



Complete Streets Coordinating Council (CSCC)

January 22, 2025 (5:30-7:30pm)

In-person: Park Tucson Office



Final Minutes

1. Call to Order/Roll Call

Quorum was established and the meeting was called to order by co-chairs at 5:40pm

Members Present:

Marshall Davis
Jennifer Flores
Ariel Gilbert-Knight
James Wood
Zach Coble
Sophia Gonzalez
Greg Punske (non-voting)
Jill Brammer

Members Absent:

Roger Carrillo
Craig McCaskill
Riley Merline
Miranda Schubert
Tarik Williams

Staff:

Ryan Fagan
Gabriel Rascon
Shamara Smith
Collin Chesston
Dan Bursuck
James Castañeda
Patrick Hartley
Cesar Acosta
Hal Feldman
James DeGrood
Blake Richards

Observers:

Scott Robidoux
Ben Buhler-Garcia

Facilitation and documentation:

Tahnee Robertson
Colleen Whitaker

Summary of actions and decisions:

- December meeting minutes: Motion to approve – Marshall; Second – Zach
- Traffic signal plan: Approval of \$18M over the next 6 years to upgrade Tucson's traffic signals technology along major roadways: Motion – Marshall; second Zach.
- Plan Tucson feedback: Motion to form subcommittee to hold meeting in a box for Plan Tucson: Marshall; Second - Zach

2. Housekeeping

- Approval of December minutes: no corrections and consensus approval. **Motion to approve December minutes - Marshall; second - Zach.**

3. Call to the audience

- None

4. Prop 411 Traffic Signal Upgrade Plan Approval - Gabe Rascon

Gabe shared an overview presentation. Main points are summarized here:

- Year 1 review: 48 locations received improvements
- This proposal covers years 2-7
- Prop 411 treatments that are included:
 - Accessible pedestrian signals
 - Emergency vehicle pre-emption
 - Video vehicle detection
 - Traffic signal control cabinets
 - Uninterrupted power supply
 - Flashing yellow arrow conversion
 - New traffic signal heads
 - New conduit and wire
- Methodology: priority corridors are identified based on engineering analysis and traffic safety data.
 - 44% of selected corridors are within equity priority areas
- Budget: \$3.1M/year for years 2-7. This will include approximately 168 intersections.
- Request to the CSCC: Authorization to spend \$18M over the next 6 years to upgrade Tucson's traffic signals technology along major roadways to support safe, efficient travel across the city.

Questions/discussion

- Zach - do some of the corridors cross at an intersection (e.g. Grant/Craycroft)
 - Yes. And they will be done on the first pass, rather than waiting for the second corridor.
- James - what happens if costs increase after the first year?
 - The City is anticipating some of this, so the estimates compensate for this as much as possible. If there is an unprecedented spike, the total number of intersections may decrease. But first the City would come back to inform the CSCC.
- Ariel - will all 178 intersections get all the treatments?
 - All intersections are different. An analysis will be conducted for all locations. Flashing yellow arrows - the team will review to see if they are warranted in each location. Push buttons - all intersections that don't have the latest and greatest will receive them.
- Jennifer – is there funding for 1st Ave? It is very necessary. Can we revisit if there are changes in RTA?
 - This is an RTA project; not entirely sure but think we can talk about this down the road if needed.
- James - how does the LOSS corridor average metric work?
 - It stands for Level of Safety Service. It is a categorization of potential for crash reduction. It is calculated by PAG and uses crash data.

Consensus decision process

- Any members who cannot support this request? → None.
- All members shared thumbs up/side/down on camera - all were thumbs up (this converts to all "yes") Consensus approval. **Motion to approve this spending request - Marshall; second - Zach.**

5. Plan Tucson Feedback - Cesar Acosta

Cesar shared an overview presentation. Main points are summarized here:

- Plan Tucson is the City's General Plan. It is required by State law. It is approved by public vote. It is set to be on the ballot this year.
- Engagement process was initiated in early 2023 and included working groups and community forums.
- The Preliminary Draft was released in December 2024. Feedback on this draft is open until January 31, 2025.
- Overview:
 - Chapter 1: Introduction
 - Chapter 2: Tucson Today (current conditions)
 - Chapter 3: Values, Goals, and Policies (14 goals and policies)
 - Chapter 4: Future Growth Scenario Map and Development Guidelines
 - Chapter 5: Implementation
- The work of the CSCC is highlighted in the plan as an example of how citizen participation is impacting the community.
- Goals 13 and 14 are likely of most relevance to the CSCC
- Goal 13: Expand Access to High-Quality Transportation Choices, Enhance Safety, and Improve the Condition of Other Infrastructure
 - Feedback the City has heard about this goal
 - Include roadway design
 - Explicitly state need for sidewalks
 - Extend public transit hours
 - Increase safety and security of bus stops
 - Fund ADA transitions
 - Ensure terminology is inclusive of people with disabilities
 - The Complete Streets Policy Guidance is referenced in Goal 13 (as the first policy)
- Goal 14: Ensure Comprehensive and Inclusive Land Use Planning for a Well-Designed Vibrant Community
 - Feedback the City has heard about this goal
 - Add a policy regarding zoning that accommodates new commercial zoning in residential districts that are appropriate for the scale.
 - Need discussion on how City and County interact
 - Add policy about promoting business growth and community vibrancy

- Ways to engage and share feedback until January 31, 2025. All info is on the website: www.plantucson.org
 - Chapter surveys
 - Host your own meeting (Meeting in a Box)
 - *Public Feedback Forums are now complete*

Questions/discussion

- Marshall – I attended the last Community Feedback Forum. Chapter 3 seems like the heart of it all. What kind of teeth will these policies have?
 - It is intended to be flexible. The teeth exist in the sense that it is the guiding document for all specific plans and projects.
- Marshall – the Chapter 4 growth map is also useful to explore. There is a detailed map online that shows different types of development. With each different development type there are a list of guidelines. This is also a good place for CSCC members to provide feedback regarding Complete Streets.
- James - does this include what from the previous plan has been achieved or not?
 - There isn't something that specifically shows what has been accomplished, largely because these are on-going goals. The big focus of the last plan was sustainability. From this came the Tucson Climate Resilience Plan and a number of sustainability programs and regulations.
- James - is there anywhere that lays out how the document gets used? Examples from 2013 would be useful for people to better understand.
 - Yes. This is included in the Introduction chapter and Chapter 5 (Implementation)
- Zach - in multiple sections of the plan the MS&R is noted as a document that will be influenced by Plan Tucson but is not mentioned in the implementation section. MS&R is undergoing major revisions, which has been discussed by CSCC.
- Zach - the land use goal seems like it has an overarching theme of creating more density and more walkable environments that aren't necessarily related to car usage. Was this a theme that came up in the engagement that led to the draft?
 - We have heard a desire for walkability, amenities throughout the city, better safety for pedestrians, and more affordable housing. So while there hasn't been a direct call for more density and mixed-use, density is a strategy that allows us to provide these things.
 - Since the release of the draft people have expressed support of the mixed-use approach. There have been mixed comments about the increased intensity. But in general, there has been agreement on the overall approach.
- Marshall – feedback you've heard on the transportation goal expressed that people wanted to see Complete Streets. Is there a way Complete Streets could come through more in the goals/policies?
 - The number one transportation policy is to ensure we are using Complete Streets guidance.

- Sophia - Thinking about the viewshed, walkable spaces tend to be higher density and less car centric. What in the plan addresses when there are competing tensions related to this? When decisions are hard to make how will the community be involved?
 - It is a balancing act. Want to provide general guidance for next 10-20 years. We try to ensure the language is flexible and focuses on context-based decisions. We look at all relevant guidance from all planning documents, not just the General Plan. In the end it's up to the Planning Commission and Mayor and Council to decide if the decision is in compliance with this guidance. Many of the policies in this draft do shift us more towards higher densities and a mix of uses. We want to think intentionally about viewsheds and what areas are impacted and how.
- Sophia - how does this plan address inclusive engagement ?
 - We're trying to be affirmative in our outreach - e.g. outreach in Spanish language materials. In Goal 1 we focus on how to reduce obstacles for everyone to participate. It's important to read this chapter to explore these aspects.
- Members interested in a CSCC conversation next week to discuss and provide feedback on Plan Tucson - Marshall, Zach, James, Jill (interested pending availability), Sophia, Zach (interested pending availability)
- Decision to form a one-meeting subcommittee to discuss Plan Tucson feedback. None opposed. Consensus support. **Motion to form subcommittee to hold meeting in a box for Plan Tucson: Marshall; Second - Zach**
 - Ryan can help schedule for next week.
 - Marshall can help lead.
 - Can invite a Plan Tucson team member in if wanted.

6. Community Corridors Tool - Dan Bursuck

Dan shared an overview presentation. Main points are summarized here:

- Goals:
 - Make infill development easier to pursue in corridors
 - Remove barriers to attainable housing
 - Promote transit-oriented infill development that supports climate goals
 - Redevelopment of underutilized and vacant sites
- A lot of this is guided by Mayor and Council direction over the last 1.5 years
- Housing is a big focus. A housing needs assessment was completed; it was somewhat concerning.
 - The city has a shortfall of about 35,000 housing units over the next 10 years. Currently we are not even producing 2,000 units per year.
 - We need to figure out ways to produce more housing.
 - A lot of the current need is for affordable housing.
 - Future need is in higher income. We need to produce affordable housing now to ensure those with higher purchasing power don't buy up all the affordable housing, improve it, and then sell it at higher cost.

- There are a lot of opportunities along corridors - vacant areas and parking lots that aren't currently being used.
- Zoning code barriers were also explored, and include:
 - Excessive parking requirements
 - Height maximums (4 story buildings are the most financially feasible to develop, but the zoning currently prohibits this in most areas)
 - Density and lot coverage regulations
 - Setbacks (leads to tall buildings in the middle of a lot surrounded by parking)
 - Split zoning (leads to unused portions of lots due to this)
 - Discretionary processes (adds time, cost and uncertainty to a project)
- This is about creating a tool that allows the type of development we've been talking about for over a decade.
- Of course, development costs will continue to be a barrier to new development.
- Existing tools that are working well:
 - Zoning Tools - Downtown infill incentive district, urban overlay districts, etc.
- The data shows us that our code is not currently providing the housing we need. What we see being built instead of housing are things like self-storage, car washes and Starbucks.
- Six sites were included in a site scenario analysis to see how this would work in practice.
- The Community Corridor Tool would apply City wide. Through experience and research, we see that geographically specific overlays have a higher change of displacement and rent increase.
- It is an optional tool. If you have frontage along an arterial or collector and are in one of the identified zones you have additional flexibility that is supported by this tool.
- The tool can't be used for auto-centric uses, and other things like smoke shops. It can be used for things that are supportive of communities, such as duplexes and tiny homes.
- There are additional incentives for affordable housing and preservation of historic properties.
- Community engagement
 - Phase 1 - learning from policy documents and public feedback on overlays, focus groups.
 - Phase 2 - a variety of activities including public meetings, surveys, online comments, and planning commission study session.
- One concern is that it doesn't require affordable housing, it only incentivizes it
 - An example of a current affordable housing project - if done with this tool it would produce 124 units, compared to the base zoning which would produce 60.
- Community feedback - some concerns:
 - Lack of notification and impact on neighborhoods - there are things that try to mitigate this
 - Encroachment into neighborhoods
 - Can the existing infrastructure handle this?
 - Developer having to pay for improvements and impact fees
 - Concern that the process is moving too quickly

- Planning Commission study session was held in December. Next one will be on January 29th.
- The City team has been trying to respond to questions and comments and incorporate suggestions.
- Next steps:
 - PDSO Office Hours over the next couple weeks
 - Feb: Planning Commission Public Hearing and recommendation
 - March (tentative): Mayor and Council public meeting.
- All the information is available on the website: <https://corridors.tucsonaz.gov/>
- If you are supportive, letters of support are helpful for public meeting in February.
- Dan is happy to join the CSCC again for further discussion if desired.

Questions/discussion

- Marshall - is there a way to add any Complete Street design features into this?
 - Yes, this is the intent. Much of that is in the right of way, so it's hard. This does include requirement for wider sidewalks, shade, additional landscaping. The intent is to create a more human scale.
- Jill - is there option for a community benefits agreement for larger buildings with commercial on the bottom (e.g. big off-campus housing)
 - Once you get outside of downtown there is less of an ability for this to pencil. Instead we are trying to build this into the requirements. But this isn't for something huge like Main Gate. Hope it will lead to a better product that does support the surrounding community.
- Sophia - is there any way to include an incentive for developers to "use it or lose it"? Or is there a way to tier projects that have more community benefit? Thinking about areas where nothing is done for 20 or 40 years.
 - The state doesn't really support this approach. But another approach is to tax this land at a different rate that encourages them to use it or sell it (this would have to come from Mayor and Council).

7. CSCC Hub

Purpose: Connecting transportation and mobility commissions with the CSCC

- Independent Oversight and Accountability Commission (IOAC) - *Jim DeGrood*
 - Next meeting is next Tuesday at Randolph Park. Will start to look at how to develop Phase 2 of implementation plan. Will also talk about how to deal with one-off neighborhood requests.
 - Funding: Prop 411 has generated \$156M for local streets and \$39M for safety through end of December.
- Park Tucson - *Jill Brammer*
 - No December meeting. Will meet next Tuesday.
 - Still talking about budget, staffing and security
- Tucson Transit Advisory Committee (TTAC) - *no member*

- Bicycle Advisory Committee (BAC) - *James Wood*
 - Continuing to work on the project to give City recommendations on common work arounds for bike network areas where the route is discontinuous.
 - Beginning to look into bike theft.
- Commission on Disability Issues (CODI) - *Zach Coble*
 - Met last Wednesday. Heard from Plan Tucson team and shared feedback related to the disability community.
 - Met with Parks and Rec Director on park accessibility. Some members have had difficulties with sidewalk accessibility in the redesign of Reid Park.

7. DTM update and wrap up

- Palo Verde and Camino Miramonte bike boulevard community meetings are coming up
 - Miramonte/Palo Verde Bike Boulevards - Public meetings 1/23 and 1/25: <https://tucsondelivers.tucsonaz.gov/pages/miramonte-paloverde>
 - Miramonte-Palo Verde Bike Blvd interactive comment tool link: <https://cotdtm.konveio.com/camino-miramonte-palo-verde-bicycle-boulevard-project>
 - Glenn Street Safety and Walkability: <https://tucsondelivers.tucsonaz.gov/pages/glennst>
- Ribbon cutting on Feb 5th for Marianne Cleveland shared use path
- Arroyo Chico Greenway construction is underway
- 9th Ave and 6th Ave bike boulevards are expected to be completed in late spring.

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