

Tucson Pima County Bicycle Advisory Committee Packet Guide and Notes

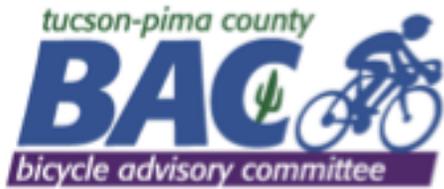
There are nine items in this month's packet.

Please take a minute to look at item #4. This is a list of ideas we will use for an exercise to study the future of our TPCBAC (agenda item #4 as well). Here is how we will deal with this item on the agenda:

1. You will find the individual concepts each on their own newsprint sheet on the walls of the room.
2. We will very briefly review them.
3. Members will then be given an opportunity to edit them and also to add other concepts on additional newsprint sheets.
4. We will break to allow everyone to do two things.
 - a. Place sticky dots on each newsprint (green = like, red = dislike, blue = neutral)
 - b. Write comments as desired on each of the sheets. Please do your best to explain your thought, give reasons if possible.
5. We will reconvene and wrap this up. The compiled comments and tabulation of likes and dislikes will be brought back at our October meeting along with, hopefully, the City's board review survey results.

Item #5 is the letter about the Kolb/Vanlencia intersection plan we will be considering.

Item #9 is a contribution from Ian Johnson about streetcars and bicycles.



*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, September 14, 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.

AGENDA

Agenda Item	Projected Duration
1. Call to Order; approval of previous meeting's 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. Restructuring the BAC continuing discussion Brainstorm: Newspaper on wall with instruction to note like or not and add comments. How can we be more engaged in long term planning? Homework? (like Pedestrian Advisory Committee)	30 min
5. Letter to PAG concerning Kolb/Valencia Intersection	15 min
6. Regional Bike Plan	15 min
7. PAG Regional Bike-Ped Committee	30 min

8. 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,
Jessica, UA

9. Subcommittee and Related Entities Reports **10 min**

Facilities (Brian Beck)
Urban Core Facilities (Robin Steinberg)
Education (Elaine Mariolle)
GABA (Eric Post)
Living Streets Alliance (Kylie Walzak)
SCVBAC
PBAA (Richard DeBernardis)
CASA (Wayne Cullop)

10. Announcements **2 min**

11. Adjournment **5.1 sec**

Next Meeting date is Wednesday, October 12, at the regular Himmel Park Library location.

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.

October potential agenda items: top of the list: Review of LAB Gold Status Report, Meet as sub-committees? Vision Zero, ?, **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 **August 10, 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 June meeting minutes.

David Bachman-Williams called the meeting to order at 6:00 pm.

Motion: by Eric Post to approve the June minutes as amended. Seconded by Aaron Lien. **Passed with unanimous voice vote.**

2. Call to Public

No members of the public wished to speak.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Allen reported for the Tucson Police Department.

Since the last meeting there had been one fatal bicycle crash, nine bicycle crashes with injuries and two hit & run collisions. The sergeant had not noticed any trends as to the time or the day of the week.

We have had three fatalities for the year, last year at this time, we only had two.

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

The FHWA (Federal Highway Administration) came to Tucson last month and did a presentation to law enforcement officers about bicycle and pedestrian training. He's going to incorporate

additional bicycle training from that session into the AZPOST academy. Right now there are 39 recruits going through the academy's traffic law section and they all look expectantly at Deputy Roher when it comes to talk about bicycles.

Notable Pima County Crashes

- Southern District, near a traffic circle roundabout. A 16 year old cyclist in the roundabout in roundabout, said the car came out of nowhere and hit him. Said the motorist didn't yield at the yield sign. The driver said the teen wasn't wearing headphones and wasn't paying attention. The deputy wasn't sure what citations to write, but documented everything.
- Near La Canada and Hardy. A rider was found lying on sidewalk. The deputy got there and didn't find anything that looked like the cyclist had been hit. The rider was cruising along and wrecked onto the sidewalk on his own.
- Catalina Highway, near Milepost 18.5 or 19. A rider lost control and went down. He has a brain bleed, but is improving. Is disorient and doesn't know where he is. There were no witnesses.

Bruce Hermes asked the officers about enforcement on passing. Deputy Roher said he knows about a \$1500 device which has radar and a camera to mount on a bike for enforcing minimum passing distances. The department won't buy it on its own, but they could ask GoHS (Governor's Office of Highway Safety) for one in a grant. However, in general, they don't target cyclist enforcement specifically, they offer equal opportunity law enforcement. Right now they are hitting the school zones hard.

As to the radar/camera device, both departments would be up for donations! There are issues of who is riding the bike. It would have to be a law enforcement officer. The tickets would be written by another officer following behind in an unmarked car.

Pima County has an ordinance for Distracted Driving the sheriff's department has only written 5 warnings for it. It's very hard to enforce, the deputies have to get the drivers to admit to texting. They could claim they were making a phone call instead. Figuring out how to enforce the ban is a logistical problem. The real solution would be to ban all but hands free devices, so there's no question of what you were doing on your phone. Poor driving isn't probable cause to seize a person's phone.

Sgt Allen said one of the sergeants for TPD is working with the city to get a new distracted driving ban. This will require hands-free devices, and also means no eating while driving, no drinking while driving, no pets on your lap. No distractions. free, no eating, no drinking, no pets on your lap. No distractions.

Matt Zoll added hands-free is not necessarily safer. Brendan Lyons was hit by a driver using a handsfree device.

4. Roger Haar Fatality at Mountain and Ft. Lowell

July 11, at 7:05 am. Roger Haar was traveling south on Mountain on his bicycle. As he was crossing Fort Lowell with the green light, he was struck by a westbound driver who had run the red light. Roger was wearing a bright colored vest, had lights and was in the bike lane.

There are no circumstances that say the driver shouldn't be cited. 5-6 witnesses said she blew through the red light. ARS 28-672 is being considered. This is "Death by Moving Violation." It makes the it into a misdemeanor instead of a citation for a civil traffic ticket.

Eric Post added knows the consequences of the misdemeanor charge. It's a \$1000 fine, up to \$1800 with extra charges. The judge can mandate a traffic survival school and the judge can also suspend the person's driver's license. It may not be a lot of money, but it sends a message to the public that it's serious. Deputy Roher said he had never been to court with one of those citations, they always meet a plea ahead of time. This can help the civil case later.

5. City of Tucson Boards and Committees Revision Project

Presented by Elaine Becherer & Amy Stabler.

The city is undergoing a reorganization and revamp of all the boards & committees. They were directed to do so by Mayor & Council in November of last year. Their goal is to have fewer committees. 63 committees is a large amount for a city our size.

Today's presentation is to describe the process and they will return at a later meeting to follow up with the later parts.

After this meeting, they will send out a survey to members and staff liaisons. The surveys will be asking where things work, where things don't work and so on. They will also be asking the city and county transportation department directors to provide a formal written recommendation for the group. They may say things are wonderful or they could ask for a fundamental restructuring.

After things are compiled, they'll come back to us with the information to review. As a group, we will be able to talk about it and discuss our goals and make a formal recommendation to respond to the directors' recommendations. Do we agree? Do we disagree?

Then the City Manager will make his recommendations to Mayor & Council.

Moving into a discussion, David Bachman-Williams referenced the letter he wrote for the packet: Every organization should review their goals from time to time. Vancouver has a pedestrian committee, a bicycle committee and a transit committee. They meet separately, but a few times a year they meet as a grand committee to talk about common goals. We need to be open to asking “is there a better way of doing things?”

Ryan Fagan suggested splitting off time for subcommittees when we meet for the general meetings. It might help to get more people involved in the subcommittees. Robin would rather have more people getting involved in subcommittee meetings, but have fewer general meetings. Perhaps meeting the main group every other month.

Wayne Cullop suggested looking at our mission and charter. We might be in the habit of “this is what we do” rather than our original mission. We could have a retreat which breaks us up into several groups to see if there’s a different way of doing things.

Eric Post said he is continuing to get information on the Vision Zero programs. Getting Bicycle, Pedestrian and Transit Rider committees together would be inline with Vision Zero coverage.

Jessica Hersh-Ballering asked if we could have more subsections with a local focus. This would keep local concerns at the forefront. They could address separate North/South/East/West issues.

- Ryan is worried about speading things too thin with more subcommittee meetings.
- Ray Copenhaver said having a “Northwest Facilities” committee would mean not having to travel to Tucson to meeting. But you don’t want to be too disconnected with the other groups, still need an overarching one.

Kylie Walzak pointed out how effective the Santa Cruz Valley Bicycle Committee is. If they have something they want us to know, they come to our meetings. We are the regional advisory committee. She talked about another committee she’s on where they meet 3 or 4 times a year. We could change our committee administration to county or even the RTA. Then have subgroups for the localities to have their own meetings and bring it back to the regional body.

Bruce Hermes would like to address local neighborhoods at a smaller scale. There are problems at the neighborhood level. It’s important to get more detailed information from the man/woman on the street.

Aaron Lien served on a BAC in another community in Virginia. It was different, but similar. Arlington County has no separate cities, instead it's just a large metropolitan county. But it still has distinct neighborhoods. He said having smaller groups to focus is interesting, but worries about maintaining leadership and energy. It's hard enough to keep one thing going. We could lose some collective might as a group.

The Arlington County committee had ex-officio members on other planning commissions so they would report back to the main committee. Then they had full members involved in the site plan committees. It got them involved early in the design process rather than always playing catch-up.

Seth Chalmers added the city is saying to not spread yourself too thin. They are trying to reduce the 63 committees. He said David has shown great leadership and the committee has had many great successes over a long lifetime.

6. Bicycle Boulevard Master Plan

Andy Bemis presented the most recent draft, dated 7-28-16. Most of the slides are in the draft.

Chapters:

- 1) Introduction
- 2) Why Bicycle Boulevards
- 3) Case Studies of other cities
- 4) Design Elements by NACTO
- 5) Public Outreach
- 6) Network Prioritization
- 7) Funding & Implementation

Appendixes: Conceptual Plans and Cost Estimates for each

In-Progress Projects (not in the draft)

- Treat Avenue Bicycle Boulevard
 - (DONE) New Bike HAWK at Broadway Blvd
 - New Bike HAWK at Fort Lowell Road.
- 5th Street Bicycle Boulevard
 - (DONE) New TOUCAN at Euclid Ave
 - Traffic Calming, signage, and crossing treatments at 4th Ave and 6th Ave
- 3rd Street/University Bicycle Boulevard
 - Traffic Diverter at Richey Blvd
- Copper/Flower Street Bicycle Boulevard

- New Bike HAWKs at Stone Ave (Kelso) and 1st Ave (Copper)
- HAWK to Bike HAWK retrofit at Oracle & Kelso
- 9th/8th Street Bicycle Boulevard
 - New Bike HAWK at Campbell Ave
- Sahuara Avenue Bicycle Boulevard
 - New Bike HAWK at Grant Road

Next Steps:

- Draft Published
- 45 Day Public Comment period
- Key Stakeholder meetings
- Incorporate Public Feedback
- Present Plan to Mayor & Council

So far the feedback has been across the board. Some very supportive. Others are somewhat supportive, but not understanding it's only one part of a comprehensive bike plan. There are also the angry sorts who don't want to spend money on bicycle infrastructure when the roads are in such poor condition.

Motion: by Kylie Walzak to write a letter in favor of the bicycle boulevard master plan.
Seconded by Robin Steinberg. **Passed with unanimous voice vote.**

7. Current Pima County Projects

Skyline/Sunrise, Matt Zoll.

11x17 printed copies of the intersection.

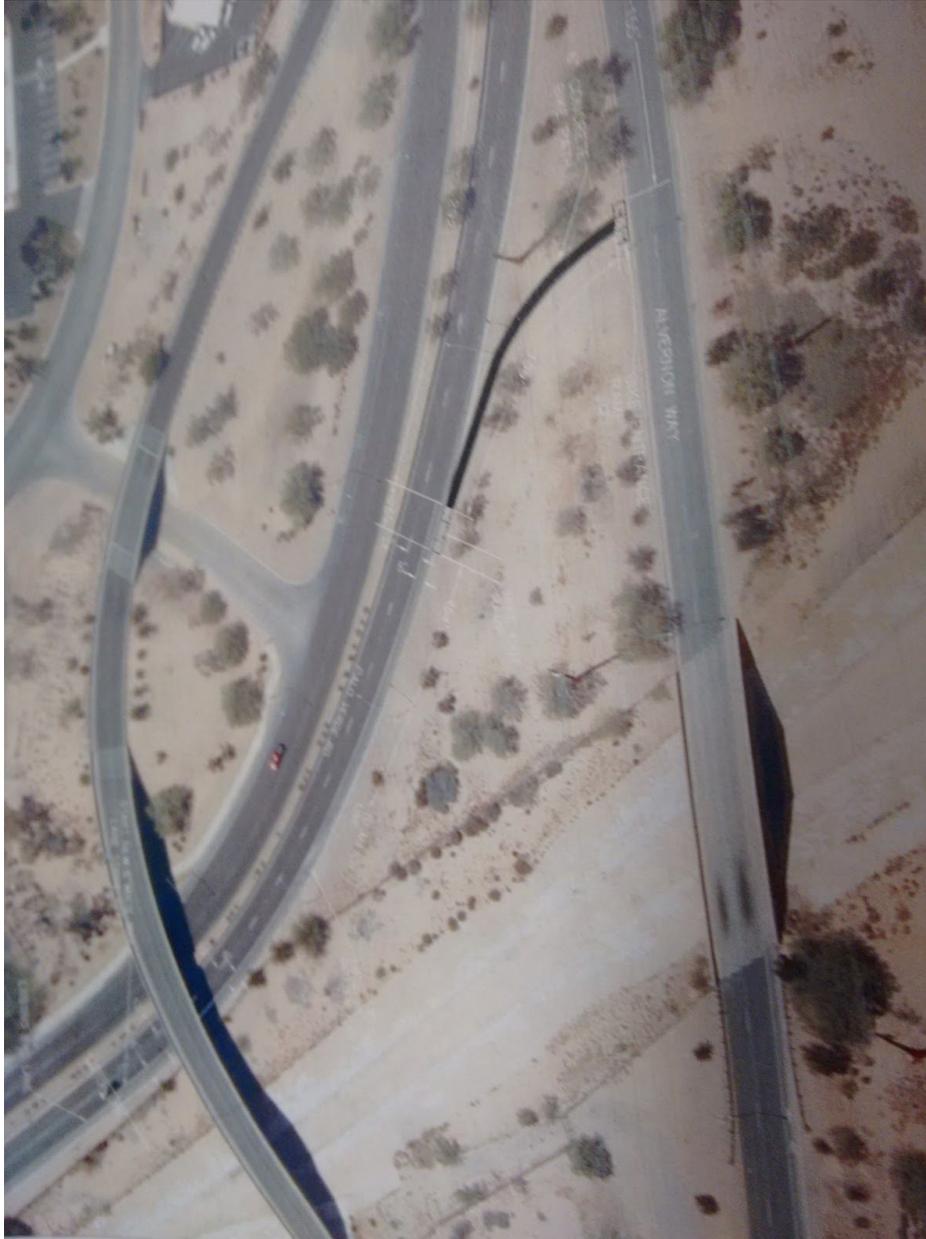


They added two speed tables, and lowered the speed limit further from the intersection. There's a 25 mph advisory speed sign right at the speed tables. They also redid the colored bike lane across the transition. The county is seeing a good drop in speeds.

Eric Post said he drove it recently in his car. As a driver, you really have to turn and crane your neck around to look for cyclists. They will almost be behind you. A person's neck needs a lot of flexibility to see!

David Bachman-Williams suggested the speed tables are working now, but as the drivers learn how to handle them, they may drive faster. He wants to encourage the county to keep looking and making sure the speeds aren't creeping up again.

Alvernon/Palo Verde/Golf Links Spaghetti. North is at the top of the picture. Alvernon is the straight road on the right. Palo Verde is merging onto it.



There was a recent project to bring southbound cyclists through the interchange to go through “crossover drive” (under the bridge between 34th Street and Palo Verde) to help avoid the merge condition. Northbound cyclists on Alvernon have striped bike lanes and colored lane treatments near 29th Street.

Also, northbound cyclists on Palo Verde can use an off-street pathway to take a diagonal to connect to Alvernon. Crossing the road, cyclists will have a good view to the south and drivers will be able to see them. The pathway itself will have a yield sign, but it will be clear it is a junction and cyclists will need to look carefully before making the turn.

Matt had no diagram for Valencia/Kolb, and Seth Chalmers said it's very difficult to describe this intersection verbally. It's a RTA project, but it's in Pima County. Two jurisdictions and the RTA are involved. There are various merges coming in and going out. A treatment similar to Palo Verde/Alvernon is going to be used. There will be key modifications to make it clear to cyclists where the best route is.

There's also an indirect left turn on southbound Kolb. You will need to go through the intersection about ¼ mile to make a left to follow a new roadway that merges into eastbound Valencia. There will be a similar turn for eastbound Valencia onto Northbound Kolb.

David Bachman-Williams added the intersection is a huge funnel for people who live all around the east side of town to go to Raytheon and employers on the southwest part of town. From a bicyclist point of view, it feels suicidal during morning rush hour. There's not much you can do without building over/underpasses. What is being done isn't the best, but it's the best of a bad situation.

8. Staff Reports

Andy Bemis, TDOT

- New Bike HAWKS installed at Grant/Sahuara, 9th/Campbell
- Recently installed new bike racks at 14 locations
- Bike Share received funding authorization from ADOT. They'll be releasing an RFP next week.
- Pedestrian Safety Action Plan Workshop on August 23 with Pete Lagerwey
- They've recently hired two part-time staff. Ryan Fagan & Krista Hansen. Ryan is considered a consultant rather than a city employee, this does not affect his status as a committee member.

Matt Zoll, PCDOT

- Working on ADOT's Pedestrian Safety Plan and updating Pedestrian Share the Road Guide
- Updating Loop Map
- Pantano Project, Tanque Verde to Glenn will be starting this fall.
- The Bike HAWK at Sahuara is very helpful. Grant is one of the most difficult arterials to cross, and it will improve access to The Loop.
- Distance and Wayfinding Signs are going up for CDO path.
- Southwest El Paso Greenway Project, project management is doing a segment, also wastewater people doing a segment

- “Loop the Loop” coming this fall. September 17. There will be a number of stations around the loop to participate in various activities.

Brian Varney, Town of Marana

- The Town is building a shared use path to connect to The Loop from Continental Ranch to Avra Valley Road. It just went to bid. Hopefully it’ll be done by the end of the year.

Jessica Hersh-Ballering, UA

- Bike Valet opening on August 22. 8am to 6pm.
- Bike Repair station open. 10am to 2:30pm, M-F
- 20 new thermoplastic “dinner plates” to highlight the 5th street corridor. Also to show the Highland route to go across the campus mall.
- Replaced old “walk your bike” signage with “please walk your bike” signage. However, they may still be ticketing if you aren’t walking your bike.
- Removed the “walk your bike” area near the Gould/Simpson building. It has been restriped to have a separate bike lane.

9. Subcommittee and Related Entities Reports

Facilities, Brian Beck.

- Meeting August 24, Pima County Library.

Urban Core, Robin Steinberg

- Meeting next Tuesday at 3pm at the Public Works Building in the 5th Floor Conference room.

Education, Elaine Mariolle

- Will be meeting 12th September instead of the 5th because of Labor Day

GABA, Eric Post

- El Tour training rides are starting as well as the “Back in the Saddle” program. “Carpe Diem” is a themed ride. The ride calendar is at meetup.com/bikegaba/

PBAA, Elaine Mariolle

- “Loop The Loop”, kickoff for El Tour season. Encouraging people to use The Loop to get around. It’s completely free and different beneficiaries will be at the various stations. There will be a party and raffle at Swan/Fort Lowell. It’s all on September 17

10. Announcements

No announcements.

11. Adjournment — at 8:05 pm.

Attendance:

David Bachman-Williams, Pima County
Brian Beck, Pima County
Raymond Copenhaver, Marana
P. Wayne Cullop, Pima County
Ryan Fagan, Ward 6
Collin Forbes, Pima County
Bruce Hermes, Ward 5
Jessica Hersh-Ballering, UA
Aaron Lien, Mayor's Rep
Elaine Mariolle, Pima County
Eric Post, Pima County
Darlane Santa Cruz, Ward 1
Robin Steinberg, Pima County
Kylie Walzak, Ward 3

Audience:

Mike Allen, TPD
Elaine Becherer, City of Tucson
Andy Bemis, TDOT
Seth Chalmers, Pima County
Nancy Ellis, Oro Valley
Richard Roati, Resident Ward 6
Ryan Roher, PCSD
Amy Stabler, City of Tucson
Gabe Thum, PAG
Brianda Torres, Ward 3
Brian D. Varney, Town of Marana
Matt Zoll, PCDOT

Newsprint topics/ideas to put on the walls for Wednesday's meeting;
Rules for commenting. Use like/neutral/dislike symbols (green dots = like, red dots = dislike, blue dots = neutral) and give space for individual comments.

Have the BAC and its subcommittees meet alternate months (with full BAC attention given to items as single shot that need action that month.)

Have reports from staff given bimonthly instead of monthly, with more time and prominence in agenda when given (not crammed at the end).

Merge with City's Pedestrian Advisory committee into a vulnerable users advisory committee

Become part of an alternative transportation advisory committee for the region (including bicycles, pedestrians and mass transit users)

Give more time to overall vision issue and less to reports on individual projects.

Reorganize Facilities and Urban Core into City of Tucson Facilities and rest of metropolitan area Facilities.



Tucson-Pima County Bicycle Advisory Committee

Friday, September 9, 2016

Dear Mayor Rothschild and Councilmembers,

We are writing to urge you to adopt the **City of Tucson Bicycle Boulevard Master Plan** and encourage you to **direct TDOT to use this plan as a guide** when determining where to spend appropriate transportation funds as they become available. This Bicycle Boulevard Master Plan is well-researched addressing significant issues such as equity, community support, connectivity, access, and barrier reduction, neighborhood safety, active transportation and precedent.

Equity. Funding realities mean that select corridors in this plan will be built before others. One aspect of this plan strongly supported by the TPCBAC is the prioritization methodology that incorporates such factors as concentrations of low-income communities, households living without access to vehicles, elderly populations, and populations of youth under 18 years old, when determining which routes should be funded first.

Community support. The City of Tucson has been discussing Bicycle Boulevards for many years now. Long enough for the members of the TPCBAC to switch from a position opposing the concept, to unanimous support of this plan. This support is echoed across the community, as neighborhoods, businesses, schools, community centers and regional governments have learned about the many benefits of cities with connected bicycle corridor networks. Community support for bicycle boulevards is well documented in the 2009 Regional Plan for Bicycling, the 2045 Regional Mobility and Accessibility Plan, and Plan Tucson.

Connectivity, access, barrier reduction. For many years, Tucson has been recognized as a top destination for cycling. Yet, from 2000 to 2009 rates of people using bicycles for transportation barely budged. It became evident that the percentage of people willing to use bike lanes on arterials next to fast-moving traffic was not growing, but that the majority of people, 60%, wanted to bike more but on routes that felt safe and comfortable. The bicycle boulevard network leverages our excellent grid system to provide people with alternative routes and at the same time improves connectivity for people on foot by providing safe crossings.

Safety and safe neighborhoods. Bicycle boulevards support safer communities by reducing vehicular speed, reducing traffic congestion, creating vibrant streetscapes with more people using them for walking, not just bicycling, are more attractive thanks to green infrastructure improvements, and contribute to overall health, wellness, and happiness for residents who have access to safe routes with safe connections. Bicycle boulevards increase property values, and support the local economy by connecting people to businesses.

Recognizing that speed is the number one factor in serious and fatal collisions, the TPCBAC supports lowering speed limits on all bicycle boulevard corridors to 20 MPH. Not one resident in any neighborhood will tell you that they wish they could drive faster on the street where they live, where their children play or where their grandparents walk. This is something that all neighborhoods can and do support.

Precedent. We know from the three main bicycle corridors already in existence – Mountain Avenue, 3rd Street, and 4th Avenue/Fontana Avenue – that people use bicycle boulevards. The number of people using 3rd Street by bicycle was just 678 people per day in 2000 and now tops 2,600 (in 2015), and increase of 283%. Yet, there were just 9 bike crashes on 3rd Street (between 2000 and 2008). The number of people using bicycles on 4th Avenue/Fontana in 2009 was just 330, and 810 in 2015, an increase of 145%.

We thank you for your commitment to making Tucson a safe, comfortable place that supports active transportation in a way that also elevates neighborhood conditions and quality of life for every resident all over the city.

Sincerely,

David Bachman-Williams
Chair, Tucson Pima County Bicycle Advisory Committee

Urban Core Minutes

Meeting Date and Time: **Tuesday, August 16, 2016, 3:00**

p.m. Meeting Location: 5th Floor North Conference Room, Public Works Building, 201 North Stone

Avenue.

AGENDA

1. Call to Order/Roll Call/ Call to the Public Present: Robin Steinberg, Anne Padias, Kyle Walsak, David Bachman-Williams, Andy Beemis, Diahn Schwartz,
2. Approval of minutes from previous meetings David moved Anne seconded, 4-0 vote to approve June minutes.
3. Update on Court House situation (Andy?) Diahn personally tried out various routes and she would prefer a southside ramp half way between Stone and 7th (90 ft more or less from corner) for bikes to come up onto the sidewalk. Andy disagreed, politely, and said it would be easy to have a bikes okay sign for use fo the sidewalk between 7th and Toole. Yes, there is a sharp turn at 7th because of the two poles on either side of the crosswalk. There is the problem of the buss stop immediately to the west of the 7th crosswalk. Robin suggested we do nothing at this time since there is no strong feeling one way or the other. This means bicyclists will continue to either use the 7th crosswalk or ride Toole to the corner of Stone before turning south into the cycle track.

Note: We need to have the phasing of the downtown links construction on the future agenda of Urban Core.

4. Columbus Street (Andy?) Diahn handed out a chart showing the speed limits along Columbus from north to south. Robin still wants the speed reduced along the 35 mph sections. David said

that he believes Diahn is right that people will drive what they feel is safe. Anne agrees. Further discussion ensued. Diahn says that it is her process to not go to Mayor and Council for speed changes without having good hard data to back up the request. Kyle suggested that we should talk with Ryan (BAC ward six rep) and Kozachik to see what can be done. Robin agreed she will do this. Diahn said let the city do some more studies on Columbus before going to Kozachik.

5. Santa Cruz Bridge (Robin?) Nothing on this at this time.
6. Continued discussion of Urban Core. How do we want to focus our attention?
7. Staff/Member Updates
8. Topics, Date and Location for Next Meeting
9. Adjournment at 4:16.

Minutes

Education sub-committee meeting August 1, 2016 , 6:00 p.m.

Present: Collin Forbes, Tracy Riccitello, Brendan Lyons, Bruce Hermes, David Bachman-Williams, Matt Zoll and Elaine Mariolle (phone)

Meeting Location: Perimeter Bicycling offices, 2609 E. Broadway Blvd.

1. Call to Order / Roll Call
2. Call to the public
3. Brendan Lyons presentation of Look Save a Life program/activities.

Brendan: Presentations in High Schools: Push give a bicyclists three feet, share stories, stay of their cell phones (gift card reward system for not using cell phones based on an app that notes when one is driving) Also are doing PSAs about give three feet and riding safely, rolling billboards, vehicles wrapping

Matt noted that the other materials push giving 5 feet. Brendan replied that they wanted to tie it specifically to the law which is three feet.

In high schools met with principals in TUSD and got their backing: Are getting invited to assemblies and/or in individual classrooms. Also made it into CDO. Elaine offered to help get them into Sunnyside and Desert View.

Sheriff Department and other law enforcement go along on presentations. With the new Pima County no texting while driving ordinance there is a need to put emphasis on distracted driving. One need is to have uniformity of the local ordinances.

David brought up the issue of what is the best ordinance that law enforcement would be willing to enforce. Brendan replied that a "hand's free" ordinance is the best. Brendan noted that Senator Farley has been the best champion of good legislation in this area.

How do we want to focus the actions of the Education Committee. Tracy: There is a core of hostile people out there who are going to be very hard to reach. How do we soften those people towards the safety needs of bicyclists. Brendan pointed out that there is a need to note that the

person under a helmet could be a principal, friend, family member. There is a need to have people remember that cyclists are persons. Bruce said that over the last ten years there has been an improvement in attitudes. Brendan read us the audio for a proposed PSA. We agree it read well.

We discussed the use of fees from tickets. The problem with this is that there are already too many other uses of those fees. Matt suggested the GOHS (governors office of highway safety.) funds as a great place to get small grants.

Elaine will canvas to see if September 12 will work for the next meeting since the 5th is Labor Day.

Brendan asked if he could regularly be a part of this committee. The answer was emphatically yes.

Adjourned at 7:25 PM



Streetcar Tracks Cause a Huge Number of Bike Crashes in Toronto

The rails are to blame for one-third of incidents requiring emergency-room care.

JOHN METCALFE | [@citycalfe](#) | Jul 27, 2016 | [4 Comments](#)



[Anne Harris/UBC/Ryerson](#)

Don't miss any of our latest stories, sign up for CityLab's daily e-mail newsletter.

Sign up

Although it's probably not news to a legion of sprained and scarred commuters, researchers are reporting that streetcar tracks are to blame for a large percentage of bicycle accidents.

At least that's the case in [Toronto](#), where 32 percent of bike wrecks (or 87) from May 2008 to November 2009 were the direct result of riders hitting such tracks, say public-health experts at the University of British Columbia, Ryerson University, and elsewhere. Meanwhile, about half of the 276 accidents recorded during this time happened in areas with streetcar tracks.

"In these crashes," the researchers say in a [press release](#), "cyclists often had to maneuver quickly to avoid collisions with vehicles, pedestrians, or other cyclists and their wheels got caught in the gap alongside the rails (called the flangeway) or slipped on the rail itself." All these wrecks were serious enough to require emergency-room visits.

Making a left turn at intersections with tracks proved to be a risk factor for unexpectedly eating face, as was riding on a street with tracks and parked cars. Female riders and novice cyclists were more prone to wrecking on tracks, as was anybody using thin tires (such as those on a racing or hybrid cycle).



Examples of Toronto roadways with streetcar tracks lacking protected bike paths. (*BMC Public Health*)

The track mayhem in Toronto is likely tied to the city's massive streetcar system, said to be [the largest](#) in North America. In an earlier study in Vancouver, the researchers found only 2.5 percent of crashes were related to streetcar tracks. However, for *any* city seeking to improve its traffic safety, the researchers suggest pushing public education on crossing tracks (do so at a 45-degree-or-higher angle, use wider tires) or, even better, physically making streets more bike-friendly.

Here's the conclusion from their study in [BMC Public Health](#):

Certain demographics were more likely to have track-involved crashes, suggesting that increased knowledge about how to avoid them might be helpful. However, such advice is long-standing and common in Toronto, yet the injury toll is very high, underscoring the need for other solutions. Tires wider than streetcar or train flangeways (~50 mm in the Toronto system) are another individual-based approach, but population-based measures are likely to provide the optimal solution. Our results showed that route infrastructure makes a difference to the odds of track-involved injuries. Dedicated rail rights of way, cycle tracks, and protected intersections that direct two-stage left turns are policy measures concordant with a Vision Zero standard. They would prevent most of the track-involved injury scenarios observed in this study.

About the Author



John Metcalfe is CityLab's Bay Area bureau chief, based in Oakland. His coverage focuses on climate change and the science of cities.

ALL POSTS | [@citycalfe](#) | [Feed](#)