



Complete Streets Coordinating Council (CSCC)

January 25, 2023 (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:

Rhonda Bodfield
Jill Brammer
Jennifer Flores
Sophia Gonzalez
Riley Merline
Craig McCaskill
Katharine Mitchell
Grecia Ramirez
Ruth Reiman
Miranda Schubert
Liz Soltero
Tarik Williams
Paki Rico

Members Absent:

Selina Barajas
Rossio Araujo
Jonathan Crowe

Guests:

Felipe Ladron de Guevara (Kittelson)

Facilitation:

Tahnee Robertson
Colleen Whitaker

Staff:

Patrick Harley
Gabe Ranson
Andy Bemis
Sam Credio
Jenn Toothaker
Jim DeGrood
Monica Landgrave-Serrano
Gabriela Barrilla-Longoria
Ryan Fagan
Jim DeGrood
Ben Elias

Observers:

Evren Sönmez
Kylie Walzak
Logan Havens
Paul Daniels
Ron Spark
Ben Buehler-Garcia
Charles Banquit
Ryan Johnson
Scott Robidoux
Tim Stellar
Emanuel
Mike Edmonds
Alexandra Bickford

Summary of decisions/actions

- *Approval of December minutes:* Motion to approve minutes - Miranda; Second - Rhonda
- *Agreement to form subcommittee on RTA Next:* Motion – Miranda; Second – Rhonda.
 - Those interested in participating: Ruth, Riley, Rhonda, Jill, Kiley (non-member)

2. Housekeeping

- Approval of past meeting minutes (December) - no corrections or comments

3. 5th/6th Street Road Diet Update

Sam Credio, DTM and Felipe Ladron de Guevara, Kittelson

Main points of presentation:

- The road diet assessment involved 15 study intersections from Campbell to Wilmot. The full assessment report is available on the website.
- Funded through Prop 101 (new pavement from Country Club to Wilmot) and Prop 407 (pedestrian improvements between Campbell and Alvernon).
- Crash data from 2017-2021 shows that more than 80% of crashes on this corridor occur at signalized intersections.
- Data from the Pedestrian High Injury Network - 5th/6th ranks relatively low compared to other streets
- Cars drive too fast on this corridor (speed limit is 30 MPH, average speed is 35 MPH)
- Traffic volumes peak at morning and evening rush hours.
- Looked at volumes pre-Covid and compared to high and low volume scenarios for the future.
- Trash collection and mail services need to be looked at closely with a road diet

Analysis of Road Diet

- Under high volumes a couple areas are close to capacity
- Under low volumes only Campbell and Tucson areas are at level of service F, but the rest is at an acceptable volume of service.
- Travel Times - most locations are okay, But Campbell to Country Club jumps significantly under the road diet.
- Travel Times (eastbound)

Segment	4-Lane	Road Diet
Campbell to Country Club	3 minutes	15 minutes
Country Club to Alvernon	5 minutes	6 minutes
Alvernon to Wilmot	11 minutes	13 minutes

- Turning wait times also increase

6 th Street PM Operations		5 th Street PM Operations	
NBL on 6th	Delay	SBL on 5th	Delay
2-Lane	>600 (sec)	2-Lane	45.8 (sec)
4-Lane	21.4 (sec)	4-Lane	14.2 (sec)

- They concluded that 6th from Campbell to Country Club does not meet the feasibility requirements for a road diet due to volumes, travel times, and level of service. But the segment from Country Club to Wilmot does meet the criteria (based on FHWA feasibility assessment)
- If a road diet is implemented, mitigation may include:
 - Modify signal phasing to add permissive and protected left-turn operations
 - Provide left/right turn lanes
 - Extend left turn lanes to accommodate queues
 - Assess the use of adaptive signal control
- The DTM team has quantified what these might cost (\$250k investment at the intersection to implement these recommendations). Initially DTM thought this was mostly about re-stripping. However, the analysis shows there is likely more involved.

- Road Diet Recommendations
 - 6th St (Campbell to Country Club) - not recommending road diet at this time. Prop 407 doesn't have funding to repave this section, although there is potential future funding for this.
 - 5th St (Country Club to Wilmot) - road diet can be implemented with further refinements to the proposed design.
- Last year there was a lot of neighborhood outreach about this proposal. Heard support in some places, and not in others. Ward 6 has been very involved.
- Note that the IOAC is the counterpart on the road portion of 411. They will begin talking about the neighborhood program and collector improvement program soon.

Group discussion and questions

- Ruth - were bike counts done along the corridor? Does PAG count along these corridors? Do we think bikers are riding on sidewalks here?
 - Some counts were collected at some of the intersections (can share with Patrick afterwards). PAG only counts at intersections. Unsure if people are riding on the sidewalks.
- Ruth - concerned that people will get dumped at Country Club which is already awful (no bike lanes, no sidewalks)
 - Can look at this in design phase.
 - Ruth - getting them to 3rd street safely would be good (maybe Miramonte)
- Miranda - have same concern about 6th/Country Club. Also think that the bike/ped injuries are low because many people don't bike there as it's so uncomfortable. Seems that the analysis focused on impact on cars to continue traveling without slow down. Can we rebalance this approach and think about how we are taking care of other modes? That is the focus of this council – the complete streets perspective doesn't prioritize cars at the expense of anything else. Was induced demand for adding infrastructure for bike/ped and how that will reduce cars on the road considered as part of this?
 - Did look at 2045 volumes. It is somewhat chicken and egg. It is true that if people aren't using this corridor, then that is why there isn't crash data. We don't have a way to pave west of Country Club right now. Not sure how additional analysis now might change the recommendation west of Country Club.
- Riley - I travel through this area all the time. It would be very exciting for people living/working around there to have a road diet. Right now it feels like chaos, and is very stressful (specifically on Campbell to Country Club). Have talked to other families with kids who also think it would be great. Unsure how maintaining 4 lanes serves us if the vision for the city is a livable, bikeable safe space. It's hard to swallow that the decision is being made based on travel time for cars. Would be good to be able to walk/bike safely and comfortably there. Feel that we are making a lot of assumptions on level of traffic.
- Sophia - wondering when city engineering is going to be proactive. We have made a lot of progress. Good to know what mitigations might be required to make a road diet work. Good that we are taking a closer work to see what we can do. The grading system is not clear to the public and doesn't address things we think are important for pedestrian infrastructure. How short are we in terms of funding to re-pave west of Country Club? In terms of outreach - how are we weighting voices?
 - Acknowledge that the level of service ratings don't take into account bike/ped, but it is the industry standard. There is a need to provide better bike/ped connections throughout the corridor. But we could end up creating other unsafe issues. Want to

make the best decision possible for all users of the roadway. Traffic volumes increase as we move toward UA. Expect there will be some calibration of traffic once Country Club east is done. So there is an opportunity to look at what happens after this to see what we can do.

- Regarding the funding gap - don't have this number right now but can get back on this. Right now the City has budget for pavement treatment, but to have a successful road diet additional funding will be needed.
- Paul (Observer) *chat* - Completely agree with Riley's comments on prioritize cycling and pedestrian safety in the Country Club-Campbell corridor. If cars don't like the increased travel time they can use Speedway or Broadway.
- Ben (Observer) *chat* - Either way there should be no islands in the left hand turn lanes that would impede emergency vehicle traffic (e.g. Campbell / FT. Lowell).
- Evren (Observer) - 1) Further analysis of pedestrians could help supplement - could we look at pedestrian level of service or do intercept surveys from Campbell to Country Club as the conversation moves forward? Have heard from many folks about the difficulty of crossing and safety here. 2) In the beginning you mentioned that a majority of crashes take place at intersections, and that road diet wouldn't necessarily address this. Seems like this may not be the case based on FHWA road diet conflict points graphics that indicate these conflict points being halved.
 - The analysis was based on plan concepts already developed for the corridor. The crossing distance is the same, so the the pedestrian exposure is the same.
- Charles (observer) - Are there any commute time data taken for cyclists and other modes of transport besides cars in this consideration?
 - Didn't look at this due to lack of infrastructure.
- Charles - if the road diet won't happen between Country Club and Campbell, are there any plans to at least slow down traffic?
 - Great question. The speeds really jump out when you look at the data. Short answer is yes. Longer answer is that we will have to really work to figure out the best way to do this.
- Logan (observer) - was the survey done before completion of Broadway's added lane expansion?
 - The traffic data was collected in August after Broadway was complete. But do acknowledge that the contractor had rolling traffic control set up for utility work. Other feedback is that it hasn't been open for that long (the project went on for so long that people likely moved off to 6th and other routes and haven't yet re-calibrated). Have considered taking a new look at this. But do feel confident in this plan, even if volumes on 5th are slightly elevated because of Broadway.
- Tarik - this council has discussed ensuring that projects are seen all the way through and no projects are done half way. I live slightly east of Country Club on 5th, and there aren't many peds or cyclists in this area because it's not friendly for this. A lot of these accidents may happen at night. Is there any conversation about improving lighting?
 - Prop 411 and 407 can fund street lights. 101 projects cannot.
 - Street lights were not looked at as part of this analysis.
- Ryan (observer) - have lived along this corridor for many years and bike on 5th/6th. Stopped using this segment for biking due to narrow lanes and vehicle traffic - it all felt unsafe. Any option to shift the sidewalk into a multi-use path or other options to allow for safe bike travel through this corridor would be very helpful. Excited to hear it will be down to three lanes further east. Much needed improvement.

- Kylie (observer) - I hope Sam can let us know if there are plans for more community engagement and outreach about both of these projects in the near future. Many more people have questions than can speak tonight or can attend this meeting.
 - The City will be moving on design east of Country Club. The CSCC charge is to review designs. Ryan Fagan will begin outreach on Prop 407 segments pretty soon. The IOAC will begin meeting on Monday. There is a chance for call to audience in that meeting as well.
- Sam - thanks for having us. There is a great opportunity with the various funding sources here to do something different. We have heard that the community wants to see something different. We will try to deliver the best we can on this segment. If you have additional questions - reach out to Patrick, call DTM (M-F 520-791-3154) or email: tdotconcerns@tucsonaz.gov. Thanks for the time commitment to serving on this committee.

4. Proposition 411: Signal Improvement Plan – Gabe Ranson

- According to the FHWA Tucson ranks in top 34% for vehicle miles traveled on major arterial roadways.
- Modern hardware allows for more safe and efficient signaling to support a more orderly flow of traffic. Updating outdated equipment can allow remote repair and minimize down time
- This plan includes \$30 million over 10 years to update our traffic signal system.
- Years 1-5 emphasis will be on infrastructure. Without this we can't attain new technologies.
- Years 6-10 will explore technological options.
- Areas selected for improvement are 9 corridors recognized as critical for cross-town movement in Move Tucson, including emergency fire and flood flashers.
 - Year 1 - Valencia (Midvale to Houghton), 30 intersections from the study list and all emergency fire and flood flashers.
 - Year 2 - Kolb, Ajo, and all remaining locations from the study list
 - Years 3-10 - the remaining corridors

Group discussion

- Ruth - weren't the Grant Rd signals redone with RTA?
 - Some sections were addressed.
- Ruth - what is the need, compared with the \$30 million over 10 years?
 - The \$30 million will let us address 250 signalized intersections. There are 450 total, so this would put us in a pretty good position for basic improvements. And of the \$30 million some of this will go to "fancy" stuff in years 6-10.

5. Press Release - Miranda

- Rhonda developed the CSCC press release. It is on website now.
- Wanted to make sure everyone saw it. It's important to tell people what is happening and build trust. Are there ways we can highlight this. Good for people to know there is work being done.
- Ruth - thanks to Rhonda. It is great. In favor of sending it out wherever we can (ward newsletters, Star, etc.). Also Miranda has been great at call to the audience at RTA board meetings relative to CSCC position on 1st Ave. Thanks for doing this!

6. RTA Next

- Miranda - Do members of the council have an interest in brainstorming creative ways to

address RTA Next. Seems like there may be an opportunity to join with Tucson and present a unified front; help bolster advocacy of Romero in RTA meetings on behalf of our community (i.e. identifying things that should be part of RTA Next and advocating for those). Equity is a strong part of the conversation in the CSCC, but this isn't really being expressed at the regional level.

- Paki - recall that the CAC has approved guiding principles which include equity, environment, etc. This was a good start. As they move forward with refining the project list, these are the things they are considering.
- Ruth - at this stage in the development they don't seem to have a very open door for community engagement. Suggest we wait until the plan is developed and then engage in the community outreach side of this as a council and develop CSCC positions based on what is the plan. Consider the recent Plan Tucson event - the approach of the City is so opposite to RTA (they start with engagement and develop a plan, vs. RTA developing plan first and then presenting it to the community)
- Rhonda - supportive of a letter. Do we think there is a value laying out preliminarily our discussions with this group? Maybe a role for earlier encouragement of them to follow the principles we are so strongly in support of?
- Ruth - think advocacy should be through M&C and rely on Mayor to represent. At CAC call to audience is different and just put in record for people to find.
 - Miranda - agree with this.
- Miranda - are people interested in forming a subcommittee to talk about this further?
 - *Anyone not in support of CSCC forming a subcommittee to further explore role of CSCC in advocating for Tucson in RTA Next.* → No members were unsupportive.
 - **Motion to form RTA Next subcommittee: Miranda; Second - Rhonda**
 - Those interested: **Ruth, Riley, Rhonda, Jill, Kiley (non-member)**
- Kiley (observer): RTA Next CAC Chair Tom McGovern was recently invited to the Greater Vail Chamber of Commerce to talk about the RTA Next development process and, presumably, take questions from that community. Has Tom attended this meeting before? Perhaps he could be invited?
 - Patrick - he has attended and presented to the CSCC in the past and is on the distribution list.

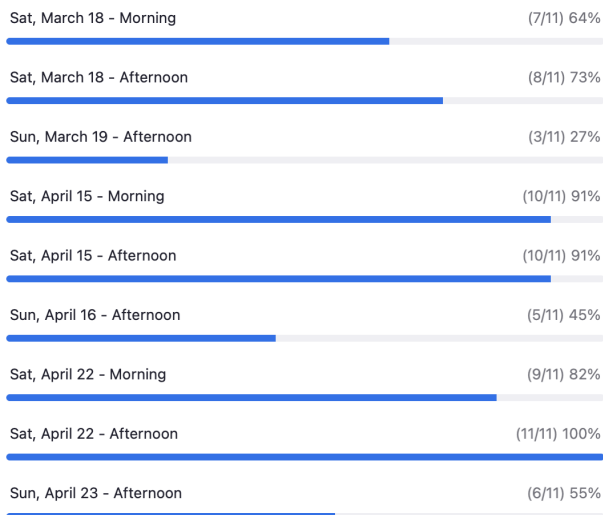
7. CSCC Hub

- Park Tucson (Jill) - met yesterday. Results of curb management study and occupancy counts for on-street parking should be available next month.
- PAC (Tarik) - no report
- TTF (Riley) - next month field trip to Norte Sur Corridor. More analysis being done related to Fare Free Transit. City will come back by March with some concrete data about what it might look like moving forward and potential partners.
- BAC (Sophia) - discussed 5th/6th street and identified lack of performance measures for collisions. Looked at lack of info on difference between hits at 30 vs 40 MPH. Will be putting together a fact sheet. Updates from law enforcement - want to have more generative conversation about how these accidents are described. Unanimous agreement that the BAC want to give input onto bikeways in SSIP (Sophia is part of subcommittee and will contribute these). Inaugural bike ride open to all Feb 12 (10am at Rillito Race Track)
- CODI (no rep)

8. Wrap up

Proposed CSCC Retreat - Miranda

- With recent influx of new members, it seems like now is good opportunity to come together for community building and getting to know each other, and digging into the role this group plays. It won't be long and don't want it to feel like "work."
- Envision a weekend, half-day, including food and social time
- Dates (see Zoom poll below)
- Selina - Possible topic to include: how monthly meetings are structured



Future agenda items:

- Regular updates on 5th/6th
- Statement on what we expect on community engagement
- 1st Avenue update in February
- Update on Grant Road/I-10
- Updates as relevant on 2023 plan and what is getting started. And maybe field trips down the road to visit these as they begin to get implemented.
- Presentation on efforts being made to monitor/enforce speed limit, including speed and red light cameras (ask TPD - Patrick will look into this). Also road design as it relates to this.
- Update on Irvington
- General updates on city projects, including Downtown Links

City updates - Patrick

- New Move Tucson website is ready (<https://www.movetucson.org/>)
- CSCC Vacancies
 - DTM - Catlow has stepped down
 - CODI
 - City Manager's Office
 - Ward 5
- City Climate Plan- <https://climateaction.tucsonaz.gov/pages/caap>. Public comment period is open until February 21.
- Plan Tucson just kicked off! Get more info and get involved here - <https://www.plantucson.org/>

The meeting was adjourned at 7:30 by the co-chairs.