



Complete Streets Coordinating Council (CSCC)
February 28, 2024 (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:

Marshall Davis
Charly Earley
Jennifer Flores
Ariel Gilbert-Knight
Sophia Gonzalez
Craig McCaskill
Ruth Reiman
Luis Salgado
Riley Merline
Miranda Schubert
Liz Soltero
Jonathan Crowe

Members Absent:

Selina Barajas
Jill Brammer
Grecia Ramirez
Tarik Williams
Rossio Araujo

Staff:

Patrick Harley
Jim DeGroot
Ian Sansom

Observers:

Scott Robidoux
Ben Buehler-Garcia
Andrew Christopher
Evren Sonmez
Krista Himan

Facilitation and documentation:

Tahnee Robertson
Colleen Whitaker

Actions and decisions:

- January meeting minutes: Motion to approve – Miranda; second – Sophia

2. Housekeeping

- Approval of past meeting minutes - no corrections. **Motion to approve minutes - Miranda; second – Sophia**
- Approval of funding to close sidewalk gap closure on Calle Santa Cruz. **Motion to approve - Miranda; Second - Sophia**
- Co-chair 6 month check-in:
 - Interested members: Marshall. Will be agenda item on next meeting for vote.

3. Call to the audience

- Andrew Christopher –
 - Lives in ward 5. President of Arroyo Chico Neighborhood Association. The neighborhood has been seeking prop 411 project funding for Plumber. This is classed as a low-density residential street, but it is not just low residential use. There are many industrial, and commercial uses mixed.
 - Most of the area is in the "moderate" category of equity index, with one portion that is "moderate-high." But this may not accurately reflect those you use this street -there is a diaper bank, children's services and other community assets. There are almost no sidewalks, and no curbs on entire street. There are issues with pedestrian safety. The road also crosses washes and there issues with flooding.
 - They have reached out to Department of Transportation and Mobility; seems it's not eligible under 411, but may be eligible somehow under complete streets.
 - Wanted to bring this to CSCC attention - any amount of effort to make it safer and more accessible will go a long way.

4. Tucson Rapid Transit on Stone Avenue - Ian Samson

Ian shared a presentation. Main points are summarized here:

- Tucson Norte Sur is a land use framework and policy plan along a transit corridor. Tucson Rapid Transit is the implementation of the project. The first phase is a 5-mile Bus Rapid Transit (BRT) corridor on Stone Avenue.
- BRT includes transit signal priority, larger than traditional buses, dedicated bus lanes and faster service. Significantly more frequent than current buses.
- Outreach events - many methods including tabling, canvassing, community and public meetings, survey, etc. From Oct 29-Dec 8, 2023.
- Survey results - preferred corridor: Oracle (39%), Stone (61%). Preference for Stone was reflected in other community engagement results as well.
- This aligned well with technical findings that showed Stone would have greater travel time savings, more direct connection to destinations, be more transformative for multi-modal safety, and higher reinvestment potential. The lower traffic volumes mean a traffic lane will be more feasible to remove.
- Mayor and Council have voted to approve Stone Avenue.
- BRT Options - center-running and side-running. Will bring these options to a public forum in the spring.
- Tucson Norte-Sur update: Currently identifying goals/policies and specific action plans to move forward with M&C in the summer. Want to keep CSCC updated as these policies are developed.

Discussion/questions:

- Miranda - will the planned updates to Major Streets and Routes (MS&R) impact development opportunities along Stone?
 - Yes. If MS&R is updated it would provide more incentive for developers to build along primary corridors, and also enable more walkable/accessible design.

- Patrick - City is looking at Stone Avenue very closely in terms of MS&R
- Jonathan - is there a traffic impact study that quantifies potential impacts? Have observed during afternoon rush hour on this segment that the section from Speedway to downtown is blocked and not moving. While some of this is a result of downtown links, there are other factors such as school dismissal etc. There are likely to be critics of this approach.
 - HDR has done a "light" traffic study, not a full analysis. Reviewed most recent counts (13k-15k/day). This is lower than expected and lower than pre-pandemic counts, and is firmly within the road diet realm. There are some areas that will require more thinking (e.g. around downtown links). Hope to have updated data in next 6-12 months.
 - Jonathan - could there be shared usage during peak times for vehicles to share lane with bus? Not sure how this would work in practice.
- Sophia - request to review the community engagement numbers and methods
 - Multiple pop-up events with large banners with space for people to place "stickers" to vote. Also survey for more virtual engagement. There is a more in-depth explanation of the outreach on tucsonrapidtransit.com.
- Miranda - excited about the project. Intrigued about potential infill development along Stone. What is the make-up of zoning along the corridor, and what are opportunities to control pricing?
 - More zoning information is on tucsonnortesur.com. Right now a lot of this is commercial, and some R3 allowances for more density. The zoning now isn't necessarily holding back development.
 - Cit is looking for opportunities to adjust investment - maybe something similar to an overlay. Coordinating with PDS on their corridor plan, and looking at ways to streamline development that may be more affordable or encourage density.
- Marshall - in other cities with BRT, is Stone the type of road that is more preferred? Are downtown and the bus center at terminus the only stops?
 - There are examples of BRT on both types of corridors around the country (Oracle and Stone). Albuquerque may be most analogous to Stone. This is "gold level," and has only been around a couple of years.
 - There will be stops about every ½ mile - about 10 stations in total.
- Zach - how much of the corridor would have the sidewalks gaps filled in?
 - Recognize there is a big need along the whole corridor. Right now focusing on Oracle-Stone, Wetmore-Drachmann. This area has high transit use, low car ownership and high poverty rates.
 - Patrick - the sidewalk gap funding could potentially be a request to this committee.
- Ruth - how do the traffic signals work? Where are the stops (before or after intersection)? How do you prevent passengers darting out?
 - Signal prioritization is a sensor that either elongates a green light, or triggers an earlier green light. This assumes bus has dedicated lane and has a separate signal.
 - The station location will be also brought to CSCC for input.

- There are a number of HAWKS already, or planned. Will look at how this functions with BRT signal prioritization. This is really for the adaptive signal group to address. Will have more info in next few months.
- Sophia - will we have to update traffic signals with new technology to be responsive to the bus signal?
 - Believe this will be new technology, but will take the question to signals team to be sure.
- Ben B (observer) - What is bus ridership for that route and what are traffic volumes for that route?
 - Traffic Volumes on Stone Ave are 13,000 -16,000 VPD
 - <https://www.tucsonnorte-sur.com/engage>
- Ruth - what is the funding?
 - Will seek federal funding. Potentially 50/50 split with RTA Next for local match.
 - \$140M is the estimated total cost
- Charly - proposed start date?
 - Will depend on funding. Ultimately will be 3-7 year timeframe.
- This is an item for update and follow-up in a future meeting.

5. Calle Santa Cruz sidewalk gap closure - Patrick Hartley

Patrick shared a presentation. Main points are summarized here.

- The City is seeking funding to close a sidewalk gap on Calle Santa Cruz as a layering opportunity with Prop 411.
- There is a small gap (550') in the area near the Spectrum and Casa Alitas, on the east side. The west side is along Santa Cruz River will have shared use path.
- This is an extension of a Tier 1 Move Tucson project which ended a few hundred feet south of Drexel.
- Cost - ~\$60k. This is a small but potentially very impactful request.
- Financial impact - minor impact. 1.3% of annual sidewalk budget (~\$60k).
- Why now? Want to move soon because pavement condition is very poor (28 OCI), proximity to both Spectrum and PCC Desert Vista, and Casa Alitas with a lot of activity. Also has relatively high traffic volumes.
- Safety - 4 crashes from 2018-2022; none severe. Most around entrance to Casa Alitas. The full corridor has had about 86 total crashes.
- Equity - entire extent is in the highest equity percentile
- Connections/connectivity - many destinations very nearby and also future connections. Pima County Regional Flood Control District will update this area and re-open the vertical park, so there will be continual Loop access in this area. Anticipate more pedestrian activity in future.
- There are no pedestrian facilities south of PCC Desert Vista Campus now. City is not recommending moving forward with this at this time. There is currently no development between Valencia and PCC Desert Vista, so not many pedestrian generators. If CSCC is interested, that could be analyzed.

- It is possible that lighting could be installed later as a separate project if this is a priority. This could be independent of sidewalk request.

Discussion/questions:

- Ruth - this seems like a no-brainer. This type of project (less than \$100k) may not require presentations from City and big investment of time from City and CSCC.
 - Patrick - this is up to CSCC. Right now it is written that everything has to be approved by CSCC. Could make a decision that this isn't necessary.
- Miranda - this project should be approved. Was also thinking about threshold where we don't have to vote - maybe a checklist? (cost, places impacted, equity zone, etc.).
- *Any concerns with supporting this project?* - no members expressed concern
- **Move to approve - Miranda; Second - Sophia**
- Miranda – the threshold/checklist idea would be appropriate to talk about in project prioritization sub-committee.
- Charley and Zach both like checklist idea.
- Continue this discussion with subcommittee and bring back to full committee.
- Patrick - Any interest in looking at full corridor as well?
 - Sophia, Miranda - yes.

6. Vision Zero/Pedestrian - *Miranda*

- This article prompted thinking on this issue:
<https://www.azcentral.com/story/news/local/2024/02/05/tucson-streets-deadly-for-pedestrians-heres-what-city-is-doing/72089277007/>
- These incidents are continuing to increase, despite some of the great work happening.
- Thought it could be impactful if CSCC issued a statement emphasizing that this is a crisis situation, encouraging M&C to do whatever is in their power to address it.
- The focus on toxicology reports of pedestrians hit feels like victim blaming. The bigger concern is why cars are going so fast and killing people.

Discussion

- Sophia - in favor of issuing a statement to M&C. BAC had an ADOT speaker who was asked about speeding. Found out there are many fatalities in 40-45 mph streets, but there is no record of how fast the cars were going. The medical examiner also pointed out there is insufficient data around these fatalities.
- Riley - support this approach. This article doesn't also take into account the number of people who were injured. Would like to get more of this info. Have seen people blowing through HAWKs. Concerned that as we get more, we may see more people doing this.
- Miranda - would like to solicit anyone interested in helping to create a draft that could be shared with full council.
 - Those interested - Jennifer, Charly (depending on timing). These three will try to get a draft for the next CSCC meeting.

7. Project Review Subcommittee: CSCC polling on key questions

- Miranda, Sophia and Ariel met and discussed scope and potential priorities. They have created a google doc outlining how they are thinking about this and some considerations for moving forward. Can share link after meeting.

Governance: Integrating CSCC into transportation planning. In order to incorporate a Complete Streets design approach in all transportation projects in the city, CSCC approval should be baked into any applicable project approval processes. A good first step would be to complete an audit of the entire project review and approval process for any needed updates. From there, we can strategize about how to go about getting those updates completed.

Policies/ Docs: Developing a project review rubric for the CSCC in order to have a streamlined process and cut down the amount of time spent on ad hoc requests. Our starting point would be the [Complete Streets Design Guide](#), and the goal is to ensure that anybody requesting funding has reviewed their project for basic Complete Streets elements prior to reaching the CSCC (that way, we are making the best use of time in meetings). MS&R updates fall into this category, as well. Staff are currently making updates using a Complete Street lens. This subcommittee would be responsible for reviewing those updates and making recommendations, rather than the entire CSCC.

Infrastructure: Develop a centralized project watchlist to reflect street prioritization and allow us to track projects more easily. This would involve partnering with transportation advocacy organizations. This list would be inclusive of all projects under the various jurisdictions and would be a living, constantly updated document.

Considerations:

- 1) What information is desired by the CSCC to approve projects for SSIP (411 safety funding)?
- 2) What is the mechanism for identifying or adding member-proposed projects to the SSIP?
- 3) How do we review projects and ensure complete streets integration in projects once funded and in design?

Discussion/questions:

- Ruth - is this only prop 411 project, or any project?
 - Miranda - the CSCC policy is written that it should be all projects
- Miranda - for now we wanted to give the group an idea of where this work is heading; can bring back some proposals next time.
- Sophia - deliverables envisioned: clear priority for project review framework (which projects we take on), and a project watch list (would take more time to develop)
- There will be another subcommittee meeting ahead of the next CSCC.
- Any new members? (no volunteers at this time)

6. CSCC Hub

- Independent Oversight and Accountability Commission (IOAC) - *Jim DeGroot*
 - IOAC approved collector street list at January meeting.
 - Approved an initial project list for neighborhood streets a year ago
 - Ruth - how do you find out when the streets in your neighborhood will be done? → Don't have dates now, but do have initial list and phase one list on website (Tucson Delivers).
- Park Tucson - *no member*
- Pedestrian Advisory Committee (PAC) - *no member*

- Tucson Transit Advisory Committee (TTAC) - *Riley Merline*
 - Continue to get updates on bus route review. There is a new revised list; a lot of community feedback was taken into account and a lot of proposed canceled routes were not canceled. Some new routes not added, and some high frequency routes not able to be added. Ongoing process.
 - Fare Free Transit - stakeholders meetings don't seem to have gone anywhere. TTAC could convene these discussions moving forward - not sure yet.
- Bicycle Advisory Committee (BAC) - *Sophia Gonzalez*
 - An ADOT rep joined last meeting to review the plan update process. Would be good to get them to CSCC.
 - Ward 1 participatory budgeting is ongoing - soliciting community feedback about crossings under highways.
- Commission on Disability Issues (CODI) - *Zach*
 - CODI has a wide breadth. Recently looking at bus service and accessibility of public busing, and Sun Van service. Right now this has to be scheduled ahead of time, which doesn't allow the flexibility of other services. Some places in Maricopa county have expanded this to offer small-fare on-demand services. CODI thinks this is a good option.

7. Wrap up, next steps, and future agenda Items

- DTM staff/project updates - *Patrick Hartley*
 - City is bringing on firm to review 15 approved corridors and look for layering opportunities. This will help with the 5-yr plan. Will bring this back to CSCC, likely in two more meetings.
 - Have received over 40 applications for neighborhood safety funding. Will identify 5-10 and bring them to March to CSCC. These have been reviewed by City.
 - More comments on Calle Santa Cruz than there were on Drexel. Expect the community will be very pleased with this.
 - 1st Ave Task Force - Hoping to seat the committee in April or May.
 - 22nd St east is moving.
 - Just hired two new prop 407 project managers
 - Andy Bemis has been promoted to Deputy Director of DTM
- Jim - paving update
 - revenues look good; will put together presentation on this and revenue forecast
 - Kick-off meeting on Star Pass next Tuesday
 - Tucson Blvd (22nd - 6th) is under contract
- Future agenda items
 - ADOT presentation
 - Co-chairs appointment
 - Valencia design review
 - Neighborhood traffic calming
 - Project review subcommittee

- Personal Complete Streets experiential opportunity for the month
 - Sophia - The idea is to encourage members to do things and see things that you may not have done. Stretch your complete streets lens in some way, and then come back and share a story about it. Consider going to the project areas we discuss (maybe Patrick could share a list for ease?)
 - Ariel - any great examples to explore? → Scott Ave, Treat, 9th Ave (University-2nd)
- Jennifer - can we think about scheduling another in-person meeting this quarter? → a number of members indicated interest. Will discuss in co-chairs meeting.

Meeting was adjourned at 7:30pm