



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

## MEETING NOTICE

**MAYOR AND COUNCIL TRANSIT TASK FORCE  
TUESDAY, SEPTEMBER 3, 2019 AT 3:00 P.M.  
2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
149 N. STONE AVE., TUCSON, AZ 85701**

### AGENDA

TOPICS	ESTIMATED DURATION
1. Call to Order/Roll Call.....	5 min.
2. Approval of Minutes – August 5, 2019 .....	3 min.
3. Call to the Audience (First)..... <i>This is the time for the public to comment. Please note: Members may not discuss items that are not specifically identified on the agenda.</i>	5 min.
4. Update on Transit/Announcements/Chair’s Report..... <i>This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.</i>	15 min.
5. Election of TTF Representative to Complete Streets Coordinating Council.....	15 min.
6. Long-Range Regional Transit Plan Update .....	20 min.
7. Continued Discussion of September Quarterly Ridership Presentation .....	20 min.
8. Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center.....	20 min.
9. Call to the Audience (Second)..... <i>This is the time for the public to comment. Please note: Members may not discuss items that are not specifically identified on the agenda.</i>	5 min.
10. Next Meeting Date – October 7, 2019 .....	2 min.
11. Future Agenda Items.....	5 min.
12. Adjournment	

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Transit Services Division at (520) 791-5409. Requests should be made as early as possible to allow time to arrange the accommodation.



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

**MAYOR AND COUNCIL TRANSIT TASK FORCE  
MONDAY, AUGUST 5, 2019 AT 3:00 P.M.  
2<sup>ND</sup> FLOOR CONFERENCE ROOM  
149 N. STONE AVE., TUCSON, AZ 85701**

**MEETING MINUTES**

**1. Call to Order/Roll Call**

The meeting was called to order at 3:05 p.m. A quorum was established.

Members Present

Colby Henley, Ward 3  
Dale R. Calvert, City Manager's Office  
Brian Flagg, Ward 2  
Margot Garcia, Ward 6  
Eric Hahn, Ward 5  
Nicole Feldt, City Manager's Office  
Lisa Shipek, Mayor's Office

Staff and Others Present

Chris Blue, TDOT  
Laura Bond, TDOT  
Veronica Chen, TDOT  
Patrick Hartley, TDOT  
John Zukas, TDOT  
Allen Benz, Tucson Bus Riders Union  
Bob McGee, Sun Tran  
Davita Mueller, Sun Tran  
Lois Pittman, Sun Link  
Steve Spade, Sun Tran/Sun Van/Sun Link  
Suzanne Schafer, Citizen  
Gene Caywood, Advisory Member  
James McGinnis, Advisory Member (PAG/RTA)

**2. Approval of Minutes – July 1, 2019**

A motion was made by Colby Henley to approve minutes of July 1, 2019, duly seconded, and passed by a roll call voice vote of 7 to 0.

**3. Call to the Audience (First)**

Marot Garcia reported a knife fight on the bus and expressed concern for the lack of attention to the other riders during and after that event. She requested there be a representative from Sun Tran to attend to the physical and emotional well-being of the other riders if something

**Transit Task Force  
August 5, 2019, Meeting Minutes  
DRAFT**

like this happens in the future. Suzanne Schafer agreed with Ms. Garcia and said that even when there is a breakdown of a bus, someone from Sun Tran should be there to see to the needs of the riders.

Suzanne Schafer would like PAG to better advertise the Long-Range Regional Transit Plan open houses. One way she would like to see that done is on the buses. She stated that a lot of the information and material from PAG is out of date and hard to read due to small print.

Allen Benz voiced his support of Ms. Garcia's comments.

#### **4. Update on Transit/Announcements/Chair's Report**

Chris Blue stated that Sam Credio was on bereavement leave and would be back next month. The next TTF meeting falls on Labor Day. Mr. Blue suggested the meeting could be held on Tuesday the 3<sup>rd</sup> or Monday the 9<sup>th</sup> and he asked the group for their input. In other updates, B.J. Cordova and Robert Medler have resigned from the TTF, which leaves eight members; the quorum remains six.

Mr. Blue also reported that the City had received a Federal Transit Administration Low/No Emissions Grant for electric buses. The grant is for \$2.6 million to purchase a minimum of three buses. TDOT will be partnering with TEP for the charging infrastructure. The next meeting with TEP is later this month. Steve Spade commented on the electric bus pilot beginning in early 2020.

Colby Henley asked how long the pilot will be, to which Mr. Spade responded for one year with an option to purchase. Sun Tran is working on a budget to present to TDOT with options to buy 3, 4 or 5 vehicles. Mr. Blue explained there have been reports in the news of the buses coming a year from now which is incorrect. He explained that once the grant is awarded there is then an application process. The portal for the application will not be open until October 2019. Steve Spade said the contract with Gillig states that they will deliver the buses once a purchase order is issued.

Mr. Spade reported that the Universal Access pilot with Tucson Unified School District would not be implemented at the start of this school year, but instead should begin in January at the semester change. There will be an update of the pilot at the October TTF meeting. Brian Flagg asked why the pilot did not start as planned. Mr. Spade responded that the item did not make it in time to the School Board agenda for review and approval.

Lois Pittman reported that the Sun Link 5<sup>th</sup> Anniversary Celebration was successful. There was a total of 4,466 riders in attendance. Brian Flagg stated that a Sun Tran bus rider celebration is needed because there is not enough being done to celebrate bus riders. Colby Henley stated that the Sun Link event was sponsored by Rio Nuevo, a private entity, and if there were to be a similar event for Sun Tran, a sponsor would be needed. Mr. Spade noted that Sun Tran offered free rides on Election Day.

Davita Mueller stated that the Title VI Program will be completed and prepared for Mayor and Council on September 4, 2019.

Patrick Hartley gave an update on the Complete Streets Coordinating Council (CSCC). During the study session in July, Mayor and Council gave direction to move forward with its formation but removed the proposed language dissolving existing transportation BCCs. This means the TTF will remain intact. He asked that the TTF elect an individual at the next meeting who will sit on the CSCC. The purpose of this position on both committees is to ensure optimal communication between the TTF and CSCC. Colby Henley asked for some clarification on the selection process. Mr. Hartley stated that once this person is selected, they will need to fill a formal application. He also noted that CSCC members must be residents of the City of Tucson.

James McGinnis gave a brief update on the LRRTP. Mr. McGinnis reported that PAG is in the process of reviewing a draft plan internally and making recommendations to the consultant. PAG will be having public outreach open houses at 5:00 p.m. at El Rio on August 28, and another on August 29 at 10:00 a.m. at the First Assembly of God. There will also be an invitation-only plan review workshop at 9:00 a.m. on August 28. Mr. McGinnis responded to Suzanne Schafer's comments during the call to the audience about advertising for these open houses. He said they did try to advertise on the bus to give people time to plan before the events. Margot Garcia asked why PAG decided on a church as one of the venues. Mr. McGinnis stated that it made the most sense logistically due to availability, location, and access to the bus system.

Ms. Garcia reported that the Broadway Coalition held a meeting at the Leo Rich Theater with Projects for Public Spaces. Several topics were discussed, including the bus system and pull-outs concerning the Broadway project.

Colby Henley reported the ballots for Mayor are out. There was a transportation-focused questionnaire given to the candidates and the answers to those questions are available on the LSA website. Brian Flagg asked if there were specific questions to the bus system on the questionnaire. Mr. Henley responded yes.

## **5. Quarterly Ridership and August Service Changes Presentation**

Steve Spade gave an overview of ridership statistics from the fourth quarter of Fiscal Year 2019 as well as a system-wide comparison of data from Fiscal Years 2018 and 2019. The four criteria used to generate performance and statistical data are passengers, passenger revenue, revenue miles, revenue hours. Mr. Spade said the overall service, system, and performance data did not change much.

Brian Flagg asked if revenue hours and revenue miles are directly related to cutting routes. Mr. Spade clarified there are, indeed, fewer revenue hours. This could be due to the number of days and weekends during the year fluctuating slightly. Davita Mueller added that there were a couple of school service trips that were removed, which could have had an impact.

Colby Henley asked if there are no passengers on the bus, is it still considered a revenue hour. Mr. Spade said a revenue hour is determined based on the first time point to the last time point, regardless of whether the bus has passengers or not.

Mr. Flagg asked if the five percent cut in service translates to a transit budget cut. Mr. Spade thought Mr. Flagg's concern is related to pulling service off the street quarter-to-quarter and this specific report did not illustrate that. Mr. Spade said he could get that information but did not have it presently. Bob McGee stated that a trip may be removed, but trips are also added depending on gaps in service, so there is a balance. Mr. McGee echoed what Mr. Spade said about the five percent difference being mostly due to the difference in weekdays and weekend days. One less weekday trip could be the difference of fifty thousand rides.

Lisa Shipek expressed that it would be helpful to see the percentage change next to the number on the report. She would like an annual comparison as well as quarterly to illustrate a more macro view of overall trends. Mr. Spade said he could bring the annual data to next month's meeting.

Margot Garcia noted that the passengers per mile went up which speaks to efficiency. Mr. Spade said his team is constantly evaluating data so that the number of passengers per mile is always increasing without diminishing other aspects.

Mr. Flagg asked if the streetcar was included in this report. Mr. Spade answered no, only bus data was included.

Mr. Spade added that the data is looked at from a macro standpoint and then funneled into looking at individual routes. Discussion ensued about potential changes.

Mr. Henley asked if any changes will be made based on the data that has been presented at this meeting. Mr. Spade said that after the year-end data is analyzed, they will be discussed further in September and October to hopefully try out in January. He mentioned a recommendation to run an express route out of Laos to the new Amazon center. Mr. Flagg expressed concern about Sun Tran being financially responsible when dealing with a company as wealthy as Amazon. Mr. Spade replied that they are asking Amazon to pay for the route and the goal is to work together with Amazon.

Mr. McGee discussed possible options with routes 10 and 17 and routing them directly to the Sun Tran offices. He also discussed possible changes in time points because there is a concern from the Tucson Police Department of buses blocking traffic.

Mr. Spade remarked that Sun Tran will be running tests with less time at the time points, which would result in extra time at the end of the route to allow for drivers to recover. Discussion ensued.

Mr. McGee commented on plans to possibly separate the northern part of route 16 to make it a separate route, which would allow the route to end at Tohono Tadaí Transit Center. He mentioned there have also been several requests from Northwest area riders to bypass

downtown and go straight to the University of Arizona. He discussed options to get that done. Mr. Flagg asked if this was based on ridership. Mr. McGee said that through conversations with riders and surveys is where they have gotten this idea. Mr. Spade says with every change there are positives and negatives so they have to weigh the number of people who will benefit versus people who may not see if it is worth it. Mr. McGee recounted an instance of a change in the past.

Mr. Flagg asked if Sun Tran is considering making changes to any of the South Side routes. Ms. Mueller said before making changes to those routes, there needs to be a conversation with the affected community. Mr. Spade said the LRRTP suggests a lot of change but there needs to be more communication before implementing. Ms. Mueller made herself available to be a resource and set up meetings to discuss options.

Mr. Flagg suggested going to Laos to talk to people. Ms. Mueller said they tried doing this and were not well received.

Mr. McGee discussed a new bus bay at the Laos center and ways to get people around town without having to go through that station. This would help speed up service and efficiency getting people where they need to go. Mr. Spade said all of the things discussed are things that are still being vetted.

Dale Calvert pointed out that the agenda showed there would be a discussion on service changes beginning in August. Mr. Spade said there were no route changes, just minor time points, and schedule adjustments.

## **6. 2019 On-Board Transit Survey Discussion**

Davita Mueller presented the On-Board Transit Survey data which is collected every 3 years and is a critical part of the previously mentioned Title VI Program. Sun Tran hired a third-party company, ETC Institute, which interviewed a total of 7,126 riders face-to-face and individually aboard Sun Shuttle, Sun Link and Sun Tran. They took samples from Martin Luther King Day through March. The data covered many demographic characteristics including age, gender, ethnicity, income, employment and student status, disabilities, availability, and number of vehicles, and travel characteristics. Ms. Mueller discussed specific findings on all of the key points.

Margot Garcia commented that many of the people without driver's licenses could be undocumented and that is not mentioned in the explanation.

Ms. Garcia also commented on the gender breakdown of Sun Shuttle in Green Valley. Ms. Mueller clarified that Sun Shuttle serves Green Valley, Oro Valley, Marana, Tucson Estates and the outer Pima County areas. Ms. Mueller says that not until you get down to the route level do you see detail on gender.

Discussion ensued about ethnicity and serving the Native American and Asian populations and the correlation between the areas served and which system used.

The topic of income was discussed and Ms. Mueller said many people refused to divulge that information across all of the systems. Ms. Garcia posited that the percentage of higher-income riders on Sun Link could be professors from the University of Arizona. Ms. Mueller stated that the professional community downtown could be included in that percentage.

Ms. Mueller shared on the system the interviewers used to make the process of picking who is interviewed impartial.

Brian Flagg asked how the interviewers handled the Spanish speakers. Ms. Mueller responded that 90% of the interviewers were bilingual and they also had a telephone translating option. Fifty-eight different languages were identified as being spoken at home. Chinese, French, Spanish, German, Swahili, and Japanese were the six languages that were most popular with the population who spoke English 'less than well'.

Discussion ensued about the number of vehicles per household. Ms. Garcia thought there is a correlation between a high number of vehicles and mini dorms. Ms. Mueller also said there could be vehicles at home that are not in use or a state of repair.

Ms. Mueller and James McGinnis both made a point that when riders were asked about improvement, they requested longer service hours on weekdays and weekends as well as later operating hours across the board.

Mr. McGinnis shared some interesting requests, including Wi-Fi availability. He also indicated that the data suggest creating a new efficient app for riders would be beneficial. Steve Spade said to attract young riders an app is essential. Discussion ensued.

Mr. Flagg asked where this data is used. Ms. Mueller responded that it is used in the Title VI Program as well as in other transportation projects. She gave an example of how the data was used in the Pedestrian Safety Action Plan and the Ronstadt Transit Center Redevelopment Project.

Ms. Garcia said she found it interesting how people got to the bus stops. She was surprised to see that bikes were not used as much as she would think, especially on Sun Shuttle, and asked if bikes could be taken on that system. Mr. McGinnis responded yes, they are allowed.

Mr. Flagg asked if this data is used when making changes such as raising rates or cutting routes. Ms. Mueller said anytime a service change is made, this information is the basis for that.

Ms. Garcia was surprised that the Hispanic ridership percentage was lower than 50%. Ms. Mueller said between Hispanic and Caucasian populations it is very close to 50/50. Ms. Garcia stated this information was important to correct perception and she will be sharing this with her Council Member. She encouraged the other members to do the same because this report does not go out directly to the Council Members.

Dale Calvert asked if there is a national database for comparison to this survey. Ms. Mueller said the University of Florida has a database as well as other resources for comparing data.

Ms. Mueller said more women than men refused to take the survey but this was not documented and in future surveys, they will.

Mr. Flagg mentioned cutting routes again. Both Mr. Spade and Ms. Mueller said this information is used to better understand rider demographics, not on cutting routes or service.

## **7. Call to the Audience (Second)**

Margot Garcia recounted the incident she brought up in the first call to the audience and stated that her office was called to help a man who did not know what to do once the riders were taken off the bus. Steve Spade asked if she could email him the specifics and he would look into it further. He said there were a couple of incidents where supervisors did show up to assist.

Brian Flagg asked if the money awarded with the grant for the electric buses was significant. Discussion ensued.

Suzanne Schafer expressed that from a rider's standpoint, waiting for a couple of minutes at a stop does not bother her, because she knows the bus will get to the destination punctually. In her opinion, buses running early are detrimental. Thus, about the changing of time points, her concern is that the drivers will rush, causing them to get to stops early for there to be the most recovery time at the end of the route. As such, she is in favor of better breaks for drivers.

Colby Henley stated that he was curious to know how many bus riders know why they are sitting for those time point delays.

Some discussion ensued over the next meeting date and Chris Blue agreed to send out a poll via email.

## **8. Next Meeting Date – Tuesday, September 3, 2019**

### **9. Future Agenda Items**

- Selection of TTF representative for CSCC
- Ronstadt Center beautification
- Implications for marketing with On-Board survey data
- Update on Universal Access Pilot Program

## **10. Adjournment – 4:51 p.m.**





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# TRANSIT TASK FORCE MEMORANDUM

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September 3, 2019

## **Item 4: Update on Transit/Announcements/Chair's Report**

Issue – This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.

Staff Recommendation – None at this time; this is an information item.

Background – There are several city departments, interest groups, and committees that are discussing various aspects of public transportation. Committee members as well as staff will have the opportunity to share information with the group and give updates on relevant projects.

Present Consideration – A list of projects, committees and stakeholders is provided below for a possible update to task force members.

### ***City of Tucson Updates:***

None.

### ***Sun Tran, Sun Link and Sun Van Updates:***

None.

### ***Regional Updates:***

An update on the Long-Range Regional Transit Plan is an agenda item.

### ***Committee Updates:***

None.

### ***Stakeholder Group Updates:***

Broadway Coalition

Bus Riders Union

Bus Friends Forever

Friends of the Streetcar

Living Streets Alliance

Old Pueblo Trolley

Southern Arizona Transit Advocates

Boards, Committees, and Commissions

Stakeholders

Transit Connections Focus Group

PAG/RTA Citizens Advisory Committee

Financial Considerations – None.

Attachments – None.



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# TRANSIT TASK FORCE MEMORANDUM

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September 3, 2019

## **Item 5: Election of TTF Representative to Complete Streets Coordinating Council**

Issue – The TTF is one of five Boards, Committees, and Commissions (BCCs) that will appoint a member to serve on the Complete Streets Coordinating Council (CSCC). This item will determine which TTF member will be elected to serve on the CSCC.

Staff Recommendation – It is recommended that members elect a TTF representative to serve on the CSCC.

Background – On February 5, 2019, Tucson’s Mayor and Council adopted the City of Tucson’s Complete Streets Policy (Policy) as Ordinance No. 11621. The Policy guides the development of a safe, connected, and equitable transportation network that promotes greater health and mobility for people of all ages and abilities including, but not limited to, people walking, biking, using transit, driving, or using wheelchairs or other mobility devices.

The Policy calls for the establishment of two new bodies to oversee implementation and integration of the Policy into the operations of the City of Tucson: 1) the Technical Review Committee (TRC), which will oversee internal operations and ensure interdepartmental coordination; and 2) the CSCC, which will play a critical role in bringing accountability to the Complete Streets implementation process by actively working with City transportation staff and the TRC on items identified in the Policy.

On August 6, 2019, Mayor and Council approved Ordinance No. 11675, which formally established the CSCC as a 20-member (17 voting, three non-voting) body. Seven (7) member of the CSCC will be selected by the Mayor and each Council Member (one each), one (1) member will be selected by the City Manager, five (5) will be by selected from select BCCs (including the TTF), and four (4) will be selected by the Transportation Director.

The CSCC will meet monthly and its members will be expected to attend all meetings and actively participate in CSCC activities. It is currently expected that members will have a monthly time commitment of around two (2) hours, not counting travel to and from the meeting location.

*Please note: only City of Tucson residents can serve on the CSCC and the elected individual must fill out the Complete Streets Coordinating Council Application Form to be eligible.*

Present Consideration – None.

Financial Considerations – None.

Attachment – Complete Streets Coordinating Council Application Form



# Complete Streets Coordinating Council Application Form

For membership on the City of Tucson Complete Streets Coordinating Council

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**Name**

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**Residence Address**

**ZIP Code**

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**Mailing Address (if different)**

**ZIP Code**

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**Business Name and Address (if applicable)**

**ZIP Code**

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**Primary Phone**

**E-mail**

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**Relevant Affiliation(s)** (employment, volunteer work, community groups, neighborhood assoc., etc.)

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**Title (if applicable)**

Which of the following areas best describes the Guiding Principles you would represent on the Complete Streets Coordinating Council? **Select no more than THREE.** (Please use Table 1 in the Attachment as reference.)

- |  |  |
|--|--|
| <input type="checkbox"/> Safety                          | <input type="checkbox"/> Environment                 |
| <input type="checkbox"/> Accessibility for All Abilities | <input type="checkbox"/> Health and Recreation       |
| <input type="checkbox"/> Equity                          | <input type="checkbox"/> Economic Vitality           |
| <input type="checkbox"/> Land Use and Sense of Place     | <input type="checkbox"/> Transportation and Mobility |

*See attachment for more information on Example Issues/Perspectives related to these Guiding Principles*

**Please describe in more detail the primary issues or perspectives that matter to you, or where you have experience, within the Guiding Principle(s) you selected.**

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**Based on your experience, please describe what you think you can contribute to the work of the Coordinating Council.**

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**What are your interests in Tucson's transportation system?**

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**Please describe how you are connected within the community that would support distributing information about Complete Streets activities.**

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**Do you have any other information you would like to provide that would assist our selection process?**

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Are you an active member of either of the following?

- Neighborhood Association           Business Association

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If yes, please list the association(s)

Are you a current member of any of the following City of Tucson committees or commissions?

- Pedestrian Advisory Committee           Transit Task Force  
 Commission on Disability Issues           Park Tucson Commission  
 Tucson-Pima County Bicycle  
Advisory Committee

**Meeting Preference**

Would you prefer to meet in the?

- Daytime     Evening

Which days would you be able to attend meetings?

- |                  |                                  |                                  |
|------------------|----------------------------------|----------------------------------|
| <b>Monday</b>    | <input type="checkbox"/> Daytime | <input type="checkbox"/> Evening |
| <b>Tuesday</b>   | <input type="checkbox"/> Daytime | <input type="checkbox"/> Evening |
| <b>Wednesday</b> | <input type="checkbox"/> Daytime | <input type="checkbox"/> Evening |
| <b>Thursday</b>  | <input type="checkbox"/> Daytime | <input type="checkbox"/> Evening |

What is the best way to communicate with you? \_\_\_\_\_

**Personal Information (Optional):**

The following information is intended to help ensure that the Complete Streets Coordinating Council is a representative body inclusive of the various communities and different transportation users within the City of Tucson.

**Are there any accommodations, if any, that would enable you to attend and fully participate in Coordinating Council meetings?** (ex. childcare, translation services, transit accessible meeting location, travel reimbursement, accommodation for a disability, etc.) **Please describe.**

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What gender do you identify as?

- Female       Male       Other \_\_\_\_\_

Do you identify as Hispanic or Latino/a?

- Yes       No

Which of the following do you most identify as? Select all that apply.

- American Indian or Alaska Native       Native Hawaiian or other Pacific Islander  
 Asian       White  
 Black or African American       Other \_\_\_\_\_

Do you have access to a safe and reliable automobile in your home?

- Yes       No

How do you most regularly travel around the community? Select all that apply.

- Automobile       Paratransit  
 Bicycle       Wheelchair and/or other mobility device  
 Bus       Other \_\_\_\_\_  
 On foot

Which age group do you belong to?

Under 18

18- 24

25-34

35 - 50

51 - 64

65+

***Thanks for your interest in the City of Tucson Complete Streets Coordinating Council!***

**Completed applications must be received by 08/23/2019**

Applications can be submitted in person to  
Tucson Transportation

201 North Stone Ave. 6<sup>th</sup> Floor

Or to your nearest City of Tucson Council Office

*All meeting locations are wheelchair accessible. A request for reasonable accommodation for persons with disabilities must be made to the City Clerk's Office by parties at least five working days in advance of the scheduled meeting and can be made by calling 791-4213 or 791-2639 (TTY) or by e-mail [cityclerk@tucsonaz.gov](mailto:cityclerk@tucsonaz.gov). Each City facility has a designated Limited English Proficiency (LEP) Liaison to assist members of the community with ensuring meaningful access to its department's programs, services/activities. The Office of Equal Opportunity Programs is responsible for monitoring the City's LEP compliance efforts. If you feel that you have not been provided meaningful access to any City program, service/activity, contact the City of Tucson Office of Equal Opportunity 791-4593.*

## **Attachment: Composition of the Complete Streets Coordinating Council**

The Complete Streets Coordinating Council will be composed of twenty-one members reflecting diverse constituencies from across the City of Tucson. To ensure that implementation of the Policy meets its original intent, the members of the Coordination Council should represent a range of perspectives, experience, and/or expertise in areas that are consistent with Guiding Principles of the Complete Streets Policy. The Guiding Principles are as follows:

**SAFETY:** Complete Streets provide a safe travel experience to all and designing Complete Streets is a safety strategy to eliminate preventable traffic fatalities.

**ACCESSIBILITY:** Complete Streets serve people of all ages and abilities.

**EQUITY, DIVERSITY, AND INCLUSIVITY:** Complete Streets elements are implemented equitably and inclusively throughout the city.

**LAND USE:** Complete Streets incorporate context sensitive, flexible design approaches and consider the surrounding community's current and expected land use and transportation needs in an interconnected manner.

**ENVIRONMENT AND HEALTH:** Complete Streets support the health and wellbeing of Tucson's residents and environment by enhancing sustainable transportation options, providing opportunities for physical activity through active transportation (such as walking and biking), improving air quality through reduced vehicle emissions, mitigating urban heat island effect, utilizing stormwater runoff and decreasing stormwater pollutants, and maximizing shade trees and vegetation.

**ECONOMIC VITALITY:** Complete Streets help spur economic development by supporting business and job creation and fostering a more resilient workforce that has greater access to employment opportunities through improved travel options.

Members of the Coordinating Council will actively oversee and bring accountability to the Complete Streets Policy Implementation process by working collaboratively with City staff on implementation activities. Additionally, members will be relied upon to broadly disseminate information to, and solicit input from members of their communities or represented constituencies.

Table 1 provides a non-exhaustive list of examples of issues that are consistent with the above-stated Principles. Note that for purposes of the table, the Environment and Health Guiding Principle has been separated into two issue areas, while Transportation and Mobility has been added as an additional Principle for inclusion on the Coordinating Council.



Table 1 Example Issues/Perspectives related to Complete Streets Guiding Principles

Complete Streets Guiding Principle	Example Issues/Perspectives
<b>Safety</b>	Traffic safety, crime, personal security, traffic enforcement, crash data, emergency response
<b>Accessibility for All Abilities</b>	Persons with disabilities, elderly, youth, families with young children, limited English proficiency populations, transit-dependent populations, alternative mode users
<b>Equity</b>	Environmental justice, low-income individuals and households, communities of color, LGBTQ communities, refugees, immigrants, formerly incarcerated people, residents without homes
<b>Land Use and Sense of Place</b>	Sense of place, planning, neighborhood character, mixed-use development, infill development, parking, public art, gentrification/displacement, placemaking/placekeeping
<b>Environment</b>	Natural environment, built environment, sustainability, green infrastructure, climate change, air quality
<b>Health and Recreation</b>	Health service providers, public health, health equity, mental health, recreation, access to medical care, injury prevention
<b>Economic Vitality</b>	Business, local business, real estate, development, homebuilding, tourism, business districts, economic development
<b>Transportation and Mobility</b>	Planning, engineering, construction, walking, biking, transit, Americans with Disabilities Act, electric vehicles, regional commuting, freight, transportation service providers



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# TRANSIT TASK FORCE MEMORANDUM

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September 3, 2019

## **Item 6: Long-Range Regional Transit Plan Update**

Issue – Staff will provide an overview of the draft Plan development and discuss the next steps, outcomes and the timeline of the Plan.

Staff Recommendation – None. This is an information item.

Background – Pima Association of Governments (PAG), in partnership with the City of Tucson, is undertaking the development of a Long-Range Regional Transit Plan (LR RTP). The desired outcome for the LR RTP is to guide increased mobility options in the region through improvements to public transportation. The LR RTP will focus on a “frequency-first” approach and build on the existing Frequent Transit Network.

The planning process is approximately two-thirds complete. The consultant, Jarrett Walker and Associates (JWA), has performed a current system analysis to inventory existing services, define travel markets, understand current system access extents, draft system goals, develop financial scenarios and draft an initial long-range plan. A document summarizing many of the topics the Plan will cover, called the Choices Report, can be accessed via the Transit Task Force web page at <https://www.tucsonaz.gov/transit/transit-task-force>.

After the completion of the Choices Report, JWA and staff from PAG held the first round of community involvement sessions that included a day-long stakeholder workshop and two open house events. JWA led the workshop which comprised a series of exercises meant to highlight key decisions the community must make when planning for the future of its transit system. Following the workshop, open house-style engagement events were held that allowed members of the public to discuss ideas for the system and vote on key decisions.

During December and January, the project team released an online and on-board survey to reach a wider set of community stakeholders. The survey included questions reflecting the same themes as the earlier open house events. Community response to the survey was strong with over 2,000 surveys completed.

In late January, JWA convened an intensive design workshop with select staff to develop the core network elements of a 10-year network plan. The design workshop incorporated the network priorities from the initial round of community involvement sessions along with draft financial scenarios to form the core of a draft long-range plan. Staff is reviewing an initial draft of the Plan developed by JWA synthesizing the work produced during the design workshop.

On August 28 and 29, JWA held a Plan review workshop and two open houses. An additional web survey was also distributed. The goal during this phase of Plan development was to identify

any areas for focus during the final Plan revision, garner additional input on goal development, and identify community sentiment regarding the Plan's potential impact.

Final service benchmarks, capital plans and implementation plans are being developed during this period. Staff expects the LRRTP will be finalized in late 2019.

Present Consideration – None.

Financial Considerations – None.

Attachment – None.



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# TRANSIT TASK FORCE MEMORANDUM

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September 3, 2019

## **Item 7: Continued Discussion of September Quarterly Ridership Discussion**

Issue – Sun Tran staff will present ridership information to facilitate further discussion of the September Quarterly Ridership Presentation.

Staff Recommendation – None. This is an information item.

Background – Staff has prepared materials to supplement the quarterly ridership presentation from the September TTF meeting. The materials provide information on various performance metrics, and staff will provide an analysis of trends.

Present Consideration – None.

Financial Considerations – None.

Attachments – Sun Tran Fixed-Route Statistics Table (Fiscal Year 2018 to Fiscal Year 2019).

# Sun Tran Fixed Route Statistics FY '18 vs FY '19

Routes	Passengers			
	FY'18	FY'19	Change	Pct Chng
1	442,133	464,520	22,386	4.82%
2	266,283	234,156	(32,127)	-13.72%
3	723,583	684,172	(39,411)	-5.76%
4	1,194,803	1,103,077	(91,727)	-8.32%
5	237,762	227,956	(9,805)	-4.30%
6	582,609	560,094	(22,514)	-4.02%
7	787,092	711,841	(75,250)	-10.57%
8	1,331,108	1,228,937	(102,171)	-8.31%
9	608,414	596,736	(11,677)	-1.96%
10	321,815	295,068	(26,747)	-9.06%
11	1,024,890	1,027,223	2,333	0.23%
12	432,431	441,501	9,070	2.05%
15	396,327	366,183	(30,144)	-8.23%
16	1,206,692	1,141,980	(64,711)	-5.67%
17	719,843	686,523	(33,320)	-4.85%
18	1,112,635	996,309	(116,327)	-11.68%
19	339,279	270,853	(68,426)	-25.26%
21	163,857	145,913	(17,943)	-12.30%
22	146,668	144,126	(2,542)	-1.76%
23	335,338	315,162	(20,176)	-6.40%
24	180,460	164,733	(15,726)	-9.55%
25	455,497	421,431	(34,066)	-8.08%
26	214,867	208,582	(6,285)	-3.01%
27	257,455	233,292	(24,163)	-10.36%
29	363,497	337,442	(26,055)	-7.72%
34	715,888	698,210	(17,677)	-2.53%
37	171,533	163,532	(8,001)	-4.89%
50	154,005	84,981	(69,024)	-81.22%
61	153,053	149,673	(3,380)	-2.26%
<b>Totals</b>	<b>15,039,816</b>	<b>14,104,210</b>	<b>(935,605)</b>	<b>-6.63%</b>

Routes	Passenger per Mile		
	FY'18	FY'19	Change
1	1.89	2.13	0.24
2	1.11	0.99	(0.12)
3	1.61	1.54	(0.07)
4	2.15	2.22	0.07
5	1.18	1.13	(0.05)
6	2.70	2.60	(0.10)
7	1.67	1.51	(0.16)
8	2.41	2.54	0.12
9	1.51	1.44	(0.07)
10	1.89	1.78	(0.11)
11	1.94	2.00	0.06
12	1.98	2.05	0.07
15	1.34	1.22	(0.12)
16	2.46	2.52	0.06
17	1.56	1.49	(0.07)
18	4.08	4.03	(0.05)
19	3.28	2.74	(0.54)
21	1.41	1.26	(0.15)
22	1.25	1.26	0.01
23	1.49	1.40	(0.09)
24	2.14	1.96	(0.18)
25	1.86	1.72	(0.13)
26	1.09	1.06	(0.03)
27	1.04	0.95	(0.09)
29	1.59	1.48	(0.11)
34	1.81	1.77	(0.04)
37	1.20	1.15	(0.05)
50	2.26	1.25	(1.01)
61	1.13	1.10	(0.03)
<b>Totals</b>	<b>1.86</b>	<b>1.79</b>	<b>(0.08)</b>

Routes	Passenger per Hour		
	FY'18	FY'19	Change
1	21.46	23.17	1.72
2	15.03	12.31	(2.72)
3	19.99	19.12	(0.87)
4	24.73	24.97	0.24
5	14.57	13.98	(0.58)
6	23.58	22.67	(0.91)
7	21.02	20.13	(0.89)
8	27.02	29.01	2.00
9	17.79	17.17	(0.62)
10	22.96	21.71	(1.24)
11	23.47	24.56	1.09
12	22.77	23.52	0.75
15	14.35	13.33	(1.02)
16	26.73	27.10	0.37
17	20.43	20.67	0.24
18	38.37	37.72	(0.65)
19	27.80	23.69	(4.11)
21	15.80	13.95	(1.85)
22	15.53	15.44	(0.08)
23	17.30	16.29	(1.01)
24	25.97	23.76	(2.21)
25	22.05	20.26	(1.79)
26	17.87	17.38	(0.49)
27	14.62	14.43	(0.19)
29	19.87	18.58	(1.29)
34	20.84	20.47	(0.36)
37	14.11	13.48	(0.64)
50	19.80	10.75	(9.04)
61	16.03	15.59	(0.44)
<b>Totals</b>	<b>21.82</b>	<b>21.23</b>	<b>(0.59)</b>

Routes	Cost per Passenger		
	FY'18	FY'19	Change
1	3.77	3.55	(0.22)
2	5.45	6.52	1.07
3	4.39	4.60	0.21
4	3.44	3.35	(0.08)
5	5.58	5.85	0.27
6	3.16	3.44	0.29
7	4.08	4.29	0.21
8	3.15	2.92	(0.22)
9	4.64	4.88	0.24
10	3.48	3.75	0.27
11	3.47	3.36	(0.10)
12	3.49	3.42	(0.07)
15	5.48	6.02	0.55
16	2.97	2.95	(0.02)
17	4.23	4.12	(0.11)
18	1.97	2.08	0.11
19	2.68	3.29	0.61
21	4.99	5.77	0.78
22	5.22	5.30	0.09
23	4.56	4.92	0.35
24	3.09	3.41	0.32
25	3.69	4.03	0.34
26	4.92	4.89	(0.03)
27	5.72	5.85	0.13
29	4.17	4.46	0.28
34	3.88	4.00	0.12
37	6.32	6.59	0.27
50	3.79	7.21	3.42
61	5.22	5.31	0.09
<b>Totals</b>	<b>3.76</b>	<b>3.49</b>	<b>(0.27)</b>

Routes	Farebox Recovery		
	FY'18	FY'19	Change
1	20.75%	23.07%	2.33%
2	12.91%	11.10%	-1.81%
3	18.78%	19.46%	0.68%
4	22.40%	24.19%	1.79%
5	15.50%	15.81%	0.31%
6	23.05%	21.94%	-1.11%
7	18.04%	17.70%	-0.34%
8	22.30%	25.41%	3.11%
9	15.01%	14.97%	-0.05%
10	18.71%	18.54%	-0.17%
11	19.13%	20.56%	1.43%
12	17.15%	18.87%	1.73%
15	15.84%	15.63%	-0.21%
16	22.65%	23.49%	0.84%
17	17.96%	19.33%	1.37%
18	27.03%	26.48%	-0.56%
19	24.87%	20.86%	-4.00%
21	12.48%	10.81%	-1.66%
22	12.58%	12.87%	0.29%
23	15.87%	15.13%	-0.74%
24	21.75%	20.43%	-1.32%
25	18.50%	17.86%	-0.64%
26	14.66%	14.73%	0.08%
27	12.73%	12.82%	0.09%
29	17.19%	16.86%	-0.33%
34	17.51%	17.64%	0.13%
37	12.92%	12.97%	0.05%
50	17.64%	9.90%	-7.74%
61	14.34%	14.54%	0.20%
<b>Totals</b>	<b>18.77%</b>	<b>19.75%</b>	<b>0.98%</b>

Routes	Subsidy per Passenger		
	FY'18	FY'19	Change
1	\$ 2.99	\$ 2.73	(0.26)
2	\$ 4.75	\$ 5.80	1.05
3	\$ 3.56	\$ 3.70	0.14
4	\$ 2.67	\$ 2.54	(0.12)
5	\$ 4.71	\$ 4.92	0.21
6	\$ 2.43	\$ 2.69	0.26
7	\$ 3.34	\$ 3.53	0.19
8	\$ 2.44	\$ 2.18	(0.26)
9	\$ 3.94	\$ 4.15	0.21
10	\$ 2.83	\$ 3.06	0.22
11	\$ 2.80	\$ 2.67	(0.13)
12	\$ 2.89	\$ 2.77	(0.12)
15	\$ 4.61	\$ 5.08	0.47
16	\$ 2.30	\$ 2.26	(0.04)
17	\$ 3.47	\$ 3.32	(0.15)
18	\$ 1.44	\$ 1.53	0.09
19	\$ 2.01	\$ 2.60	0.59
21	\$ 4.37	\$ 5.15	0.78
22	\$ 4.56	\$ 4.62	0.06
23	\$ 3.84	\$ 4.17	0.33
24	\$ 2.42	\$ 2.71	0.30
25	\$ 3.01	\$ 3.31	0.30
26	\$ 4.20	\$ 4.17	(0.03)
27	\$ 4.99	\$ 5.10	0.11
29	\$ 3.46	\$ 3.71	0.25
34	\$ 3.20	\$ 3.30	0.09
37	\$ 5.50	\$ 5.74	0.23
50	\$ 3.12	\$ 6.49	3.38
61	\$ 4.47	\$ 4.53	0.06
<b>Totals</b>	<b>\$ 3.05</b>	<b>\$ 2.80</b>	<b>(0.25)</b>



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# TRANSIT TASK FORCE MEMORANDUM

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September 3, 2019

## **Item 8: Discussion of Interim Aesthetic Improvements at Ronstadt Transit Center**

Issue – This item was requested by a TTF member to discuss interim aesthetic improvements at the Ronstadt Transit Center (RTC) while it’s redeveloped.

Staff Recommendation – None.

Background – In 2013, at the request of Mayor and Council, City staff issued a Request for Proposals for the redevelopment of the RTC, a 4.7-acre site at Congress St. and 6<sup>th</sup> Ave. that houses the transit center and two parking lots.

In November 2015, after a competitive review process, the City selected local developer Peach Properties to lead the redevelopment effort. The submitted conceptual plan included the development of mixed-use retail, office space, live/work lofts, public spaces, a public market alongside the new transit mall, and a parking garage. The streetscape on both Congress St. and 6<sup>th</sup> Ave. would be activated with retail uses.

The project timeline is unclear at this time. A draft joint development agreement (JDA) will be brought to Mayor and Council in September 2019. Once approved, the JDA will be sent to the Federal Transit Administration for consideration and approval.

There are currently no existing partnerships with downtown businesses to improve the RTC before or during construction. Also, there is no dedicated funding for interim aesthetic improvements.

Present Consideration – None.

Financial Considerations – None.

Attachments – None.