

TPCBAC Packet Guide

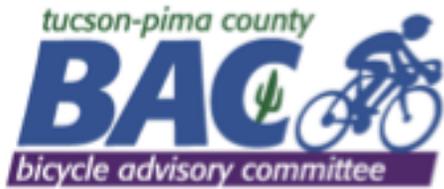
1 – December TPCBAC Agenda

2 – November TPCBAC minutes

3 – Rolling Attendance Chart

4 – Draft Letter to Mayor and Council concerning Bicycle Boulevards in the Proposed Sales Tax

5 – Facilities Draft Minutes November 30th



*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, December 14, 2016**

Meeting Location: **Himmel Park Library, 1035 N Treat Ave Tucson, AZ 85716**

Meeting Time: **6 PM to 8 PM**

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. Please lock your bikes outside the Library.

| Agenda Projected | Duration |
|--|-----------------|
| 1. Call to Order and Member Introductions | 5 min |
| 2. Approval of previous minutes | 5 min |
| 3. Call to Public | 5 min |
| 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. | |
| 4. Law Enforcement Staff Reports from TPD and PCSD | 10 min |
| 5. City of Tucson Proposed Sales Tax letter | 15 min |
| 6. January Distressed Drivers Event(s) | 10 min |
| 7. Skyline/Sunrise update | 5 min |
| 8. January Meeting Organization | 5 min |
| 9. Staff Reports 10 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 Hirsch-Balering, UA

11. Subcommittee and Related Entities Reports

Facilities (Brian Beck)
Urban Core Facilities (Robin Steinberg)
GABA (Wayne Cullop)
Downtown Links (Kylie Walzak)
Living Streets Alliance (Kylie Walzak)
PBAA (Elaine Mariole)

12. Announcements

13. Adjournment

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.

PLEASE NOTE: OUR JANUARY 11, 2017 MEETING WILL BE AT THE WARD SIX OFFICE, 3202 E. 1st St.



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **November 9, 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 previous meeting's minutes.

Kylie Walzak called the meeting to order at 6:00 pm.

Motion: by Brian Beck to approve the October minutes. Seconded by Anne Padias. **Passed with unanimous voice vote.**

2. Call to Public

Kylie Walzak summarized an email sent by Damion Alexander — There will be a Distracted Driving Awareness Summit in Phoenix on Wednesday, January 25, 2017. Look for booths, tables and presentations. Also there will be a ride on the capitol with a lunch and a chance to meet with legislators to raise awareness about distracted driving.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Allen reported for the Tucson Police Department. The crash reports which would normally be available this month will be in the packet for the next month. There were no fatal crashes in the last month and the traffic division is gearing up for El Tour.

Aaron Lien asked about the bike crash at Grant/Campbell a few days ago. Sgt Allen wasn't sure about it because he hadn't been working then, but knew it was not going to be a fatal. The cyclist had serious injuries, but they were not life threatening. He will be sure to bring more information about it to the meeting next month.

4. Recap of TPD Data Sharing Event

Sgt Matthew Faulk, Tucson Police Department

The event was the first one and went better than could have been imagined. They are putting together multiple organizations and bringing that into a dialog with the community and stakeholder interests.

They brought Brendan Lyons as a keynote speaker and he spoke about distracted driving. In talking with Brendan, they realized distracted behavior hadn't been discussed or studied, and decided to funnel the crash data down to the distracted behaviors.

In the results, the group processed 81 crash reports with 21 data attributes. The company ESRI had a real-time display with graphs and some mapping. As groups entered their reports, the data would show up immediately on the screen. It's cool to watch the process and it offered an opportunity for discussion.

One part of the discussion was differing perceptions of community members versus law enforcement officers. The point of the event is for the data to be a bridge for those discussions. The groups were mixed and each group had a police officer to act as a resource and to help keep the conversation going. However, they realized that the officers shouldn't be driving the discussion — they were learning just as the community members were. Traffic investigators were there as well and a couple times during the discussion, community members disagreed with them and offered alternative explanations for their observations.

This event helped identify things to improve. They also met with the chief afterwards to debrief. Law Enforcement can do better with collecting information about distracted drivers and bicycle collision data. There's an opportunity for a training component for the officers.

With our data set, we saw about 15% of the crashes had distracted driving behavior. With the data, we can hope to change legislation, change the focus for enforcement efforts and to change the engineering of roads. Engineering the most constructive component of this, and the data may give some teeth to justify intersection changes and improvements.

Lane Santa Cruz asked about the relationship between the BAC and the liaison officers. She has been to neighborhood association meetings where the officers stay for the entire meeting. Our officers give their reports and leave. Sgt Faulk said they should definitely stay and community involvement is a part of the 21st Century Policing. The standard for moving forward is that it won't be sufficient to show up for a report to fill out a check box. TPD Chief Magnus is not a box checker. The officers should be at the full meeting, and if they have time constraints, they need to talk to their supervisor!

5. Upcoming City of Tucson Sales Tax and Bond Election

There is talk from the city manager's office to introduce a sales tax election in May and perhaps a bond election in November. The bond would likely be an updated version of the Proposition 409 Pavement Preservation Program from before, or a separate stand-alone bond project to include parks & recreation, fire department and public safety improvements.

Andy Bemis noted there was a brief mention about the programs in the mayor's newsletter, but thinks it was still early in the process and Mayor & Council hasn't given anybody sufficient direction to speak on the issue.

What do BAC members think?

- Ryan Fagan would like to emphasize residential streets. The new milling on parts of 3rd St and parts of Treat are really nice.
- Aaron Lien: This is where we'd really benefit from a regional bike plan.
- Brian Beck: While talking about maintenance, how about asking for a crew to maintain the bike lanes. We could have a dedicated sweeper or two just for that.
- Kylie Walzak: We could use the Bike Boulevard Master plan to prioritize those streets that connect people to parks. There are also linear parks projects in the Trails Master Plan.
- Collin Forbes likes Bike Boulevards, but is concerned that neighborhoods may complain about how the Sam Hughes neighborhood has been repaved ahead of many other neighborhoods. Andy Bemis suggested we could recommend repaving residential corridors rather than focusing on neighborhood blocks.
- Josefina Ahumada: Could add the road and pedestrian safety aspects into a bond issue.

We need more information about it. To move forward we could get a meeting with the mayor.

6. UA Bike/Ped Advisory Committee Update

Jessica Hersh-Ballering is not here to report. It's revived and the first meeting should have been last week. Aaron Lien said they've been recruiting members via email.

7. Platinum Committee Update

The platinum committee met, but it was a short meeting without a many of the participants.

They decided we ought to have a 3-year plan to monitor things which are ongoing as well as to look into things to establish before we submit another application. Wayne wants to meeting with Eric Post and Matt Zoll to pull that together and get people working on it.

The LAB Feedback is a single page. We can put it into the next packet or have Andy send it out to the group next week.

8. Discussion About Meeting in December

Our normal meeting date for December will be on the 14th at our usual place in the Himmel Park Library. We have the Ward 6 meeting rooms reserved for our January meeting.

But should we meet? Two people will be away for the December meeting, but it's worth a try. Bring food and potluck and make it into something of a social gathering.

9. Staff Reports

Andy Bemis, TDOT

- The Kolb Road extension project will be opening a bridge and want to have a ribbon cutting and the PR firm wants to have bicyclists and pedestrians as part of the cutting. They don't know when it's going to happen though, but Andy will keep us informed.
- Bike Share: they've received responses from the RFP. The selection committee is scoring them. The final selection probably won't happen in 2016.
- On October 19th, Mayor & Council voted to reduce the speed limits from 25 mph to 20 mph on 3rd Street and the Fourth/Fontana corridors. They will be switching out signs and working with TPD. Moving forward, new bike boulevards will have the same treatments.
- The sidewalk in front of Hi-Fi Cocktails is done. There's a new ramp to make it easier to get off the Jim Glock detour and make a turn into the 4th Avenue Underpass. There's a separate pedestrian and bike ramp there now. They also added new flexible delineators to keep cars out of the bike lane.
- The Craycroft & Fort Lowell HAWK light is under construction. They had hit a water main and discovered an ancient pit house in the process.

Matt Zoll, PCDOT

- Docs On Bikes / Docs Without Motors. 2nd Year Residents at Kino Community Hospital rode their bikes into needy areas for medical and health care.
- International Walk and Bike To School day in October. 51 schools involved and over 26000 students. Most schools had special events. Tucson had the most participants in the state.
- Transportation Alternatives projects are underway. Pathways in Vail connecting schools to Colossal Cave Road.
- In the town of Ajo itself, they have about 50 bikes available. Recently 30 people went out to Organ Pipe National Monument to bike and hike.

- New construction: Will be adding bike lanes on Alvernon Road after El Tour. It'll be on the south side. Hughes Access Road will be getting bike lanes as well.
- Pantano Project between Tanque Verde & Glenn: It's interesting to see what's going on. They're taking out lots of the foliage, but will be reseeding and replanting with native species. The last part is from Glenn to Craycroft, and the property owners are "go", "ambivalent", "missing" and "hell no". Hopefully it'll happen in a few years.
- Pima County Bike Station at the UA: 9500 clients for this calendar year. Very active. They've been referring people to local bike shops for more extensive repairs.
- A new Loop Map is out. They had 30,000 copies to start, and 13,000 were distributed in the last week. Hope they will last 6 to 8 months, or when they need to update it for the Pantano.
- Proud to report the Tucson Weekly Best Bike Rides were The Loop and The Rillito.
- Proceeding with Merge the Verge study. 15 intersections in various types of configurations to look for long and short term fixes.
- Team Bike Program: 15 middle/elementary schools and 1 high school. Looking to expand a couple more. Contact Elaine or Matt. They provide bikes to schools, and have repair kits, tool kits and repair stands to help the schools keep their programs running and sustainable. The vendor is RoadRunner bikes.

Sam Sanford, PAG

- The email in the packet had links in it and these were responses to requests from a few meetings ago. The 2009 Regional Bike Plan was one of them.
- For the new regional bike plan: They are going to be doing pre-planning in this fiscal year (July-June) and looking to start in the following fiscal year. If there's a need for additional resources, they'll go into the following fiscal year. This means 2018 or 2019 for the next regional bike plan. It'll be the 8th bike plan for the region, with history going back to 1977.
 - There will be a public component for the regional bike plan. A new committee with a new acronym with open meetings. Can bring it to the BAC for updates, and people can come to meetings for a more technical level.
- RTA History: what was on the ballot in 2006. The very long link has a list of the results of the election. Includes the two questions which were asked.
- Last link was the investment plan, document sent to the voters in advance of the election. Expected corridors and streets and what would be included.
- October 20, Regional Council met to discuss Regional Transportation Alternative Grant. (RTAG) funds for 2017 left on the table, and they needed to find a home for them. Funds went through the committee structure, regional council agreed.
 - Arcadia and Timrod Bike Boulevards
 - Columbus: 22nd to Timrod Pedestrian Path

- Rillito River path and Camino de la Tierra enhancements
- UA 2nd Street bike and pedestrian enhancements

10. Subcommittee and Related Entities Reports

Facilities, Brian Beck — Didn't meet. Next meeting will be Wednesday, Nov 30

GABA, Wayne Cullop

- Sunday had the Silverbell Century. 245 riders. One rider fell, but no serious injuries.
- GABA Holiday Dinner on the 5th December. BAC members are invited for dinner and to meet other people from GABA. Monday December 5. 7pm 3281 N Swan. In Osteopathic conference room.
- Sunday, December 10, Several rides including a Toys For Tot rides to South Tucson Police Department. Decorate your bike and bring unwrapped presents. Social pace, conversation and get into the holiday spirit.
- Sunday November 13, the GABA Bike Swap.

LSA, Kylie Walzak

- 33K people were at the last Cyclovia. No incidents. Thanks to those who volunteered and supported!
- The Tucson Botanical Gardens counted 4000 visitors. On a good day they normally would have had 500.
- The Love To Ride website is collecting trips. 65 organizations have registered and 751 people at the moment. The month-end goals are to have 100 organizations and 1000 people.

PBAA, Elaine Mariolle

- El Tour coming. 8 schools involved in junior programs and a federal prison is getting involved this year with spin bikes.
- This year there's a new Marana event with 28 miles, so there are 5 starting points and they all end downtown.
- Two middle schools are going to be riding in the fun rides. There are 3000 youths signed up for the Indoor El Tour. It's an event which gets kids off into other things.

CASAz, Wayne Cullop

- In process of becoming a formal organization. Paperwork for 501c3 status will be filed by the end of the month. They are trying to visualize what an organization would look like and fill in their task lists. Hopefully everything will be fully up and running by March.

11. Announcements

No announcements.

12. Adjournment — 7:48 p.m.

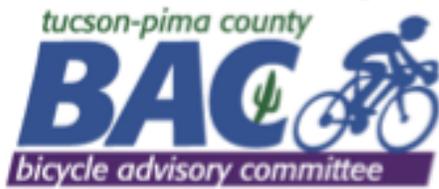
Attendance:

Josefina Ahumada, City of South Tucson
Brian Beck, Pima County
Ray Copenhaver, Marana
Wayne Cullop, Pima County
Ryan Fagan, Ward 6
Collin Forbes, Pima County
Aaron Lien, Mayor's Rep
Elaine Mariolle, Pima County
Anne Padias, Ward 5
Lane Santa Cruz, Ward 1
Kylie Walzak, Ward 3
Ed Yasenchack, DMAFB

Audience:

Andy Bailey
Matt Zoll, PCDOT
Andy Bemis, TDOT
Mark Molina, TPD
Mikeal Allen, TPD

Note: This is a new and hopefully improved version of the draft letter in the packet.



To Mayor and Council
City of Tucson

December 15, 2016

Re: Potential City Sales Tax Proposal

Dear city Leaders,

Greetings to you all. Congratulations on your pro-active stance on the issue of street repair and repaving. We, the members of the Tucson Pima County Bicycle Advisory Committee, ask that you specifically include Bicycle Boulevards in any proposed program for street repair and repaving.

There are two ways in which this could happen. Whether by including Bicycle Boulevards as an arterial category, prioritizing BB corridors with residential funding, or some other alternative, it is vital to the safety and convenience of our bikeway network that the pavement on these high priority corridors be improved.

The City has a Bicycle Boulevard Master Plan. We all agree that we need these bicycle thoroughfares to make it possible for persons who would like to choose to use their bicycles for transportation to have excellent safe routes to use. While most of our main arterial and collector streets have bicycle lanes or shoulders, the evidence is very clear that bicycle boulevards, which use residential streets are safer to use for bicyclists. We believe strongly that the evidence gathered from cities that have good bicycle boulevards shows that there is a noticeable increase in bicycle use as a means of transportation. Many people who will not ride on arterials and collector streets will ride on bicycle boulevards.

It simply makes sense that good smooth bicycles routes on residential streets will attract a greater percentage of our citizens to choose this form of transportation. Making the residential streets in our Bicycle Boulevard Master Plan a priority for repair and repaving would have several positive results.

The residents who live along the bicycle boulevards would be happy that their street is repaved. They would be doubly pleased to be part of the Bicycle Boulevard Master Plan. More people would choose to bicycle, thus reducing the number of

cars on the roads, thus reducing congestion on arterials and collector streets. We would have a increase in good health, reduce carbon emissions, and have a better overall transportation system.

Studies show that businesses are attracted to cities that offer good bicycling transportation options. They like it because it helps recruit employees that are generally healthier and who take less sick days. Other studies demonstrate that bicyclists are more supportive of and loyal to local businesses. Bicycle boulevards are a proven way to improve our city in many ways. Dedicating money to high quality pavement on our planned bicycle boulevards would be a good investment.

We therefore urge you to specifically include Bicycle Boulevards in a dedicated sales tax for repair and repaving of city streets.

Sincerely on behalf of all the members of the BAC,

David Bachman-Williams
TPCBAC Chair

The **FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Wednesday, November 30, 2016** at Thunder Canyon Brewery, 220 E. Broadway Blvd., in downtown Tucson.

AGENDA

1. Call to Order / Roll Call / Approval of Minutes / Call to the Public

Present: Brian Beck, Ken shellor, David Bachman-Williams, Matt Zoll, Ray Copenhaver

David moved, Brian seconded approval of the September minutes. (no meeting in October) Unanimous approval.

2. Update and Review of Ongoing Projects

Brian asked about Skyline/Sunrise, No incidents but still some concerns. We need to keep watch on this one to make sure we have done everything that we can to make this intersection safe. David suggested that we go and drive this intersection and observe what is happening. David is concerned that if drivers go through the speed tables too fast they use all their awareness on traversing the speed tables and don't have much attention left over to observe whether there are cyclists in the bicycle lane.

Northbound Palo Verde at Alvernon is under construction. Matt is coordinating on the project with the DOT staff Kolb/Valencia: This may or may not have reached 100% design status. We need to make sure that movement in all directions is well planned.

3. Review of Plans for Kolb Road improvements from Sabino Canyon Road to Sunrise Drive

Matt says that this is going from 2 lanes to mostly three lanes with 6 foot bike lanes. There may be room for a shared use path on the west side. Speed limit would stay the same, 35. There would be 11 foot traffic lanes. If we have a share-used path it would be in the project area only. This would add another shared use path but with dubious beginning and end locations. Northbound direction there is a fire station that needs specific design.

There is a lane drop that happens on Kolb going north from Sabino. The project manager wants to put in a separated bike lane for the length of the drop lane. This is to avoid a driver focusing on the merge to not be a danger to cyclists in the bike lane. We agree it is a good idea. Right after that is the right turn for the fire station. Flexible delineators are dubious because of the history of how they get hit wherever they are used. Sabino/Kolb intersection itself is not part of this project. This is being evaluated separately.

4. Discussion of Aviation Pathway/Golf Links/Craycroft Intersection

This is an old issue we are reviewing. It is a hard intersection to get through to be able to stay on Aviation multi-use path from the southeast corner connecting to the northwest corner. Ideas include making the left turns protected only, putting in a diagonal cross in the traffic light, a southbound LED no right on red sign that would only be activated when the pedestrian or cyclist pushes the button to go south across the crosswalk, or in conjunction with an LPI signal. Motion by Brian, seconded by Ray to have sub-committee

meet with TDOT concerning plans for this intersection. Unanimous approval. Brian will contact Diahn about setting this up.

5. Discussion of Potential Tucson Sales Tax and Bond Elections for 2017 for City of Tucson

This came out of the November main TPCBAC meeting. City Staff and elected officials are looking at this. The city is looking for input on what this should look like. Plan is for Mayor and Council is going to vote on this January 18th. David suggested that we have written into this that bicycle Boulevards be specifically written into the plan. We will put this on the December TPCBAC main meeting. Brian moved that BBs be put on equal footing with major streets for this sales tax. David Seconded. Unanimous approval. David will write a draft letter for the December meeting. There is also a potential bond for parks and connectivity. This is on the back burner until the sales tax is settled.

6. Topics for Future Agendas

7. Staff Reports and Announcements

8. Adjournment at 7:24 PM.

Trips by bike finally outnumber those taken by car in Copenhagen

November 30, 2016 · 5:15 PM EST

This story is based on a radio interview.

The capital of Denmark reached a milestone last month: More people now ride their bikes downtown than drive. This didn't happen by magic or from public goodwill. The process could actually be a model for other cities to follow, as traffic and population increase.

It's good news to many in government. "I was very happy, obviously," says Morten Kabell, the head of transit for the city of Copenhagen. "On the other hand, it confirmed what we already knew. That if you build it, people will use it."

In other words, if you build bicycle infrastructure, then people will ride their bikes. Copenhagen has been doing this for the last several decades.

"Copenhagen municipality has been carrying out manual traffic counts at a number of city center locations since 1970, when there were 351,133 cars and 100,071 bikes," [reports](#) the Guardian's Athlyn Cathcart-Keays. "In 2009, the city installed its first [electric bike counter](#) by City Hall, with 20 [counters] now monitoring traffic across the city. Copenhagen's efforts to create a cycling city have paid off. Bicycle traffic has risen by 68 percent in the last 20 years."

And now, bicycle traffic beats car traffic in the city center by more than 10,000 trips. The next goal is for half of all downtown trips to be by bicycle by 2025. Currently, about 41 percent of commutes are by bike. So, Copenhagen will most likely beat its goal.

But at what cost? There are fancy bicycle bridges and bike-only sidewalks on the streets. This can't be done on the cheap, right?

Wrong. "This is probably the cheapest infrastructure you can build," says Kabell. "Ten years of investments on bicycle infrastructure in Copenhagen is the same as one single bypass we built for cars. So basically, bicycle infrastructure is the cheapest infrastructure you can build."

Kabell believes the results in Copenhagen can be replicated elsewhere. And in many ways, Copenhagen resembles American cities. There are wide streets and a mix of residential and commercial buildings.

But the goal isn't a car-free society. That's just not possible. People with disabilities need them, as do merchants and others. "Obviously, we will always have cars," he says. "But the question is, 'How many cars can we have?' Can we actually create a city where we have the greenest possible transport solution by having much more bicycles than we have cars? Yes, I believe that can happen, and we are well on our way in Copenhagen."