



Complete Streets Coordinating Council (CSCC)

December 7, 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 by Miranda at 5:35 pm

Members Present:

Selina Barajas
Rhonda Bodfield
Jill Brammer
Sophia Gonzalez
Riley Merline
Ruth Reiman
Miranda Schubert
Jonathan Crowe
Craig McCaskill
Grecia Ramirez
Catlow Shipek
Liz Soltero
Jennifer Flores
Rossio Araujo

Members Absent:

Katharine Mitchell
Paki Rico
Tarik Williams

Staff:

Patrick Harley
Jenn Toothaker
Jim DeGrood
Gabriela Barillas-Longoria
Monica Landgrave

Observers:

Ben Buehler-Garcia
Evren Sonmez (LSA)
Scott Robidoux (TAA)

Facilitation:

Tahnee Robertson
Colleen Whitaker

2. Housekeeping

- Approval of past meeting minutes (October) - no corrections or comments
- **Motion to approve minutes - Rhonda; Miranda - Second**

3. Slow Streets Findings and Lessons Learned - *Gabriela Barillas-Longoria*

Gabriela shared a brief presentation. Main points are summarized here:

- Slow Streets is a response many municipalities took during the pandemic
- Slow Streets = streets with low vehicle volumes and speeds
- Goals:
 - Discourage non-local vehicle access
 - Reduce vehicles speed and volume to provide more space for physically distanced essential travel and exercise
- Key steps:

- Install temporarily traffic barriers and local traffic only signs
- Identify stewards to monitor the barricades
- Allow local access for deliveries and emergency vehicles
- Phase 1 pilot was initiated immediately after the shelter in place order. Started with 10-14 day closures
- Phase 2 - Call for public requests to participate.
- Methodology - How were slow streets chosen?
 - Data driven: Covid-19 data, neighborhood vulnerability index and heat index
 - Additional criteria: need for calming, safe connections to schools/parks/transit, and community buy-in
 - Looked at who applied and did outreach to areas with fewer applications.
- Referenced other National Association of City Transportation Officials (NACTO) cities as examples - Brussels, Oakland, New Zealand (Dunedin)
 - Duration varied from days to months across cities, as did closure methods/types
- Community engagement
 - Block leader model (stipends and gift cards)
 - Free mobile bike repair in all slow streets
 - Door to door flyer distribution
 - Got additional funding from People for Bikes to help expand engagement options
 - Walk and Talks for all slow streets - document concerns
- Designs were simple; option for neighborhoods to build on these in future
- Data collection - traffic counts, bike/ped counts, online survey (general feedback)
- Challenges
 - Modify signage and improve messaging
 - Collect more data
 - Slow the schedule down
 - "Quick build" projects take time, especially in under resourced neighborhoods
- What's next
 - Program still on hold
 - Want to incorporate what has been learned into 411 projects

Questions/discussion

- Craig - read that a covid result is the "death" of commercial real estate in medium-sized cities like Tucson. Might this make Slow Streets happen more organically?
 - Unsure; haven't really considered this. The focus here was on neighborhoods streets. Other cities did focus more on downtown or commercial areas.
- Miranda - excited about the prospect of making these concepts more permanent. Was there any initial community skepticism, or shift in mindset once people saw the results? Might be good to revisit households and see how it has worked for them.
 - We could look at the qualitative open-ended survey responses to explore attitude change. Online survey was geared more toward identifying and addressing immediate issues. People were largely supportive; not many complaints.
- Sophia - how can we get this back up and running? Is there anything we can do to support?
 - Would like to discuss 411 opportunities further (maybe in February). More dialogue with this group to get your ideas would be helpful.
 - 411 offers an opportunity to do permanent Slow Streets; right now there is not another funding source for this.
- Jonathan - it might be useful to martial some of these resources in addressing cut-through traffic associated with major roadway construction projects (e.g., 5th St. in Dunbar Spring receives tons of cut-through/speeding traffic because of Downtown Links and the train. Yet, this is a primary route to Davis School. The similar barricades don't work).
 - Interesting idea. There are a lot of barricades in the inventory already. If the traffic control company could do the inspections that would speed things up.

4. Safe Streets Improvement Plan (SSIP) / 411

Subcommittee update - Rhonda, Miranda, Riley, Selina

- The subcommittee has met 4 times to advance Year 1 projects. Very aware of all the unfunded need, so focused on areas where investment would be most impactful (i.e. bike lanes that enhance connectivity and impact schools/neighborhoods). Relied heavily on safety considerations
- The Greasewood project was paired back a bit, primarily because there weren't the core safety metrics that we saw in other areas.
- Equity was an important consideration; not necessarily a geographically equal distribution.
- Worked toward a project layering concept - pulling in multiple resources to deliver more complete projects.
- \$15.2 million for whole package. ~\$2.2 million over subscribed in bikeways - this is okay, we can find ways to balance in the future; we wanted to get these in design. Slightly under-subscribed in sidewalks, but can adjust in subsequent years.
- The group wrestled with the idea of backfilling 407 projects - want to recognize the unusual funding circumstances, but don't want to set an unsustainable precedent.
- The safety component is not yet fully fleshed out - the staff will come back with the process for how to select projects with neighborhoods. Right now this is a placeholder amount.
- Lots of great discussion in the meetings; the group carefully weighted the pros/cons of the decisions. This is a bespoke Year 1 plan; didn't want to hold things up, want voters to start seeing results and improvements.
- There are many different funding sources coming together for this
- The committee tried hard to make this equitable.

Questions/discussion

- Ruth - why are we using our (safety) money for pavement? 80% of 411 is for pavement already.
 - Patrick - A pavement treatment has been identified to deliver local improvements city-wide within the timeframe, but it's not the "ultimate" treatment. Have found through experience that this can lead a rough ride service. The discussion was to supplement the base level to get to the next level of pavement improvement, and address this difference with the 411 safety money on the bike boulevard projects. This will be discussed with subcommittee in future discussion.
 - Ruth - agree with having good pavement for bikes.
- Ruth - is there any 411 money for education and outreach? (No) Is there a grant we can consider? Outreach and education is critical and has to come from somewhere.
- Sophia – the Greasewood project is near PCC, there are international students living here, lots of pedestrian/biking needs. How should I get more information about this?
 - Patrick - The intention is for this to be a flexible and iterative process. We have 10 years of funding, but haven't yet developed a 10 year plan. Tonight we are proposing a Year 1 list, and will ultimately develop a 5 year list that will be updated on a rolling basis. As we get into design on each of these there will be difficult decisions to make - want to identify tradeoffs in these designs and bring them to CSCC to think about ways to meet goals.
 - Riley - this is just a proposal. We looked at all the factors on Greasewood (e.g. the existing walking path already there when many areas around PCC don't have paths/sidewalks at all)
 - Rhonda - we did discuss this, and expected questions. This is just year 1. There are also opportunities to revisit in design. In light of all the needs out there and limited funding, we made the decision based on the existing infrastructure in this corridor.

Subcommittee recommendation for consensus discussion

- Approve the list of Year 1 projects for the collector streets program, contingent upon approval

of the first three projects by the IOAC (Independent Oversight and Auditing Committee)

Review of Year 1 projects by category - Patrick

Patrick reviewed the projects and answered questions (only those projects with questions are noted here)

Collector streets

- Note: We have to seat the IOAC first to approve these. One exception is Bilby (there is authorization to move forward on this).
- S. 6th Ave
 - Catlow - see opportunities for green infrastructure here. Are the sidewalks being done in a way to lay out future opportunities? Assume this is part of design phase?
 - Patrick - working with Storm to Shade as partners on this
 - Grecia – the description mentions bike lanes, but no money is allocated in spreadsheet
 - Patrick - enhanced bike lanes could be buffered lanes done with paint, so no funding would be needed from this pot.
 - Rhonda – reminder that the subcommittee wanted to remove the word "modernization" in preference for just a street name description (Patrick will update)
- Limberlost
 - Catlow - the description doesn't mention the bike lane, is this problematic? (Patrick update)

Bikeways

- Grecia - appreciate that Elvira is included. But seems like there are no options for cyclists in midtown going North/South.
 - Patrick - we can look at what we have for this in 5 Year Plan.
 - Riley - are there specific areas you'd like us to look at?
 - Grecia - would like to see something in Alvernon, Palo Verde, Valencia areas. There are especially few options where Palo Verde and Alvernon meet. Also difficult on Country Club. maybe we can review these connections in the subcommittee. Also in Campbell, Valencia, Irvington area - work in this area and sometimes see co-workers trying to bike to/from work. Do appreciate existing bike lanes. It is a busy area of town; it's scary to bike here.
 - Patrick - there is proposal for an enhance bikeway at Park. Longer-term project looks at connecting Columbus to Aviation.
 - Craig - agree with Grecia. Anything south of 22nd street seems to be challenging, especially when biking. Like we've done with the walking tours I wonder if there would be benefit for those of us who bike regularly to meet and try to get from one side of town to another - it's hard to visualize unless you see it in person.
 - Sophia - agree with these points. Kino/Campbell is important area. Alvernon and Country Club are important too and would be good to look at.
 - Jennifer - agree with these points. There are non-direct ways to get south, but it's very dangerous. Is anything planned for Cherrybell?
 - Patrick - xxx
- Patrick - many of these are bigger issues. Those we are presenting here are time sensitive. Suggest we look at some of these other issues in 5 year plan.
- Rhonda - when we looked at bikeways, we wanted to piggyback on projects that are going to be underway to leverage funding. We know there is more need than funding. These were selected because they are time sensitive.

Traffic signal technology upgrades

- Note that the co-chairs have asked for a presentation on the traffic signal program in an upcoming CSCC meeting

General comments on projects

- Sophia - we should put out an article each year to outline the decision-making. Want to share the personality of CSCC and our approachability. Discuss our top values and what went into the decision-making.
- Patrick – the subcommittee is open to all who want to be involved.

Consensus decision process

- *Are there any members who can't support these Year 1 projects?* → no one indicated any issues with moving forward.
- **Motion to approve first year projects as shared this evening - Rhonda; Second - Miranda**

5. RTA Next Update - Miranda

- A lot has been happening. See article by Tim Steller.
- Wondering what we can do as CSCC to support the priorities M&C are advocating for? For example, the CAC doesn't seem to prioritize equity. If we're not bringing people along with this way of thinking at a broader scale, it will limit our overall impact.
- Reserved a CSCC space for the RTA call to the audience tomorrow if anyone is interested in that.

6. CSCC Hub

- Park Tucson (Jill) - no quorum
- Transit Task Force (Riley) - continuing to work on becoming a permanent committee; Riley is new chair
- Bicycle Advisory Committee (Sophia) - no update

7. Wrap up

Future agenda items

- Sophia - could we get a monthly short list ahead of time on items we plan to discuss?
- Riley - transit considerations for complete streets. Jennifer - also bus structures
- Grecia/Riley - CSCC bike tour is a great idea

Possible CSCC Retreat

- Miranda - we have a number of new members, and meetings are always so packed. Would be good to have more time to think strategically, build relationships, etc.
- Ruth - agreed, has been a long time!
- There seems to be general support for planning this among the group

Meeting was adjourned at 7:30pm by co-chairs.