



Complete Streets Coordinating Council (CSCC)

November 29, 2023 (5:30-7:30pm)
Parks and Recreation, 900 S. Randolph Way



Draft Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order by co-chairs at 5:30pm The meeting was held in-person.

Members Present:

Rhonda Bodfield
Jill Brammer
Marshall Davis
Charly Earley
Jennifer Flores
Sophia Gonzalez
Craig McCaskill
Riley Merline
Ruth Reiman
Miranda Schubert
Selina Barajas
Grecia Ramirez
Luis Salgado
Rossio Araujo
Jonathan Crowe

Members Absent:

Liz Soltero
Tarik Williams

Staff:

Patrick Harley
Jim DeGroot
Cara Lehman

Observers:

Lee Miller

Guests:

Vanessa Rodriguez – Kimley Horn
Brian – Kimley Horn

Facilitation and documentation:

Tahnee Robertson
Colleen Whitaker

Actions and decisions:

- Move to approve Bilby option 2 (sidewalks on both sides) – Miranda; Sophia – Second.

2. Housekeeping

- Approval of past meeting minutes. No corrections. Miranda – move; Second – Sophia

3. Call to the audience

- Lee Miller: new to Tucson, just moved from Austin. Enjoy supporting and working on walking and biking projects. Interested in trying to attend as much as possible.

4. CSCC Member introductions and brief reflections

What are you proud of that has been accomplished this year and/or what have you enjoyed?

- Rhonda – the retreat and the chance to get alignment on priorities. Proud of projects. (This is her last meeting)
- Sophia - proud of who we are and how we make decisions. Many dynamic individuals busy doing good work. Enjoyed engagement with 5th/6th road diet. Being straightforward. Looking forward to next year – updating traffic studies and analysis with the framework that we make decisions from.
- Marshall - project approvals
- Charly – getting situated (and figuring out all the acronyms!)
- Jill – member involvement and much everyone cares. When the idea of Complete Streets was first brought by LSA to Tucson it felt incredible – this group will continue to enforce that this is recognized.
- Jennifer - appreciative that we are focusing on equity lens, and looking at data to see where things really need to happen.
- Miranda – this is a great example of what a BCC could be. Good vision of what we are pushing for. Always look forward to these meetings; feel privileged to be part of this group.
- Ruth - voices from many parts of the community. Prop 411 was big victory with money going towards safety that is very needed.
- Luis - learning the process of how the projects progress and the framework we use. Good impacts for communities.
- Riley - learning from the people involved, and learning the nuances of how things move through the City. Great to see momentum, policy adoption, funding and new implementation.
- Selina - enjoy engagement on council, seeing presentations from City. Getting word out about projects that are happening. Exciting to see things go from an idea to a reality.
- Grecia - great to have been involved from beginning. There are big infrastructure needs on south side. Want to improve things for children.

5. Bilby 15% Design

Patrick shared a presentation. Main points are summarized here:

- Bilby Complete Streets Project. 3-mile corridor to add lighting, sidewalks, drainage, bikeways.
- Layering project (407 and 411)
- Timeline
 - Funding authorized Dec 2022
 - Finalizing 15% design now; looking for input from CSCC tonight on several components of the design.
 - Aiming for 2025 for construction start

(Western end of Bilby)

- Currently: 3 lane roadway with on street parking permitted, but not striped. No defined bike lanes.
- Western end proposal
 - Drop center turn lane. Retain on-street parking and incorporate buffered bike lanes. 10' travel lanes. These are the tightest dimensions in the design guide.
 - Trade off with losing center turn lane is potential increase in risk of rear end accidents.
 - One speed table
 - Posted speed limit is 30, but community feedback is that this isn't followed.
 - Flooding - flow goes east to west and there are very few high points. Worst area is around 12th Ave.

- The buffer has been flipped to the street side to create greater separation from motor vehicles. This creates an opportunity to enhance bike lanes.
 - Adding RPMs into pavement have been tried on Grant and seem to be working well. It's not as loud as a rumble strip.

(Near Jeanette Blvd – sidewalks and flooding issues)

- Options here:
 - Work within existing parameters of roadway to add a shared use path on north side of road and leaving south side in current conditions. Lower cost option
 - Concerns – open up another space for people to pass. It only accommodates pedestrians on one side of road.
 - Curb on both sides: Shift roadway north to create room for continuous sidewalks on both sides of the road. Would have to add new storm drainage system. More expensive, but allows to address funding and continuous pedestrian access (Sunnyside High School is near). There is an existing storm drain east of this.
- Flooding events – community has shared many stories of issues related to this.
- For cost saving the proposal is to not remove any sidewalk that is in good condition and adding where there are gaps.

(crossing at Sunnyside)

- Proposed improvements at Sunnyside - cross walk with speed table

Public input

- 2 open houses, lots of tabling, meeting with Sunnyside School Board, survey, interactive map.
- Overview of community input:
 - Safety – feel more unsafe at night (low lighting and high speeds)
 - Support for option 2 - curb on both sides. (The City is also in support of this second alternative, but CSCC needs to authorize these funds).
 - Very supportive of enhanced bike lanes on the corridor
 - Concerns about poor pavement quality
 - Concerns about safety around school during pick up and drop off
 - People parking in easement

Questions/discussion

- Riley - is this a typical timeline?
 - Patrick – Depends on complexity of project. 18-24 months is pretty typical.
 - Jim – this is pretty complex compared to some projects.
- Sophia – could we bring in more greenery that is served by drainage?
 - Vanessa Rodriguez – We are working with Storm to Shade to figure out all the options. Have heard that not all neighbors are in favor of all approaches. Would require further discussion with neighbors.
- Jennifer – can the speed limit be lowered to 25 the whole way? Speeding is a big issue.
 - Vanessa – have noted this and have talked with traffic engineers. That City team is working on how they do formal documentation for the process of changing the speed limit. This seems like a good candidate for this.
- Sophia – we have talked before about how much impact a speed hump can really have.

- Patrick – there is a crash reduction factor of around 35% with a speed table.
- Vanessa – this one would be very close to 12th Ave light, and at the entry to neighborhood so it should help set the tone.
- Patrick – we hear concerns from neighbors about speed racing – this will really prevent that.
- Jill – is there room to go around speed table into bike lane?
 - Vanessa – ideally the hump would go across the bike lane as well so people can't just drive around it.
- Grecia – how does the speed hump affect drainage? Can you make cuts in line with the bike lane to enhance flow?
 - Brian – have looked at multiple options. It is generally hard to make have an impact on flow and still be small enough so a car can't get through.
- Ruth – re: option 1. How big of a gap is there if you just put sidewalks on one side? Without doing this is drainage issue fixed?
 - The gap is about 600-700 feet. Without doing this the drainage issue is not fixed.
- Marshall – what crossing type?
 - Could look at options – RFB, a HAWK could be overkill here (and much more expensive)
- Ruth – if we authorize the funding do we have to figure out what to cut from the project list?
 - Nothing is being cut right now because we're back at drawing board with new collector project. So changes now will mean less funding available for the 5 year plan.

Consensus-discussion on sidewalk issue

Anyone not in support of sidewalks on both sides. Concerns or questions about this?

- Selina – what were comments from the public about option 1?
 - Concerns about passing.
- Grecia – this is a big residential area with lots of pedestrian traffic.
- Charly – option 1 really pushes the traffic to the “unlucky” side.
- Marshall – re: rainwater collection. Can we add in hooks to the design that would allow it to happen later on?
 - Yes this is why trying to work with Shade to Storm so that the way it is designed now will accommodate that.
- Ruth – could the neighborhood apply for mini grant to get another speed table?
 - Yes to mini grant. The single speed table is more of a physical restriction. The neighborhood may have already submitted speed table requests on some of the intersecting streets.
- Selina – this is an interesting opportunity for this area to see a mini-complete streets model. The parking options now on 12th are not currently utilized. Will people be confused about why there is no on-street parking here, but there is on 12th Ave? Where have people currently been parking?
 - There was a lot of pushback about the “porkchop.” Heard that residents wanted to maintain on street parking in front of houses. It will be kept with no turn lane.
- Selina – will this be a bike boulevard.
 - It will not be because it's not a residential area.
- Selina – because speeding is a concern, I would be more in favor if there was more safety elements and more protected bike lanes. Ideally the bike lane would be fully protected. Could we consider a zebra if we are worried about cost?

- Can't accommodate a protected bike lane with the parking in this section. But east of here where there is no on-street parking this could be accommodated much more easily.
- Jennifer – note on east side there is still a lot of room for construction. This is a mixed-use area.)

Framed decision – authorization of funding for option 2 (sidewalks on both sides)

- All members showed “thumbs up” = full support is consensus decision.
- **Move to approve option 2 – Miranda; Sophia – Second.**

Breakout groups to look at Bilby designs with Kimley Horn

Group 1 – Miranda, Ruth, Luis, Riley, Grecia, Selina (Vanessa from Kimley Horn)

Page 1 (closest to 12th Ave.) – overall comments and discussion:

- There is a lot of space in the north side of the road to fill in (Vanessa notes they are hoping to get approval to work with Strom to Shade on this)
- Corner bump outs - this feels less comfortable for bikes getting pushed out into traffic. Why can't we allow bikes to go through a slip lane? Need some kind of flexible post (paint isn't sufficient to keep cars to turn into). Is there any way to make the road look narrower?
- The right turn is the biggest hazard for peds and bicycles.
- Residents did not like the Liberty Bike Boulevard in this area when it first came in. Some of the older people in the communities aren't always as accepting of the bike friendly infrastructure. They don't want to change.
- A roundabout at liberty could be a good opportunity to slow traffic and show some of these interventions to the community.
 - If water flow is an issue it could be done in a way to affect this minimally (e.g. painting, planters – although some of the planters that were on 12th Ave have been hit and gone missing).
- The group wanted to know what the community was most concerned about - what are the biggest controversies?
 - Vanessa shared it was mostly about how to deal with speeding and flooding.

Section near to Sunnyside

- KH have heard there is a lot of pedestrian activity at Del Moral. They are proposing an RFB here. And one at existing crosswalk. Will try to widen.
- By the trailer park there are lots of students that cross. There is a lot of traffic (car and ped here). Need a crosswalk here.
 - KH is working with Sunnyside to see where all the crosswalks are.

Group 2: Marshall, Rhonda, Grecia, Ruth, Sophia, Jill, Jennifer (Patrick, Brian from Kimley Horn)

- Patrick - one safety concern is 14 feet between the curb and traffic; a vertical obstruction like a chicane could be helpful
- Drainage - is there a reason to not put in more speed tables? Is any of the drainage being solved by the current plan?
 - this project won't change the drainage but speed humps could make it worse
 - green stormwater infrastructure could help

- 12th Ave and Old Nogales Hwy is where it floods. Seems like the tradeoff is parking vs controlling the flooding.
- Between Liberty and San Fernando is where this issue is, where they are opting for parking. This is an opportunity for GSI. Would need to be door-to-door. Will discuss with Storm to Shade.
- If COT plans trees will the residents need to maintain them?
- Recommendation – at Liberty / San Fernando paint green and flashing lights so people know that bikes will be crossing there
 - A road painting project could involve Sunnyside HS and Sierra MS students in the design
- Railroad crossing for pedestrians and bikes
 - will be a cost driver for this project since we'll have to bring everything up to standard. What the railroad is requiring is a raised median (page 3) which will provide continuous sidewalks where they don't currently exist.
 - Will build raised median to block cars. Will have to replace the railroad gate arms and the signal (\$2M additional)

Final comments to KH would be helpful by end of the year. Send to Patrick and he can pass on.

Wrap up

Thanks to Rhonda for her service!

DTM announcements

- Greasewood is moving forward now
- Solar light at 16th as part of Aviation Bikeway revitalization
- High capacity transit survey is open. Need public input on Oracle vs. Stone. Will come to council in January.
- Drexel Bridge meeting is Dec 5 and 6
- 1st Ave will probably start design in January. There will be a citizens committee on this.
- Revenue for 411 (5-10% above projections)
- Have 20 applications for the safe streets mini-grant program

Meeting was officially adjourned at 7:35pm