



## Complete Streets Coordinating Council (CSCC)

February 26, 2025 (5:30-7:30pm)

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:**

Marshall Davis  
Roger Carrillo  
Jennifer Flores  
Ariel Gilbert-Knight  
Sophia Gonzalez  
Riley Merline  
Miranda Schubert  
James Wood  
Samuel Paz (non-voting)

**Members Absent:**

Jill Brammer  
Zach Coble  
Craig McCaskill  
Tarik Williams

**Staff:**

Ryan Fagan  
Shamara Smith  
Monica Landgrave-Serrano

**Observers:**

Ben Buhler-Garcia  
Felipe Ladrón de Guevara

**Guests:**

Morgan Dean, Kittelson

**Facilitation and documentation:**

Tahnee Robertson  
Colleen Whitaker

#### Summary of actions and decisions:

- January meeting minutes: Motion to approve with one correction – Marshall; Second – Sophia
- Community Corridors Tool letter: Motion to approve letter in support of CCT - Marshall; second - Sophia.

#### 2. Housekeeping

- Approval of January minutes:
  - Correction: Jill was at meeting but not listed as either in attendance or not.
  - No other corrections
  - **Motion to approve the January minutes with this correction - Marshall; Second - Sophia**
- Reminder of vacant seats: Ward 5, City Manager, Mayor and 2 DTM vacancies. Also, ADOT and PAG non-voting seats

- James wondered if he should switch to Ward 5, he is currently BAC. Ryan will look into this.

#### **4. Safe Systems Approach and Near Misses Analysis - Morgan Dean, Kittleson**

Morgan shared a presentation. Main points are summarized here:

- Kittleson has been working on the 1st Ave corridor project from Grant to River.
- Transportation fatalities are a significant and persistent issue in the U.S. This is also reflected in AZ where we are seeing almost annual increases in fatalities.
- The Safe System Approach (SSA) was adopted by US in 2022, although many communities were already practicing this.
- The traditional view is that the problem are crashes which are the fault of road users. The SSA instead sees that the problem is fatalities and series injuries, and everyone is responsible.
- The SSA is more proactive than the traditional approach. This includes thinking about retrofitting existing designs, and new designs to avoid high fatality crashes (but not eliminate all crashes).
- 6 principles: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive and redundancy is crucial.
- 5 tactics: safer vehicles, safer speeds, safer roads, post-crash care and safer people.

#### 1st Ave. project and the SSA

- To understand the current safety condition, Kittleson are using: field observations, crash data, and near miss data.
- Field observations: saw red light runners, mid-street crossers, slower moving pedestrians, low lighting levels, signal non-compliance (but good at HAWK).
- Crash data: on this corridor there are 153 crashes, and 10 that result in fatal or series injury crashes annually.
- Near miss data:
  - This looks at the time difference between two road users arriving at the same point. The study looked at less than 5 sec, and considered less than 2 sec to be critical.
  - High areas are on Ft. Lowell with vehicles making westbound right, and on Wetmore with vehicles making eastbound right.
  - Right turning vehicles are problematic.
- Many vehicles are traveling above 50 mph.
- Some suggested strategies to increase safety based on data:
  - Protected intersections
  - Protected only phasing - no yellow flashing arrow; left only on green arrow
  - Positive offset - shifts left turn lanes further to left so opposing left turning vehicles don't block view of oncoming vehicles. Good for unsignalized intersections.
  - Enhanced bike facilities - e.g. buffer or buffer with vertical elements
  - HAWKS
  - Raised median and refuge island
  - Pedestrian channelization - to address mid-street crossing

- Enhanced street and ped lighting - to address night bike/ped crashes
- Rest in red - all signals red in middle of night. Approaching cars traveling at speed limit get green, those speeding have full stop before green.
- High visibility facilities - make drivers more aware of where pedestrians are crossing
- Speed feedback signs - make drivers aware of speed limit and their own speed
- Speed safety cameras
- There is a proposed AZ Bill is urging the President and Congress to eliminate Vision Zero approach. Some of the claims this bill is making, and Morgan's responses:
  - Claims that the approach has actually increased serious injuries and fatalities. → It takes time to see full impacts of the approach
  - Claims that this moves us away from data-driven solutions → actually the approach requires a lot of data gathering, including baseline.
  - Claims that traffic calming can impede emergency response times → can be true; this is why involving law enforcement and emergency is so important.
  - Claims that it is one-size fits all → the principles are consistent, but the applications are very different.

#### Questions/discussion

- Marshall - are there videos at night as well?
  - Yes, this was a 24 hour study
- Marshall - how is impaired driving accounted for in studies?
  - Channelization is very important here; keep people from jumping out in the road.
  - Marshall noted that impairment refers to drivers as well.
- Marshall - do you work with emergency response teams in terms of design?
  - Yes, will be working with police and fire departments to ensure nothing is introduced that makes their job harder.
- Miranda - great presentation. How can we get this implemented more widely? What is happening next with 1st. Ave and how can CSCC support?
  - Now in planning phase. Next steps - talk to the City and share the counter measures you'd like to see along roadways.
- Sophia - From a Bicycle Advisory Committee meeting, I believe the County medical examiner said that police often report whether or not the pedestrian was impaired rather than focus on what the driver was doing (l.e. speeding, lighting, road design)
  - Crash data does show which one was impaired - vehicle or pedestrian.
- James - how do speed safety cameras work? What about doing warnings for near misses too?
  - Often there is a month or two buffer where you would get a warning, and not begin ticketing at first. Some states are able to ticket the actual driver, rather than owner of vehicle.
- Sophia - wondering about City's ability to test some of these countermeasures

- Can do some of these things as pilot studies, or quick build options to see what impacts are on traffic. For example there have been a number of rest in red pilot studies to see how it works.

## 5. Community Corridors Tool: CSCC Feedback

Sophia drafted a letter for CSCC discussion and consideration: There has already been some bad feedback heard from the community. Want to ask CSCC members to consider how some of the push back may be more from squeaky wheels or those who don't necessarily understand what this really is. This letter is not saying the CSCC is trying to enforce density, but making the argument that density leads to more walkable, accessible neighborhoods.

### Discussion on letter

- Riley - all the Neighborhood Associations got an email blast about the CCT. Very excited about this tool and support it. Heard some feedback from a neighbor who seemed to think this would apply in the neighborhood. Wondering if some of the push back is from people who think this will lead to apartment buildings going up all over neighborhoods, when this is really designed to take advantage of empty lots and parking lots.
- Miranda - have been talking to folks in Ward 6 about this. Does seem as they learn more about it (e.g. doesn't override historic protections) this has helped calm a lot of nerves. Have seen NAs with cautious or enthusiastic support, depending on the neighborhood. There are some good informational materials out there. Have also heard other concerns about a perception of taking public input out of the process. But this is designed to systematize the features that people always ask for in these projects, so that the default design isn't always car centric. Have also heard it is a wholesale re-zoning, which is not true because it is opt-in.
- James - also heard some questions about this. Heard lots of questions about what it really is. We've heard more about what it is trying to do, but what it is and how it works wasn't explained so well. This makes it easy for people to default to not trusting it. Supportive of the letter but do have empathy for the pushback.
- Sophia - it's a code amendment. A work around is a good word for it.
- Jennifer - was at Ward 3 meeting and heard objections on this. Understand that it is an option that can encourage builders to do higher density and housing for lower income, rather than coffee shops and car washes. Neighbors have never had any input on what happens on these lots, just a notice when it happens.
- Miranda - That's how I understand it, too. I believe the incentives are density bonuses, like height. Not sure about other incentives.
- Sophia - And there is an incentive for reduced parking minimums.

### Discussion on specific edits to the letter:

- Marshall - change "take the bus" to "use public transportation"
- James - do we want to call out zoning practices or the building code?

- Ryan - these are different. Zoning includes types of development and what it looks like. This is really an optional zoning instrument. It functions like an overlay zone. This gives the City the option to allow denser development when developers opt in to the zoning.
- Ryan - suggest that the link to Sun Tran History Timeline is shared as footnote, in case the version someone is reading is not "clickable"
- A few grammatical corrections were suggested and agreed, as well as some wordsmithing on the final paragraph.
- Who to address letter to: Ryan suggests addressing to Dan Bursuck and cc Planning Commission, City Manager, and M&C.

#### Consensus decision process

- Anyone who cannot support the letter with these agreed edits? – No one.
- All members showed “thumbs up” (this translates to all "yes"). This is consensus support to send this letter on behalf of CSCC. **Motion to approve letter in support of CCT - Marshall; second - Sophia.**

#### 6. 2025 Priorities: Follow-up from December 2024 Meeting

Tahnee reviewed the synthesized list of priorities that were shared ahead of the meeting.

#### What is missing from this list?

- Ariel - accessibility
- Sophia - include some ideas for new treatments, e.g. looking at other City's projects. Recall that Emily Yetman talked about data and imagination. Want to explore ways we can challenge our own understanding of street design.

#### Brief discussion on what CSCC role might be in the priority areas:

- Increase community awareness and education
  - Sophia - we're not paid for additional work. But this could include things like press releases or infographic. There's no social media for Complete Streets
  - Miranda - DTM and other City entities have social media. As CSCC we could perhaps help generate content for presentation to Neighborhood Associations, etc. that City staff could present. Or a CSCC member who is going anyway could share. People are interested in this work. If people knew more about it, we might generate some interest in filling seats.
- Increase community engagement
  - Jennifer - how does the community even know we're meeting and they can attend unless these issues affect them or someone told them about it?
  - Miranda - can we get on one of the many City listservs? We could have information ready to share at events (e.g. flyers)
- Improve CSCC membership diversity
  - Sophia - hope that we have more neighbors from south and west side and know about those experiences. Keep this in mind as we look for friends and colleagues to join

CSCC. Improving community awareness can definitely support membership recruitment. Are there other BCCs that would want to have a liaison seat? Maybe Planning, oversight, a future Community Corridors Tool commission?

- Ryan - the CSCC seats are specified in the ordinance.
- Sophia - can the City send CSCC members to any transportation conferences?
  - Ryan - can ask; budget is tight and getting tighter.

#### 7. CSCC Hub (1-2 min update each)

- Independent Oversight and Accountability Commission (IOAC) - *no member*
- Park Tucson - *Jill sent update ahead of meeting*
  - Anticipate 95% of meters functioning in next two weeks and to be fully staffed by end of March.
- Tucson Transit Advisory Committee (TTAC) - *Riley Merline*
  - Wasn't able to attend last meeting; no update to share.
- Bicycle Advisory Committee (BAC) - *James Wood*
  - Unable to meet due to lack of quorum. This has been an issue in the past few meetings. Looking at ways to recruit more members.
  - Current topic: bike theft on UA campus.
- Commission on Disability Issues (CODI) - *Zach (via Sophia)*
  - Interest in cross walk signals - some emit different audio signals. If this is helpful during design phase of CSCC projects, CODI would like to be involved.

#### 8. Wrap up

- DTM update
  - Tomorrow night Camino Seco project meeting
  - Tomorrow night and Saturday morning public meetings for La Cholla Protected Bike Lane
  - La Cholla Protected Bike Lane and San Marcos Bicycle Boulevard public meetings tomorrow evening and Saturday morning: <https://tucsondelivers.tucsonaz.gov/pages/lcsmbike>
  - 22<sup>nd</sup> Street meeting tomorrow night: <https://dtmprojects.tucsonaz.gov/pages/22nd-caminoseco-houghton>
  - Cyclovia - April 6 along Treat Bicycle Boulevard (Jennifer - LSA is looking for volunteers)
  - Beginning public involvement on MS&R update. Ryan will share info.
  - Repaving of Park Ave will start soon. 411 funds are being used to update striping and add enhancements.
  - Short term enhancements on Country Club are starting.
  - Wrapping up safely improvements at 3rd St./Alvernon.
  - Beginning design on 411 projects on Drexel and 36th St.
- Other updates
  - James - heard that 22nd St. bridge may not be happening.

- Ryan - haven't heard this. This is structurally deficient and needs to be replaced one way or another.
- Sophia - UA Center for Creative Photography is doing a gallery at El Pueblo Center, this Friday - "Sobre Mesa" highlighting the work of Carlos Bernal who was a bike rider. FUGA bike ride will follow.

**Meeting was adjourned by co-chairs at 7:25pm**