



Complete Streets Coordinating Council Annual Report: 2023

Name: Complete Streets Coordinating Council

Year of Report: 2022

Current Co-Chairs: Rhonda Bodfield and Miranda Schubert

Membership:

The Complete Streets Coordinating Council (CSCC) is a public committee that oversees Tucson's Complete Streets program. The CSCC's role is to review transportation projects, help prioritize transportation investments, and provide public oversight over complete streets implementation. The CSCC serves as the public oversight committee of the Proposition 411 Safety Element.

The volunteer Council is comprised of 20 members, including three non-voting advisors, appointed to four-year terms by members of the Mayor and Council, the City Manager, the Pedestrian Advisory Committee, the Transit Task Force, the Tucson-Pima County Bicycle Advisory Committee, Park Tucson, the Commission on Disability and the Transportation Director. The non-voting members represent the Arizona Department of Transportation, Pima Association of Governments and the Pima County Department of Transportation.

Current members include:

- **Rossio Araujo**, non-voting advisory member, Arizona Department of Transportation
- **Selina Barajas**, member, Transportation Director
- **Jill Brammer**, member, Park Tucson Commission
- **Jonathan Crowe**, non-voting advisory member, Pima County Department of Transportation
- **Jennifer Flores**, member, Ward 3
- **Sophia Gonzalez**, member, Tucson-Pima County Bicycle Advisory Committee,
- **Craig McCaskill**, member, Ward 4
- **Riley Merline**, member, Transit Task Force
- **Katharine Mitchell**, member, Transportation Director
- **Grecia Ramirez**, member, Mayor
- **Ruth Reiman**, member, Ward 6

- **Paki Rico**, non-voting advisory member, Pima Association of Governments
 - **Elizabeth Soltero**, member, Ward 1
 - **Tarik Williams**, member, Pedestrian Advisory Committee
- 2023 Chairs: **Miranda Schubert**, Transportation Director
Rhonda Bodfield, Ward 2

Current Number of Members: 13 voting members, 3 non-voting members

Current Vacancies (as of March 9, 2023): 4

- **1 City Manager**
- **1 Ward 5**
- **1 Commission on Disability Issues**
- **1 Transportation Director**

Meetings:

Meetings are held the fourth Wednesday of each month, at 5:30 p.m., unless otherwise noted. Members of the public may listen in on the meetings from a computer, tablet or phone and may access information about the Council's actions through the [City of Tucson's Clerk's office](#).

Designated number of meetings per year: 11

Number of meetings canceled for lack of quorum: 0

Subcommittees: Formed on an as-needed basis.

- 2022 Subcommittees – Proposition 411 Safety Plan Development Subcommittee
- Number of Meetings: 4

Mission and purpose:

Streets are central to how people experience the city.

In accordance with the Complete Streets Policy, passed by the Mayor and Council in February 2019, the Council works to ensure that Tucson's transportation system promotes enhanced mobility for people of all ages and abilities in a connected and equitable manner.

Historically, vehicular mobility was prioritized in transportation investments, resulting in the construction of wide roads and large intersections, with limited consideration given to investments that would make pedestrian, bicycle, and transit more accessible. As such, the Council considers every transportation improvement an opportunity to foster a vibrant, healthy, equitable, interconnected, accessible, environmentally sustainable, and more livable city.

"Complete Streets" is an approach to transportation planning and design that guides the development of a safe, connected, and equitable transportation network where everyone can move about safely, comfortably, and with dignity.

Body of work in 2022:

The Council is guided by Move Tucson and the City of Tucson's Complete Streets Policy, the City of Tucson's long-range transportation plan that prioritizes building a complete and

connected network. Overall, the Council is guided by six principles, designed to address safety, accessibility, land use, environmental health, economic vitality and equity.

Appreciating that transportation needs are varied and users have different experiences, the Council benefitted from presentations at its monthly meetings to examine transportation concepts more deeply. The Council also conducted several field trips in 2022, designed to examine sidewalk design and how mobility is affected by curb cuts, bus station and crosswalk designs. The Council also attended two field trips to examine recent implementation of a road diet and learned more about the concept of streateries.



Importantly, the Council was also tasked with overseeing the selection of Prop. 411 safe streets projects after voters in May 2022 extended the existing temporary half-cent sales tax for an additional 10 years to support neighborhood street improvements and systemwide street safety projects.

The estimated sales tax revenue over this 10-year period is projected to be \$740 million, with \$590 million dedicated to improving the condition of every City neighborhood street; and \$150 million dedicated to safe street improvements that benefit all users and modes. Safety improvements can include projects such as street lighting, sidewalks, bicycle network enhancements, traffic signal technology upgrades, and traffic-calming features.

Significant accomplishments:

Faced with pressing needs and a growing number of pedestrian injuries and fatalities on city streets, the Council undertook a rigorous examination to prioritize city projects, with guidance from city transportation staff.

The Council adhered to some general parameters in assigning funding for first-year projects:

- Funding from other sources could be leveraged to match design and construction timelines to be able to complete a more comprehensive and interconnected project
- Investments would be most impactful by improving connections across the street network or where safety improvements could reduce the risk of crashes or improve safe access to schools and neighborhoods
- Projects could build toward an equitable transportation network for everyone, including under-resourced areas

Ultimately, in December 2022, the Council approved a first-year package of more than \$15 million in key transportation corridors, bikeways and pedestrian improvements across all four major safe street project categories, including:

- \$2.9 million in sidewalks and pedestrian accessibility Improvements out of a \$45 million total over the coming decade
- \$5.2 million in bicycle network enhancements out of \$30 million
- \$4.5 million in systemwide safety improvements of \$45 million
- \$2.5 million in traffic signal technology upgrades of \$30 million

The Project map has been posted to the Tucson Delivers website.

<https://tucsondelivers.tucsonaz.gov/pages/better-streets-safe-streets>

In addition to their work on Proposition 411, the CSCC accomplished the following

- The CSCC advocated for the 4-lane alternative for the RTA funded 1st Avenue project, a position the Committee had taken in 2021. Efforts included drafting opinion pieces for local media, public comments made to the RTA Board, and communication with Tucson’s Mayor and Council.
Example Opinion Article
https://www.tucsonsentinel.com/opinion/report/082822_1st_ave_improvements_op/complete-streets-council-keep-1st-ave-improvements-current-rta-plan/
- The CSCC recommended to the Department of Transportation that they proceed with a lane reconfiguration on 5th/6th street. Commonly referred to as a “road diet,” that option is currently being advanced on the project. The motion stated the three-lane option will improve safety and traffic flow while providing additional travel choices along the corridor, as well as improving the aesthetics and comfort for all modes of travel.
- The CSCC conducted multiple discussions about how to engage with the RTA Next planning process

Work plan for 2023:

Council members come to this work with different perspectives, representing a variety of stakeholders. To deepen bonds, understanding and collaboration, the Council intends to conduct a retreat to learn more about preferred and optimal ways of working together, as well as to consider ways of working in closer alignment with other transportation-focused committees, such as the Independent Oversight and Accountability Commission and the Regional Transportation Authority and its various sub-groups.

More broadly, the Council anticipates working toward a full 5-year Safe Streets Improvement Plan by the end of the year, to ensure city staff is able to complete design and construction within appropriate timeframes.

As part of our work to advance implementation and oversight of Prop. 411, we also anticipate approving parameters on how to evaluate and allocate funding under the Neighborhood Street Safety Program. As one aspect of that work, the Council intends to advance equity across geographic areas to ensure those in historically under-resourced areas have access to improvements.

In addition to our work with Prop. 411, we also expect to continue to engage with broader project review and design, including ongoing opportunities to draw from staff expertise and stakeholder feedback.