



Complete Streets Coordinating Council (CSCC)

June 28, 2023 (5:30-7:30pm)

Zoom



Approved Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order by co-chairs at 5:30pm

Members Present:

Rhonda Bodfield
Jill Brammer
Marshall Davis
Charly Earley
Jennifer Flores
Sophia Gonzalez
Katharine Mitchell
Riley Merline
Grecia Ramirez
Ruth Reiman
Luis Salgado
Miranda Schubert
Liz Soltero
Rossio Araujo
Jonathan Crowe

Members Absent:

Selina Barajas
Craig McCaskill
Tarik Williams
Paki Rico

Staff:

Patrick Harley
Javier Herrera
Liz Morales
Kara Lehmann
Gabriela Barillas
Laura Sharp

Observers:

Ben Buehler-Garcia
Ian Johnson
Kristin McRay
Scott Robidoux
Kylie Walzak

Facilitation:

Tahnee Robertson

Summary of actions and decisions

- Approval of May minutes: Motion to approve – Miranda; Second – Rhonda
- Decision on Limberlost funding was postponed to next meeting

2. Housekeeping

- Approval of May minutes: no corrections or edits. Motion to approve – Miranda; Second – Rhonda
- Introduction of new member Luis Salgado (appointed by City Manager)

3. Presentation from Office of Equity - Javier Herrera and Laura Sharp

Javier and Laura shared an overview presentation. Main points are summarized here:

- Office Background
 - May 2020 – M&C outlined first Equity Policy Program
 - Sep 2021 – work with GARE employee survey and identify strengths and weaknesses
 - March 2022 – Chief Equity Office hired
 - Sep 2022 – Data Project and Employee Engagement Managers hired
 - April 2023 – Equity Management Coordinator hired
- Mission: represent and reflect the unique experiences, perspectives, and viewpoints of our residents, businesses and visitors. In partnership with City leadership and various stakeholders, the office will champion equity as a fuel for innovation, inclusivity and dismantling institutional barriers.
- Current efforts include support to city programs and departments; support takes many forms (i.e. training, capacity building, analysis, etc.)
- Accomplishments to-date
 - Equity Budget Analysis (FY22 and FY23)
 - Departmental Equity Coordinators (March 2023)
 - Established a monthly newsletter and Lunch & Learn series
 - Tucson Equity Data Strategy (TEDS)
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 - Plan for how to provide data to those who need it to advance equity
 - Will include an open data site and a toolkit to on how to use data and tools
 - Have developed some methods to help folks “look at data through an equity lens”
 - Everything is going out to staff and public for feedback
 - Developing a Citywide Vulnerability Index is part of TEDS
- Equity and Complete Streets – what does this look like?
 - Considers areas of historical disinvestment and social determinants of health
 - Ex: Storm to shade/Green Stormwater Infrastructure – working to expand tree canopy cover
 - Importance effective community engagement – work to dispel concerns of gentrification/displacement; build trust; listen

Discussion/questions

- Rhonda – thanks for work to standardize data and information in this space. Is there anything to draw our attention to?
 - Work of Complete Streets is impressive, and an important aspect of creating an equitable environment.
- Miranda –What did you look at in the Equity Budget Analysis ? How is the City shaping up?
 - Some departments have done a lot of work already in this space, while some of them are just developing an understanding of the topics. But all departments are receptive to these concepts and see them as important. There is programming for all these.
 - Noticed many folks are struggling with how to utilize equity data – this was an impetus for developing TEDS.
- Marshall – were analyses for FY22 and 23 released to public?
 - Not yet, as the analysis is still being completed. Once it is done they will be shared with department leadership in the fall.

4. Prop 411 Funding Request: Limberlost - Patrick

Patrick shared an overview presentation. Main points are summarized here:

- City is seeking funding authorization for an extension of the already approved Limberlost project. Additional ½ mile from Stone to 1st Avenue. This is a tier 2 Move Tucson project.
- Funding has become available sooner than expected (due to paving work in adjacent neighborhoods) to extend to this section. There is not currently funding to take it all the way to Campbell which is the ultimate plan.
- Will evaluate potential of Road Diet from Oracle to Stone
- Limberlost is somewhat strange – technically it is not a collector street, although it really operates as one.
- Project elements include: street lighting, pedestrian upgrades, and repaving (through Prop 411) and evaluating potential of protected bike lanes.
- Estimated cost: Project is currently about \$2M. This additional half mile would take it up to about \$3M.
- Why now? → This would allow City to put this all in a single corridor project and connect with future 1st Ave. project. It can also be complementary with neighborhood paving work on adjacent neighborhoods. City is working to get a contractor on board now.
- Safety: 90 crashes on this corridor (6 severe crashes and 1 fatal crash) from 2017-2021. Most of this is concentrated at intersection of Stone/1st Ave, but also near entrance to the park at 4th Ave. This project would include an enhanced crossing here, and improved lighting.
- Equity – the entire project is in the “higher” (second highest quartile) of Move Tucson equity zones.
- Limberlost has been identified as a bike priority street in Move Tucson. This is why we are considering the removal of the center lane here to reallocate space.
- This connects into a number of current/planned projects in the area
- This would have no impact on 5 year plan – this was already planned and budgeted for, this just moves it up.

Discussion/questions

- Sophia – are there other streets like Limberlost that are defined as collector streets elsewhere in the city?
 - There are other corridors that operate like Limberlost that are defined as collectors (2500-18,000 vehicles per day) – Glenn, 6th Ave. This one was removed as a policy decision, but it does operate as a collector.
 - Regardless, it will not come out of 20% safety element. These come out of either the M&C collector street program, or the 411 paving fund (80%). In either case we offer up 20% for safety improvements.
- Sophia – Why wasn't this segment initially selected?
 - It hadn't yet been approved by the full committee, but it was reviewed and vetted by the subcommittee. This is why we are seeking formal approval tonight. The full 5-year plan has not yet been approved by the CSCC.
- Ruth – part of this is 3 lanes, and part is 5 lanes? What is the plan for a bike lane?
 - Oracle to Stone is 5 lanes. On either side this drops to 3 lanes.
 - For the bike lane there are two options: remove center lane, or do three 10' lanes with 5' bike lanes (this is less than ideal choice)

- Ruth – concern with taking out center lane is people driving into the bike lane.
- Taking out center lane will give space for protected bike lane, and the funding for that is built into this proposal.
- Miranda – can you share anything else about the evaluation – what will be looked at, who will do it?
 - Currently in negotiation with a consultant team. Would like certainly on project limits before this is finalized.
 - In general will want to look at any safety concerns if the middle lane is removed. There is a safety benefit to a center turn lane – rear end crashes are eliminated. Need to decide if this is off-set by the other safety improvements as part of this.
 - Would also look at potential delay impacts, and benefits of accommodating more users.
 - Also considering installation of a raised crosswalk to Limberlost family park.
- Riley – is there any way to quantify how much is saved in a scenario like this when a project is extended to do additional sections at the same time? This has been mentioned before as a benefit of this approach.
 - Good question; don't have answer now. Another benefit is more uniformity as well.
 - Not sure how this would be quantified, but can talk to engineers.
- Marshall – Mountain to Campbell section already has a bike lane. So if this is approved we will have bike lanes from Campbell to Fairview. What is the re-paving aspect?
 - Yes. And bike boulevard would take it all the way to Flowing Wells.
 - Repaving – mill and overlay. Although the section around Limberlost and Oracle is very rough and will probably need a higher level of treatment (will be part of evaluation).
- Jennifer – have biked this section frequently and a protected bike lane would be best. In the 4 lane section the lanes are not well-defined. There is a lot of back and forth between. This is a great street for bikeable commuting.
- Ruth – what is the timeline?
 - Ready to get consultant on board. Likely 18-24 months of design, with construction in 2025 and a year of construction.
 - Project will be brought back to CSCC as we get into design.
- Marshall – would the enhanced bike lane be in the existing segment and new segment? Will bike lane apply across whole segment?
 - Yes, this will allow us to provide a continuous, ideally protected, bike lane from Fairview to 1st Ave.

Decision discussion

Request from City: Seeking approval to extend the project limits from Stone to 1st Ave to be able to do Fairway to Stone as one project. This is an additional \$1M in funding.

Any concerns or additional questions from members?

- Miranda – there has been some concern about approving a project and then finding out later that the analysis didn't support interventions we are supportive of. To what extent can we be assured that the analysis won't end up like this? What leverage do we have?
 - We are hesitant to pre-determine a design without all information. But we can't do this until we have a funding authorization on the project (this is what are seeking tonight). CSCC could possibly authorize funding for design and then contingent upon outcomes authorize funding for construction. Although this is not ideal from the stand

point of project delivery. When we initiate projects and go to the community we want to be sure we have funds for implementation and not just design.

- In this case the re-paving will go forward under the 80%. Other elements could possibly be funded in other ways. CSCC has a lot of authority over the design review. The traffic volumes here are much less than 5th/6th, so are likely to avoid some of those challenges here. Also see Bilby as an example.
- Sophia – don't feel ready to vote today. Still not clear why this is not coming from the 80%; not clear why this wasn't chosen with first 5 years. Patrick has answered questions well and thoroughly, maybe just need more time to process this.
 - The 80% is paying for the paving work. This is being treated like a layering project, and sidewalks, bike lanes, and lighting can't be paid for under the 80%. This is a local street so this is paid for out of the 411 program. Otherwise it would have been paid for out of the collector program, but the same restriction would apply that it can only pay for asphalt and not the complementary work. This comes out of 20% fund.
 - The reason this was not advanced earlier was because we thought it was outside of the funding constraint for year 1. Because neighborhood paving work is moving forward, we can now authorize the funding sooner. It was sitting in a tentative program in 2026, so this is just about moving the project forward.

Who feels ready to make decision – Rhonda, Miranda, Charly, Riley, Ruth, Katharine, Liz, Luis

Who needs more time - Sophia, (Miranda also happy to wait)

- Jennifer – we should go for it for the neighborhood, this is needed. Can wait if we need to, but I could vote yes today.
- Rhonda – agree this project is in interest of continuity and improving access, health and safety. Willing to support this now, but also want all members to be ready and feel like their questions are answered.
- Patrick – delaying a month will not be catastrophic. We can just hold off on getting contract in place until next month.
- Sophia – still not ready to vote right now.
- Rhonda – request that any information shared between now and next meeting on this topic is shared with the entire committee.
- Grecia - Might be cool to do a bike/walk/ meet up on Limberlost if anyone is interested to assist in making a decision for next month.

The decision was delayed to the next meeting (July). Additional questions can be directed to Patrick.

5. Public Engagement Plan for Prop 411 Neighborhood Safety Program – Gabriela

Gabriela shared a presentation. Main points are summarized here:

- Purpose of the plan is to develop a strategy for engaging the public to participate and inform the Mini Grant Program
- Equity is applied in multiple ways in the program
- Timeline: hope to have materials approved by August meeting of CSCC. Some community engagement has started already, but will really kick-off after the heat of summer. Aiming for program launch in the first week of September. Awards out in January.
- Have identified multiple strategies for inclusive engagement
- Staff will prioritize in person events and presentations in equity priority areas

- Neighborhood meetings are a venue to disseminate information about the program and encourage neighbors to apply.
- Working closely with ward offices
 - One-on-one meetings with ward offices and community leaders to help identify ways to spread the word and vulnerable groups who may not otherwise get the info.
 - Ward 1 participatory budgeting process is a good example to build from; working on a Sunnyside Traffic Triangle
- Alternative approaches for engagement will include community outreach events to help raise awareness and conduct needs assessments (e.g. community bike rides, Barrio Walks, etc.)
- Supporting materials for neighbors include: a menu of options, fact sheet, website with interactive map, FAQs, and the application itself (hardcopy and online)
- What is next – at the next CSCC meeting Gabriela attends she will bring:
 - DRAFT application
 - Scorecard
 - Initial project list of those already approved through NTMP (Neighborhood Traffic Mitigation Program)
- Question for CSCC members – should city ask for demographics as part of this application?

Questions/discussion

- Rhonda – will there be specific outreach to neighborhoods that have applied for funding in the past unsuccessfully?
 - We are doing a first round of projects drawing from those that have approval, but have remained unfunded.
- Charly – when will website for this go live? Can a Neighborhood Association request the City comes to talk about this?
 - Website - Early September
 - Neighborhood meeting – this can be a request made directly to Gabriela, who will participate as capacity allows.
- Ruth – why isn't signage a traffic calming feature?
 - We are focusing on in-street work and are referencing the Complete Streets Design Guide. "Children at Play" signs, according to some research, are not effective. While yard signs asking folks to slow have some anecdotal support.
 - Ruth – speed limit signs can be helpful, especially on stretches where there are no signs.
 - If there are missing speed limit signs at entrance to the neighborhood, those should be replaced by the City anyway.
- Grecia – appreciate the offer of technical assistance to the groups. Can you expand on this?
 - Open to feedback on how this should look. Right now envisioning one on one meetings with groups or neighborhoods. Intend for the application to be very simple. Scorecard will be designed so it doesn't simply award the "fanciest" proposals.
 - Grecia – would be good to have the department provide feedback to help ensure the best intervention is used; folks may want an intervention but don't always know which one would be best for the specific area.
 - Yes, this can be built into the application process. This will also happen in the design phase. Once the project is selected it can still change somewhat through design.

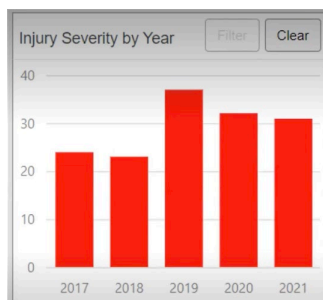
- IOAC (Patrick; Liz had to leave early)
 - At last meeting they approved years 2-4 of the neighborhood paving program. Committed about \$2.4M. Should have the map soon.
 - They tentatively approved the next 4 years of the collector street program; they want this to come back to CSCC for review in July. They made decisions based on “worst first” pavement approach.
- Park Tucson (Jill) – decided to postpone last meeting as Park Tucson is dealing with the sudden loss of Donovan Durband. Want to acknowledge Donovan’s hard work and dedication to the COT. He’ll be very missed.
- Transit Taskforce (Riley) – no update
- BAC (Sophia) – last meeting they worked on two letters: 22nd Street Bridge, and 3rd St/Alvernon to advocate for a traffic safety analysis. Worked on identifying goals for next year, including Vision Zero.
- PAC - no member
- CODI – no member

7. Wrap up

DTM Update – Patrick

Traffic Fatality Report June 2023

- Ped – 13, Bike – 3, Motorcycle – 10, vehicle – 16.
- This is tracking last year, which was a record year. Not yet seeing a rapid reduction. Need to be proactive.
- Pedestrian Fatality Report (2017-2021)



- 2019 was first year when 50% of roadway fatalities were pedestrians. Last year 49 of 99 roadway fatalities were pedestrians.
- City will continue to track this and provide updates every month
- Riley – would be good to also see severe injuries.
 - We can’t report this in month to date, but can provide this retroactively. There is a 1-2 year lag on this data. We could ask a representative from TPD come and provide an update if you like.
- Jennifer – Pedestrian Advisory Committee hasn’t met since before pandemic. What can be done to get people appointed and up and running again?

Vision Zero Safety Plan

- City is reviewing scope for this now in partnership with the county.
- Will initiate likely in the fall

Project updates

- Bilby – public outreach efforts will begin soon; will focus in area around Sunnyside High School. Close to 15% design – will be brought back to CSCC.

Future agenda items

- Ruth – request that RTA subcommittee reconvene around August. Would like the Sun Tran comprehensive operations analysis shared.
- Limberlost field trip before next month? Patrick will send a doodle.

Other updates

- Jonathan – County just got a \$20M RAISE Grant for improvements to West Valencia. Big part of this will be to make it a complete street. Although it is moving from 4 to 6 lanes, there is focus on pedestrian, bike and transit elements.

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