



City of Tucson Pedestrian Advisory Committee

August 21, 2019

APPROVED MINUTES

August 21, 2019, 6:00 pm
 City of Tucson Ward 6 Council Office
 3202 East 1st Street, Tucson, AZ 85716

<p>Present: Wendy Lotze (Chair) Alex Stoicof John Anderson Tarik Williams Maia Ingram Valerie Vinyard Larry Martin</p>	<p>Absent: Samuel Jensen</p>
<p>Audience: Davita Mueller, Resident Doris Martin, Resident Diana Alarcon, TDOT Mike Allen, TPD Diana Duffy Craig, PAG Felipe Ladron de Guevara, Kittelson</p>	

1. Call to Order, Introductions

Wendy Lotze called the meeting to order at 6:30 pm. 7 members in attendance.

2. Approval of Minutes

Motion by John Anderson to approve the minutes. Seconded by Valerie Vinyard. Voice vote passed unanimously: 7 in favor, 0 opposed.

3. Call to the Audience & Announcements: No audience comments or announcements

Upcoming PAG Long Range Transit Plan Open Houses

- August 28th 9am-12pm
- Wendy will share invite, someone from PAC should try to attend

Updates from Diana Alarcon, TDOT

- Comments from Grant Rd Ph 3-4 sent to consultants, got remarks back from consultants, meeting now with traffic engineer, specifically for Grant and Alvernon (intersection is currently at level for D and could potentially be level F). Diana will be back to PAC will more updates after meeting with consultants

Bike/Ped counts from PAG – expect update next month

4. Welcome new members – Tarik Williams and Larry Martin

5. Staff Updates:

Diana Duffy

- Spoke about new investigative programs for pedestrian safety, looking at bigger story around crashes and not just speed, trying to include community, working with PSAP team to determine areas of concern
- Looking at ways to “funnel” people into places that are well lit and safer to cross, ie: using landscape solutions/barriers
- Question - For the instances where people crossing in middle of street have been hit more than once, is there a pedestrian penalty for this? Right now no.
- Fear from both sides, pedestrians afraid to walk at night and also drivers afraid to drive at night

6. Projects, Programs and Initiatives

Pedestrian Safety Action Plan – Felipe Ladron de Guevara, Kittelson

- Location Prioritization presentation
- Transit ridership – incorporated that data based on ask from PAC
- Also incorporated data from police department
- Factors for location prioritization:
 - Crash severity –score for various intersections
 - Risk factors – intersection findings and segment findings data

- Equity analysis – data from ACS and created equity index
- These three factors led to prioritization of locations
 - Three various prioritization methods to give three different results
 - Equal weight – shows that Grant and Alvernon still #1 most dangerous
 - Severity-weighted score – shows that Grant and Alvernon still #1 most dangerous
 - Severity and equity weight scores - some different scores but Grant and Alvernon still #1 most dangerous
 - Decided to go with equal weight method
 - Based on this, now have a list of locations to move forward with to start evaluating more in depth
- Next steps – select safety countermeasures, prioritize projects, action plan recommendations
- Timeframe
 - Get input from PAC
 - Draft location selection
 - Come back to PAC early in September with specific locations
 - Final PSAP – November
- Question – have you found that the Michigan lefts are helping or hurting? This priority location list is based on previous road designs, so they don't have the data for the new lefts. But what about Grant and Oracle? And are we talking that intersection or one block west? Grant and 1st is showing up high on current analysis. Diana Alarcon – starting to work with UA to evaluate Michigan lefts.
- Question – is the intersection considered the whole block to next intersection? For this study, used 250' from intersection to count as "intersection," if not part of intersection it is part of a "segment," seems that when there is a store or apartment, pedestrians seems to use shortest path, also bus stops seem to be located far away from crosswalk
- Question - how far back does the data reach? 2014
- Question – it did seem that the three strategies did have a similar list, why chose equal weight? It provides balance of crash data factor, helps with future funding.
- Questions – will you now make recommendations for each location? Yes, maybe top 5 locations, and will be site specific. Will it be from an engineering perspective? Recommendations will be more high level.
- Question- are there any HAWKS in progress? – yes there are 6 in the works in the City
- Question - would recommendations like refugee education be included? Yes, also trying to recommend things like moving bus stops.
- PSAP will be publicly available once finalized
- Comment – stretch between Grant and Dodge – there are two-three bus stops on the north side, they are not near crosswalks, people take shortest route
- Another suggestion would be to have HAWKS proposed for mid-block bus stops (between signalized crosswalks)
- Question – how do turn islands affect data? Grant/Alvernon versus Grant/Swan? Transit ridership higher at Grant/Alvernon, a lot has to do with context of situation, many more

pedestrians at Grant/Alvernon, and some residential areas. Do turn islands help with flow of traffic? Doesn't always help with pedestrians and cyclists. Have to look at street and look at what the priorities are, and then design for that specific level of service.

- Question – Diana do you think the PSAP data so far is helping with determining these locations? Yes helping to determine priorities and low-hanging fruit, because Mobility Masterplan improvements may not happen until few years out.
- Bad drivers are happening everywhere, but why crashes higher at Grant/Alvernon? So we need to tackle the locations, and what makes those places unique. Behavior changes important.
- The fact that the location list didn't change when changed methodology shows that structure of community of really at the core of the problem
- Grant and Alvernon – do we design this for cars or for pedestrian? Diana is going for pedestrians, that will be the priority because that's where we are having the crashes.
- Comment – changing behavior is related to if something affects someone directly, so if a pedestrian is not getting a citing for the "crime" of crossing where they shouldn't, will anything change? There is enforcement, but if these people don't have the income for ticket, judge is dismissing them. Diana Duffy is working with courts to encourage these people to have to take a class, just like drivers. TPD has limited funds to follow up with every single case. Part of it has to community pressure – engineer, education, design, community, evaluating, we are talking about a culture change. Everyone has an important role in this, not just up to engineer, police, constant training and enforcement (ie: state hands-free law doesn't go into effect until 2021)
- Education piece is really a collaborative effort but also very difficult, many knowledge gaps (ie: why is it that drivers do not have to retake driving test), maybe some laws have to change, will be hard to make everyone care, engineering/landscaping is important because that's the way we can make safety easier for everyone
- What about the media and education toward community pressure?
- Council did approve money for safety improvements, TDOT working on 5-year safety plan, marketing/educational campaign is part of that effort, public safety awareness part of it but radio and TV will do it at 2 and 4pm, but these aren't good times, so how can we be more strategic about using the media?

7. Complete Streets Coordinating Council – select PAC representative

- Anyone can apply to Council apart from PAC
- Maia applied
- Application closes on Friday
- Still some things in works about organization of Council
- Mobility Masterplan will be a big part of Council work
- PSAP locations will be a part of Council work
- Design elements of conflict areas
- Helping with moving initiatives forward and providing expertise to City
- Maybe the PAC meets less frequently so that people can be involved with the Council

- General comments that people would like to be more involved with a more active versus reactive process
- 20 seats, 1 from each ward and mayor, and then rest selected by TDOT
- PAC rep will still fill out application, but will be definitely be chosen
- Maia Ingram makes motion to select Tarik Williams as PAC representative to the Complete Streets Coordinating Council, John Anderson seconds, all approve
- Will likely be meeting once/month but it may be more, a lot of work between February to May
- PAC rep will be reporting back to PAC
- Tarik would like to meet with PAC to learn about what the major PAC issues are, so that he's prepared for Council, Maia said she's happy to meet with him
- This is not a short term committee – looking to be a permanent council
- Regular PAC agenda item with council updates

8. Round-Robin Check In and discuss July/August meeting schedule and agenda

- Agenda item for next meeting – reducing meeting times, discussion to reorg PAC, possibly structured as subcommittee to the Coordination Council
- Maia willing to present on community engagement toolkit she's worked on with UA
- Wendy won't be at next meeting, still tight with quorum, so please let Krista know ahead of time if can't make it
- Question- any way to get some of the applicants who were declined to apply for PAC? Yes, Diana/TDOT can help with that.
- Any other interest in PAC? So far it was just Tarik and Larry

9. Meeting was adjourned at 7:41 pm.