



## Complete Streets Coordinating Council (CSCC)

March 27, 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:**

Jill Brammer  
Marshall Davis  
Charly Earley  
Jennifer Flores  
Ariel Gilbert-Knight  
Sophia Gonzalez  
Craig McCaskill  
Ruth Reiman  
Riley Merline  
Miranda Schubert  
Jonathan Crowe  
Rossio Araujo

**Members Absent:**

Selina Barajas  
Grecia Ramirez  
Liz Soltero  
Luis Salgado  
Tarik Williams

**Staff:**

Patrick Harley  
Gabriela Barillas  
Ryan Fagan  
Dora Maldonado  
Monica Landgrave-Serrano

**Observers:**

Scott Robidoux  
Ben Buehler-Garcia  
Kylie Walzak  
Kristin McRay  
Andrea Altamirano

**Facilitation and documentation:**

Tahnee Robertson  
Colleen Whitaker

#### Summary of Actions and decisions:

- February meeting minutes: Motion to approve – Miranda; second – Sophia
- Neighborhood mini-grants: Motion to approve funding for Scenario B 10 projects: Miranda; Second - Sophia.
- Silverbell: Motion to approve funding request for 411 project on Silverbell - Miranda; Second - Sophia
- New co-chair: Motion to approve Marshall as new co-chair: Sophia, Second - Miranda

#### 2. Housekeeping

- Approval of past meeting minutes - no corrections. **Motion to approve minutes - Miranda; second – Sophia**

#### 3. Call to the Audience

- Kylie Walzak - Menlo Park NA, making statement as resident to provide context for the Silverbell Road funding request. The last time Silverbell had significant repaving work was 1996. This is a once in a generation opportunity to improve safety for all users. These plans were drawn up in 2017, but since then we have completed the Complete Streets Policy, Move Tucson, Street Design Guide, Road Safety Assessment. When residents received a letter in January 2024 they asked to see the striping plans, and learned it is not a requirement to submit striping plans to City. Asking for DTM and CSCC to continue looking for opportunities to improve safety, especially with the long history of safety requests in this area. Thanks to City staff for their work to revise plans for Silverbell. These improvements will lead to safer experience for all users.
  - Patrick noted the City has received 7 letters of support for these improvements, and they have been distributed to members ahead of tonight's meeting (see appendix)

#### 4. Neighborhood Mini-grant review

*Gabriele shared a presentation. Main points are highlighted here.*

- Program is funded by Prop 411
- Application criteria: neighborhood groups, associations, community based organizations, informal groups of neighbors, businesses located on neighborhood street.
- The majority of last year was spent developing the program. They launched in mid-October and are now in the pilot year design phase.
- Budget: City now doesn't anticipate as much will be needed for consultant services, so more can be added to mini-grants. South Park project was funded by CSCC; this has now been funded by Ward 5. New total is \$58k.
- 64% of projects are in low opportunity areas
- 50 applications were received from launch to March 1, 2024. Applications can be submitted anytime. At this point City staff reviews once per year.
- City has reviewed applications and ranked the proposals for CSCC review, including a rough estimate of budget based on information shared.
- Criteria for review mirror Move Tucson priorities:

| Category, Weight                            | Criteria  |
|---|---|
| <i>Equity (35%)</i>                         | Located in high, medium-high, or medium equity priority area  |
| <i>Safety (30%)</i>                         | Crash frequency and severity; known problems  |
| <i>Built Environment, Road Design (20%)</i> | Sidewalk presence; Existing traffic calming infrastructure; Planned roadwork (Tucson Delivers: Better Streets repaving)                         |
| <i>Authentic: Community Readiness (10%)</i> | Waiting list, knowledge and history of prior efforts; leadership & community climate  |
| <i>Resiliency (5%)</i>                      | Opportunity to encourage people to switch to different ways of getting around, like walking, biking, or using public transport; heat mitigation |

There are two scenarios being presented tonight:

Scenario A: City recommendation to award top 7 (100% in equity areas)

- Impact to 10 year program - \$331k

| Rank | Project           | Estimated Cost   | Traffic Calming Request   |
|------|-------------------|------------------|---|
| 1    | Dodge-Flower      | \$75,000         | 1 traffic circle @ Flower&Richey, 4 chicanes on Flower                  |
| 2    | Limberlost        | \$14,000         | 2 speed humps on 4th  |
| 3    | Elvira            | \$30,498         | 5 speed humps on pinta; 2 on Sevilla; 2 on s 12th "frontage"            |
| 4    | Rose              | \$14,000         | 2 speed humps on 13th Ave   |
| 5    | Sunnyside         | \$46,000         | 1 traffic circle @ Oregon and Missiondale, 3 speed humps on Missiondale |
| 6    | Duffy             | \$75,000         | 2 traffic circles (Beverly & 4th/2nd), 2 speed humps                    |
| 7    | Barrio Santa Cruz | \$32,000         | 1 traffic circle @ 4th and Woodland, 2 speed humps on 4th               |
|      | <b>Total</b>      | <b>\$331,000</b> |   |

Scenario B: Recommendation with 3 alternates (91% in high equity areas)

- Impact to 10 year program - \$459k

| Rank | Project           | Estimated Cost   | Traffic Calming Request   |
|------|-------------------|------------------|---|
| 1    | Dodge-Flower      | \$75,000         | 1 traffic circle @ Flower&Richey, 4 chicanes on Flower  |
| 2    | Limberlost        | \$14,000         | 2 speed humps on 4th  |
| 3    | Elvira            | \$30,498         | 5 speed humps on pinta; 2 on Sevilla; 2 on s 12th "frontage"  |
| 4    | Rose              | \$14,000         | 2 speed humps on 13th Ave   |
| 5    | Sunnyside         | \$46,000         | 1 traffic circle @ Oregon and Missiondale, 3 speed humps on Missiondale   |
| 6    | Duffy             | \$75,000         | 2 traffic circles (Beverly & 4th/2nd), 2 speed humps; 1 traffic circle @ 4th and Woodland, 2 speed humps on 4th |
| 7    | Barrio Santa Cruz | \$32,000         | 2 speed humps (1 on 25th and 1 on Verdugo), 1 chicane at the bike path entrance                                 |
| 8    | Barrio Hollywood  | \$72,000         | 2 speed humps (1 on 25th and 1 on Verdugo), 1 chicane at the bike path entrance                                 |
| 9    | Barrio Nopal      | \$14,000         | 4 chicanes (Sonora, Niagra, St Clair, and Delaware where they intersect Cuesta)                                 |
| 10   | Carson Corner     | \$42,000         | 2 speed humps on Elvado   |
|      | <b>Total</b>      | <b>\$459,000</b> |   |

Gabriela provided a brief overview of each project, with imagery.

Questions/discussion

- Riley - The request for Barrio Hollywood is listed as Barrio Nopal
- Charly - will applications not be reviewed for another year?
  - Yes, at this time this City capacity. May increase in future.
- Charly - what happens to those not chosen today. Do they continue? Will everyone be contacted, and can a neighborhood know their score?
  - City is thinking applications not selected could be continued on wait list for year 2 awards. A handful were ineligible.
  - All will be notified in April, and City can share scores.
- Zach - will speed humps go across whole street up to curb? This could be hard for a wheelchair, scooters, or other mobility devises.

- This will be taken into consideration during design phase. These all still need to get approvals, including review by all departments.
- Ariel - which project is within Ward 2?
  - The Ward 2 project on Sarnoff Rd is included in Scenario A and B; it is already approved.
- Miranda - want to explore more the pros and cons of funding 7 vs. 10 projects. Are these projects that will be funded sooner or later? Is it worth going for it now, or being more conservative?
  - Patrick - we have seen cost outpacing revenue. \$450k is based on 2022 valuation - funding is coming in a bit faster, but due to inflation we would have the same purchasing power. It's hard to predict what will happen with construction costs. From City perspective it's about front loading delivery more, and may take longer to get entire package of projects going. But also opportunity to get moving on some important projects.
- Marshall - can any projects be tied to current/future work?
  - Yes, many of them. Limberlost, Elvira and Barrio Nopal are all being done within the next year.
- Ruth - this is the first allocation for this program. Money has been collected since 2022. Do we have 2022 and 2023 money to allocate? Want to ensure we aren't spending money we don't have.
  - Collections to date are \$730k. We do have the money, but since Scenario B dips into the current fiscal year, the next fiscal year will have slightly less. This would deliver 18 months of revenue in "year 1," so a back year may only be able to do a half year of projects.
  - Ruth - feel good with Scenario B
- Craig - if a project gets really expensive, and another less so - can we take funds from one project and give to another? How would this work?
  - Each ward is capped at \$75k. If during the design phase it appears the cost would be more, there would be a conversation with the neighborhood to make choices. The scope/budget for these projects could change - this is an estimate.
- Ariel - are there opportunities to get high level feedback, or advise on improving applications, for next round for those that didn't make the cut?
  - Great recommendation; can look at how to build this in. Keep in mind some aspects are static, such as equity score and crash data.

#### *Consensus decision process*

- City is seeking CSCC guidance on which Scenario A or B? (Gabriela noted the City would like to move forward with Scenario B).
- *Anyone who wouldn't support Scenario B?* – No members indicated they would not support; this is consensus support for Scenario B.
- *Anyone not in support of funding at all?* – No members indicated they were not supportive.
- **Motion to approve funding for Scenario B 10 projects: Miranda; Second - Sophia.**

## 5. 411 funding request: Silverbell Rd between Congress and Saint Mary's - Ryan Fagan

Ryan shared a presentation. Main points are summarized here.

- Project goals: improve safety, walkability and accessibility for all users on Silverbell.
- Silverbell from St. Mary's to Congress. There is currently Prop101 repaving work that includes some improvements (narrower vehicle lanes, buffered bike lanes, protected parking).
- Proposed additional improvements:
  - *Protected bike lanes*: ~3500 ft on the majority of area. Concrete curb not feasible due to drainage; currently considering K71 posts
  - *RRFB pushbutton pedestrian crossing*: in front of St. Mary's hospital by bus stop, includes pedestrian refuge island
  - *Close sidewalk gap* on east side of street (Franklin to Congress)
  - *Addition of pedestrian refuge islands*: locations TBD
- Why now?
  - Tier 1 Move Tucson project and a Prop 101 layering opportunity
  - Ward 1 initiated a road safety assessment here a year ago. This would implement some of those recommendations.
  - This is in line with the Street Design Guide and FHWA guidance
- Estimated cost: \$590k
- Equity: between a "highest" and "second highest" equity area
- Connectivity: continuous sidewalk on one side of Silverbell, improve bike access to destinations and nearby bike facilities, improve walking access to Sun Tran route 21 stops.
- Safety: performance is "fair" - 15 crashes from 2018-2022.
- Impact to 5-yr plan: fairly minor, although this is somewhat uncertain since overall project cost is not final.

### Questions/discussion

- Sophia - Ward 1 requested a road safety assessment. Who can request this? CSCC?  
Community groups?
  - Patrick - CSCC could make a formal action, and this would be shared with traffic engineering department. There is a finite number possible each year due to capacity. Usually it comes from Ward office. Unsure if community groups could request.
- Sophia - personal experience that HAWK crossing near Tumamoc is needed. Also, Ward 1 residents have complained about the bus coming through neighborhood. Would like to understand the alternatives and opportunities.
  - Ryan – a HAWK on Silverbell is outside the current scope. An RRFB is a different type of crossing. It doesn't preclude a HAWK in the future. A number of improvements would need to take place along Silverbell to address bus route issues. That is not part of this scope; not precluded in the future.
  - Sophia - on the South side so many people run HAWKs. An RRFB is ineffective - would rather save money to put toward a HAWK.

- Marshall - for protected bike lanes, why not use raised zebra stripes?
  - These have been trialed on Main Ave. Know there have been some issues with resiliency. Hope K71s will be more resilient; haven't trialed these on this scale yet.
- Riley - strongly in favor of this proposal; very familiar with this area and have raised it before. Ride bikes with kids here. See people on scooters trying to get across street here. Lots of pedestrians trying to get to the hospital. Currently really no safe crossing. Anklam/Silverbell area is dangerous with cars cutting the turn. Bus stops in the area don't have safe crossing currently. Hope everyone read the letters submitted. Open to hearing any concerns other members have. Regarding the bus route - this was proposed in revisions, but there was local opposition to this, maybe related to accessing the stop?
- Sophia - in the 5th/6th road diet there was a study and the safety assessment didn't weigh pedestrian concerns enough. On Silverbell, let's consider how safety is being defined - there are so many people walking, biking, rolling around this area. We should design something that matches this high volume of pedestrian use.
  - A larger and more comprehensive improvement would be awesome; we would probably look at an order of magnitude more funding to do that; but that is not precluded into future.
- Zach - would there be a change in speed limit?
  - Can look into speed limit adjustments. This is already 30 mph. But that change is not included in this proposal. Lanes will be narrowed to 10'. Do expect this would help lower speeds.
  - Patrick - narrower lanes have been shown to provide a safety benefit around the country. The flex posts have been found to have a 30-50% reduction in bike crashes.
- Miranda - feel very supportive of the project, and also echo Sophia's comments to explore opportunities for more comprehensive safety improvements. Comments from public on this were very helpful.

#### *Consensus decision*

- *Are there any concerns with approving this funding, or do any members have any reason not to support?* – No members indicated concern; this is consensus approval.
- **Motion to approve funding request for 411 project on Silverbell - Miranda; Second - Sophia**

#### **6. Valencia Road** - Jonathan Crow, Pima County

*Jonathan shared a presentations. Main points are summarized here.*

- Pima County is in the early design phase; haven't yet started formal process. Wanted to get in front of CSCC early. Formal outreach will start in summer/fall with consultants. There is a project website - look for survey in future. <https://www.pima.gov/3156/Valencia-Road-Mission-Road-to-Camino-de->
- West Valencia (Camino de la Tierra to Mission Rd). 3 signalized intersections. 4 lanes in each direction with shoulder. Sidewalks on only a portion.
- Pima County would like to provide an additional lane (6 lanes total) and also provide facilities for bike and pedestrian.

- Protected bike lane proposal - raised curb with openings for side streets, at major intersections the bike lane comes up onto curb and bikes/peds share.
- Also considering a protected intersection design at bigger intersections - City is now working on this as part of Grant road.

### Questions/feedback

- Charly - big support for idea of bike lane moving out of path of bus stops and onto raised curb level in heavier traffic areas.
- Marshall - is this bike lane approach used anywhere else in the City? Are there any studies to show how well this design works?
  - Can follow up with statistics from the Austin example. This is one of many options available for designers. NACTO has guidelines for many types of facilities on different road/situations, including the bike lane on the curb as discussed here.
  - Sophia - I think that Irvington has this for a small section as Loop connection
- Ruth - what is the length of the stretch (~1 mile). What is unique about this part of Valencia? What about the rest of it? Don't like dumping people into unexpected sections.
  - The eastern part of Valencia was done with the City 10 years ago to implement on-street bike lanes. West of this project to Ajo the County has widened and put in bike lanes on the whole stretch. On part of this there is an off-street path as well. There is a lot of congestion on Mission which needs to be addressed. This was an opportunity to do this as a Complete Streets project that wasn't just a widening. This could set the stage for what could happen with future funding.
- Zach - what type of materials are used for a mixed use path?
  - Mostly this is asphalt, but the county has experimented with some more rustic materials. The challenge here is to make it ADA compatible.
- Jennifer - have seen this approach in Mexico with the bike lanes, and it works in high speed areas well.
- Sophia - why is bike path not on south side too?
  - The south side is more developed and there is not room for a multi-use path. Would put elsewhere if there was more room.
- Sophia - will updates to the right of way affect a project's possibilities like this Valencia one?
  - Patrick - if we reduce MS&R, some ROWs will be constrained. But this is okay, as the City is looking to establish ROWs adequate to establish Complete Streets.

### **7. 6 month co-chair confirmation**

- Volunteers - Marshall
- Marshall will take over for Miranda
- No concerns were expressed about Marshall – consensus agreement. c
- **Motion to approve Marshall as new co-chair: Sophia, Second - Miranda**

### **8. CSCC hub**

- IOAC - no member

- Park Tucson - *Jill*
  - Continuing outreach to rate meter hour changes, and getting staffed up for enforcement.
- PAC - no member
- TTAC - *Riley*
  - Next meeting 4/1, 3-5pm. All meetings are only in person.
- BAC - *Sophia*
  - There is still an empty seat for Ward 1 - there are 2 contenders.
  - CSCC has a new appointee for BAC, Sophia is now representing Ward 1.
- CODI - Zach
  - Continuing work on Sun Van; multiple public meetings upcoming

## **9. Wrap up**

### *DTM update*

- \$24.3M through safety program. Looking to get a firm contracted to look at 16 corridors - hope to have this in the next 2 weeks. Would like to present at April or May CSCC meeting
- 13% of City is under contract for repaving, or has already been repaved.
- Capital projects: Grant from Alvernon to Swan should start construction next month.
- Kick off meeting for 1st Avenue identified members of Citizens Task Force. Should be out in public in next 1-2 months.

### *Future agenda items*

- Better understanding of RRFBs

### *Personal complete streets opportunity for April*

- Try to use public transit at least once and reflect on your experience.
- How long does it take you to get to your nearest bus stop from your house? (add shareback time at next meeting)

**Meeting was adjourned at 7:30pm**

**Appendix: Silverbell community letters**





a reduced speed limit may be needed in conjunction.

--

Thanks,

Troy Neiman  
Public Art & Steel Fabrication  
Cell/Text 608-345-1129







this small section safe.

e

Thank you,

Wes Oswald

A handwritten signature in black ink, appearing to be "Patrick Hartley", is located at the top left of the page. The signature is somewhat stylized and overlaps slightly with the horizontal line below it.



Thank you for your time and efforts,  
David Walker

today..

~~\_\_\_\_\_~~

---

ad.

Sincerely,  
Cie'na Schlaefli