



## Complete Streets Coordinating Council (CSCC)

September 25, 2024 (5:30-7:00pm)

Zoom



### Final 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  
Roger Carrillo  
Zach Coble  
Marshall Davis  
Jennifer Flores  
Ariel Gilbert-Knight  
Sophia Gonzalez  
Riley Merline  
Craig McCaskill  
Luis Salgado  
Greg Punske (NV)

**Members Absent:**

Charly Earley  
Tarik Williams  
Liz Soltero  
Miranda Schubert  
James Wood

**Staff:**

Ryan Fagan  
Hal Feldman  
Lydia Barker  
Patrick Hartley  
Monica Landgrave-Serrano  
Kara Spinney  
Shamara Smith  
Andrea Altamirano

**Observers:**

Chris Lopez  
Mike Mayer  
Ben Buehler-Garcia  
Scott Robidoux

**Facilitation and documentation:**

Tahnee Robertson  
Colleen Whitaker

#### Summary of actions and decisions:

- July and August meeting minutes: Motion to approve – Sophia; Second – Marshall.
- Approval of funding to develop path along County Club: Motion to approve - Sophia; Second - Marshall

#### 2. Housekeeping

- July and August notes: No corrections. Consensus approval to approve. **Motion - Sophia; Second - Marshall**
- Introduction of new members - Roger Carrillo (Ward 6) and Greg Punske (Pima County Department of Transportation, non-voting)

#### 3. Call to audience

- Chris Lopez - Julia Keen neighborhood association: Thanks to Ryan and Patrick for meeting with the neighborhood to hear concerns about Country Club (Aviation to 22nd Street). There are proposed near term improvements. The neighborhood has been trying to get this area fixed for over 20 years. Many thanks.

#### **4. Country Club update and funding request - Ryan Fagan**

Ryan provided an overview. Main points are summarized here:

- Tier 2 Move Tucson Project.
- There have been requests to modernize road.
- There is not funding available now to do the full modernization (current estimate is about \$9M), there are also timing issues with the upcoming bridge project.
- Recent discussions have focused on identifying short term improvements. The City has identified the following short-term improvements:
  - A night speed limit of 30 MPH and additional speed limit signs
  - Two radar speed feedback signs
  - Additional striping for buffer lanes for bikes and narrowing lanes to slow traffic
  - Reflective pavement markers added in the buffers, and flex posts in some places
  - Refresh reflective paint markers
  - Funding for these would come from previously approved funding in SSIP for small-scale, low-cost safety improvements.
- Medium-term proposed improvements:
  - Develop a 6' asphalt path on the west side connecting existing pedestrian facilities. Similar to the path on Columbus north of 22nd.
  - This is not expected to be a really long term solution, and ultimately want to fully modernize this street.
  - Feasibility has not yet been fully evaluated, this would happen as a next step.
  - Funding request is \$500k
  - Connectivity: sidewalks and shared use path on either side of Country Club
  - Equity: near, but not directly adjacent to, two highest equity areas
  - Safety: level is "poor"
  - Impact to SSIP: there is currently about \$620k remaining. This would leave \$127k

#### Questions/discussions:

- Marshall - Do radar feedback signs work to reduce speeds?
  - Hal - don't have numbers for long term effects. Anecdotally have heard they have effect at first.
- Sophia - wondering about the effectiveness of feedback signs, and is there other low cost traffic calming that might have a better chance of working?
  - Ryan - striping, flex-posts and new speed limit will change the nature of the roadway. Vertical elements closer to the road cause people to perceive the road as more narrow and slow down. Unsure what other options could be implemented on this street. It is

- an arterial street and will need to carry a significant amount of traffic, especially with bridge construction.
  - Hal - the west side has a lot of driveways, and no curb or gutter. Hard to think of something else we could do here.
- Marshall - will this be an official bypass once bridge construction works?
  - Ryan - think not. There is a map on the project website.
- Jennifer - agree that if it is narrowed, people will slow down.
- Sophia - is Mountain a collector street? Seems there are some similarities, and it has speed tables
  - Ryan – Yes. It's not common to do this on a collector, but it can happen on a case-by-case basis.
- Zach - why not lower all the speed limits, not just the night?
  - Hal - when evaluating this section of road, the results showed the day speeds are 35mph. To assess night speeds they look at accidents at night for the whole city, as compared to this road. In this case the night crash history is higher than the city-wide nighttime crash rate.
- Zach - when users traverse a parking lot on the path, would curb cuts be added?
  - Yes
- Ariel - would this impact the budget we had allotted to smaller-scale projects or neighborhood mini-grants?
  - Mini-grants are from a separate pot of money. There is \$200k budgeted for smaller projects annually. We are two years in, so have some capacity.
- Mike Mayor (observer) - if there is leftover money, can it roll over to next cycle?
  - All this funding is for the full 10 years of Prop 411. It doesn't go away if we don't use it.
- Marshall - how is the Columbus pathway holding up?
  - Has been in place for at least 6 years. Seems to be holding up well. The decorative finish is somewhat worn, but overall the path is doing good. It will be constructed the same as any permanent improvement in terms of construction quality

#### *Consensus process*

- Any members who can't support approval of asphalt path? - None.
- Show of fingers to indicate consensus support - all 1, except Jill who is 2. → Therefore there is consensus approval.
- Jill - just slightly nervous about taking balance so low, nothing to do with the project.
  - Ryan - this is an estimated balance for all projects within the 7 years. Estimates are conservative and there are there more years of funding available.
- **Motion to approve - Sophia; Second - Marshall**

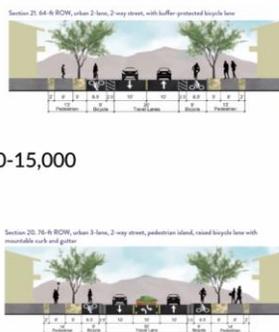
#### **5. Major Streets and Routes (MS&R) Update - Ben Elias**

Ben shared a presentation. Main points are summarized here:

- Current MS&R Plan is from 1982. This is a policy document that identifies major streets (arterials and collectors) and helps guide potential future improvements, and ties transportation and land use together by establishing ROW set-backs.
- Street Design Guide (2021) provides updated guidance consistent with Complete Streets Policy. "Road widening should only be pursued in limited circumstances after all other options for improvements have been explored." This is a major shift to MS&R plan.
- Applied when: new structure, change of use, expansion in floor area
- Setback zone: space that is kept clear to avoid disturbing any future plans for the use of the ROW.
- The last amendment to the plan was 1995, and last amendment to the map was 2016. Update is needed to address changing circumstances, needs and new policy guidance, including commitment to complete streets.
- Ben reviewed the example of a street from the MS&R and outline of 29th Street and how the ROW widths could be adjusted based on updated policy guidance:

### Review Process Checklist

Segment Congestion Projection 2045 - No  
 Annual Average Daily Traffic (AADT) ~10,000-15,000  
 Posted Speed Limit - 35 mph  
 Current MS&R Value (ROW width) - 100'  
 Existing ½ ROW width ~45'  
 Existing Curb to Curb width ~68'  
 DTM Recommended MS&R Value = 76'



- All street segments have been assigned new values through the update process, most are either being narrowed or remain the same. Very few would be widened.
- Next steps - review with working group and stakeholders

### Questions/discussion

- Sophia - what is ROW? Does the MS&R value come from a formula or a matrix?
  - ROW - this is the public, or City, right of way. This is area that the city sets aside for some purpose and has the responsibility for (e.g. pedestrian area, sidewalks, curb, etc.). The width is from property line to property line, everything between is ROW.
  - In almost all cases the widths will be the same or smaller. This makes way for additional development and opportunity for properties to come up to new ROW line.
  - It is a matrix of sorts.
- Zach - so when the setback is reduced, this means businesses have more space to build up to roadway, does this create any decreased opportunity to ensure that sidewalks can be created in future?
  - If the current condition is no sidewalk, then this could technically be the case. But for all of these segments, if there is a Move Tucson project the ideal build-out has been considered in these numbers. Want to ensure that a narrowed ROW can accommodate all the modes.

- Sophia - I think that we'll need a part two especially if this is going to be set to move forward soon.

**6. Prop 411 SSIP Financial Update - Patrick Hartley**

Patrick shared a presentation. Main points are summarized here:

- CSCC has the responsibility to monitor progress on SSIP and provide oversight on the program. Also, if there is any reason to alter the allocation of funds, this would come to CSCC for a recommendation (this is not anticipated).
- Status as of Aug 31: Total revenues are about \$65M, and about \$5.4M has been spent.
- Sidewalk and pedestrian improvements - \$1.04 spent
  - Greasewood sidewalk project is complete.
  - Bilby is approaching 60% design - public meeting will be held next week
  - Limberlost is under active design
- Bicycle network - \$556k spent
  - Aviation/greenway is complete
  - Ontario/Macedora - in process
  - Stone Avenue cycle track - in active construction
  - Limberlost/1st Ave - layering project
- Safety improvements - \$1.59M expended (multiple projects)
  - Most of the expenditure is on Golf Links/Pantano project so far
  - In future meetings can bring before/after photos
  - Many projects are still in design
- Traffic Signal Upgrades - \$2.37M
  - Only one year of funding has been approved by CSCC.
- Forecast vs Actual - running ahead of anticipated revenue. FY24 is better picture, FY23 is showing a lag of a couple months in terms of collection. FY24 is at about \$16.5M

**Prop 411 Revenues**

Row Labels	FY23 Adopted	FY23 Actuals	FY24 Adopted	FY24 Actuals	FY25 Adopted	FY25 Actuals
40000:Taxes	74,000,000	(72,846,574)	(74,333,160)	(82,409,009)	(78,049,818)	(14,741,471)
<b>Grand Total</b>	<b>74,000,000</b>	<b>(72,846,574)</b>	<b>(74,333,160)</b>	<b>(82,409,009)</b>	<b>(78,049,818)</b>	<b>(14,741,471)</b>

20% Safety Revenue	14,569,314.84	16,481,801.84	2,948,294.27
Safety Expenditures by Year	(623,354.00)	(5,126,634)	(296,331)
<b>Unspent Revenues</b>	<b>13,945,960.84</b>	<b>11,355,167.84</b>	<b>2,651,963.27</b>
80% Local Streets Revenue	58,277,259.37	65,927,207.36	11,793,177.09
Local Streets Expenditures by Year	(4,880,658.00)	(58,930,125.00)	(5,855,524.00)
<b>Unspent Revenues</b>	<b>53,396,601.37</b>	<b>6,997,082.36</b>	<b>5,937,653.09</b>

- City recommendation now is to re-evaluate the SSIP on a two-year basis to look at actual costs and revenues. Not recommending adding more projects now, until there is another year of data on costs/revenues.
- Currently in FY25 (June - July)

*Questions/discussion*

- Marshall - good to see all the financial information.

- Jennifer - if money becomes available could we consider Tucson Blvd sidewalks in next couple of years?
  - Patrick - yes, there is also another project coming in potentially below cost. Recommend waiting for two years to see, but this is up to the Council.

## 7. Neighborhood mini-grant update - *Andrea Altamirano*

- Andrea is taking over Monica's role with this project.
- Andrea provided an overview of the mini-grants [website](#) for orientation and feedback
  - Website includes how to apply, details to keep in mind, information on traffic calming options/treatments, and approved projects with status.
  - Will soon have pictures of completed projects as well
- Those whose application were not successful received feedback about how to strengthen their applications in a future submission.
- Currently have 10 more applications, anticipate more after upcoming outreach events:
  - Saturday, October 5 - Connecting Neighborhoods with City Services at Howenstein Learning Center (555 S Tucson Boulevard) from 9am for opening remarks and interactive stations starting at 9:30 – 11am.

## Questions/Comments

- Sophia - May I suggest anchor links that have buttons at the top unless you're going to put in a search function? Hiding the text will also make it so that you can't use CTRL + F. Ideally, you would have the steps in chronological order as a menu bar and you could swipe/click through each step displayed as a mini-page. "Getting started", "the application", "options", "evaluation" etc.

## 8. Upcoming CSCC agenda topics: Public Transit

- Sophia - want to understand how we can think about transit when we make decisions, and how it is incorporated in the complete streets guide. Also how pedestrians access transit - example of people running dangerously to catch bus.
- Jennifer - there is still institutional racism on south side with Sun Tran routes.
- Marshall - can we use any of the safe streets money to build any additional bus pull-outs around the City?
  - Patrick - would have to verify that there is a definite safety benefit
  - Monica - Sun Tran team is currently not supporting bus pullouts because cars don't let buses come back into traffic.
- Zach - understand there is a new director of transit, can we get an update?

## 9. CSCC Hub

- Independent Oversight and Accountability Commission (IOAC) - *Jim DeGroot*

- Last met on Aug 26, next meeting Oct 28. Big conversation is around interactions between DTM and Tucson Water - issue of old water lines under old roads. There are challenges with how to work together on this.
- Park Tucson - *Jill Brammer*
  - Last met yesterday. Have communicated with all neighborhoods that participate in parking program. Two neighborhoods have claimed all money for this year.
  - Next up is reaching out to business districts along street car about extending meter hours. Staffing up for enforcement.
  - Next meeting Oct 22
- Tucson Transit Advisory Committee (TTAC) - *no member*
- Bicycle Advisory Committee (BAC) - *no member* (no quorum this month)
- Commission on Disability Issues (CODI) - *Zach Coble*
  - Met with Assistant City Manager Morales to discuss code enforcement with property owners that have damaged sidewalks in front of their properties. There is a program to provide funding to help with maintenance. Sidewalks in good condition are important for disability issues.

#### **10. Personal Complete Streets experiential opportunity for the month**

*This month's topic was to visit a streetery, if possible by public transit*

- Marshall, Jill, Sophia, Ariel, Zach all did this, but there was no time for discussion (address in co-chairs meeting)

#### **11. DTM update, wrap up, future agenda items**

- Improvements were made recently at Helen/Mountain to address safety and comfort concerns. This was the first project completed under the small project 411 funding authorization mechanism that the CSCC recently set up.
- Silverbell is nearing completion.
- Currently 15.5% of total street inventory is now treated under collector street program
- 1st Ave - survey is out. First public open house is Oct 9; pop-ups throughout the fall.
- Bilby open house - Oct 1 (Sunnyside High School)
- Roger Road walkability is about to start.
- Grant 3 and 4 is under active construction.
- Wrapping up Stone Ave. protected bike lane. Next batch of bike boulevards is going to construction.

**Meeting was adjourned by co-chairs at 7:30pm**