



Complete Streets Coordinating Council (CSCC)

May 25, 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 5:43pm

Members Present:

Selina Barajas
Jill Brammer
Rhonda Bodfield
Jennifer Flores
Craig McCaskill
Katharine Mitchell
Grecia Ramirez
Ruth Reiman
Liz Soltero
Miranda Schubert
Jonathan Crowe
Rossio Araujo
Paki Rico

Staff:

Patrick Harley
Jenn Toothaker

Observers:

Ben Buehler-Garcia
Evren Sonmez
Maria Mata

Facilitation:

Tahnee Robertson
Colleen Whitaker

Members Absent:

Catlow Shipek
Tarik Williams

2. Housekeeping

- Approve past meeting minutes
 - No corrections were offered. **Motion to approve April minutes - Ruth; Second - Jill.**
- Proposal to skip June meeting.
 - There was some discussion about whether members may be absent and if anything important would be missed. Several members noted they may be away and it would be convenient to skip.
 - Grecia - would it be beneficial to meet in June given passing of 411? (Patrick - don't think there would be anything pressing for June.)
 - Ruth - suggest we cancel since we already have two people who we know can't come and we have had trouble getting quorum past couple of meetings.
 - **Motion to cancel June meeting – Katharine; Second - Ruth** (Consensus decision - no one voted thumbs down)
- Moving Tucson Mobility Summit (May 6) – update

- Paki – it was a great job by all. Great kick off.
- Selina - it was great. Liked the virtual format. Would be great to have it in-person one day as well.

2. 1st Avenue: CSCC interest in providing Committee comment - Ruth Reiman

Ruth provided a brief summary to-date, and then opened up for committee discussion

- The CSCC voted to support the 4-lane option on 1st Avenue. Mayor and Council also supported this. It then went to the RTA Technical Management Committee (TMC) for discussion to determine next steps. From there it went to the TMC project review task force. They put forth a recommendation that they agreed with the 4-lane option. However, they also recommended that 1st Avenue be moved to RTA Next. If this happens, it will not be modernized as we've discussed for many more years - maybe not until 2027/2028. This will result in a big delay on improvements to this area.
- From a safety perspective, as discussed in CSCC, it is a very hazardous road. Fatalities since Oct 2021 - 3 people have been killed on this section. Extrapolating this out to 2027 it would be around 20 deaths.
- Contention of the task force is that the down scoping to 4-lanes is a "significant change" and requires the approval of voters.
- Ruth is proposing the CSCC takes some kind of action – a letter to the paper, RTA board, or Mayor and Council. Could create subcommittee to develop the letter and bring it to the full committee for review.

Group discussion

- Paki - the RTA board will look at this as well. Think this is a good suggestion to voice concern with the board.
- Ruth - biggest issue with pushing it to RTA Next is what happens if RTA Next fails? Likely there won't be any money left and the project will never get built. And if RTA Next fails it will revert to original 6-lane option.
- Rhonda - what is the City's position on the need to go back to voters?
 - Patrick - the City submitted a letter in response to the findings of the Project Taskforce. The City disagreed and feels it is a board decision. There is precedent (Broadway) for doing this. Nothing in the statutes requires going back to voters. The City wants to advance the project on schedule.
- Ruth - today the TMC voted on asking for more public input on the scope change. Seems there has already been a lot of public outreach on this.
- Miranda - if somebody were interested in pursuing this, do we make a motion to form a working committee? What are the limits of CSCC on advocating for certain decisions?
 - Patrick - CSCC has a lot of flexibility about how and with whom to communicate as a committee. The remit of this group is to make recommendations to Mayor and Council. Options - communicate directly with Mayor and Council , or with RTA Board. But can't speak individually on behalf of the CSCC.
- Paki - next RTA Board meeting is June 2. The TMC did meet today. The legal action items should be up later this week.
- Patrick - all their meetings are posted on YouTube and can be viewed after the fact.
- Liz - if we go forward with drafting a letter, do we have to include in our motion who the letter/communication would be directed at? Or can subcommittee discuss and bring this back to full CSCC?

- Patrick - The subcommittee could come back and make recommendation to full CSCC of how to approach this.
- Liz - supportive, but can't be on a meeting
- Jennifer - we wouldn't be able to bring this back to full CSCC until July.
 - Ruth - since it's going out for public comment, don't think much will happen through summer. Think there is time for this.
- *Who is interested in participating on a subcommittee to work on this further?*
 - Show of hands: Jennifer, Ruth, Rhonda, Grecia, Jill, Miranda, Katharine
- **Motion to form subcommittee to determine what type of position to take on 1st Ave project – Ruth; Second - Miranda.**
- Next steps - Patrick doodle for a meeting time.

3. 5th/6th Project - CSCC Recommendation

Patrick briefly reviewed the presentation shared at the last meeting. Main points:

- This is being done as a combination of Prop 407 and Prop 101
- 5-mile stretch from Campbell to Wilmot.
- Opportunity to re-stripe the roadway as part of repaving to compliment work behind the curb that is part of 407.
- Options under consideration:
 - A (current situation): 4 lanes undivided. 2 lanes in each direction. No bike lanes.
 - B: Reduce to 3 lanes. One in each direction plus two-way left turn lane. Addition of bike lanes.
- Why go for option B?
 - Improved safety
 - Better traffic operations
 - Better walking and biking facilities
 - It is consistent with Move Tucson project list
- Potential downside to option B?
 - Increased travel time (6-8%)
 - Increased congestion at school pick up times
- FHA has studied this extensively and has developed traffic count thresholds of where this is appropriate. This area is well within this threshold, and has been for many years.
- Seeking a recommendation of a motion, or the development of a letter.

Discussion and questions

- Jonathan - the roadway is much wider east of Swan, what would you do with that extra room?
 - Patrick - haven't decided this yet. Looking for opportunities to provide very comfortable bike lanes. Default may be to look at buffered bike lane, with protected if the funding allows.
- Craig - with respect to increase in travel times: How long would it take to drive from Wilmot to Campbell. Would a 6-8% increase in travel time even be noticed? Maybe only a couple minutes?
 - Patrick - think average traveler will notice red lights more than increase in travel time. Think it may be more about frustration of one-lane only.
 - Craig - this also gets rid of left-hand turn stopping.
 - Evren (O) - Per Craig's question, I recall Ryan presenting the total delay being a very minuscule amount, it was something in the neighborhood of a couple of minutes, if I recall correctly. I'll see if I can find my notes from that presentation.

- Ruth - for Option A will you still put in sidewalks? (Yes)
- Rhonda - appreciate the ability to weigh in on this design. With the safety issues we are experiencing, anything we can do to calm traffic and enhance livability is a great idea. Supportive of this.
- Ruth - my only concern is what happens west of Campbell? Are there plans to do anything here?
 - Patrick – A Move Tucson project here would be a continuation of this. UA is concerned about event capacity. And west of this the volumes would likely be higher than what is recommended for a road diet. But we may be able to include bike lanes here. There are no plans for this, but hope that with completion of other projects we can re-evaluate what the Average Daily Traffic is on 6th. It may be reduced.
- Ben BG (O) - Would placing islands defeat the goal of providing a through lane for emergency vehicles? The islands on Campbell between Glenn and Fort Lowell created a real problem for emergency vehicles traveling to Banner hospital
 - Patrick - good point. We may need to use them sparingly where the corridor opens up. This would be a questions to consider in the design phase.

Discussion: Development of CSCC recommendation

- Craig - is anyone not in favor of the 3-lane solution? That's definitely what I like
 - Ruth - agree with Craig.
 - Raise of hands for not in favor - no hands raised
- *Patrick shared some initial draft language for discussion and editing by committee. Tahnee screenshared the language and incorporated edits live during the discussion. Discussion is summarized here and the final language is below. Overall there was nothing in the original language that the committee disagreed with, but there were some additions and word choice changes.*
- Discussion on language
 - Miranda - how hard do we need to work on making our point? Do we need more rationale? Is there opposition to this that the committee should be aware of in crafting this recommendation?
 - Rhonda - is there an advantage of having a consensus option tonight and also developing a letter to submit later with more detail? Would this be helpful? We wouldn't have to wordsmith tonight, but could go forward with a consensus recommendation.
 - Patrick - timing: final decision will probably happen late fall/early winter, although it hasn't been determined yet.
 - Ruth - add something about aesthetics. Would make it a more appealing roadway to travel on for bikes and pedestrians (trees, bike lanes, sidewalks). More comfortable.
 - Jonathan - my sense is when you use the term "aesthetics" with engineers, developers, etc. it doesn't have a lot of weight. It is important to me and others, but suggest we don't use this term. Could describe as safer conditions for all modes. Aesthetic considerations are often not funded.
 - Grecia - re: aesthetics term. May be important to make the point about not causing delays in emergency response vehicles.
 - Jennifer – suggest addition of "for all modes of travel."
 - Grecia - I like the fact the point made in the presentation about improved emergency response
 - Jennifer - get rid of comfort and use: safety and traffic flow for all modes of travel.
- *The above suggestions were incorporated with screen share into the following final language:*

The Complete Streets Coordinating Council moves to recommend that:

- The City of Tucson advances the three-lane option on the 5th/6th Street Complete Streets Project.
- The CSCC makes this recommendation because the three-lane option will improve safety and traffic flow, while also providing additional travel choices along 5th/6th Street.

- This project will improve the aesthetics and comfort for all modes of travel.
- These improvements can be realized without major increases in delay to the driving public, including emergency response, as traffic volumes on all major segments are well within the thresholds that the City uses to determine the feasibility of reducing travel lanes.
- The three-lane alternative is also consistent with the Move Tucson improvement recommendation for 5th/6th Street from Campbell to Wilmot.
- Decision – No members indicated any issues with supporting the above language à Consensus approval.
 - **Motion to include this language in a letter: Jill; second - Ruth.**

4. Prop 411 - CSCC Role

Patrick shared a presentation. Main points:

- Great to see that 73% of voters were supportive of this.
- 80% pavement fund - Independent Oversight and Accountability Commission
- 20% safety fund - CSCC is the public oversight committee, this has been updated in the CSCC enabling ordinance
- \$590 million over the next 10 years, broken out by categories:
 - Sidewalks and ped improvements (30%)
 - Bike network enhancements (20%)
 - Systemwide safety improvements (30%)
 - Traffic signal technology upgrades (20%)
- The safety projects have not yet been selected in the same way that paving has. There is room for some creativity here. The CSCC is directed to develop a Street Safety Improvement Plan (SSIP), based on safe street priorities using the Move Tucson framework.
 - CSCC role - ensure ongoing independent oversight and accountability of the administration and expenditure of the revenues generated by the authorized extension of the 0.5% tax.
- Change to CSCC Ordinance:
 - 1) To develop and establish a SSIP to be funded by the 20% allocation of revenues generated by the 2022 charter amendment/Prop 411
 - 2) To monitor the progress of the Street Safety Improvements Plan and its projects funded by the 2022 charter amendment/Proposition 411 relating to street safety improvements.
 - 3) To ensure that the purposes for which the 2022 charter amendment/Proposition 411 (with respect street safety improvements) were approved are carried out and that proceeds from the revenues dedicated for street safety improvements under the 2022 charter amendment/Proposition 411 are separately accounted for.
 - 4) In any case where a change from the allocation described in the 2022 publicity pamphlet and in Ordinance No. 11904 may be needed due to unforeseen circumstances or extraordinary considerations of the public interest and the matter is referred to the CSCC by the Mayor and Council, to study the need for such change and make a recommendation to the Mayor and Council to either approve or reject the change.
- Four responsibilities of CSCC in 411 Safety Plan Implementation
 - 1) Work with staff to select projects based on Move Tucson through the Safety Plan
 - 2) Receive periodic updates on project progress and expenditures
 - 3) Review project design as 411 projects advance
 - 4) Make recommendations to Mayor in Council in case a change is needed to approved funding distribution
- Collector Street Program - Mayor and Council gave further direction providing that by separate action, the Mayor and Council will commit to ongoing funding for collector street improvements, using funds separate from Proposition 411 tax revenues, including Highway User Revenue Funds (HURF). They want to get to about \$15m/year over 5 years with supplemental infusion from General Fund to improve collector streets.
 - Arterials are major roadways (e.g. Speedway, Valencia, etc.)

- Collector network - smaller streets, but still striped and typically with traffic signals. 7-15k/day (e.g. Glenn, Bilby, Drexel)
- Staff has begun developing a framework for the SSIP; thinking of a 3-5 year plan horizon.
 - Ideally would like to get to 5 years, but want to start getting projects out sooner for this first one
 - It would be a cost-constrained plan, updated annually.
 - Want to start project development and delivery early in 2023.
- One concept city staff wants to consider is "project layering"
 - Combining different funding sources (Collector Program and 411). Look for opportunities to compliment paving projects with 411 safety components.
 - Example: Bilby - it is in high need of pavement (Collector Program), but could also incorporate other 411 components (e.g. enhanced bike lanes, sidewalks, accessible bus stop), and even possibly the GSI fund for landscaping components.
- Benefits of this approach:
 - More impactful projects
 - Cost efficiency
- Trade-off of this approach:
 - It will prioritize collectors over other needs in the network.
- The City is developing an initial framework for this, which will be brought to CSCC for review. The proposed approach:
 - 1) Staff finalize project selection framework
 - 2) CSCC reviews and approves, or recommends revisions to project framework
 - 3) Staff identifies projects based on project selection framework
 - 4) CSCC reviews and approves, or recommends revisions to project list
 - 5) Following revisions, CSCC recommends approval of the 3-5 year Safety Plan

Questions/Discussion:

- Ruth - can we spend any money on educational programs that might advertise to promote safety, driver education, safe routes to school, etc? Could it be in the safety plan without being 411 money?
 - Patrick - 411 is all focused on capital improvements. But hopefully it will open up the budget in other areas to continue to fund educational elements. We are looking at how to do this, for example with other programs like Safe Streets Program. There is more to figure out here.
- Jennifer - is there a safety component of improving collector streets as well?
 - Patrick - the collector street funding is only for pavement (see additional info above about project layering).
- Ruth - do you have to go to public for approval of spending 411 money?
 - Patrick - if project includes larger changes there will be a public outreach component. There is not a requirement for public approval of safety plan. But would entertain any guidance from you all if that is something that is important to build in.

Are there recommendation or concerns about the "project layering" approach?

- Rhonda - I would defer to safety needs first.
- Liz - Will take more time to process and provide feedback on questions
- Grecia - agree, will take more time.
- Jennifer - in my neighborhood the street has been torn up by the water company and then the gas company, both separately. Could there be more coordination on this? Layering approach makes sense for this.
- Miranda - agree with Jennifer. Also, this is a lot of information to process. Once we have decided on an approach, how do we know if it's working, and what is the option for adjusting?
 - Patrick - updating the safety plan annually is a time to revisit the approach. Can step back at this point. Recall the funders have approved the percentage of funding distribution.
- Jennifer - will we be distributing things equitably among the wards? Is there a way to keep track of

that?

- Patrick - yes we can track that. And can keep this in mind as we put together the safety plan; Also keep in mind that with Move Tucson we want to move away from ward equality model, and more toward an equity approach.
- Grecia - thank you for clarify the difference between looking through an equality vs. equity lens. Definitely support an equity perspective on investing in transportation projects because some wards are more disinvested than others.

Next steps:

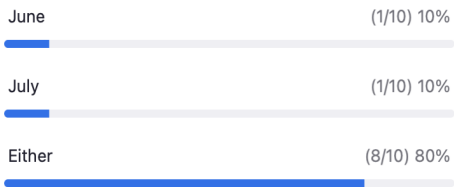
- City staff can bring back a more developed framework for discussion and review in a future agenda. City is still working through this internally as well, but want to work in tandem with committee.

5. Field Trip planning

Zoom poll to gauge interest in June or July field trip:

1. Are you interested in June or July? (Single Choice) *

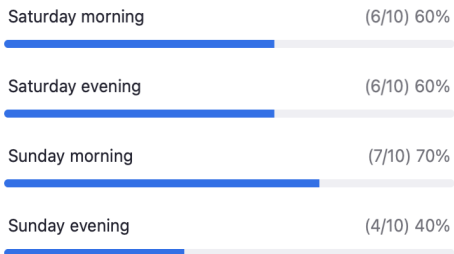
10/10 (100%) answered



2. What are your time preferences? (check all that apply)

(Multiple Choice) *

10/10 (100%) answered



Possible topic: A collector street, like Bilby

- Jennifer - propose we ride bus down Bilby to take advantage of the A/C and experience the bus.
- Selina, Katharine and Miranda expressed support for this idea. Other members raised hands to show interest in this type of field trip.

Next steps:

- Patrick think through the plan and logistics and share doodle to identify date/time.

6. CSCC Hub

- Jill (Park Tucson) was the only Hub member present and had no pressing issues to share at this time.

The meeting was adjourned by co-chairs at 7:34pm