



Complete Streets Coordinating Council (CSCC)

April 27, 2022 (5:30pm – 7:30pm)

Virtual Meeting (Zoom)



Approved Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order at 5:30pm by Jill

Members Present:

Selina Barajas
Jill Brammer
Rhonda Bodfield
Jennifer Flores
Katharine Mitchell
Grecia Ramirez
Catlow Shipek
Liz Soltero
Miranda Schubert
Jonathan Crowe
Rossio Araujo
Paki Rico

Members Absent:

Craig McCaskill
Ruth Reiman
Tarik Williams

Staff:

Patrick Harley
Jenn Toothaker
Samuel Credia
David Burbank
Ryan Fagan
Monica Landgrave-Serrano
Davita Mueller (Sun Tran)
Donovan Durband (Park Tucson)

Guests:

Sean Samsel (Psomas)

Observers:

Ben Buehler-Garcia
Evren Sonmez
Kylie Walzak
Tres English
Shannon Jenkins
Scott Robidoux

Facilitation:

Tahnee Robertson
Colleen Whitaker

2. Housekeeping

- Approve past meeting minutes
 - Move to approve March meeting minutes - Jill; second - Grecia.

3. Meet the Transportation Director

Director Credio introduced himself to the CSCC

- At City since 2012 in a number of roles, including Deputy Director

- From Tucson originally
- There are many exciting upcoming opportunities - 407 projects, Prop 411, completion of RTA 1 and looking toward RTA next, federal funding opportunities, etc.

Questions/comments:

- Paki - good to see a local Tucsonan in this role, looking forward to working with you
- Catlow - concerned about pedestrian and bike fatalities; how can we focus more on this? Less excited about bus electrification, because there are more important priorities to focus on. Want to think about how we, as a committee, can best advise you. But we're only a small part of a larger system. Also note that I am an appointee of former Director Alcaron.
 - Don't expect appointments to change with new Director, only concern would be term limit. Pedestrian and bike safety is definitely a priority. We have an opportunity to use funding to transform traffic safety. We will take the approach of layering investments to have a transformative impact on the community.
- Tres - are there opportunities in the current funding to focus on walkability/safety improvements inside neighborhoods?
 - There are some opportunities. You could agendize this topic in the future and we could have a more specific conversation. Note that Prop 411 isn't just about paving, it also has a safety component.

4. Grant Road Union Pacific Railway (UPRR) - Sean Samsel, Psomas

Sean shared a presentation. Main points are highlighted here:

- Key Goals:
 - Complete Grant Road corridor improvements to I-10
 - Capacity improvement and congestion relief widening from 4 to 6 lanes
 - Provide bicycle and pedestrian accommodations (currently no bicycle facilities)
- Feasibility study identified 3 alternatives for underpass widening:
 - Alt 1 - Low cost; no bike lanes
 - Alt 1 - Med cost, underpass tunnels for ped/bike
 - Alt 3 - High cost, full UPRR bridge replacement
- Alternative 2 was selected and includes widening to 6 lanes by narrowing the median and provides bike/ped facilities. But UPRR rejected this alternative, so a second study was initiated to identify a new alternative (mid-2020). The new alternative plan was accepted by the City
- Sean showed a number of renderings to help members visualize what the changes will look like.
- Bicycle Connectivity
 - Considered all the nearby bicycle infrastructure (bike boulevards and the loop)
 - Multi-use paths over UPRR to connect to the loop; if funding allows to build a bridge
- Fairview Ave Bike Facilities
 - The PAG Road Safety Analysis team reviewed the best option for bike facilities here
 - CSCC feedback was to consider a multi-use path on the east side (this is what is currently included in the 30% plans); develop into a bike boulevard or use in-street bike lanes instead.
 - Still considering the best option here
- 30% design is currently out for review with some stakeholders (ADOT, etc.). Then will move to working on federal fund requirements.
- 18-24 months out from construction
- Dave Burbank and Seam Samsel are contacts for further info

Feedback/discussion

- Jonathan - what is the sidewalk width on Grant road? Is there room for a shared use pathway?
 - Currently it is 5 feet. There is not a way to make it into a multi-use facility, we did consider that. Using all space for 3 travel lanes.

- Kylie - Pavement quality of Fairview is rough because the area is used by heavy trucks, which also poses a concern for hard-to-see cyclists if they don't have their own separate facilities. Will there be funding for pavement maintenance on Fairview? If 411 passes, it's not considered a residential street, correct?
 - This is something we would try to include in the project. The multi-use path will be new and is what bike/ped would use. Would try to include at least a re-surfacing if we put bikes into Fairview.
- Jennifer - once the Casino is developed the traffic here might change. I'm in favor of the multi-use path. Concerned about the underpass and bikes/peds using this route to commute.
 - We did discuss this with the RSA team. If bikes want to go through the underpass their options are to take the lane, or perhaps sidewalk. Should we include some type of signage about sidewalk? We don't have clear consensus on that yet.
 - Jennifer - can we recommend that this is included? See lots of people use this to get across.
- Catlow - we have to make accommodations for bikes to go along Grant. Has there been engagement of the local community regarding their preferences? Better to not restrict it, but rather to accommodate it and make it safe, and include an alternate route. Is there a way to adjust signalization on Grant at peak times?
 - Sean showed aerial view to help explain how the bottleneck occurs with people waiting to turn left. The addition of the third lane should help with queuing. Expect this to operate significantly better than existing situation.
- Grecia - In the current plan is the MUP on the east side of Fairview for both north and south commuters?
 - Yes
- Catlow - have you looked at projections for traffic patterns with the Casino?
 - Pascua Yaqui is a project partner and they attend all our meetings. When more is known about how this will be developed it will definitely be taken into account.
- Patrick - what is the transition like to the bike lane at Grant? Consider looking at two-directional bike boulevard. What are volumes here?
 - This crossing is subject to change based on what happens with Fairview and the timing of the 407 project going north on Fairview.
- Jonathan - first impression is that I hope people will actually use the bike bridge over the freeway. It is a very long and high structure. Fear that it won't get much use, like similar ped bridges across the country.
 - The project team did try to think through this. Hopefully the travel times will be comparable enough to make this a viable and attractive route. Did try to optimize this with 5% grades or less and no landings. Tried to design without 180 switchbacks.
- Patrick - would it be good to bring this back to the committee at a later date for a discussion and opportunity to make a formal recommendation on the Fairview treatment?
 - Yes

5. Curb Management Plan - *Donovan Durband, Park Tucson*

Donovan provided an overview presentation. Main points are summarized here:

- Project objectives:
 - Optimize competing curb lane uses
 - Identify curb land priorities based on street types and surrounding land uses
 - Create a decision-making structure for new curb land requests
- Study area is the greater downtown area
- Status - have been working with Kimley Horn for several months (some delays due to staffing changes)
- Working on outreach with other cities, and a curb lane technology review
- This is about planning the curb for people - in all modes and capacities

- There are many different user groups and uses (e.g. transit, rideshare, bike, ped, parking, etc.).
- Met with stakeholders, focus groups and did surveys. Asked people to prioritize their curb use needs and what works best for them. There are many priorities:
 - Access for people, access for goods (not just commercial but also private small parcel delivery - Amazon, Grub Hub etc.), public space and activation, storage of vehicles, mobility
- Land uses adjacent to the curb are an important factor in shaping curb demand
- Evaluation of existing conditions
 - Existing plan and policy review
 - Inventory of streets in the study area
 - Citation review
 - Stakeholder outreach
- Key takeaways: Enhance transit accommodations, add green infrastructure, increase pickup and drop-off zones, improve bike facilities, expand bike/ped facilities, install EV facilities
- Next steps will be to apply the curb framework and develop a report

Feedback/questions

- Jonathan - do you anticipate different priorities for different types of streets?
 - Indeed. The way it was presented here is really a generalization. There are also different needs at different times of day.
- Patrick - will there be a comment period?
 - Yes. We can come back and talk about this again when we have something more concrete.

6. Bike and scooter share update - *Donovan Durband, Park Tucson*

Bikes (Tugo)

- Changed the pricing program; no longer have to return to station within 30 minutes.
- Rider numbers
 - Feb 1, 2021 - April 26, 2021: 2,471 rides
 - Same dates in 2022: 3,954 total rides (60% increase)
- Have limited budget for Tugo. Operations are done through a contractor.
- Revenues are about 20%
- In 2017 there were about a dozen sponsors, many dropped out around 2020. Working now to develop sponsorships to offset the costs. Rio Nuevo has agreed to come back on.

Scooters (Razer and Spin)

- Started permanent program in August
- Implementing ways to reduce riding on sidewalks
- Will shortly add preferred parking locations in downtown, 4th Ave, Main Gate and Iron Horse (75 locations that will be geofenced by the operators)
- Will begin enforcement through Park Tucson

Feedback/Questions

- Grecia - have tried to use Tugo a couple times in the past and there were some glitches paying
 -

7. 5th/6th Complete Streets Project - *Ryan Fagan*

Ryan shared a presentation. Main points are summarized here:

- Two projects on 5th/6th:
 - Prop 101 project - pavement reconstruction between Alvernon and Campbell
 - Prop 407 project - pavement reconstruction Country Club to Wilmot
- Want to ensure this is being considered as a cohesive project, not two separate projects.
- Looking at two options:
 - A: keep existing configuration of 4 lanes

- B: 3 lanes with buffered bike lanes
- Benefits of re-stripping:
 - improve safety
 - address issues when a lack of left turn lane constrains capacity at peak times and creates unpredictable conditions
 - improve emergency response (they can use the center travel lane)
 - lead to better walking and biking facilities
- Potential downsides to re-stripping
 - Could increase travel times by 6-8% during rush hour
 - Possible increase in bus travel times
 - Possible increase in congestion after events, school drop off, etc. (design will work to mitigate through discussion with schools and UA)
 - But, traffic volume has been declining
- What's next
 - Winter 2022: neighborhood and business outreach
 - Winter - Spring 2022: more public engagement
 - Spring - Summer 2022: public outreach and engagement
 - 2023: construction begins.
- Visit the website and take the survey

Feedback/discussion

- Kylie - Was a configuration of one car travel lane, each direction, with protected bike lanes on each side an option? As someone who lives near a road diet with center turn lane, the turn lane is often used by drivers to illegally pass other drivers. With the enormous capacity investments on Broadway and, soon, Grant, is it unrealistic to dramatically alter the purpose of this corridor, and downgrade it from Collector back to something more like Residential?
 - Center turn lane does provide significant safety benefit. People passing in center turn lane has been raised by others, but we expect that these drivers may eventually shift to Broadway or Speedway.
- Patrick - to clarify, there has not been a decision between the two options yet. We are actively seeking input on this.
 - Ryan – Correct. The survey results are showing about 3:1 in favor of going to three lanes.
- Jennifer - I live between Tucson Blvd (which has a road diet) and Country Club (which does not). Agree that Tucson Blvd is much safer. I'm in favor of the road diet for safety. And yes there are people on Tucson who try to pass in middle lane, but pedestrian refuges really help with this.
- Jonathan - as a bike/ped it is harder to get across streets on Main Ave. This may not apply here, but it is a potential downside of a road diet (increasing traffic stream and reducing gaps for infrequent crossings without a signal)
 - With multiple lanes cars can go different speeds which can help fill in gaps. 3-lanes can sometimes have more gaps. We are considering this.
- Patrick – please encourage members to take the survey. As we get closer to decision point we'll bring this back and ask for a formal recommendation from CSCC.

8. Prop 411 Outreach update - Patrick Hartley

- Ballots are out.
- Starting to look at opportunities for project identification. If it passes, it will be early 2023 before funds are available.
- In May/June we'll consider concepts for decision making and project selection. Currently looking at two models for the 20% safety funds:
 - Prioritization process that is exclusive to sidewalks, then signals, then bikes, etc.
 - Look for opportunities to layer funding to do a more complete corridors model, especially with

HURF funding. These may not be the highest need priorities, but can advance corridors identified in Move Tucson.

- What are people hearing about 411?
 - Miranda - mostly positive, except a recent letter to editor that feels it is focused on vehicle-centric approach.

9. Wrap up and future agenda items

- Jonathan - in future when projects are brought to committee, it would be more valuable if we see things at 30% or earlier.

Meeting was adjourned by Jill at 7:30