



City of Tucson Pedestrian Advisory Committee (PAC)

August 24, 2016

**APPROVED MEETING MINUTES
(approved 09/21/16)**

The City of Tucson Pedestrian Advisory Committee held an “Action” meeting on Wednesday, August 24, 2016, starting at 6:00 p.m. at the Southern Arizona Workspace, 403 N. 6TH Ave, Tucson, AZ 85701

AGENDA

1. Call to Order, Introductions
Quorum established. Vanessa called the meeting to order at 6:08 p.m.
2. Call to the Audience & Announcements

Pedestrian Advisory Committee Members:

Present-item for Lagerway to address	Absent
<p>Davita Mueller-how to engage with all stakeholders</p> <p>Forest Weier-how to lobby politicians/groups</p> <p>John Anderson-would like ped data, do safe streets make safer for all users?, how to get officials to recognize budget as moral issue, make neighborhoods as ped friendly areas.</p> <p>Emily Yetman-make PAC relevant to Mayor & Council</p> <p>Jeannie Maldonado-use template to address culture shift in Tucson</p> <p>Vanessa Cascio-how to elevate Safe Routes to Schools, how to be heard and Mayor & Council</p> <p>David Walker-sprawl vs ped issues</p> <p>Wendy Lotze-how to increase how people identify themselves as pedestrians</p> <p>Maia Ingram</p>	<p>Valerie Vineyard</p> <p>Steve Bressler</p>

City of Tucson Staff and Members of the Public present:

Pete Lagerway

Pete Eun

Collin Forbes-item: work force enforcement and standards

Kelly Lorosa-FHWA Safety

Jeannie Ramiriz-NHTSA

Ann Chanecka

3. Review of BCC Survey Results

6:16pm

Vanessa stated that the results were in the packet. Ann had no additional information, but is available for questions. Council members survey: Only 3 of 7 have heard from PAC. Vanessa wondered if this is typical. Emily stated that we have met with members and written letters. Forest noted that we have spoken at M&C meetings.

4. Discussion with Peter Lagerway

6:22 pm

Pete Lagerway will speak in three parts. Successful communities have public involvement.

1. **What PAC should be doing.** Pete thinks we are spending our time properly. There used to be large barriers to walking. Walking wasn't included in any manuals. Information is now more available and of good quality. Documents exist to support walking. PAC should know what is out there.

All good things PAC wants to do, have already been done by someone else.

Money is a common excuse for not doing things. If you institutionalize walking, many things can be done without extra money. Many of the best walking communities, are poor communities. Wealth of community does not correlate to walkability. Budgets reflect your true feelings.

Don't chase latest pothole. Focus on institutional change. If you change this once, you will improve many things in the city. Does this issue matter? Can this issue be supersized? If it is a one-off issue, you should probably let it go. Work on issue that affects all intersections.

Staff person should tell PAC what the windows are to affect policy documents. PAC impacts the policy document. Review policy document via a word search on "pedestrian." Pedestrian should be on every other page or every page. It's important to "show up." Planning document worked on today was the Pedestrian Safety Plan. This supersedes change over time.

Extremely important:

The workshop went over what guidelines Tucson uses earlier today. What guidelines you use will determine what is built. 90 percent of development is built per these

guidelines. Ped friendly design manual (default vs exception, geometry of intersection) will determine crashes, start with ideal (small radii intersection) give exception for large radii. How do we divide ROW (a scarce resource). Flip the norm. With ROW, start on edges with sidewalks, then bike lanes, what is left over is for automobiles. Rather than old way of starting with automobiles.

Very important:

Zoning code and land use regulations. Developers need predictability and speed to make money. Tell this to developers when meeting. Give a list of social outcomes that we want.

Cracked sidewalk. Worn paint. We want maintenance to be adequate but not handled as a one off problem. Prioritize streets in guidelines. Solve maintenance problems for entire city, not one-off problems.

Not as important in Tucson: on street parking. Curbside management. When there is no street parking, you don't want sidewalk attached to curb. A landscape buffer or furniture zone is needed. You need visibility near the intersection for crosswalks. You want no parking in the first 30'. Use this space for bike parking or bump out.

More design work is sent out to consultants. Consultants need to use City's current guidelines and manuals. This is a problem in small communities, where city staff can't review all of consultants work. All RFQs and RFPs require a certain amount of ped/bike expertise. Assign points for ped expertise. Include it in all RFQs/RFPs. Ann: many projects go to On Call consultants. Pete: include expertise in the On Call application. Scope of Work should include ped issues.

Bring in good courses. Do internal and external training. Dynamic of road construction and driving and walking is changing.

Schools are a good entry point into the community. Safety of kids is an easy issue to sell to the community. Have every school have a traffic management plan and a walk to school plan. Have improvement plan for each school. Facilities plan for each school (sidewalks, svts).

Statewide issue. Message and timing are important. All driver education should have pedestrian safety as part of class time and behind the wheel. Pedestrian safety will stick with people if educated at a younger age. Instructors need to have ped issues as part of the curriculum.

Enforcement. Enforce the right things. Have a positive, collaborative relationship with police department. We need crash data to know what safety issues are. We want to focus on running red lights, speeding, turning right or left. Do enforcement at right location to be effective. If all peds are doing something silly at a location, there is probably a reason (no crosswalk to bus stop). Tickets may not be the solution.

In most communities, it is not illegal to cross between non-signalized intersections.

Ann: Tucson has definition of crossing in CBD and businesses within certain distance of intersection.

Emily asked about collaborations with police departments. Pete: community officers can be nice, but have no authority. Work with the top police officials, the other officers will do as they are told. Police departments are very hierarchical.

Prioritization. Scoring and ranking can prioritize ped projects. A few points assigned to ped issues, can make ped related projects much more likely to be constructed.

Complete streets policy. A commitment to this policy is important.

Application forms for money. Pete volunteered to rewrite application forms in another city. Have projects get extra points if they include pedestrian facilities.

Recognition for good work. 3 to 1 rule. Are you sending out 3 thank yous for each complaint? Recognize someone publicly. Find a venue to thank someone in front of others.

2. How PAC can be effective.

Number 1 thing to do: keep track with spreadsheet of each person, send 2 emails, send 2 letters, make 2 phone calls, 2 one on one meetings, 2 public meetings, review 2 documents. This equals one thing a month. $13 \text{ people} \times 2 \text{ meetings} = 26 \text{ per year}$. This equals 3 things per week that the community hears from PAC.

Focus on being ubiquitous.

Do a round robin on what each person did that month. Spread work out evenly.

Committees are ineffective if staff does all the organizing and work.

Create an annual work plan. This should include things that supersize issues. Each person should have 1 to 3 things that they follow through the year. Government likes consistent input. Create consistency with the board and its comments.

Staff should inform PAC of windows to make comments and input. Staff should work with speakers and make them look good. Many engineers/consultants are not comfortable speaking to a pedestrian advocacy group. Staff should work with speakers ahead of time.

3. Discuss questions/issues raised by PAC.

David asked if driver education has been effective in other states. Pete said it is a large issue, requiring input at the state level. Arizona Strategic Safety Plan has a subcommittee on non-motorized travel, PAC could input here.

Maia asked if there are examples of complete streets that have been equitable. Pete said complete streets coalition has a new publication that has good examples. Implementation examples could be a manual with equity addressed.

John: could complete streets be an issue assigned in our PAC plan. Pete said temporary subcommittees can be effective. Example: create work plan on complete streets. Short term subcommittees can be effective.

Vanessa: finds it's frustrating to compete for funding or compete as a seemingly small player. Projects can seem inevitable. Pete said that work plan should include Prioritization. There should be a data drive, transparent priority system. NCHRP 803 is a transparent way to prioritize projects or programs. Prioritization should reflect values of the community.

Vanessa: how each jurisdiction gets one vote in the MPO, but jurisdictions have very different needs. Pete felt this is a systemic issue that will affect everything PAC does. John: losing the bond may create a window to impact the NPO. Pete: PAC will need many partners to tackle this issue. Emily: this was created at the State level, and would need to be changed at the State level. Pete cautions that this is such a big issue, it could suck up all the resources of PAC. Eun: lawsuits can be negative, but can draw attention/publicity to an issue. Pete: PAC should be positive on some issues, it doesn't want to be seen as a negative organization.

Pete: who should we write thank you letters to: TPD, Regina Romero, Paul Cunningham, Mayor Rothchild.

Maia asked how the Pedestrian Safety Plan is going. Ann stated that many people are participating which is good. The number of people involved is a challenge to make timely decisions. Pete: it is difficult to judge how effective a training will be at the end of training. Sometimes the reception can be cold, but can be effective years later. You never know what happens in gap between planning and implementation.

Eun said that FHWA is here to assist over the long term.

5. Adjourn

Vanessa moved to adjourn at 7:59pm.