



Complete Streets Coordinating Council (CSCC)

September 22, 2021 (5:45pm – 7:45pm)

Virtual Meeting (Zoom)



Approved Minutes

1. Call to Order/Roll Call

A quorum was established at 5:57pm. Stacy Rodenberg called the meeting to order.

Members Present:

Jill Brammer
Jennifer Flores
Colby Henley
Craig McCaskill
Katharine Len Yee Mitchell
Grecia Ramirez
Ruth Reiman
Stacy Rodenberg
Catlow Shipek
Tarik Williams
Liz Soltero
Jonathan Crowe
Rod Lane

Members Absent:

Lily Gabriel
Selina Barajas
Mia Hansen
Paki Rico

Staff:

Patrick Harley
Andrew Bemis
Diana Alarcon
Monica Landrage-serrano
Scott Robidoux
Jenn Toothaker

Observers:

Kate Hiller
Ben Buehler-Garcia
Paul Casertano
Jim DeGrood

Facilitation:

Tahnee Robertson
Colleen Whitaker

2. Housekeeping

- Approval of past meeting minutes.
 - No corrections. **Motion to approve - Stacy; Second - Colby.**
- Co-chairs: Colby and Stacy’s term is up. Need new co-chairs. The time commitment is low – only one additional meeting each month with Patrick and facilitators to plan agenda for CSCC meeting.
 - No volunteers; Patrick will reach out by email

3. 1st Ave Recommendation - Patrick Hartley

Patrick shared an overview presentation. Main points are captured here.

- Geography: 1st Ave. from Grant to River Road
- Why a needs assessment now?
 - Has been 15 years since RTA was approved. Needs have evolved.
 - Wanted to incorporate CS policy as the project is advanced into design and construction.
 - Costs estimates needed to be updated (original estimate in 2006 dollars)
- Project Alternatives: 6-lanes (\$91 million) and 4-lanes (\$73 million)
- Will need to work on cross drainage improvements (i.e. Navajo Wash)
- Design will happen after the alternative is approved
- Existing conditions
 - Includes replacing bridge over the Rillito
 - Multi-modal conditions - there is a lot of pedestrian traffic, but only sidewalks on 64%. Highest ridership bus line in city.
 - Safety - this area is on the Pedestrian High-Injury Network. See 2-3 times as many pedestrian crashes compared to Stone or Campbell (with roughly similar traffic volumes)
 - Will try to minimize property impacts in design
 - Traffic volumes - has decreased about .6% annually since 1998
 - Traffic projections
 - Current - 28k
 - Low growth - 32k
 - High growth - 38k
 - All are well-below the original RTA assumption of 50k
 - Current projections show high-growth scenario will fall below desired performance only for one hour during the evening peak time in 2045
- Alternatives comparison:

CATEGORY	FEATURE	4-LANE	6-LANE
Pedestrian	Continuous Sidewalks	✓	✓
	Frequent Safe Crossings	✓	✓
	Enhanced Landscaping	✓	✓
	Shorter Street Crossings	✓	
	Raised Median	✓	✓
Bicycle	Enhanced Bike Lanes	✓	✓
	Shorter Street Crossings	✓	
	Frequent Safe Crossings	✓	✓
Vehicle	New Bridge	✓	✓
	Congestion Reduction		✓
	Traffic Signal Upgrades	✓	✓
Transit	Bus Travel Time		✓
	Shorter Street Crossing	✓	
Property Impacts (estimated)	Full Acquisitions	13	20
	Partial Acquisitions	122	149
ESTIMATED COST		\$73.4 million	\$91.7 million

- Public input
 - Over summer conducted public engagement to hear what community wants
 - Tabling, mailer, intercept surveys (#6 bus), door-to-door interviews, social media, website, town halls, talked to all businesses.
 - Overall heard from about 1100 people.
 - 4-lane option was preferred 2:1 over the 6-lane option
- Construction isn't anticipated before 2025-2026

- *Recommendation: Department of Transportation and Mobility recommends advancing the 4-lane alternative to the project planning and design phase.*
- Will share recommendation with M&C on 10/28. Then communicate with RTA about changing scope (if 4-lane alternative is advanced).
- Other BCC input
 - Stacy – Bicycle Advisory Committee prefers the 4-lane option
 - Colby - Transit Task Force supports the 4-lane option
 - Tarik – Pedestrian Advisory Council didn't have quorum so have not discussed

Questions/comments

- Craig - 4 lanes seems like a no-brainer. Why were traffic predictions so much less than what we thought? If they eventually came true would we wish we had gone for 6-lane option?
 - Patrick - projections were done before the 2007/2008 market crash. At that time, Pima County was growing a lot faster than it is now. Things were picking up and then Covid hit. Would be very hard to get to that 50k by that time (we've lost 15 years of assumed growth). Re: 6-lanes, it's more than just responding to traffic demand, it's also about different approaches (i.e. Complete Streets Policy)
- Tarik - considering people on the NW side trying to get east - think these people take River to Alvernon, and only stay on 1st for a bit. This creates traffic on Grant/Alvernon. Will 4-lane option help spread out traffic across the city instead of being concentrated in certain areas? Also, will it affect public transportation at all?
 - Patrick - this corridor benefits from having parallel corridors in short succession, so there are options for different travel choices. Will do efficiency improvements as part of this. There will be on-going discussion on transit treatments during the design phase.
- Colby - re: traffic projections, we need to admit we can't predict the future. Rather than chasing predictions we should design the road we want for our community. Fully in support of 4-lane. We have declared a climate emergency, pedestrian safety problems, etc. Widening would be "border-line criminal."
- Ruth - is three years normal for planning a 3-mile section of roadway?
 - Patrick - there is a buffer, but this is a good estimate
 - Ruth - do cost estimates make sense since we won't start for 3 years?
 - Patrick – we may add an inflator.
- Stacy - looks like there are about 10 places where there is some type of pedestrian crossing facility. Are we looking at where crashes are happening with pedestrians and considering what type of facilities are needed there?
 - Patrick – the center median will have a huge safety benefit for pedestrians. Most of this will be worked out in the design phase.

Consensus Decision:

Proposal: CSCC recommends the 4-lane option.

Roll-call: All members registered a "1" which stands for "support without reservations."

Motion to recommend the 4-lane option - Stacy; Second - Colby

4. Move Tucson Next Steps - Patrick

- City staff have been reviewing the draft plan from Alta. They will provide a new version for review this week.
- The draft will be shared with the CSCC (hopefully 9/24).
- Want to bring the draft to M&C on 10/19. Will need to move quick.
- CSCC comments need to be in by 9/30 in order for Alta to incorporate before 10/18.
- This is almost all material the CSCC is very familiar with; things we've been discussing for the last two years.
- There is no CSCC between now and 10/19.

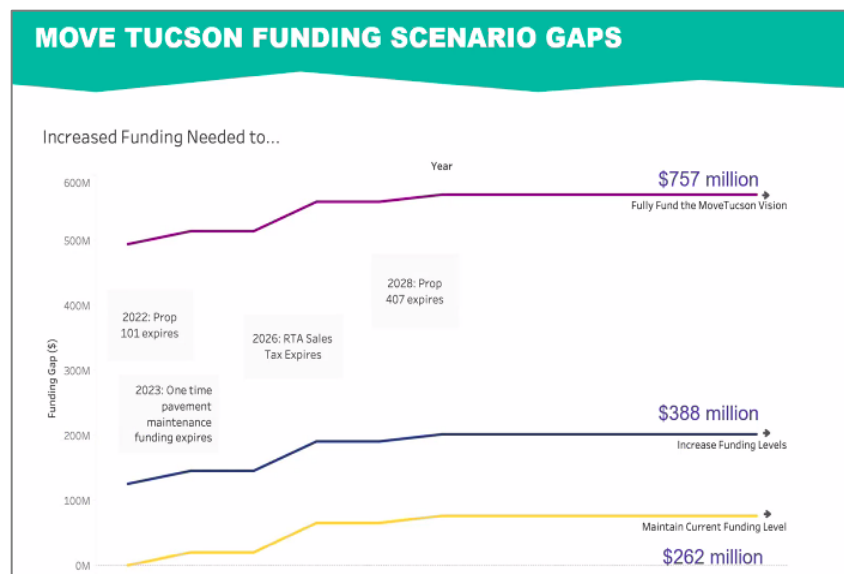
Proposal to hold a special session of CSCC to review and seek recommendation for M&C.

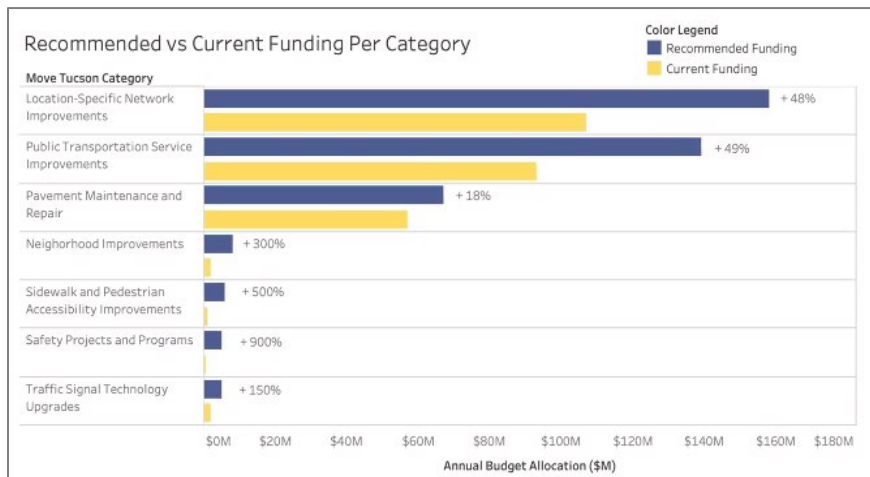
- All members were in agreement
- **Motion to hold special session to provide recommendation on Move Tucson - Colby; Second – Stacy**
- Date was decided via zoom poll: **10/14 5:45pm** works for all members

5. Move Tucson - Implementation Plan - Andy Bemis

Andy shared a presentation. Main points are captured here. Additional materials were shared ahead of the meeting.

- Implementation Plan
 - Identifies overall cost to fully implement Move Tucson over 20 years
 - Includes both location-specific project funding and systemwide funding need
 - Based on community priorities
 - Recommends an achievable but ambitious transportation investment level
- Identified 7 categories of project types
- Looks at current investment and how it is spent across the different categories. The bulk of the funding goes to capital improvement projects, public transportation services and pavement maintenance repair.
- Overall Move Tucson identifies about \$13 billion in potential transportation investments over 20 years.
- *Recommendation* (focuses on middle line below) - aspirational but also achievable over 20 years. \$388 million
 - This includes consideration of public input from Virtual Open House. 2228 visitors. Strong support for named projects. The full report is on MoveTucson.org





- Potential funding sources:
 - Federal funding increase
 - Discretionary grant opportunities
 - Existing transportation funding (reallocating where possible)
 - Local transportation funding initiatives (voter approved increases)
 - Regional transportation funding initiative (note current concerns by M&C)

Questions/Comments

- Liz - what types of projects are included in safety projects/programs?
 - Andy - spot safety improvements such as HAWK lights, pedestrian refuge islands or medians, left-turn signal improvements, lighting improvements, etc. The reason it is a lower amount, is because all of these types of improvements are built into larger corridor projects. Would also like to start putting funding toward safety education programming.
- Catlow - What is the realistic potential in these potential funding sources? There is a huge unmet need. Are we aspirational enough?
 - Andy - we are focused on trying to increase overall funding. We know roughly how much some of these things will be. We used this to draft this recommendation. There may also be more discussion on overall distribution.
 - Diana - we know we need multiple funding options to reach the goal. Move Tucson is a living document and flexible as things change. Do think it is aspirational, but also very attainable. This type of plan provides direction and the ability for healthy conversation.
- Colby - does transit include mid-term operations for LRRTP?
 - Patrick – we extended the 10 year over 20 years Long-term is not included.
 - Colby - in TTF meeting I was directed not to support this unless the long-term recommendations were included. Not sure how to proceed. TTF felt that streetcar on one route means dropping long-term recommendations for longer system. Open to discussing this further.
 - Patrick - of course we'd love to do it all, but need to find the sweet spot. The long-term vision for LRRTP is about 150% increase over base service. The medium term x 2 is a 50% cost increase over base. This is the option we moved forward.
 - Colby - would streetcar cover the cost of getting to long-term? What is the better value? Can we discuss?
 - Diana - we don't have to sacrifice one for the other. This is a living document. As we work through the feasibility study we can address part of this. Engineering on all these projects could change everything.
 - Colby - but long-term recommendations are not included in this recommendation.
 - Colby - recommend that we include long-range recommendations in funding scenario and let M&C be the ones to whittle things down.

- Colby - Motion that long range recommendations from the LRRTP be included as part of the recommended funding scenario; Katherine - second.
 - Ruth - don't feel prepared to vote on this.
 - There was no consensus decision on this motion
 - The group felt it was good for Patrick and his team to develop this option and bring back as an additional scenario on 10/14.
- Katherine - curious about switching between buckets. Can this council have some sort of statement for transit specifically? Operations and capital are more flexible than road projects.
 - Patrick - depends on funding source. If we are talking about a city initiative we can define it however we want, but it's different for regional.

6. Draft RTA Project List - Patrick/Andy

- Staff took the percentages in the Move Tucson categories and applied this to the RTA projects.
- RTA is looking for ~\$600million. Move Tucson % for this category is very close (\$629k)
- Patrick shared a draft list that will be part of the package that goes to M&C. Staff has also been sharing the draft project list with council members.
- Project list- includes Tier 1 projects; almost exclusively modernization projects; tried to ensure there was distribution in other areas of the city.
- Patrick reviewed some of the included projects on the interactive map
- CSCC members can share input on this with Patrick after tonight.
- Could add this to 10/14 agenda as well for further discussion

Questions/comments

- Rod - Does the implementation plan include a schedule or sequencing? Don't miss opportunities to work with other agencies and get economies of scale. Make sure to time with other agencies.
 - Patrick - we are submitting in 3 5-year periods of projects. We'll definitely be coordinating with the county on projects on the east side.

7. Design Guidelines - Patrick

- Please share comments with Patrick so these can be incorporated into the final draft review.
- These have been shared with this group, undergone internal review, and have been shared with the public.
- Hoping for M&C adoption at November 23rd meeting.

Meeting was adjourned by Stacy at 7:40pm