



Complete Streets Coordinating Council (CSCC)

October 23, 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 5:40pm

Members Present:

Roger Carrillo
Marshall Davis
Jennifer Flores
Ariel Gilbert-Knight
Riley Merline
Miranda Schubert
James Wood
Greg Punske (non-voting)

Members Absent:

Jill Brammer
Zach Coble
Sophia Gonzalez
Craig McCaskill
Liz Soltero
Tarik Williams

Staff:

Ryan Fagan
Hal Feldman
Kristin McRay
Monica Landgrave-Serrano
Kara Spinney
Shamara Smith
Michelle Saavedra

Observers:

Maddie Janis
Chris Lopez
Scott Robidoux

Facilitation and documentation:

Tahnee Robertson
Colleen Whitaker

Summary of actions and decisions:

- September meeting minutes: Motion to approve – Marshall; Second – Miranda (Sophia absent).

2. Housekeeping

- Approval of September minutes. No corrections. **Motion to approve - Marshall; second - Miranda.**

3. Call to the audience

- Chris Lopez, Julia Keen Neighborhood Association - already raised Country Club between Aviation and 22nd Street with this group. On August 28 had meeting with Patrick and Ryan. The neighborhood got a memo outlining some safety measures being taken in the shorter term. Want to know when the more immediate steps will begin to be implemented. Haven't seen anything being done yet.
 - Ryan will address in project update agenda item and can follow-up.

4. Traffic Signals 101 - Hal Feldman, City of Tucson

Hal shared a presentation. Main points are summarized here:

- Note that this is a precursor to a presentation that will be shared by Smart Mobility in the near future about improvements suggested with 411 funding.
- An intersection must meet signal warrants to get a signal. Criteria include - traffic and ped volumes, schools, crash history, proximity to railroad crossing, and coordinated signal systems. If an intersection doesn't meet any of these criteria a signal will not be installed.
- Current price of traffic signal is \$400-700k, depending on the complexity of the intersection.
- City of Tucson currently maintains ~420 traffic signals and ~150 HAWKS.
- Terminology:
 - Signal phases - the direction of traffic movement
 - Clearance period - the yellow and all-red time that follows a green. These times are based on the geometry of the intersection and speed of approaching traffic
 - Cycle length - total time to serve all the phases and clearance periods. Typical cycle length in Tucson is 108 seconds.
- Underground components - conduit and wires
 - Safety benefits of improvements: address failure of old wiring; older conduits can be broken or clogged.
- Signal cabinet - metal box that holds the electronics needed to operate the signal
 - Safety benefits of improvements: improved weather resistance and ability to accommodate future tech improvement
- Signal heads - the lights themselves; these are LED
 - Safety benefits of improvements: newer signal heads help drivers make better decisions
- Vehicle detection - tells signal when there is a waiting vehicle; non-working detection creates inefficient signaling. Images used for detection are not stored or recorded.
 - Safety benefits of improvements: upgrades will enable Automatic Traffic Signal Performance Measures (ATSPM)
- Pedestrian equipment - push button and ped signal (walk, flashing, don't walk). Countdown signals, which have really shown safety improvements.
 - Safety benefits of improvements: Accessible Pedestrian Safety (APS) improves ped safety with verbal messages and audible tones.
- HAWKS - flashing red remains until ped countdown timer reaches zero. Flashing red - driver must stop but can proceed if no one present in crosswalk.
- Left Turns - many types:
 - Permissive (regular green circle), protected/permissive (left turn arrow and can turn on green circle), or protected (turn only on left arrow).
 - Leading or lagging (before or after regular light)
 - Flashing yellow arrows - there has been a lot of work lately to convert intersections to this, which takes a fair amount of work - e.g. rewiring or longer mast arm.

- The safety benefit - can allow protected only phasing by time of day. This is currently being evaluated.
- Preemption - equipment that gives priority to emergency vehicles
 - Safety benefits of improvements: better response times for emergency vehicles.
- Uninterrupted Power Supply - a battery system that keeps the signal operating during power outages.
 - Safety benefits of improvements: allow for signals to operate temporarily during power outages
- Routine maintenance is continually required - e.g. buttons, LEDs, wiring, etc.

Questions/discussion

- Riley - Sometimes people can't keep pace with 3.5 feet/second when crossing. Seems it should be longer than the average person's walking time.
 - This is stated in the federal manual guidelines, and is the starting point. If City gets a request to evaluate a crossing time, more time can be added to flashing "don't walk" period.
- Riley - hear from people crossing with bike at Treat and Speedway HAWK that it starts flashing before bikes can make it across. Who should this be reported to?
 - Can always call 311 for any type of public works issue
- Ariel - does priority to emergency vehicles include priority over pedestrians?
 - This is a national topic at the moment. Two approaches: cut ped time short, or complete ped time before allowing emergency vehicle through. City of Tucson has preferred to let the ped time be completed.
- Marshall - how many intersections have UPS?
 - Unsure. Transition to LED has increased life greatly. Typical life of a battery is 4-7 hours.
- Ariel - how compliant are drivers with HAWK lights? Anecdotally it seems drivers don't understand the flashing red light. If there is a compliance problem does, is there an opportunity for some type of safety campaign?
 - Don't have hard data on compliance. This is valid point. Do see drivers react differently at HAWKs. The PIO does this type of public safety campaigns, and this could be a great topic for that.
- James - If I am remembering correctly, the compliance number that was presented to us was about 95-97%. Having said that I don't know how this is measured - maybe that number is for the solid red, but not for the blinking red.
- Riley - have seen pretty good compliance personally, but do hear from others that it is scary. When a vehicle proceeds through intersection before the pedestrian has completely cleared the intersection, is this in violation of the law? It is dangerous because it makes other drivers feel like they can start moving.
 - Have understood the rule to be that traffic cannot proceed while the pedestrian is at any point in the crosswalk.

- Jennifer - what is the status of HAWK at Treat/Glenn?
 - City started with two solar HAWK crossings, including this one. There has been continual issues with the solar equipment. This is now being converted back to regular power supply.
- Marshall - are the cameras regularly monitored to see if they are still in alignment?
 - No, don't have the capacity to do this. Typically they are only looked at when there is a call that something is not working.
- Miranda - what is the general condition of signals across the City? And do the number of signals meet best practice for our number of intersections? And what priorities are being considered with timing and type of signals - does it include ped safety?
 - General conditions - Smart Mobility is the group that does all the maintenance. This would be a good question for them during their presentation.
 - Pedestrian safety - there are minimums for timing that can always be increased.
- James - do the detection cameras recognize bicycles or only cars? Is the policy of not saving images just practical, or is this mandated?
 - Detection does pick up bikes and motorcycles. Storing images would require an enormous database.

5. Small Project 411 Funding Report (Mountain/Helen) - Ryan

Recent improvements were made on Mountain Ave/Helen. This is the first project that was moved forward under the small cost authorization recently approved by CSCC.

- There is a long history of requests for improvements at this intersection - lots of vehicles, parking garages, peds and bikes. It has been somewhat chaotic.
- Project cost - just under \$27k
- The project included new striping, flex posts to provide protection for bikes, and signage to restrict left turns from Helen to Mountain.
- Construction was done over summer. Early observations are showing high compliance with turn restrictions; yielding to peds appears to have increased.

Questions/discussion

- Riley - nice improvement
- James - have been recently approached about this intersection. The comment was that the compliance related to pedestrian safety is up and it feels safer, but compliance related to bikes has gone down - don't know how to verify this. Ideally need a stop or yield for cars here.
 - Ryan - can look into this, thanks.

6. Silverbell Prop 411 Project Update - Ryan

This project was recently completed (Silverbell from St. Mary's to Congress)

- CSCC approved funding after construction had already started. All the safety improvements were implemented without significant delay to repaving.
- The goals were: calm traffic, improve safety/walkability/accessibility, leverage re-paving work
- This was a Tier 1 Move Tucson project. A road safety assessment and neighborhood input

helped shape the scope. The street design guide and FHWA guidance were used to create improvements.

- Improvements: protected bike lanes (6.5' with 4' buffer), RRFB crossing, sidewalk gap fill (east side only), ped refuge islands
 - The buffers were done with 108 precast curb segments, and 120 K71 detectors (the City is trying new/different methods for providing the separation).
 - Sidewalk - width is 5', couldn't fit 6'. It is attached to curb; although a setback is preferred. The protected bike lanes to provide additional separation.
 - RRFB - in front of the hospital and near bus stops. Also added a new streetlight.
 - 4 ped islands - sited to provide access to sidewalk
- The sidewalks and ramps were done using standard details, not custom design. This allowed for efficiencies. The consultant did do design for protected bike lane, refuge islands and RRFB.
- Costs: Estimated at \$590k; actual costs \$629k (still finalizing these numbers).

Questions/discussion

- James - recently at this intersection. Previously there was a dedicated right hand turn lane from Anklam which is now blocked off. Was this always the plan?
 - The closure of this right-hand slip lane was included in the original restriping plan. It may not have been completely filled in due to drainage issues with the nearby wash.
- Riley - this is an amazing improvement; feel so much more comfortable biking here with kids now. Hope this is the first of many. Have spoken to others who live further north who wish improvements extended even further. The cars were much slower with just the narrowing, even without the physical structures in place. It is still a little sketchy at the curved intersection; merging as a bike to middle turn lane - maybe there is something that can be done in the future here?
 - Ryan - the visibility here isn't sufficient for a crossing but agree it could be improved.
- Miranda - This is a beautiful project! It's wonderful to see dreams actualized.
- Riley - what happens if a car hits a bollard?
 - They are flexible plastic; should deform and then stand back up. It won't stop a vehicle. The pre-cast curb is more of a physical deterrent.

Walk and Talk to see this project:

- Sat Nov 2 or Nov 9 are proposed dates. Zoom poll showed equal interest in November 2nd and November 9th at 3pm, and November 2nd at 10am. Ryan will follow-up with final date/time.

7. CSCC Hub

- Independent Oversight and Accountability Commission (IOAC) - No member
- Park Tucson - No member
- Tucson Transit Advisory Committee (TTAC) - *Riley Merline*
 - No significant updates
- Bicycle Advisory Committee (BAC) - *James Wood*

- Last meeting decided to start a new project to address the common complaint of the bike network not being contiguous. PAG has a map of complete bicycle network. Will visit each place where there is a gap and try to find a work around. This isn't about new infrastructure, it's about finding alternate routes and maybe at least green stripes/signage on re-routes in the future.
- Commission on Disability Issues (CODI) - No member

8. Personal Complete Streets experiential opportunity for the month

- Marshall - Rosemont/5th St. Walked to deli. There is a sidewalk on the east side of Rosemont, but no sidewalk on west side. Many sidewalks are in need of repair. Overall good experience to be able to walk to nearby restaurants/businesses.
- Miranda - Have been enjoying stopping at Co-op. The east entrance is bicycle friendly and welcoming. It is very comfortable and feels really hospitable to multi-modes.
- Jennifer - Grant/Tucson Blvd - Postino and Snooze. This was previously a strip mall. These are built up to street. Nice patios for both. Tucson does need sidewalks. One issue is people jump into traffic and don't use crosswalks here.
- Roger - ride eBike to Barrio Bread from neighborhood east of Randolph. There is bike path around park. There has been talk about a cut through in the golf course to provide east/west access to businesses, which would be nice.

9. Wrap up

DTM update:

- Stone Ave Complete Streets project should be complete by end of November
- Roger Rd ped safety project has just started construction; should be done by April
- Mary Ann Cleveland Way shared path should be complete in mid-Nov
- 9th Ave/Castro, 9th St and 5th St bike boulevards are starting construction
- Valencia Rd project starting construction in November
- 5th/6th project should start by the end of the year
- Country Club short term improvements - should be in place by the end of the year
- More info at: <https://tucsondelivers.tucsonaz.gov/pages/eastsidebikeblvds>
- Cyclovia is this Sunday from 9am-3pm; from downtown to South Tucson
<https://www.cycloviatucson.org/>

December in-person meeting:

- Proposal from co-chairs is to meet in-person on December 4th or 11th. As has been tradition in the past, this would take the place of both the end of November and end of December meetings (due to conflicts with the holidays).
- Zoom poll showed 7 people in favor of December 4, and 6 people in favor of December 11. With a number of people not present, Ryan will share dates again over email before confirming.
- No meeting topics were suggested

Meeting was adjourned by co-chairs at 7:28pm