projects?
  - Erin - good points, we will include a clear legend.
- Rod - the Grande project showed too much behind the curb that might not realistically fit
- Paki - consider a pro/con list of features to help the public evaluate these. Agree with power

line comments. For price - a range may be more realistic than a single number.

- Jonathan - do people find the overhead views harder to interpret vs. the 3D perspective drawings? Re: Irvington Projects - this section has no development on the south side. Did staff consider taking the bike facility on the south and separating it from the roadway and creating a separate path that is buffered with landscaping?
  - Stacy – agree. On Pima in between Alvernon and Columbus they made an additional runoff feature, and they didn't take the opportunity to do a bike lane set back. When we have these opportunities we should take them.
  - Mia - like a mixture of graphics. And when there is opportunity it is good to have a divided, protected bike lane. Could add one in Irvington.
- Selina - make sure to highlight the timeframe and steps for public. Often people think things will be completed quickly.
- Craig - re: Irvington - the east side is slated for development. This is the last piece of raw desert in city limits, which is sad. Fantasy island will be eventually turned into a park. Do we coordinate on these types of projects? Much of this would be developed as part of the City park.
  - Patrick - yes this Irvington project is proposed partly due to the fact that this Fantasy Island project is planned.
- Catlow - re: protected bike lanes that have failed due to flooding stormwater. Typically bike lanes are at the lowest part of street. This is an example of where it works well with GI. There are examples from other cities that didn't clean the protected bike lane (not small enough street cleaner). Community preference is for protected bike lanes, but we need to make sure to set them up to be safe.
  - Patrick - City now has a narrow street cleaner to get into these spaces.
- There is still a chance to submit comments on these cut sheets to Patrick

## 6. Project Design Review - Patrick

- As we move forward after Move Tucson completion, the CSCC will be involved in a lot more project review. Tonight we will take one project example to review, and think about how this process should work moving forward with other project design reviews.
- City Code Sec. 10A-245. CSCC Function, purposes, powers and duties: *“(1) The CSCC shall bring diverse community perspectives to inform the implementation of the complete streets policy about which they shall, with staff, advise and make recommendations for decisions to be made by the mayor and council, the transportation director, and the technical review committee on, but not limited to the following....”*
- Transportation project development steps
  - Network Planning (what we have been doing with Move Tucson)
  - Corridor Planning (early planning)
  - Conceptual Design (identify design elements, possible alternatives, 30% design) - 30% design is good place for CSCC input
  - Engineered Design (detailed design all the way to final construction)
- CSCC Role:
  - This will evolve and we want to design with members.
  - Want CSCC to see projects that have enough information to respond to, but when there is still flexibility to inform the design
  - CSCC input should be incorporated into project review and considered along with comments from utilities, public safety, project committees, etc.

- CSCC should review projects specifically for alignment with Complete Streets Policy
- Staff will not seek official approval from CSCC on projects, but rather get feedback and input.
- We will aim to review 2-3 projects per meeting. Projects can be introduced in the meeting, with time outside of meetings to submit comments.

#### Questions/Discussion

- Catlow - a lot can change from 30% onwards. We need informed and proactive community to ensure projects adhere to original goals/vision. Suggest that CSCC is brought back in after 30% as well, particularly if things change significantly.

### **7. Blacklidge Bike Boulevard Project - Collin Chesston**

*Collin shared a presentation. Main points are summarized here:*

- It is challenging to review a large project like this in a short amount of time. This information was also shared ahead of tonight's meeting. Please share comments after tonight as well.
- This is a Prop 407 project from Oracle to Columbus. In planning/design now; hoping to move to construction in late 2021/early 2022.
- Overview of some of the proposed features:
  - looking for opportunities to change 4-way stops to 2-way stops, and shift 2-way stops to favor the Bike Boulevard (BB).
  - bike HAWKS and Mini Toucans
  - green conflict marking
- Bike Hawks - have been exploring ways to improve these in places. One issue with these is that in some places you have to cross to the other side of street to push the button. Toucans don't have the same conflicts. Have heard that people like this because you don't have to cross oncoming traffic. But these are more expensive, especially on narrow streets.
- Working on developing a concept for a "Mini Toucan." It didn't work out in this project, but hope to revisit later.
- Intersection: Blacklidge/Tucson Blvd - options that were considered for improvements: green markings, refuge island, mini-roundabout.
  - From the public response the roundabout was most popular. People didn't like the refuge island (some comments about it not being comfortable to wait in middle of intersection).
  - Traffic engineering team considered all the public input and decided it wasn't the right place to try a mini-roundabout. Still working on the best idea.
- Intersection: Blacklidge/Mountain - want to find ways to improve biking on Blacklidge without negatively effecting bike traffic on Mountain. Still working on ideas for this.

#### Questions/Discussion

- Ruth - at Columbus where the sewer goes down the middle of Blacklidge - there is a lot of speeding here. Need speed bumps there. Re: toucans - why do peds have to leave the sidewalk to go to middle of street to hit the walk button? Why aren't there buttons on sidewalks?
  - Colin - re: speeding, we could do bike lanes and speed humps. Re: toucan design - the reason is that there is specific federal technical design guidance that doesn't allow a minor street with stop sign and major street with beacon. So we move it so the traffic signal only controls a portion of the intersection.

- Catlow - good to see innovative thought at these intersections. One concern is where will the trees go? We need to shade these bike boulevards. We need to better integrate Million Trees and Bike Boulevards. I don't see chicanes in the plan, just speed humps. Seems there are good places for these. If it is funding issue, could look at GSI program funds and neighborhood mini grants.
  - Collin - agree this is a need, and we have heard this feedback. Have reached out to GSI folks, but Blackledge doesn't score high on the Tree Equity metric. We are currently exploring other funding opportunities, including Thrive in the 05. There are some flooding issues in this area that will require curb extensions and chicanes rather than speed humps. Hope to incorporate more of this.
- Stacy - love Mini Toucan. Hope we can find opportunities to use this. This month we have seen all the places we experience flooding. Is this something we need to consider in these designs?
  - Collin – yes, we do need to consider this. Stormwater folks have already looked at all these 30% designs for flood impacts. Also looking into GSI opportunities to manage the stormwater.
  - Robin - rainfall is erratic. We look at history as well as future potential.
- Mia - thanks for the closed captioning in the presentation. Other presentations today were not appropriate for someone with visual impairment. HAWK at Campbell and 9th is great for wheel chair users. Concern about Mini Toucan for wheelchair users.
  - Collin - traffic engineers did consider this.
- Jennifer - Roundabout comment about yield vs stop signs for safety.
- Grecia - can you clarify about the median island on Tucson Blvd?
  - Collin – the median can help bikes find gaps in traffic for crossing. A raised median island can be safer for ped/bike. But for drivers then have to make the turn from the through lane, not the left hand turn lane. Could be more rear-end accidents. It is a trade-off. There isn't consensus about which approach is best.
- Send additional comments to Collin: [Collin.chesston@tucsonaz.gov](mailto:Collin.chesston@tucsonaz.gov) within two weeks.
- Patrick - next month we'll review the 6th Ave Bike Lane and Andrews Bike Boulevard. We will also seek a council recommendation on 1st Ave. And implementation recommendation. Please share any comments/suggestions about design review process to Patrick - what worked well and what could be improved? We didn't get to the BCC check-in tonight. For those who represent these committees, please think about any update you'll like to give at next meeting.

**Meeting was adjourned at 7:50 by Tahnee Robertson**