



MINUTES

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Tucson Transit Advisory Committee and to the general public that the Committee will hold the following meeting which will be open to the public on:

Monday, September 9th, 2024 at 3:00 PM
Park Tucson Conference Room, 110 E. Pennington St., Ste. 150

1. Call to Order/Roll Call – 5 minutes

Those present were:

Members

Suzanne Schafer, Ward 3
Angie Quiroz, Ward 5
Margot Garcia, Ward 6
Gene Caywood, City Manager
Nicole Feld, City Manager

Others

Allen Benz, Public	Davita Mueller, Sun Tran
Richard Mayers, Public	John Zukas, Sun Link
Janet Roths, Public	Robin Raine, City of Tucson
Colby Henley, Public	Rhett Crowninshield, City of Tucson
Angel Ballesteros, Public	Ian Sansom, City of Tucson
Diana Herz, Public	Patrick Hartley, City of Tucson
Camille Kershner, Public	Austin Wesnitzer, City of Tucson
Shamara Smith, Sun Tran	Monica Landgrave-Serrano, City of Tucson

Those absent were:

Members

Riley Merline, Ward 1
Lisa Shipek, Ward 2
Mike Sanchez, Ward 4
Mike Milczarek, City Manager

2. Approval of Minutes – (Vote) – 5 minutes

The approval of minutes was moved, duly seconded, and, hearing no objections, Chair Suzanne approved the motion.

3. Call to the Audience (First) – 5 minutes

Janet Roths expressed concern that while Ward 1 had made progress on other participatory budget projects, the Bus Stop Improvements project had yet to move forward.

Allen Benz commented that there were no new bus schedules on most buses, no inserts. That it is up to the drivers to grab the new schedules but they already have a lot going on, so many do not remember to do so.

Richard Mayers mentioned the bus driver on Route 19 on Saturday 7, at 1:53 pm was very friendly and the best driver he has ever had, but he did not know her name.

Colby Henley said we were on the 3rd year anniversary of the Broadway Project, and that, before then, there were 17 bus stops with shelters on Broadway. Afterwards, there were only 8 with shelters. He hopes we can have more bus shelters on Broadway, that we can put the shelters back on those locations.

4. TTAC Member Check-In with Appointees (Informational) – 5 minutes

None of the members had anything to report.

5. Complete Streets Coordinating Council Update – 10 minutes

This item was skipped because Riley was not in attendance.

6. **Drexel Bridge Update – 15 minutes**
Patrick Hartley

Tucson Transit Advisory Committee

September 09, 2024

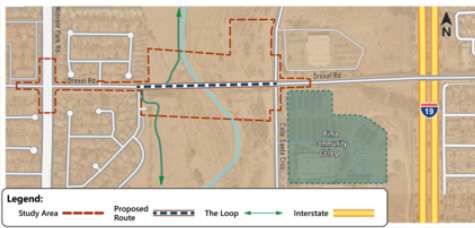


Project Location Map



Overview

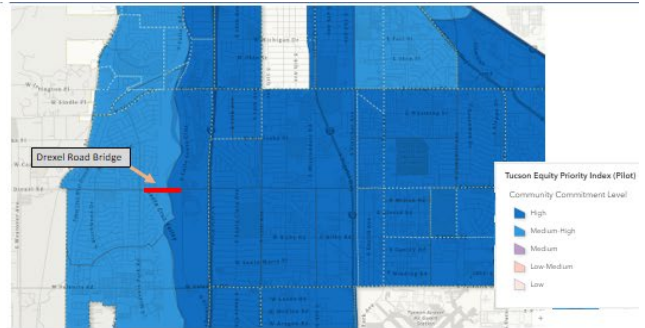
This City of Tucson project includes the planning, design, and construction of a two-lane bridge over the Santa Cruz River extending Drexel Road from Midvale Park Road to Calle Santa Cruz.



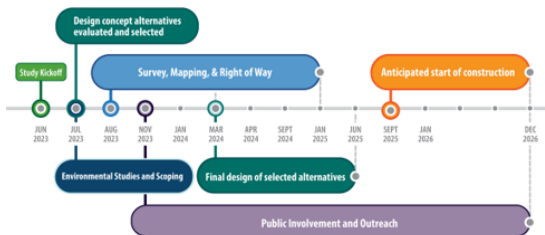
Benefits

-  Improved connectivity
-  Sidewalks, bicycle lanes, or other enhanced bicycle facilities
-  Connections to existing shared use paths
-  Street lighting, pavement markings and signage
-  Landscape architecture and public art
-  Transit connections
-  Connections to Pima Community College and local school districts
-  Drainage facilities

Move Tucson Tier 1 Project



Project Schedule



Public Input

You're Invited

to participate in a kickoff meeting* to learn more about this new improvement project. The same info will be presented at each meeting. See you there!

In-Person Meeting
 Tuesday, December 5, 2023 | 5:30-7 pm
 El Pueblo Activity Center
 101 W. Irvington Rd., Bldg. 9

Zoom/Virtual Public Meeting
 Wednesday, December 6, 2023 | 6-7 pm
 Link: bit.ly/DrexelRd
 Phone: 1-669-900-6833
 Meeting#: 942 5352 3466



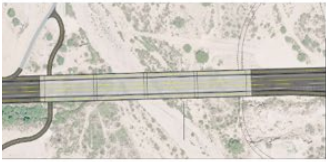
Over 180 Attendees at two public meetings

Other Efforts:

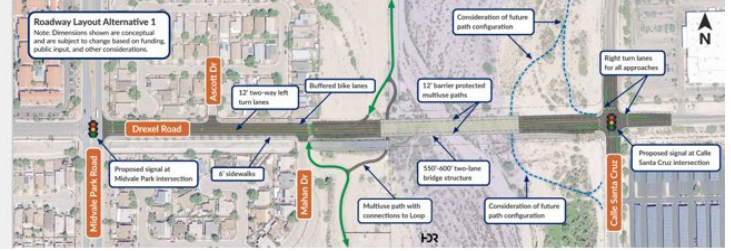
- Attendance at Sunnyside and Midvale Park NA meetings
- Community Connectors in regular communication with community members
- Project communication and input through project website

<https://drexelroadbridge.com/>

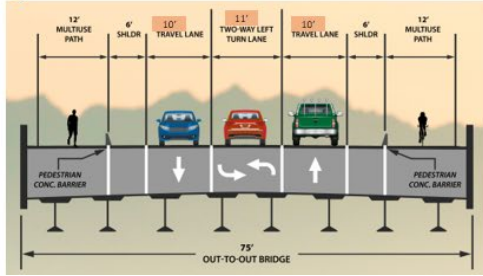
Roadway Design



Roadway and Bridge Layout



Bridge Section



Traffic Analysis (Projected Volumes)



- Streets with traffic volumes around 10,000 vpd:
- Mountain Avenue (Grant Rd to Speedway Blvd) - 9,850 vpd
 - Drexel Road (6th Ave to Nogales Hwy) - 11,000 vpd
 - Tucson Boulevard (Speedway Blvd to 6th St) - 11,500 vpd
 - Cardinal Avenue (Drexel Road to Valencia Rd) - 10,800 vpd

Traffic Analysis (Preliminary Intersection Recommendations)



Environmental Efforts

Technical Studies and Reports

- Cultural Report
- Biological Report
- Aquatic Resources Report/Delineation
- Visual Resources Analysis
- Air Quality Analysis
- Noise Analysis
- Hazardous Materials Assessment



Technical reports will inform the Environmental Assessment.

Multimodal Access

- Improved loop connectivity
- More direct pedestrian access across the Santa Cruz River
- Enhanced protected bike lanes in both directions
- Sun Tran: More direct transit service

Drexel Road Bridge Preferred Design Concept



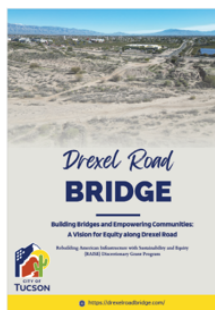
Project Funding

Total Estimated Project Cost - \$39,000,000

- Project Funding Available
- State of Arizona Legislative Appropriation - \$15,000,000
 - Local Highway User Revenue Fund (HURF) - \$2,000,000
 - Development Impact Fees - \$2,000,000
 - Total Available - \$19,000,000

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

- Project submitted in February 2024 for \$20,000,000 RAISE grant
- Winners announced June 2024



Street Design Guide Compliance

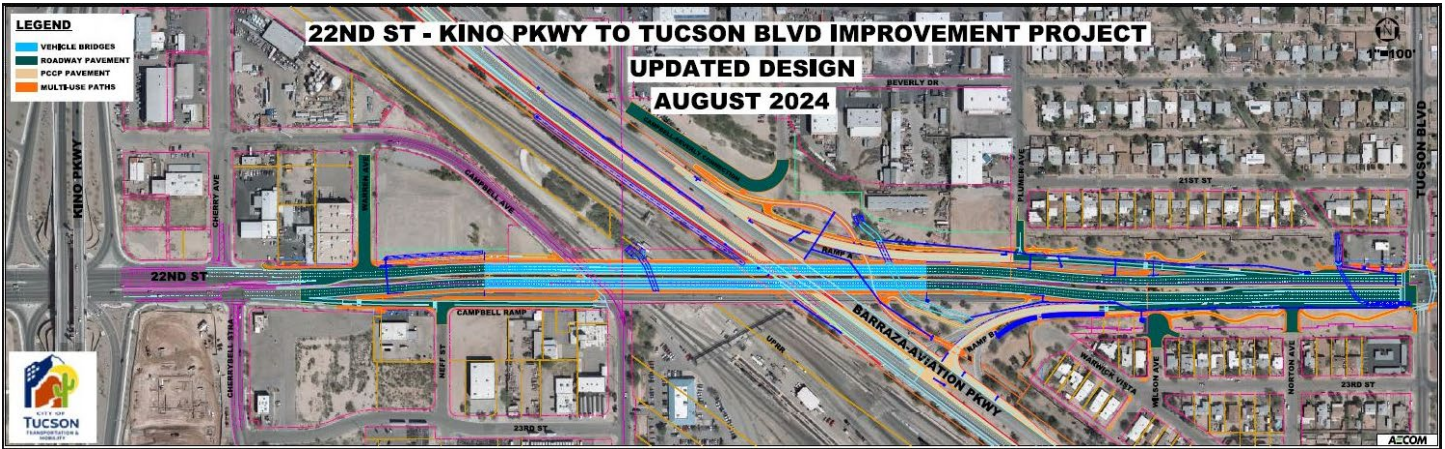
- Used Street Design Guide Project Checklist
- Project Includes:
 - 10-ft travel lanes
 - 6-ft sidewalks with planting strip/offset from road
 - Protected bike lanes
 - Bi-directional barrier-protected shared-use paths on bridge
 - Street lighting
 - Reduced curb returns at major intersections
 - Grade-separated connections at the Loop
 - Designed for 30 mph

COMPLETE STREETS PROJECT CHECKLIST	
Introduction	The City of Tucson uses all transportation infrastructure as opportunities to foster a safer, healthier, equitable, environmentally sustainable, and more livable city. These systems are interconnected, and their design, construction, and maintenance must be coordinated to ensure they provide enhanced safety, for people of all ages and abilities, for the most vulnerable, and for the most disadvantaged. Being complete, being safe, and being equitable are the goals.
Overview	Project Name: [Redacted] in the [Redacted] Neighborhood Project Location: [Redacted]
Project Manager	[Redacted]
Project Location	[Redacted]
Project Description	[Redacted]
Project Goals	[Redacted]
Project Objectives	[Redacted]
Project Outcomes	[Redacted]
Project Status	[Redacted]

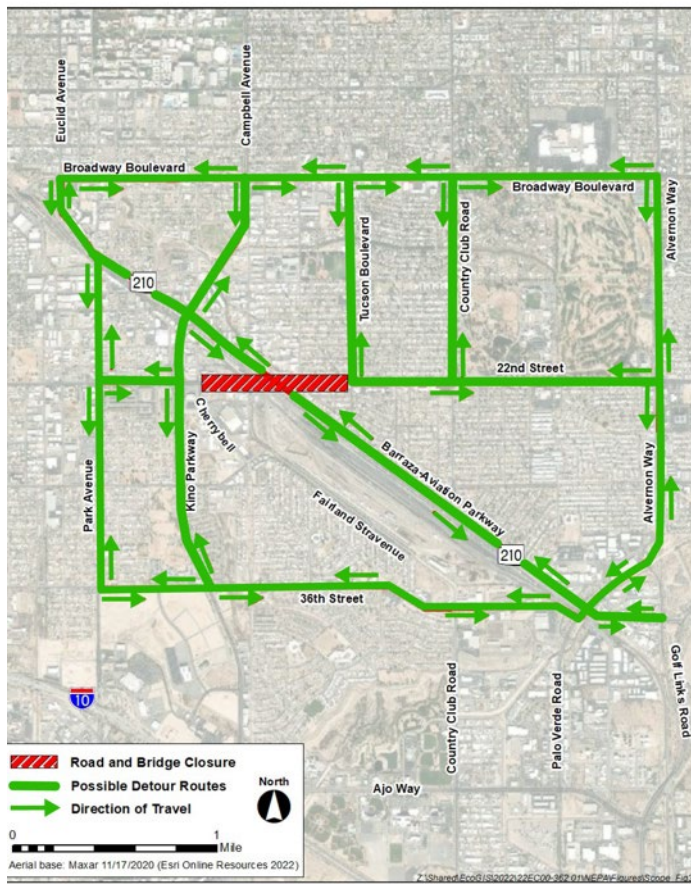
7. Sun Link Information (Q & A) – 15 minutes
John Zukas

John Zukas talked about how Sun Link operators are trained to use the bell at specific locations, like when they are pulling into a stop, as well the horn, which is for signs of danger, like distracted people on the road. He also explained the reasoning behind the removal of seating, such as a station where there are times during the day where the flow of people is so great that removing seating was necessary for safety purposes. John also said that if we have an issue with Sun Link, we just need to know the date, time, and direction of the streetcar and it can be addressed and followed up on. He said to please reach out to Sun Tran Customer Service for both complaints and praise of operators.

8. 22nd St Bridge Project Information (Q & A) – 15 minutes
Austin Wesnitzer



Detour Map



22nd Street - Kino Parkway to Tucson Boulevard

9. Tucson Norte-Sur Update – 15 minutes
Ian Sansom

TUCSON NORTE-SUR ETOD PHASE II

September 2024 Plan Update



NORTE-SUR ETOD PHASE II OVERVIEW



Tucson Norte-Sur (plan):

The land use planning and policy development along the transit corridors focused on **affordable housing, multimodal connectivity, cultural preservation, and equitable development outcomes.**



Tucson Rapid Transit (project):

The identification and implementation of a specific **bus rapid transit corridor**, stations, and transit technology.



NORTE-SUR ETOD PHASE II PROJECT PHASES



NORTE-SUR ETOD PHASE II OVERALL PROJECT TIMELINE



NORTE-SUR ETOD PHASE II PHASE II PROJECT TASKS



1. Anti-Displacement and Community Stability Framework
2. Land Use Framework
3. Public Facilities and Infrastructure Framework
4. Strategies and Actions
5. Financing
6. Implementation

Additional Norte-Sur Reports

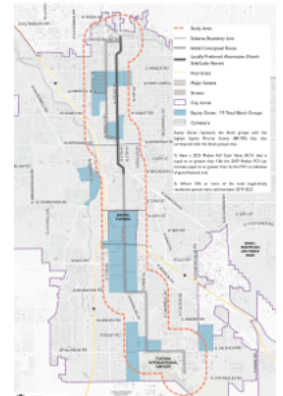
1. Norte-Sur Sidewalk Study
2. Economic Impact Study
3. Transit Center "Walkabout" reports
4. Road Safety Audits



NORTE-SUR ETOD PHASE II FOCUS AREAS

Equity Zones

- o Areas most susceptible to the impacts of gentrification or currently experiencing signs of gentrification
- o Where to focus policy guidance to prevent displacement
- o Identified Equity Zones by comparing:
 1. Neighborhoods experiencing the greatest change (in housing values/prices, % of home sales, median income, racial composition, etc.)
 2. Office of Equity's Vulnerability Index (Equity Priority Score
 - % Below Federal Poverty Level
 - Cost-Burdened Owners and Renters
 - Educational Attainment
 - Personal Vehicle Ownership
- o Ongoing analysis of additional housing and household demographic data across more years to further evaluate trends over time is needed

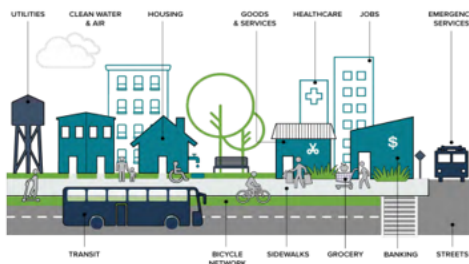


NORTE-SUR ETOD PHASE II POLICY ORGANIZATION

Overarching Goal: Anti-Displacement & Equitable TOD

3 Key Themes identified during Phase 1: Housing, Mobility, & Community

- o 10 Strategies for each theme
 - 1-5 "Actions" for each strategy



NORTE-SUR ETOD EXAMPLE POLICY ACTIONS

Acquire vacant/underutilized properties for affordable housing in key areas

- Where:** Prioritize acquiring properties within Equity Zones/TOD Opportunity Areas, and near transit stations and areas with more vacancy and higher amounts of transit-supportive land uses and zoning
- How:** Implement a tax or bond for affordable/workforce housing and partner with the private sector
- Why:** To reduce housing costs and promote the development of more affordable and attainable housing
- Who:** Housing & Community Development Department





NORTE-SUR ETOD PRIORITY POLICY ACTIONS

- **Develop an Anti-Displacement Program directed at the most vulnerable housing types (i.e., mobile homes)**

Where: Norte-Sur Study Area, focused on ETOD Equity Zones

How: Develop the Norte-Sur Affordable Housing Preservation Fund in partnership with a local financial institution to provide acquisition capital to at-risk homeowners and landlords of existing affordable multifamily housing

Why: To protect existing residents from displacement and preserve affordable housing near transit

Who: Housing & Community Development Department



NORTE-SUR ETOD EXAMPLE POLICY ACTIONS

- **Identify facility needs and opportunities at all three transit centers**

Where: All three transit centers, focused on Laos and Tohono Tadaí first

How:

- Coordinate a facilities review between DTM and the Office of Safety, Health, and Wellness to evaluate safety issues, existing programming, and potential recommendations
- Key in on specific recommendations to move forward, such as a pilot mobility hub or internal circulation hub

Why: The transit centers will need to be evaluated and potentially redesigned to accommodate BRT, additionally, this is an opportunity to make infrastructure and programmatic improvements

Who: Department of Transportation & Mobility, HCD, EI, Community Safety, Health, and Wellness



NORTE-SUR ETOD EXAMPLE POLICY ACTIONS

- **Expand and Improve the sidewalk network**

Where: Around transit stations, along arterials and collectors, and in areas with a high number of pedestrian trips/injuries or with the least amount of sidewalk coverage

How:

- Develop prioritization guidelines to go with PDS's Corridors Plan, and identify priority sidewalk infill for when funding becomes available.
- Develop strategies to encourage private property owners to permit greater pedestrian connectivity and facilities through and to the corridor, including circulation within commercial areas

Why: To increase pedestrian safety and connect people to transit, housing, and jobs

Who: Department of Transportation & Mobility



NORTE-SUR ETOD EXAMPLE POLICY ACTIONS

- **Improve multimodal safety in designated high-capacity transit corridors (N Stone Ave. & S 6th Ave. between the Tohono Tadaí & Roy Laos Transit Centers) by designating these streets as "transit and pedestrian priority corridors"**

Where: Entire Norte-Sur Study Area

How:

- Review the viability of reducing posted speeds in high-capacity transit corridors to 30 mph or less
- Review the viability of access management and tactical engineering/safety treatments at major intersections along the corridor, such as No Right on Red and Leading Pedestrian Indicators.
- Implement high visibility crosswalks at all major intersections and stop bars (thick white lines) at all major and minor intersections.
- Formally endorse the goals of the Safe Streets and Roads for All (SS4A) initiative and approve the resulting action plan once finalized.

Why: To increase pedestrian safety and connect people to transit, housing, and jobs

Who: Department of Transportation & Mobility



NORTE-SUR ETOD EXAMPLE POLICY ACTIONS

- **Require urban drought-tolerant street trees to be installed in a streetscape zone adjacent to the high-capacity transit corridor**

Where: All streets within the corridor (emphasis on arterial and collector streets with transit service)

How: Administratively allow modifications to standard details for road cross-sections on all new public-private developments through an administrative approval

Why: To provide shade and mitigate the urban heat island effect while improving stormwater management

Who: Department of Transportation & Mobility, GSI Program (Storm to Shade), Tucson Million Trees Initiative



TUCSON NORTE-SUR ETOD PHASE II

Thank You!



10. Suzanne and Gene's meeting with Director Sam Credio – 10 minutes

Suzanne decided to table this item and go straight to the call to the audience to ensure people had time to participate.

11. Call to the Audience (Second) – 5 minutes

Camille Kershner mentioned how there are issues with RTA Next, how there was no mention of transit or BRT, how it does not prioritize connectivity through transit, and how the people that we need to utilize it are not part of the picture. Robin Raine replied that there will be a set of projects coming to the public soon that may address these issues.

Diana Herz brought up three intersections (Alvernon/Speedway, Swan/Speedway and Craycroft/Speedway, all southside) where the bus stops have people sleeping on them, as well as drug use.

Janet Roths brought up how there are a lot of semi-trailers parking on Davis Avenue, a residential street, which makes it dangerous for all the bike users on that street.

Richard Mayers said he wishes the streetcar stations had numbering, like the bus stops do, because he can scan the numbers on his phone and how when the bus will arrive, which is important since there are multiple routes on the bus stop, and he does not want to get on the wrong one. He would prefer if the numbers were on both sides of the bus stop sign for ease of use.

12. Items and Date for Next Meeting(s) – 5 minutes

Recently proposed items:

-Transit Budget Update

Ongoing items:

-Sun Tran COA Update

-Sun Van COA Update

-Tucson Rapid Transit Update

-Tucson Norte-Sur Update

-Transit Fares Update

-Performance Metrics

Past proposed items:

-Climate Action Plan/transit

-Invite Mayor's Office to TTAC

-Capital Project at the Ronstadt TC

13. Adjournment

For further information, contact: Monica Landgrave-Serrano, (520)-780-0635, monica.landgrave@tucsonaz.gov

Persons with a disability may request reasonable accommodation, such as a sign language interpreter, by contacting the Transit Services Division at 520 791-509. Requests should be made as early as possible to allow time to arrange the accommodation.