



Complete Streets Coordinating Council (CSCC)

April 24, 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 5:35pm

Members Present:

Jill Brammer
Ariel Gilbert-Knight
Sophia Gonzalez
Ruth Reiman
Riley Merline
Miranda Schubert
Liz Soltero
Luis Salgado
James Wood
Jonathan Crowe
Rossio Araujo

Members Absent:

Selina Barajas
Marshall Davis
Charly Earley
Jennifer Flores
Craig McCaskill
Tarik Williams

Staff:

Patrick Harley
Ryan Fagan
Colin Chesston
Jim DeGroot
Monica Landgrave – Serrano
Kara Spinney

Observers:

Mike Mayer (CGNA)
Evren Sonmez (LSA)
Ted Buell (HDR)
Ben Buehler-Garcia
Tyler (no last name)
Shamara Smith

Facilitation and documentation:

Tahnee Robertson
Colleen Whitaker

Summary of actions and decisions:

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

2. Housekeeping

- Approval of March meeting minutes: No corrections. **Motion to approve - Sophia, second - Miranda** (sitting in as co-chair for Marshall)

3. Call to the Audience

- Ruth - there have been several letters to the editor in the paper regarding potholes and the City's lack of action on street maintenance. Can CSCC or 411 oversight committee address this

and let the public know there is money being spent and a lot of road maintenance is actually happening? (add to list of future agenda items)

4. 5th Street Lane Reconfiguration (road diet) project - *Tim Rhine, Kimley-Horn*

Tim shared a presentation, main points are summarized here:

- The project is converting over 4 miles (Country Club to Wilmot) from 4 lanes to 3 lanes, and creation of continuous bike lanes
- There is a contractor on board now; this work is happening with water line and pavement work. Construction will begin in the summer
- The Design Guide and road diet analysis were used to develop the project.
- Area to highlight: On Arcadia by the high school modifications were made to address back up in right hand turn lane and allow for a bike lane.
- Try to keep lane configuration similar to avoid the need to replace traffic signals.
- One issue to address through design is that there are no bike lanes at Country Club. This is being addressed by taking bike lanes all the way to Treat to allow access to the bike boulevard network. Two alternatives for this layout:
 - Continue three lanes west of Country Club all the way to Treat and maintain bike lane.
 - A second alternative is not being considered any longer, but included keeping 4 lanes west of Country Club. This was found to be unsuitable.

Discussion/question:

- Jonathan - at Arcadia why does the bike lane lose the buffer?
 - Primarily alignment purposes. The signal also constrains here. This could perhaps be adjusted.
- Miranda - at same place on Arcadia, this configuration feels vulnerable as a cyclists in other places. The bus also makes it more concerning. Is this best practice?
 - It is a fairly common configuration. The guide for this is to let vehicles and bikes know there is potential conflict via signage. Do acknowledge the feeling of comfort is very real. The bus does add a complication. There could be some alternatives to consider - a lot of it comes down to funding sources.
- Sophia - in favor of Treat alternative presented for dealing with bike lanes. It also responds, in some ways, to the disappointment of the bike lanes not continuing to 4th Ave. How much does it cost to move a signal?
 - There are many things that are considered. In this case, the median and lanes are staying in the same position. The cost of signals is \$400-500k, so moving them can be very costly. In this case we don't necessarily have to move these.
 - At Rosemont, for example, there are very wide buffers. There it was possible to fit two through lanes. But by doing this it changes where the lanes are quite drastically. This is another constraint.
- Luis -just east of Country Club: I drive here all the time. Is there a way to remove the option for cars going into the right turn lane last minute? This could be difficult for bicycles.

- Not sure if that was considered here. On south side the issue was drainage, which may be the case here as well. Does the data indicate this is an issue now, or that this may be an issue in the future? This has been explored a bit, but the bike lane isn't here yet. Note that this new configuration should slow down all vehicle traffic.
- Mike (observer) - like this design plan. Concern at Arcadia - Rincon High School traffic is a mess. Have you spoken to TUSD about moving buses into staff parking lot (west of Arcadia)? How far is right turn lane being extended? Any option to encourage bikers to hit the 3rd street corridor near Swan, which is great and very safe.
 - TUSD outreach: now that a preliminary plan is in place, can start to do this type of outreach
 - 3rd corridor idea: have heard that those who oppose the road diet suggest just using 3rd street. Could depend on the desire and comfort level of cyclist.
- Ariel - what is the bike connectivity east of Wilmot? As a pedestrian this intersection isn't great. Not sure how it is for bikes.
 - On Wilmot there are bike lanes already. And this is where the paving limits stop on this project right now. 5th street also ends here.
- Jonathan - at Wilmot: propose that the bicycle lane transitions onto the curb, and is signed and striped. This would allow cyclists to get off the road as they approach the intersection.
 - Good comment. Will explore.
- Evren (observer) - are these buffered bike lanes, and not protected? Why not protected bike lanes? Lane widths - narrow lanes keep drivers on their toes, why not keep narrower lanes? This would be more in alignment with CS Design Guide.
 - Lane widths: near the Country Club end the widths are 10' because this is all there is room for. The roadway starts to open up closer to Dodge, and then this moves to 11'. Did go back and forth on this. The decision came down to the bus usage here.
 - Patrick: 10' would be recommended in this context in the CS Design Guide. This is an ongoing discussion with Sun Tran. In our experience they are okay with narrower lanes when there is a buffer. But when there are physical items like a protected bike lanes, this is when there are more challenges.
 - Evren - as we are dealing with a buffer, not a protected bike lane, is there room for discussion here? (Patrick noted Sun Tran has been open to discussing; this is a point for further exploration).
- Sophia - would be helpful to understand the tradeoffs of what Sun Tran needs and the different widths of buffered and protected lanes. In future this would be helpful to see.
- Miranda - does CSCC need to make any formal motion about exploring or pushing more for 10' lanes, since it is more in line with Design Guide? Are there design choices that can be made to make room for future improvements, to ensure what we do now is compatible in the future?
 - Patrick - doesn't necessarily need to be a formal motion. We are soliciting input tonight. There will be opportunities in the future as well. Wouldn't discourage a formal action if that is what the council desires. We can also explore ways to leave options open for the future.

- Jonathan - did you consider a protected intersection design for Alvernon and Craycroft?
 - Patrick - this is really an opportunistic project to take advantage of the paving. Any other improvements have to find different funding. So something like protected bike lanes would need to find different funding source.
- Tim - next steps: will get comments from City this week. Any written comments from Council would be appreciated by May 3rd. Definitely want to hear all the input and ideas. Updated designs should be ready in the next 1-2 months.

5. Drexel Bridge project - Patrick (with Ted Buell, HDR)

Patrick provided a presentation, main points are summarized here:

- This project is early in design, so it is a good time to have influence
- This is a Tier 1 Move Tucson project, and has been in the regional plan since 2003.
- Location: Drexel Rd, west of I-19 near the Spectrum. It is in "high" and "medium" high equity zones.
- Project goal: Build a two lane bridge to close the gap over the Santa Cruz river where there is currently two miles between crossing opportunities. This area has seen a lot of growth, and lots of pressure has been put on Irvington and Valencia.
- Benefits
 - Provide lower-stress and lower-speed alternative to Irvington and Valencia, for local trips that are not going to/from I-10. This mix of local and regional trips is creating congestion and safety issues.
 - Help build in redundancy to the network.
 - Safe and comfortable for bicycle and pedestrian traffic.
 - Include public art
 - Improve Sun Tran service by eliminating deviation
- Funding: estimate is \$39M for the full project. Currently have \$19M, and have applied for a federal RAISE grant. We will find out in June.
- Timeline
 - Currently at design concept phase (15% design)
 - Anticipated start of construction is the end of 2025. Will depend on securing additional funding.
- Public input
 - Started in December 2024 - About 180 attendees in both a virtual and in-person meeting. All materials were bilingual, and virtual meetings had live translation.
- Roadway Design
 - ~580' bridge
 - Signalize both interactions at Calle Santa Cruz and Midvale
 - Widen to 3-lane roadway (this is only entrance for Ascot Dr.)
 - Continuous 6' sidewalks off-set from curb
 - Full protected bike lanes from Midvale to the bridge
 - Integration with the Loop
 - Bridge intersection will accommodate all users
- Traffic projections - anticipate about 10k/day. Much will be local traffic that can return from Irvington and Valencia. This is comparable to Mountain or Tucson Blvd.
- Have been working with neighbors nearby to mitigate impacts of the structure.
- Will look at possible environmental impacts to Santa Cruz River
- There is an interactive map up now and accepting comments (drexelroadbridge.com)

- The project team is using the Complete Street Checklist as part of the design. Areas of compliance with Design Guide:
 - 10-ft travel lanes
 - 6-ft sidewalks with planting strip/offset from road
 - Protected bike lanes
 - Bi-directional barrier-protected shared-use paths on bridge
 - Street lighting
 - Reduced curb returns at major intersections
 - Grade-separated connections at the Loop
 - Designed for 30 mph

Discussion/questions

- Ruth - why is there a center left turn lane on a bridge?
 - Ted - this matches the center lane east and west of the bridge; allows continuity.
- Ruth - is the RTA project on Drexel road west or east?
 - This was presented to RTA as highest priority project. If successful in getting the funds, it will be removed from the RTA list. This is part of a larger improvement project on Drexel. This is really the keystone piece. There is also re-paving on Drexel and we can look at traffic calming options near the school.
- Miranda - how was it using the CS Design Guide checklist?
 - Ted - it asked good questions and wasn't cumbersome to use.
- Sophia - it's frustrating there is funding for vehicle improvements and we have to find funding for the improvements we are talking about. With medians in the center turn lane, is there an option for speed bumps, between Midvale and the bridge?
 - A speed table could be an option here. Have heard there is drag racing here. Do need to coordinate with Sun Tran and the Fire Department.
- Patrick - the draft design concept report will be out in a couple weeks. Then internal reviews at the City. Within a couple months this will be posted to the website. In addition, the City and Pima County are recipients of a Safe Streets for All (SSFA) grant and are beginning a comprehensive planning process. Part of this will be a commitment from regional leadership of "towards zero death" goal.

6. Pedestrian safety letter - *Miranda*

- Miranda has drafted a letter based on CSCC previous discussion to issue a statement to M&C about traffic violence and pedestrian death and fatalities. Want to spur action and focus.
- The group reviewed the letter:

Honorable Mayor, Vice Mayor Dahl, and Council Members:

Thank you for your continued work to make Tucson's streets safer for all, through advocating for equity in regional transportation funding, supporting a right-sized approach for the 1st Avenue Improvement Project, understanding the vital importance of investing in public transit, and more. We are proud to support these efforts as members of the Complete Streets Coordinating Council, and applaud the progress that's been made so far.

It is also true that pedestrian fatalities and injuries continue to climb each month, with records being broken annually. According to the Pima County Office of the Medical Examiner dashboard, there's already been 23 pedestrian deaths in 2024. An [Arizona Daily Star article from April 13](#) notes that 16 of those deaths occurred in Tucson, up from 11 this time last year.

Traffic violence is a public health crisis, and demands urgent action. It is our shared responsibility to explore any and all possible interventions to eliminate traffic deaths and serious injuries. We already have strong guidance in Move Tucson, the Complete Streets Policy, and the Pedestrian Safety Action Plan. There's also an abundance of research and data demonstrating the impact of adopting a [Vision Zero](#) framework, which takes a proactive, realistic, systems-level approach.

We urge you to take significant action to address this crisis. You will need to make tough decisions that may not be politically popular, but will save lives and make our communities safer. Please recognize that we are in an emergency, and that the people of Tucson are counting on your leadership. Thank you for your time and consideration.

Discussion/comments:

- Sophia - this is great! The intro could be shorter, then the request, then project examples.
- James - what is the specific ask? What action should be taken?
 - Miranda - there is existing guidance that could be acted upon now (e.g. Pedestrian Guidance and Safety Plan). We want to get this onto their radar. An example is that the housing issue was raised urgently, and this is now a standing agenda item on M&C meetings. We should work collaboratively with M&C and be a conduit for the community.
- James - is there any low-hanging fruit action we could suggest?
 - Miranda - great idea. If anyone has ideas of what the specific ask could be please share!
- Sophia - A call to action is a good idea. Could be adding Vision Zero to the agenda. Or dedicating future funding to high fatality streets.
- Ariel - the Vision Zero part is good, and could be emphasized. Maybe request that we want to hear from M&C what their plan is.
- Evren (observer) - great letter. Highlighting pedestrian fatalities is important. Is there a benefit to highlight that all traffic fatalities have also increased overall overtime. We have a major traffic safety crisis on the roadways for everyone (Miranda requested stats to support this if possible).
- Next steps: Miranda will incorporate suggestions and share another draft with CSCC for review and approval at next meeting. (Share any thoughts via email directly to Patrick)

7. CSCC Hub

- Independent Oversight and Accountability Commission (IOAC) - *Jim DeGroot*
 - IOAC met on Monday and took reports on Props 101 and 411.

- Prop 411 Collections to date exceed \$128M, which has grown to \$132M. \$68.3M in Better Streets contracts have awarded, with 93% of the Initial Project List projects either complete or under contract.
- Looking forward to hearing additional priorities for 411
- Park Tucson - *Jill Brammer* (no relevant update)
- Pedestrian Advisory Committee (PAC) - *no member; no meetings*
- Tucson Transit Advisory Committee (TTAC) - *Riley Merline* (no relevant update)
- Bicycle Advisory Committee (BAC) - *James Wood*
 - In conversation with TPD about how pedestrian fatalities are reported. They have been very receptive to this. Sheriff's office has not been attending.
 - Working on an effort to improve bike lanes that connect south side to east side (29th St/Alvernon/Palo Verde area), and another effort in Oro Valley on Overton Road.
- Commission on Disability Issues (CODI) - *no member*

8. Wrap up

DTM update

- The City is beginning to move to full protected left turns at. From 7am-7pm exclusively.
- Grant Rd Phase 3-4 has started. There is an 18-24 months construction schedule.
- HDR is starting cost estimates for 16 collector streets to identify opportunities to layer projects. Anticipate bringing to CSCC soon.
- \$25.6M in Safe Streets Fund; slightly higher than anticipated.
- Safety report - 39 traffic fatalities to date in 2024. Increase over last year (30 at this date last year). 20 of these were vulnerable road users or bike/ped.
- Greasewood is complete
- Tucson Blvd repaving will begin soon. Looking for re-striping opportunities.
- PAG has started their Active Transportation Plan - regional look at needs for bike/ped. There may be an opportunity for the CSCC to be involved. Can get speaker if needed.
- This is Patrick's final meeting as staff liaison. Ryan Fagan will be liaison moving forward. Patrick will continue to participate. He expressed appreciation to the CSCC. He is now the Interim Planning Administrator at DTM
- Ryan is looking forward to getting to know everyone better and making streets safer together. He has been with the City for 5 years as a project manager, primarily working on Prop 407 funded bike and ped improvement projects.

Complete Streets Experience

- Unfortunately there was no time to share experiences this evening. Same assignment next month: Public Transit - try to use public transit at least once, then reflect on your experience, how could it be improved, how long to walk from your house to the bus stop, other observations"

Meeting was adjourned at 7:30pm