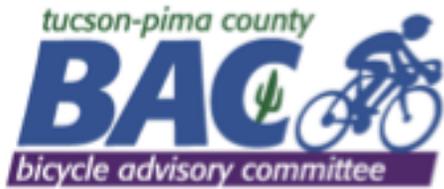


TPCBAC Packet Guide

- 1 – This month's agenda.
- 2 – March minutes
- 3 – Rolling Attendance Chart
- 4 – Nominations for Yearly Awards
- 5 – Broadway Widening Rejection Letter
- 6 – Facilities DRAFT minutes
- 7 – Urban Core DRAFT minutes



*Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Tucson-Pima County Bicycle Advisory Committee** and to the general public that the **Tucson-Pima County Bicycle Advisory Committee** will hold the following meeting which will be open to the public:*

Meeting Date: **Wednesday, May 11, 2016 at 6:00 PM**

Meeting Location: **Himmel Park Library Meeting Room**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM all staff are required to leave and the meeting will be canceled.

Revised AGENDA (*)

Agenda Item	Projected Duration
1. Call to Order; approval of February 10th meeting minutes.	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	5 min
3. Law Enforcement Staff Reports from TPD and PCSD	10 min
4. Miramonte Neighborhood Proposal: 3rd St./Ritchie Changes	15 min
*5. City of Tucson Speed Limit Policy and Procedure, Diahn Swartz	20 min
6. Voting for Yearly Awards (see nominations)	10 min
7. TPCBAC Election of Officers Chair: David Bachman-Williams Vice-Chair: Eric Post, Kylie Walsak Secretary: Collin Forbes Parliamentarian: Ed Yasenchack	10 min

8. Skyline/Sunrise Update	10 min
9. Enforcement Committee Restart: John Rossman	10 min
10. The New Education Committee: Elaine Mariole	10 min
11. Broadway Widening update	5 min
12. Staff Reports	15 min
Andrew Bemis, City of Tucson; Matt Zoll, Pima County; Nancy Ellis, Oro Valley; Brian Varney, Marana; Adelina Martin, Sahuarita Sam Sanford, Pima Association of Governments, Vacant, UA	
13. Subcommittee and Related Entities Reports	10 min
Education (Elaine Mariole) Enforcement (Colin Forbes) Facilities (Adam Wade/Brian Beck) Urban Core Facilities (Robin Steinberg) GABA (Eric Post) Broadway Task Force (Anne Padias) Living Streets Alliance (Kylie Walzak) SCVBAC PBAA (Richard DeBernardis) CASA (Wayne Cullop)	
14. Announcements	2 min
15. Adjournment	1.7 sec

Next Meeting date is Wednesday, June 8, 6 PM at Himmel Park Library.

If you require an accommodation or materials in accessible format or require a foreign language interpreter or materials in a language other than English for this event, please notify the Tucson Department of Transportation Office at 791-4391 at least five business days in advance.

June potential agenda items: The new Share the Road Guide (*)postponed from May agenda, Howard Strauss and the Sunrise/Skyline indictment process, speed limit policies by local governments versus latest research, expanding ourselves to include pedestrians (matching PAG's Bicycle Pedestrian Committee). None of

these are guaranteed, just food for thought. Please feel invited to add other items to future agendas. We will honor all requests from committee members.



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **April 13, 2016** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT APPROVED

prepared by Collin Forbes

1. Call to Order; approval of March 9 meeting minutes.

David Bachman-Williams called the meeting to order at 6:02 pm.

Motion: by Robin Steinberg to approve the March minutes. Seconded by Bruce Hermes. **Passed with unanimous voice vote.**

2. Call to Public

David Bachman-Williams attended the memorial service for Richard Corbett at the Desert Museum. About 90 other people were there. His sons lead the services after riding out there. They had all his accumulated T-shirts from a lifetime of events he had attended and they told people to take and to wear them to remember him. David had his shirt on for the meeting.

Howard Strause had seen a recent newscast saying no citations had been issued to the driver for the fatal crash at Sunrise & Skyline. He would like some explanation why. A citation would be important to the cycling community.

Howard also added, the 2045 Regional Transportation Plan is being amended and the draft is out for comments. It would be good for the BAC to be involved with this. He has looked at it, particularly in view of bicycle and pedestrian facilities. He's disturbed that it lists pedestrian deaths, but not cyclist deaths. That number would be important. The document also doesn't address issues of cyclist and driver education. It's important to educate both sides to reduce deaths.

3. Law Enforcement Staff Reports from TPD and PCSD

Deputy Ryan Roher reported for the Pima County Sheriff's Department.

Addressing Howard Strause's comment. An investigation for fatality takes a long time. The investigators are thorough and don't do it quickly. They are waiting on a blood sample from the driver. The County Attorney's office requested they not cite the driver until the blood work comes back. They aren't expecting anything, but they would need to reevaluate the charges if it did.

In the past, the sheriff's department would have given the driver two civil citations and likely a criminal citation. They may still handle it like that after the test results come back.

David Bachman-Williams added that there is sometimes a desire to rush the ticketing and citations and the person gets off on a technicality. He would much rather they get it right. Deputy Roher said this case is going to be in his active queue for a least a year.

Howard Strause thinks the County Attorney could revise the citations and charges after the draw comes back. It leaves a bad taste in people's mouth in the cycling community by waiting and he's worried that it would be forgotten.

Mount Lemmon — No news about Mount Lemmon. There are no reports, no citation counts, no news. Probably No News is Good News. If they are still doing special patrols, it's very low key. There aren't even any statistics being pushed out.

Collisions: 7 injury collisions, 3 non-injury collisions. 1 incident in the Tucson Bicycle Classic.

A notable crash was with 3 kids and the mom riding bicycles. They all had helmets and were crossing the street at an intersection. The driver saw some of the kids, but didn't see the last one and ran him over. The driver was perplexed about why he was being cited, he had seen the kids!

Another notable crash was at Oracle and Ina, with riders in the bike lane. A vehicle in the slow lane needed to cross the bike lane and rear-ended one of the cyclists in the process. The cyclist in the back was sideswiped, and the cyclist in the front went up over the hood of the car. However, the injuries weren't as bad as they could have been because the cyclists were going 25mph, almost the speed of the vehicle.

Finally, this afternoon, the department received a report of 15 bicycle riders urinating simultaneously near Picture Rocks and Sandario.

4. Skyline/Sunrise Update

Matt Zoll and Seth Chalmers from Pima County DOT.

Pima County Traffic Engineers have been meeting recently to evaluate the alternatives and the issues. The goal is to slow down traffic on the westbound lane because it works like a highway onramp. There are AASHTO parameters they need to stay within.

Possibilities:

- Reduce speed limit on the approach to the ramp. Right now it is 45 mph and they are looking to set it to 35 mph. Studies say it should be about 25 mph.
- In addition, they are looking at installing speed tables. Like the city did on Grande approaching A-Mountain. The goal is to get the speeds down to 25 to 30 mph range. They would add two speed tables, close enough together that it'll keep the speeds moderate all the way through.
- Looking at using same signage as they have right now. Yield signs on the road.

David Bachman-Williams said the AASHTO guidelines don't have anything about green or blue paint going across the ramp. Matt Zoll doesn't have a final word about that. There's no guidance about it, and there's a cost to pull out the paint. Speed tables are going to be great to slow the traffic, but we would like to make it clear that bicycle have the right of way on Sunrise to cars entering the road.

Seth Chalmers said they are looking at all the locations in the county because they aren't consistent. Pima County needs to go for a consistent approach. He's trying to collect data at all the locations to determine the demand at each location for bikes and pedestrians.

Brian Beck had a point about consistency throughout the region: Other jurisdictions have different designs for the lanes. Would they be able to work with the city for their free-flow lanes? He's referring specifically to Starr Pass Blvd at Mission, and pointing out that the city's lanes and paint are also lacking consistency.

Howard Strause added that we are concentrating on the wrong data. Data about crashes are too little and too late. Near misses are what keep people off their bikes and off the roads. That intersection has near-misses all the time, but only one fatality. "But For The Grace Of God Go I." The woman who was killed there wasn't aware of the problems with the intersection and it probably contributed to her death.

Seth Chalmers acknowledged the processes are reactive. They look at observed crashes in arrears, usually 2 or 3 years afterwards. Crashes happen randomly and they use regression analysis to put them into statistical terms. Developing the models is part of PAG’s safety plans for the county and other jurisdictions. This lets them predict the number of crashes based on demand. Changes to the intersection adds a “crash modification factor” to the statistics. For example, using roundabout drop fatal and severe injury crashes by 90%. Adding speed tables on the free flow right turns might be a similar factor.

Chapter 4: Design of On-Road Facilities

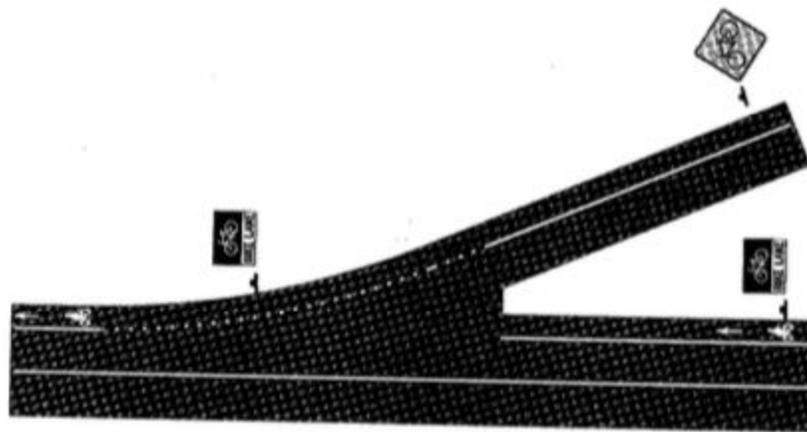


Figure 4-41. Option 1—Bike Lane and Free-Flow Merging Roadway

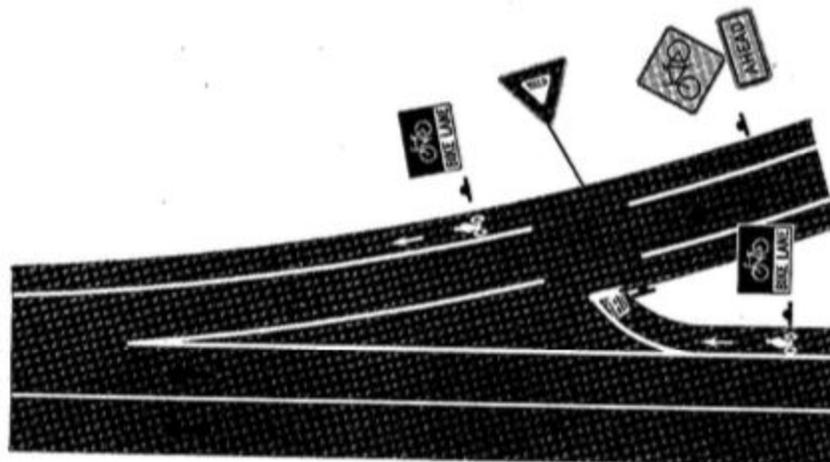


Figure 4-42. Option 2—Bike Lane and Free-Flow Merging Roadway

Eric Post pointed out the proposed change to the intersection goes against the safety training run by the League of American Bicyclists and the classes taught by Pima County. They teach cyclists

to hold a straight line while crossing this particular type of intersection. The proposed change with a 90 degree turn for cyclists goes against that. Compliance is going to be low.

Eric pointed out a second major problem — A roadway crossing like that is essentially a crosswalk. People in the crosswalk have the right of way over vehicles as long as they haven't jumped out in front of the car. But putting a yield sign for the crosswalk users means there's prima facie evidence that the person with the yield was at fault. *But they were in a crosswalk!* It means the person entering the crosswalk is automatically at fault no matter what. Road signs are supposed to clearly tell us who has the right of way.

David Bachman-Williams singled out Andy Bemis: All the discussion of this intersection, we have the exact same problem in the city at Star Pass and Mission. David has not seen anybody actually use that yield.

Anne Padias added that she thought the yield sign was for cars. As a non “road-warrior” type of cyclist, she'd actually take that shorter crossing. At intersections where there are a lot of cautious cyclists, that's the case.

David wrapped up that we can all agree that having fewer of the free-flow intersections will make everybody happy and we really appreciate Seth Chalmers coming to listen to our concerns.

5. Broadway Widening 30% Plan

David Bachman-Williams opened by framing the discussion: what does the suggested plan do for cyclists. Then we can broaden it out to wider concerns that also affect cyclists.

Anne Padias reported there was an open house 2 weeks ago. They had the plans laid out on the long tables with engineers to explain things in the middle. She couldn't tell from the plans where the elevated cycle tracks were. There are no elevated cycle tracks in the plan. The engineer answering questions hadn't even heard of them. Lots of people had issues with the bus stops with the bus moving in and out of traffic at stops.

Fortunately, the “pork chop” islands were gone at Campbell & Euclid. The bicycle track just has a line. The outside lane is 1 foot wider than the others and this is supposed to have a buffer. There is no other buffer otherwise and no elevation differences.

Robin Steinberg said the people proposing going with the 30% plan were saying how much the cycling had improved. Having a six foot bike lane with high speed traffic next to them won't increase the cycling any.

Anne said the Citizens Task Force originally asked for three lanes in each direction, with one of them being a transit lane. Half the committee voted for it and it didn't go through. There is a question about lanes on east part of Broadway with a shared bus, bike and right turn lane. Is there any feel for whether this could happen on the new section of Broadway.

Matt Zoll was able respond, the width of the bus/bike lane is 12 feet. Some drivers get confused and drive in the lane for awhile. They recommend in classes that riders take that lane and ride in the middle so buses have to use the other lane to pass. Other places have a dashed center green in the shared lane.

Brian Beck asked if there would be more bus traffic on this stretch of Broadway? The worst experience is to have a bus right behind you in those lanes. David said there is probably same level because the bus lines are going downtown. Not many buses turn onto Broadway.

Points of consensus:

- We appreciate 4 foot bike lanes going to 6 feet.
- 12 foot travel lanes are a detriment to bicycles. 10.5 foot lanes or 11 foot lanes makes a lot more sense.
- We are happy the pork chop islands at the major intersections are not part of the plan.

Anne: It's wider than what we first looked at. The things we just agreed to don't matter if the road is so wide that it becomes less friendly. Brian suggested shrinking the lanes would offer a great buffer between bike lanes and moving traffic.

Eric Post said wide vehicles on a 12 foot roadway leaves the driver a chance to shy left and still stay in their lane. The smaller lane means the large vehicle needs to stay exactly in the lane and removes the buffer. This might be fixed by having the 6 foot bike lane.

Robin urged us to look up the plans as individuals and send our comments to Mayor & Council before they vote on the plan. There is a petition out with over 2000 signatures in under 10 days, and a demonstration is planned for Sunday evening at 5:30 pm. This is a good time to make your voice heard.

Motion: by Anne Padias to draft a statement to Mayor & Council stating our opposition to the plan, mainly the non-separation of bikes and cars, the bus pullouts and the high-speed lanes. Josefina Ahumada seconded. **Passed with unanimous voice vote.**

6. TPCBAC Election of Officers procedure: Collin Forbes

Ryan Fagan reported for the Nomination Subcommittee:

- Chair: David Bachman-Williams
- Vice Chair: Kylie Walzak and Eric Post
- Secretary: Collin Forbes
- Parliamentarian: Ed Yasenchak

We opened the floor for additional nominations. There were none.

7. Enforcement Committee Restart: John Rossman

John was absent. Skipped this item.

8. Education Committee Restart

Interested parties are Bruce Hermes, Josefina Ahumada and Elaine Mariolle. Elaine will handle the initial legwork to convene a meeting and hash out what they want to do.

At the Arizona Bike Summit, Eric Post said he heard the Governor's Office of Highway Safety is hoping to put money into driver education this year. That would be great!

There's a history for reaching out to drivers for education. Right now, Cactus Cycling is working hard to reach out for driver education and has people going to meetings for specific civic groups to push the issue. They are also putting together presentations for the instructors for the driver diversion programs. Going through the "Share The Road Guide" with the instructors will help a lot!

9. 2016 Staff, Advocate and Commuter Awards

The nominations weren't in the packet. Postponed until May.

10. Staff Reports

Nancy Ellis

- Handed out Flyers for the Bike Swap Meet on April 23rd.
- Oro Valley PD is doing targeted enforcement for bicycles and cars. Trying to educate and enforce. They've recently set up at La Canada and Tangerine.

Matt Zoll

- The Loop: Speedway and Pantano part completed on April Fool's Day. Looking at May 21 for a tentative date for their opening ceremony. Would need to coordinate through county administrations. It could be hot.
- Loop Outreach is happening 4-5 times per month. They will be at the Oro Valley Bike Swap. They've been receiving lots of feedback about The Loop.
- Completed Harrison Road Bike Lanes near Sabino High School and McDonald Park. There's good access for people riding out to the Mount Lemmon Hill Climb.
- Delivered a team of 20 bikes to a south side school: Santa Clara Elementary. The school wants to push a bike club through their STEM program. Having a STEM teacher involved makes a huge difference
- Another set of bikes is going to a school on the east side near the Harrison part of the loop.
- Working on Ajo Bike Hub in Ajo. Check out their Mountain Biking and their Architecture.
- New Cattle Guards have been installed near Harrison. It's definitely better at higher speeds. Very comfortable at low speeds too.

11. Subcommittee and Related Entities Reports

Facilities: Brian Beck

- Last meeting was primarily about about Skyline/Sunrise.
- Adam Wade is out of town next week. Unsure about a meeting.

Urban Core: Robin Steinberg

- The subcommittee minutes in the packet are not approved. It's a question of timeliness though.
- A person had contacted them about a situation at Mountain and Limberlost and a possible installation for speed tables.
- They are discussing the variations of speed limits on different streets. They've asked Diahn Swartz at TDOT to come speak.
- Andy Bemis talked about the success of the road diet on 36th street.

GABA: Eric Post

- GABA Bike Swap on Sunday. City now wants \$45 per vendor as a license at the bike swap. Worked out this year that they don't have to pay \$45, but if it comes out next year, they will lose vendors. It's likely they will move to a different location and would go out to the county or hold the event on private property instead.

- Mount Lemmon Hill Climb in May. Years past, not had any additional fees to use the park, this year there is a \$1 fee per person just to park at the parking lot. The extra cost cuts into the GABA fund raising for charitable events.
- The Ride of Silence is on May 18. Senator Farley will speak. Speakers and Presentations at 5:30 pm.

Broadway Task Force: Anne Padias

- Steve Kozachik thinks the task force has been disbanded. It is still around, but it hasn't met. Definitely dying.

LSA & Cyclovia: Kylie Walzak

- Thanks to volunteers who helped with Cyclovia!
- Estimated 25,000 people at Cyclovia.
- Safe Routes to School April Challenge, wrapping up on Friday morning. A walk with the mayor.
- Bike Fest. All kinds of things going on!

PBAA, Elaine Mariolle

- April 1 weekend was El Tour De Mesa and the Arizona Bike Summit plus the Arizona State Criterion. It was a big weekend in Mesa!
- Coming Saturday, El Tour TV premiere at Sir Vesa's. 4:30pm.
- End of the Month Bicycle Walk & Roll to School. Last month had 700 kids go through a bike safety program for 6th and 7th graders. The PE Program at Lauffer has 165 kids going through with their bikes.

12. Announcements

Ed Yasenchak has done some research on Regional Bike Plans other areas have put together and would like to present them sometime.

13. Adjournment — 8:08 pm

Attendance:

Josefina Ahumada, South Tucson
David Bachman-Williams, Pima County
Brian Beck, Pima County
Ray Copenhaver, Marana
Raphael Duarte, Pima County
Ryan Fagan, Ward 6
Collin Forbes, Pima County
Bruce Hermes, Ward 2
Elaine Mariolle, Pima County
Anne Padias, Ward 5
Eric Post, Pima County
Traci Riccitello, Pima County
Robin Steinberg, Pima County
Edward Yasenchack, DMAFB
Kylie Walzak, Ward 3

Audience:

Doug Bauman, CASAz/Cactus Cycling Club
Andy Bemis, TDOT
Seth Chalmers, PCDOT
Nancy Ellis, Oro Valley
Ryan Roher, PCSD
Ken Shelor, Citizien
Howard Strause, Cactus Cycling Club
Matt Zoll, PCDOT

TPCBAC Rolling Attendance Chart

Name	Rep	May	Jun	Aug***	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
		2015	2015	2015	2015	2015	2015	2016	2016	2016	2016	2016
Josefina Ahumada	South Tucson	✓	✓		✓	✓	✓	✓		✓	✓	✓
David Bachman-Williams	Pima County		✓	✓	✓	✓	✓	✓	✓	✓		✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓		✓	✓	✓		✓	✓	✓		✓
Wayne Cullop	Pima County	✓	✓		✓	✓	✓	✓	✓	✓	✓	
Raphael Duarte	Pima County									✓		✓
Ryan Fagan	Ward 6				✓	✓			✓	✓	✓	✓
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bruce Hermes	Ward 2									✓	✓	✓
Aaron Lien	Mayor's Rep				✓	✓			✓	✓	✓	
Elaine Mariolle	Pima County		✓		✓	✓	✓	✓	✓		✓	✓
Anne Padias	Ward 5	✓		✓	✓	✓	✓	✓	✓		✓	✓
Eric Post	Pima County	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
John Rossman	Pima County		✓				✓		✓	✓		
Traci Riccitello	Pima County											✓
Darlane Santa Cruz	Ward 1		✓		✓	✓	✓		✓			
Robin Steinberg	Pima County	✓			✓		✓	✓	✓	✓	✓	✓
Adam Wade	Oro Valley	✓		✓	✓	✓	✓		✓			
Kylie Walzak	Ward 3		✓		✓	✓	✓	✓	✓	✓	✓	✓
Ed Yasenchack	DMAFB	✓			✓	✓		✓	✓	✓		✓
Sgt David Fernandez	TPD	✓		✓	✓	✓	✓	✓		✓		
Deputy Ryan Roher	PCSD	✓	✓	✓			✓	✓	✓	✓	✓	✓
		REQUIRED ATTENDANCE. In accordance with Section 10A-134(e) of the Tucson Code, a member will be automatically and immediately removed from the Committee if that member misses four (4) consecutive meetings or fails to attend at least forty (40) percent of the meetings in a calendar year.										
		*** We Did Not Make Quorum in August 2015. Attempts to attend still count!										

2016 TUCSON PIMA COUNTY BICYCLE ADVISORY COMMITTEE AWARD NOMINATIONS

Staff Person of the Year

Andy McGovern, Engineering Administrator at TDOT Andy is the quiet hero behind a lot of the decisions that get made at the City of Tucson that benefit cyclists. In the past few years he has supported several initiatives that would not have happened without him. This includes moving forward with the road diets on 36th Street and Park Avenues despite organized opposition. Under Andy's leadership, the City of Tucson completed the first separated bike lanes in the region, initiated bike share and developed a master plan for bicycle boulevards. Andy is helping to ensure bike lanes get added to Church Avenue and is working on a future connection of Aviation Bikeway and the Loop on the east side of town. His work has a huge impact on cyclists and I strongly feel he deserves some recognition.

Nomination by Ann Chanecka, seconded by Ian Johnson

I nominate **John Spiker** with Pima County for staff member of the year. John is an engineer who works on all the projects on the loop. Not only is he an engineer but he is also a mountain biker and use the loop. Any time I've ever had any questions pertaining to what's happening for the loop Facebook page I promote, John has kept me in "the loop". Anytime I've ever had any concerns or wanted to meet with anyone John is always set it up for me. As an example we met with our REI in attempt to engage the tenants at the Tucson Mall to talk to The mall management company to allow the loop to come through that section. If I've ever had a concern for safety, be at an underpass it's too narrow or a motorcycle riding on the loop John is always willing to put me in contact with the best person to remedy the situation. On top of that John also is an avid mountain biker and I think it's nice to recognize people who are participants not just in what's happening downtown or in the city but across all the trails.

Nomination by Damian Alexander

Advocates of the Year (2 possible)

Kenneth Vieira was an avid bicyclist who belonged to Cactus Cycling Club and a Santa Fe riding club. He assisted in founding Velo Vets, a program to help veterans using bicycling. He was well known for willingly helping people new to bicycling, making sure they finished rides, teaching them about riding safely in groups and always encouraging them. Ken's Monday Ride was named after him. Ken was one of the riders killed last month at La Canada and Hardy. It is a tribute to him that over 200 riders showed up to ride in memory of him on the northwest side of town.

Nomination by Eric Post and others

Emily Yetman has worked tirelessly over the last five years to build Living Streets Alliance, Tucson's first advocacy organization for biking and walking, which recently won the National Bike Advocacy Award for 2016 awarded by the Alliance for Biking and Walking. LSA hosts Bike Fest, Cyclovia (the 10th is on April 10, 2016!), and a Bicycle Friendly Business Program, as well as coordinating the City of Tucson's Safe Routes to School Program, which impacts thousands of Tucson K-8 students each year. They also host numerous Kiddical Mass events and provide Bike Valet services at many events throughout the year. But more importantly, Emily has worked to ensure that bicycling and walking is part of the conversation whenever local jurisdictions are making funding decisions such as the recent Pima County Bond, when LSA worked with community partners to ensure that \$12 million would have been included in the bond for walking improvements throughout the region. Emily, working with her growing staff, has helped build relationships throughout the region to advocate for better bicycling and walking for everyone. Emily rarely takes the credit she deserves, but she's done more than almost anyone I can think of to elevate active transportation in public discussion, and to improve biking and walking conditions in Tucson.

Nomination Ian Johnson

Male Commuter of the Year

I would like to nominate **Linda and Joel Biederman** as female and male bicycle commuters of the year. They have been biking their son and daughter to school daily for years, progressing from trailer to tandem with trail-a-bike, to kids on their own bikes over the years. They are seriously dedicated to the lifestyle of bike commuting. Their commute to Tucson Waldorf School is 2.3 miles each way. Their kids are in 1st and 3rd grades, so they have been biking to school for at least 4 years, and probably one or two more. As far as I can tell, they bike most days...probably an average of 4 days/week. She bikes to run errands, he bikes to work at the USDA-ARS near Trader Joe's on Campbell Ave - 1.3 miles from their home and 3 miles from Tucson Waldorf School. They are both avid recreational cyclists, and their son participates in El Grupo. They also sometimes escort other neighborhood kids to school on their bikes.

I would like to nominate **Gary Bahman**. He has been bicycle commuting consistently for upwards of 15 years. His current commute is about 12.5 miles round trip and bicycles an average of 4 days per week (the other days uses the bus) for total annual commuting distance of about 2,600 miles. He mostly relies on the bicycle for light shopping, other errands, going to the gym or pool, etc. For 4 1/2 years during that 15 year period their household did not own a vehicle (by choice),

so his wife and he (and adult son) relied almost exclusively on bicycle transportation for practically everything. Bicycle commuting is important to him for four reasons: The workout. It helps with his triathlete training. It softens his carbon footprint. It saves money. Riding a bicycle he experiences a great deal of freedom and independence. he also enjoy interacting more directly with my environment and connecting with other people who are also engaged in outdoor activities.

Nomination by Eric Post

Female Commuter of the Year

Ana Jiménez is a Faculty member at Pima Community College. In 2010, in response the Deepwater Horizon oil in the Gulf of Mexico, Ana almost completely eschewed the use of an automobile for her daily commute and other individual trips. This included her commute to work, about 8 miles from home to East Campus. More than that, Ana plays a leadership role in the College, often requiring her to make trips during the day to other campuses and the District office. Rather than taking a car on those days, Ana would combine bussing and biking for her travels. It would not have been easy do otherwise anyway; as at this point, her family was down to one car. Given her full-time position as a faculty member and extra tasks due to her leadership role, the extra time this takes reflects a strong commitment. If someone this busy can do this, maybe others will pause and ask, "Am I really too busy?" when it comes to changing our mindsets about how we get around.

Nomination by Robin Stienberg

Lauren Biddle has been commuting by bicycle for 10 years. She literally has not owned a car until recently for that time period. She started full time commuting in Portland for 2 years, then moved to San Francisco and commuted by bike there for 2 years and ultimately ended up at the University of Arizona and obtained her Bachelors of Science degree to teach mathematics and has commuted here full time for 6 years. Lauren is currently riding about 10 miles a day and says that she enjoys the great health benefits associated with riding. Lauren is a dedicated teacher with her own very hip style and the students at Tucson High know her for all of her math related tattoos! She would be a perfect representative for women of all ages as far as commuting by bicycle!

Nomination by Diana Tolton

I nominate **Jack Coleman** for Commuter of the year. The main reason I am putting his name up is that he created a Facebook page called Bicycle Commuters Of Tucson. He posts good content and his comments are always supportive of others. When asked how much he commuted last year he said 'Approximately 260 times (5 x

week x 52 weeks), approximately 1000 miles.”

Nominated by Damion Alexander



April 18, 2016

To City of Tucson Mayor and Council,
CC: MR Daryl Cole, TDOT Director,
Ann Chanecka, TDOT Bicycle planner
Andrew Bemis, TDOT Bicycle planner

Re: 30% Broadway Widening Plan

Dear folks,

We are writing to you as the Tucson Pima County Bicycle Advisory Committee (TPCBAC) regarding the Broadway Widening Project. As you are probably aware, TPCBAC has been actively involved in the Broadway Citizen Task Force by having a TPCBAC representative on the CTF.

The 30 % plan was presented to the public at an open house on March 29, 2016. From the viewpoint of the bicycle community in Tucson the overall plan is unacceptable even though there are positive aspects to the 30% plan. The biggest positive is the fact that the bicycle lanes will be 6 feet wide throughout the project. This will allow some cyclists to feel safer, but to increase ridership, cyclists will require a buffer of some sort. The other positive change is the disappearance of the “pork chops” with free flow lanes at the large intersections of Campbell and Euclid; the elimination of the previously proposed free right turn lane for vehicles will help slow down vehicular traffic at those large intersections.

However, there are several matters that are of grave concern to us that are in the 30% plan.

- The first one of these is the lack of elevated cycle tracks wherever possible: In the current plan there are no elevated tracks whatsoever. Even a few inches of elevation creates a more visible barrier between vehicular traffic and the bicyclists.
- The plans say there is one foot of space provided between the bicycle lanes and the car lanes. However, this will be invisible space easily eaten up by drivers. What are the provisions to make this delineation between the cars and bicycles more visible? At the minimum a painted buffer is needed, but other options would be much safer.
- There are 11 new bus pullouts designed in the current plan between Country Club and Euclid. Not only does this slow down the buses that have to maneuver back into traffic every time they stop, but at every one of those stops they have to get across the bicycle lane twice. This is bad for mass transit because buses will run their routes slower. It is a big problem for the bicyclists to set up this interaction with the buses.
- In the many months of discussion regarding the Broadway plans, bicycle bypasses behind the bus pullouts were in the plans at some time, but they have completely disappeared. One example of such a bicycle bypass can be seen on W Cushing Street where the bicyclists pass behind the streetcar stop. The advantage of this design is that the bicyclists do not have to cross the pathway of the buses.
- Probably the most egregious element is the 12 foot vehicular lane widths for all three lanes in each direction. We cannot emphasize enough how this is bad engineering. First of all, 12

The **TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE, FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Wed April 20th, 2016** at the JOEL VALDEZ LIBRARY at 101 N. Stone Avenue in the Second floor Santa Rita conference room in downtown Tucson, Arizona.

AGENDA

1. Call to Order / Roll Call / Call to the Public Present: Brian Beck, David Bachman-Williams, Matt Zoll, Ken ____ Brian announced that Ken is now officially a member of the sub-committee. David spoke about Broadway widening decision by mayor and council. He noted 12 foot lanes and permissive lefts. These two elements are bad for vulnerable users.

2. Update and Review of Projects Pima/Tanque Verde/Wilmot This intersection is currently under reconstruction. The two free flow lanes have been removed. Eastbound Pima ends in two left turns lanes, a right turn lane and a bike lane to the right of the right turn lane. David volunteered to talk with Diahn about this. We have concerns about how bicyclists might try to turn left from Pima onto Tanque Verde.

5. Continued discussion of Tanque Verde/Pio Decimo. The answer from the city leaves us needing to do a bike count to make our point.

6. Sunrise/Skyline Discussion Matt and David attended an engineering meeting at the County DOT on 4-20-19 at 2 PM. The latest plan from the County is two speed tables and speed limit reduction for the free flow. Then the current blue solid bike crossing line would be replaced by a green 'ladder'. There would be a new yield sign for bikes at the beginning of the crossing. Also the tip of the pork chop would be moved back 27 feet. This would create a safety area where bicycles could wait if necessary. AASHTO guidelines don't allow for the free flow to be made to yield for the bicycles. David and Matt feel that this is a good deal for cyclists since it will drastically reduce speeds by vehicles on the free flow. This will enhance the safety for the cyclists since speed differential is a crucial element in safety. We believe this should be shown to the main BAC in May.

7. Topics for future agendas Wilmot/Tanque Verde/Pima report by David. Continuous green t's (like Pima College West emptying out on to Anklam and similar the intersection of Grande/Starr Pass.

8. Staff Reports and Announcements

9. Adjournment Adjourned 7:12

URBAN CORE FACILITIES SUBCOMMITTEE OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE held the following meeting which will be open to the public:

Meeting Date and Time: **Tuesday, April 19, 2016, 6:00 p.m.** Meeting Location: **Pima Community College, Downtown Campus cafeteria, 1255 North Stone Avenue.**

AGENDA

1. Call to Order/Roll Call/ Call to the Public David Bachman-williams, Robin Steinberg, Anne Padias, Gabe Thum, Andrew Bemis, Ann Baldwin, Sarah Daley, Dave Raichlen

Ann, Sarah and Dave speaking for the Miramonte Neighborhood: They have doubts about traffic circles and would like to not have one put in at Ritchie. They would like a semi-diverter (NACTO design) put in at the 3rd St. and Ritchie intersection. We will invite them to the May 11th BAC and make it an early item on the agenda.

2. Approval of minutes from previous meetings David moved to approve the minutes, Robin seconded, minutes approved 3-0
3. Update on Court House situation (Robin) Nicole _____, assistant to Huckleberry, met with Robin and Matt Zoll on Stone at the northwest corner of the new courthouse. We discussed possible solutions to this problem.
4. Update on Limberlost (if available) No update.
5. Continued discussion of Urban Core. How do we want to focus our attention?
6. Staff/Member Updates Andy says there is hope on the bike corral at the Coop on 4th. Light the night Thursday night also (9 am) at 22th and Santa Rita Park. Will be installing new signs at that location.

7. Topics, Date and Location for Next Meeting Same place, date and time in May.
8. Adjournment