

TPCBAC November Packet Guide and Notes

1 – TPCBAC November, 9th, 2016 Agenda

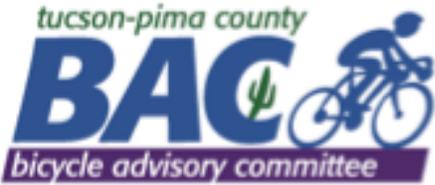
2 – TPCBAC October meeting minutes

3 – Rolling Attendance Chart

4 – Email from Sam Sanford responding to BAC's Request for Info regarding Regional Bicycle Plans

5 – Article from Momentum Magazine, *No Surprise; Study Finds Sharrows Don't Make Streets Safer*

6 – Article from Arizona Daily Star, *Road Runner: Tucson bike boulevard speed limit to drop to 20 mph*



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, November 9th, 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	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.	
3. Law Enforcement Staff Reports from TPD and PCSD	10 min
4. Recap of TPD Data Sharing Event	20 min
5. Upcoming City of Tucson Sales Tax and Bond Election	20 min

- 6. UA Bike/Ped Advisory Committee Update** **10 min**
- 7. Platinum Committee Update** **10 min**
- 8. Discussion About Meeting in December** **10 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 Hirsh Ballering, UA

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

Facilities (Brian Beck) Urban Core Facilities (Robin Steinberg) Education (Elaine Mariolle) GABA Living Streets Alliance (Kylie Walzak) SCVBACPBA (Elaine Mariolle) CASA (Wayne Cullop)

- 11. Announcements** **5 min**

12. Adjournment

Next Meeting date is Wednesday, December 14th, 2016, 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.



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **October 12, 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.

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

Motion: by Jessica Hersh-Ballering to approve the August minutes as amended. Seconded by Ed Yasenchack. **Passed with unanimous voice vote.**

2. Call to Public

Bruce Hermes has been working with Desert Survivors, a group helping developmentally disabled adults. They are hoping to expand into a bike program and are looking for bikes and supplies to provide to their clients.

Eric Post offered an update on the CODAXIS sonar camera device mentioned by Deputy Roher at the previous meeting. His office has bought a unit and he's working out how to use a GoPro camera with a paired tablet so officers could show the drivers their offense at the scene. Similar cameras are being used in Chattanooga and Austin as a way to demonstrate the driver didn't allow 3 feet while passing. In Chattanooga, the police are giving citations, while the police in Austin are only issuing warnings. The CODAXIS unit was \$1,500, and the GoPro camera is \$250-\$400, with a compatible tablet on top of that.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Molina reported for the Tucson Police Department:

There were 12 reported bicycle injury collisions, no fatalities. One documented hit & run case.

Notable incidents:

- In front of Costco on Grant Road. A driver was pulling out onto Grant road. Cyclist was riding against traffic and driver was looking left. No citations issued, and the Sergeant doesn't know why.
- A cyclist was eastbound on Broadway near Craycroft. Driver did a right hook. Driver was cited.
- In the UA Area, a couple of college kids were being reckless, jumping bikes on and off the curb. One jumped in front of a car on Campbell.
- A Hit & Run involving a young boy near 22nd & Craycroft. It may have been intentional. The driver was yelling at the kid and they both made a right turn. It looked like the driver turned and hit the kid with the passenger side rear tire. The boy had minor injuries from being knocked off his bike.

The GoHS grants are being doled out. TPD has received grants in the past and expects to receive another. Now is the time to work the camera patrols into the grant.

Deputy Roher reported for the Pima County Sheriff's Department:

Collisions: 4 injuries, 2 non-injuries

Notable incidents:

- One today at Swan/Skyline, but no information.
- Sunday Oct 8, Rincon Beat 1. Corona Del Tucson. Driver going about the speed limit in a residential area. A 9 year old girl rode out in front of car and was struck. She had no helmet and was transported by air. However her injuries were ultimately pretty minor.
- Catalina Highway & Fort Lowell. The cyclist was a 40-ish man, riding from work in the bike lane, struck by a driver about 45 mph. He's very lucky to be alive at all. The driver didn't stay at the scene. Witnesses said the driver accelerated away at 60 mph or more. He went up Mount Lemmon, but turned around. Witnesses reported seeing a car with a giant hole in the windshield. The driver was detained and was showing symptoms alcohol. The driver passed out and was taken to the hospital. It's possible he was taking drugs along with the alcohol. Driver held on \$50k bond. The cyclist is potentially paralyzed from the waist down, has a broken leg and other injuries. It's devastating to his family.

4. Restructuring the BAC continuing discussion

We continued from the newsprint exercise at the previous meeting.

First Idea: Alternate subcommittee meetings with regular meetings. Because of the BAC's charter requirements, we'd meet for a short general meeting for business, close the meeting and then break into smaller groups with their own meetings.

- Pro: Quorum for the subcommittee meetings would be easy, people who were at the general meeting would be able to stick around for the subcommittees.
- Everybody will be here so there should be more participation. Also having the monthly meeting would still let us respond to timely events.
- Con: This would prevent a person from participating in more than one subcommittee.
- Con: We'd have to find a separate meeting room because multiple meetings in the same room will not work. It'll be noisy.
- Pro: Staff would only need to come out once a month instead of multiple times.

Subcommittees could have additional meetings as well. Meet and address issues in the off-months.

Amy Stabler volunteered the Ward 6 meeting rooms in January. We could have all three meeting rooms at the same time. We could try this in January and see if it works!

Second idea: Ask the staff to do their reports in written form. Lots of people like this.

- Andy Bemis said he could do it..
- Ignacio Rivera De Rosales said he didn't see a problem for the county.
- Because reports would be given ahead of time, we could have an agenda item to respond to any of the reports.

The Third Idea: A new committee for alternate transportation. While we have no control over that, we should advise the city about creating the committee.

5. TPD Data Sharing Plan and Event

Sgt Matthew Faulk spoke to the committee about the White House Open Data Initiative.

TPD is one of 15 model agencies in the initiative and there's a very strong push to open up police data in a raw format. "Law enforcement data is our community's data." Open data sets can help create transparency and trust.

There is a lot of large attention paid to bicycle and pedestrian crashes and the police department want to look at using open data sets for this issue. They want to collaborate with the community as well.

The plan is to take 100 bicycle of most recent bicycle crash reports and 100 of the most recent pedestrian crash reports for analysis. Reports will be redacted with personal information hidden and protected.

The first event will be November 5, with 50 participants to look at 14 separate pieces of data. They will be particularly focused on distracted driving. Does the narrative in each report cover that? They are confident the data can start showing trends for use with educational components and identify hot spots and any engineering issues.

The ultimate result will be having two open data sets for bicycles and pedestrians.

Kylie hopes for change: When the driver tells the officer they didn't see the person, the officer should follow up by asking "how fast were you going?"

Seth Chalmers added that data is data. Pima County recently plotted 10 years of bike and pedestrian crashes and you can see some distinct patterns and densities. Also the City of Mesa has very good data on their city web site with crash analyses for 2013.

6. October Bike Counts Sam Sanford

Sam handed out fliers and has example counting forms available to look at.

The PAG Bike Count is literally counting where users are using the facilities of the network. There is great technology of measuring and counting vehicles, but we don't have great technology for counting bicycles and pedestrians, so this is done by volunteers.

PAG has been consistently counting at approximately 40 core locations since 2008. They count in the same way in the same time period every year. There have also been counts at 90-100 other locations based on jurisdiction requests and volunteer availability.

There have been a lot of requests to add count locations in South Tucson. Unfortunately, there is a limited number of volunteers and they have a priority list of locations. Some jurisdictions bring their own staff when they want additional count locations. If they are looking to upgrade facilities, they can use the count results to justify the expense.

They count people riding the wrong way, against traffic. If there's a lot of wrong way riding, maybe they can look at the area to see what is going on. Maybe the facilities don't feel safe, or if the person is just trying to get down the street a little bit and it doesn't want to cross the street twice.

Unfortunately, the count does not capture non-traditional schedules for service workers and people who aren't commuting 7-9 a.m. and 4-6 p.m.. They are hoping to get a loan of some equipment for a 24/7 count in some locations.

6. Steve Kozachik's suggested 20 MPH Speed limit

Council Member Steve Kozachik requested TDOT to look at reducing speed limits on bicycle boulevards. At the next Mayor & Council study session, they have a recommendation for a pilot project on Fourth/Fontana Bike Boulevard. They are recommending against using Third Street as a trial because of problems east of Country Club as well as the Third/Treat intersection. Still, they would like to see it on Third Street at some point.

Motion: by Bruce Hermes to recommend and encourage the city to adopt the plan for both Fourth/Fontana and Third Street. Seconded by Kylie Walzak.

Discussion:

Seattle reduced speed limits across the board, all residential streets and the downtown arterials. As a TDOT Intern, Krista Hansen did a project on that and interviewed people.

Robin Steinberg said it would be great to have this, but asked why is this a target at this time? We have collector streets with speed limits at 35 mph. David Bachman-Williams answered that was prompted by the Draft Bicycle Boulevard Master Plan and a letter from the Pedestrian Advisory Committee asking for slower speed limits. If we can get speeds down, it's safer for everybody. Fourth/Fontana is already one of the safest areas because the traffic is slow.

Seth Chalmers pointed out speed limits are a political issue, especially on arterials and collectors. Every time the county tries to reduce speeds, they get hammered by citizens.

Motion passed with unanimous voice vote.

7. Cyclovia Update

Kylie Walzak was recently on a panel in a conference in Vancouver talking about how they have tried to make the event inclusive and welcoming to all people. One way is to bring the route to the people. The October 30 route goes through an area with lots of resettled refugees. They have had printed fliers translated into different languages and distributed to community centers to introduce and invite the community.

October 30 features a new route: 2.25 miles. It connects the Miramonte & Palo Verde neighborhoods using Camino Miramonte, Third Street, Ritchie Boulevard, Bellevue Street,

Dodge Boulevard, Seneca Street & Alvernon Way. The endpoint is at Tucson Botanical Gardens, with free admission.

They still have a lot of volunteer needs, especially in the afternoon. There's a volunteer signup and map on the cyclovia website. The blue pins are the open shifts.

There will be a 21 Question Survey including race and gender information. Participants will be asked how they got there, what they did and how much they spent at the event. They plan to double the amount of completed surveys from last year and publish the results.

8. Love to Ride

Love To Ride Tucson. <https://www.lovetoride.net/tucson/>

It's a new website to leverage more the popular features of Bike Fest Tucson into a year round event. They will be doing two focus months with the Bike More Challenge in November and April. It's workplace based, businesses compete against each other with their staff commuting.

There's a smartphone app which ties into Strava and Ride Report and MapMyRide to help collect data.

9. Bicycling Magazine ratings (Tucson rates 23, down from previous)

Skipped for lack of time.

10. Staff Reports

Andy Bemis, TDOT

- Released the RFP for Bike Share vendor. They might be able to announce a vendor selection at the November meeting.
- Walktober is this month: 51 schools participating. 18 bikes & helmets donated for prizes.
- They have applied for the People For Bikes grant: "Big Jump" project. It's targeted encouragement to show a big jump in ridership in that area. They would like to focus in an area south of Downtown on the south side. Primarily underserved communities.
- They have been awarded a KaBoom grant by way of LSA. Working with public art and a safe routes to school project. Mural and crosswalk painting efforts.

Ignacio Rivera De Rosales, PCDOT

- 10 weeks of school with 10 different schools and 58 first days of school.
- Hollinger Middle School received a fleet of bicycles to integrate into the school. The principal is super supportive. Ignacio is working with a "Future Cities" class, where the

students envisioning what cities of the future will look like. They took kids onto The Loop, had lunch on the UA campus and saw a class change and all the people walking, then they rode all the way back. Middle School kids had no problems with riding 17 miles!

- Ignacio's school visits are booked solid until late March and early April.

Seth Chalmers, more PCDOT

- Glossy Brochure handed out. Page 29 shows all the different parks and assets in Pima County.
- They regard Ignacio as their crash-prevention team because he's teaching kids to ride right.
- They are collecting speed data at Sunrise and Skyline and using a count-cam to record near misses. They have video of a car yielding properly to a cyclist. Speeds are creeping up, after 10 weeks, the 85th percentile speeds are up 2 mph.
- Negotiations are happening with a consultant to do a right turn study at 14 locations in Pima County. Hoping to come up with better standards.

Jessica Hersh-Ballering, UA

- Light The Night Event
- Arranging a possible Bait Bike Program with TPD
- UA Bike/Pedestrian Advisory committee is re-forming. It's going to happen on the first Thursdays of the month.

Sam Sanford, PAG

- Feds are pushing planning and programming for performance measures. ADOT has set up a subcommittee for the MPO target meetings, meeting every 2 months in Phoenix. They will coordinate with ADOT to establish targets. One target is reducing serious injuries for pedestrians and bicyclists.
- It's Programming Season, Fast & Furious. The Transportation & Planning committee met last month to expedite funding on RTAG funding. There met for 5 hours and sat through 12 presentations. Results available on the PAG web site. It's a several hundred page packet with a short memo about RTAG funding and the results.

11. Subcommittee and Related Entities Reports

Facilities, Brian Beck

- Meeting at Thunder Canyon on Wednesday at 6pm.

Urban Core, Robin Steinberg

- Did not meet this month

Education, Elaine Mariolle

- Did not meet this month

GABA, Wayne Cullop

- Tumacacori Century on Sunday
- Bike Repair Project the week before Cyclovia and at a repair tent at Cyclovia

PBAA, Elaine Mariolle

- El Tour is coming up, The “Loop the Loop” event was really successful. 1000 people at 12 stops along the loop. They had several hundred people at the party after.
- Cochise County Classic was last weekend. Next year is the 30th annual ride.

12. Announcements

No announcements made.

13. Adjournment — 8:14 p.m.

Attendance:

David Bachman-Williams, Pima County
Brian Beck, Pima County
Wayne Cullop, Pima County
Collin Forbes, Pima County
Bruce Hermes, Ward 5
Jessica Hersh-Ballering, UA
Elaine Mariolle, Pima County
Anne Padias, Ward 5
Eric Post, Pima County
Lane Santa Cruz, Ward 1
Robin Steinberg, Pima County
Kylie Walzak, Ward 3
Ed Yasenchack, DMAFB

Audience:

Andy Bemis, TDOT
Seth Chalmers, PCDOT
Mark Molina, TPD
Ignacio Rivera De Rosales, PCDOT
Ryan Roher, PCSD
Sam Sanford, PAG
Amy Stabler, Ward 6
Brian Varney, Town of Marana

From: Paula & David Bachman-Williams bachmanwms@gmail.com 
Subject: Fwd: BAC's requests for info
Date: November 8, 2016 at 1:14 AM
To: Andrew Bemis Andrew.Bemis@tucsonaz.gov, Kylie Walzak kylie@livingstreetsalliance.org



Just saw this from Sam. Not sure if it is relevant to any of the items for tomorrow night's agenda. But here it is. If not included this time we will include it next time.

David

----- Forwarded message -----

From: Sam Sanford <ssanford@pagregion.com>
Date: Tue, Nov 8, 2016 at 8:18 AM
Subject: BAC's requests for info
To: bachmanwms@gmail.com

Hi Dave,

I believe it was two BAC's ago that the group made an information request which I am just getting to now. There may have been another piece to the request that I missed, if so please let me know.

2009 Regional Bicycle Plan

- * Full 2009 plan
<http://www.pagregion.com/documents/bicycle/RegionalBicyclePlan2009.pdf>
- * Exec Summary of 09 plan
<http://www.pagregion.com/documents/transportation/BikeExecSum.pdf>

2006 RTA Ballot Measure language and results

- * Pages 25 & 26 have the actual language
http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Elections%20Department/Past%20Results/2006%20SOVC/Consolidated%205-16-06/RTA%20Special%20Election%205-16-2006/Official%20Canvass%20RTA%20Special%20May%2016%202006.pdf
- * Implementation Plan
<http://www.rtamobility.com/images/stories/pdfs/RTAdmin/RTAImplementationPlan.pdf>

Thanks

Sam

Samual Sanford

Senior Transportation Planner

PAGsignature

1 E. Broadway Blvd., Suite 401

Tucson, AZ 85701

[\(520\) 495-1478](tel:(520)495-1478) [dir]

[\(520\) 792-1073](tel:(520)792-1073) [tel]

[\(520\) 620-6981](tel:(520)620-6981) [fax]

www.PAGregion.com





NEWS, ADVOCACY

January 18, 2016

No Surprise: Study Finds Sharrows Don't Make Streets Safer

The study basically confirms what any cyclist who has ridden in sharrows already knows.

Written by: **Momentum Mag**



Sharrows: clip art-style bicycles with arrows painted onto the roads to indicate where bicyclists should ride on a street that remains, ultimately, dedicated to automobile traffic. Sharrows are what cities install when they want to appear as though they care about bicycling, but can't or don't want to muster the political will to actually change anything significant in its favor.

It has long been assumed by bike advocates and everyday riders that sharrows do very little, if anything, to increase road safety for people on bikes. As it turns out, those assumptions were correct.



NEVER MISS AN ISSUE!

Get the latest and greatest from Momentum Mag.

Learn about our [subscriber opportunities](#).

A [recent study](#) undertaken by University of Colorado Denver researchers Nick Ferenchak and Wesley Marshall examined safety outcomes for areas of Chicago that received bike lanes, sharrows, or no bicycling infrastructure at all. The study was conducted before Chicago had much in the way of protected bike lanes, so in this case no distinction was made between types of bike lanes. The study concluded that, while bike lanes encourage more people to ride and lead to increased safety for people on bikes, sharrows do neither.

The study was conducted by dividing Chicago into three categories: areas where bike lanes were added, areas where sharrows were added, and areas where no bike infrastructure was added, each between 2008 and 2010. Ferenchak and Marshall then analyzed rates of biking and rates of cycling injuries in each area to determine the effects of the road treatments or lack thereof.

They found that rates of cycling more than doubled in areas where new bike lanes were added, compared to only a 27 percent increase in areas where sharrows were added. Interestingly, there was a 43 percent increase in areas where nothing changed. In areas where new bike lanes were added, the rates of injuries to people on bikes decreased 42 percent, compared to only a 20 percent reduction in areas with sharrows, which was worse than the 36 percent reduction in areas where nothing was changed.

While this is only theorizing, part of the reason injuries decreased more in areas where nothing happened than in areas with sharrows could be due to sharrows' ability to change cyclist's behavior without actually changing circumstance. For instance, sharrows may convince bicyclists to ride on streets they wouldn't otherwise ride on because of an increased perception of safety, while not actually providing any real protection or providing any impetus for drivers to change their behavior accordingly.

Dutch bike planner Dick Van Veen once **told Streetsblog** that putting sharrows down on a fast street with no corresponding traffic-calming measures would be “unethical.” If you’ve ever ridden down a fast-moving, busy street in the sharrow line, you realize quite quickly that most drivers are not treating those painted arrows as proper infrastructure.

This most recent study basically confirms what is quite easy to feel when you’re out in the sharrows on your bike. Bike infrastructure needs to be safer than this, it isn’t enough to simply paint an arrow on the ground and call it a day. “I think our main takeaway is that we need appropriate infrastructure,” Ferenchak said. “Sharrows don’t dedicate any space to bicyclists.”

More from Momentum Mag



Federal Highway Administration Wants Us to Build Bike Lanes



How 7 Cities Are Growing their Bicycling Communities, And Doing So Safely



Bike Route Planning for Beginners



Germany Just Approved a 60+ Mile Bicycle Autobahn



As It Turns Out, Motorists Want Protected Bike Lanes Too



Cycling Safety: An Attorney’s Perspective

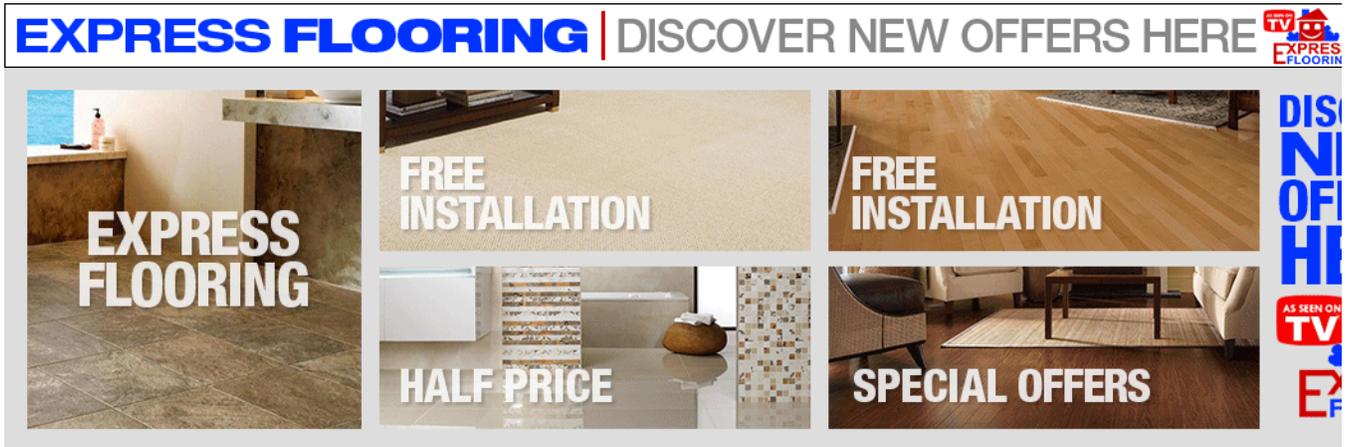


5 “Illegal” Things Cyclists Do that Are Actually Perfectly Legal



Colorado Pledges \$100 Million for Bike Infrastructure

11 Comments



EXPRESS FLOORING | DISCOVER NEW OFFERS HERE

EXPRESS FLOORING

FREE INSTALLATION

FREE INSTALLATION

HALF PRICE

SPECIAL OFFERS

DISCOVER NEW OFFERS HERE

AS SEEN ON TV

EXPRESS FLOORING

http://tucson.com/news/local/govt-and-politics/road-runner-tucson-bike-boulevard-speed-limit-to-drop-to/article_aaf195da-71d1-5ea8-bc20-b724faec6d46.html

Road Runner

Road Runner: Tucson bike boulevard speed limit to drop to 20 mph

Murphy Woodhouse Arizona Daily Star Oct 23, 2016



Down the road

- Roadway improvements on Rosemont Boulevard from Speedway Boulevard to Winsett Street and on Irvington Road from Interstate 19 to Sixth Avenue will start today. The Rosemont work will involve utility work, milling and paving and is expected to be complete in late December.

The Irvington work is similar, but will be complete by Nov. 4. Work on both projects will take place Monday through Friday from 6 p.m. to 6 a.m., though the oil/chip membrane installation on Irvington will take place between 9 a.m. and 4 p.m. on Oct. 27 and 28.

Businesses in the areas will

On Thursday afternoon, Greta Anderson was riding north on the North Fourth Avenue bicycle boulevard with her 5-year-old preschool daughter safely strapped into a bike seat behind her.

It's a route the pair takes twice a day, and when she heard the City Council had decided just the day before to drop speed limits on such bike routes from 25 mph to 20, she was supportive.

"Five mph means (cars) have more time to see bikes and stop," she said.

Bicycle boulevards are residential roadways where traffic calming measures like speed humps, ample signage and pavement markings are used to make them safer and more inviting for cyclists and pedestrians.

should expect delays.

- The final paving of North Silverbell Road from West Goret to West Grant roads will also start today, with an expected completion date of Nov. 2. Crews will work from 6 a.m. to 5 p.m. Monday through Friday. Side street access will be temporarily closed during curb lane paving and left turns will be prohibited during median lane paving. Flaggers will be present to assist with traffic control.

MORE INFORMATION



Road Runner: How does driver fight 25-year-old parking ticket?

As Tucsonans buy more gas, will road projects still be focus?

As Tucsonans buy more gas, will road projects still be focus?

Road Runner: Crossing ZIP code lines can affect car insurance costs

Road Runner: Crossing ZIP code lines can affect car insurance costs

Anderson for her time and rode south, she came across badly bloodied cyclist a few blocks away who had just k by a car at the boulevard’s intersection with East Drach Street.

The circumstances of the accident weren’t clear, and Ar later told the Road Runner that the cyclist was reluctant discuss it with her. But the intersection in question has roundabout with yield signs at each entrance, as well a signage indicating that the roadway has heavy bike traf

Wrecks like the one Anderson witnessed — and the on-humble columnist was nearly in when another driver b through yet another four-way yield intersection — are likely to happen and less likely to be serious when they bike boulevards. At least that was what several membe the City Council argued during the Wednesday study se

“This is a significant help in reducing accidents by redu speed five miles,” said Mayor Jonathan Rothschild, refe information provided by city staff.

What was intended to be a conversation about rolling c pilot speed reduction project on just one of the city’s tv established bike boulevards quickly turned into one ab implementing it on both, and doing the same for all fut boulevards as they come online. Those two routes are Third Street/University Boulevard and Fourth Avenue/F Avenue bike boulevards.

“We don’t need to study what we know already works,” Councilman Steve Kozachik said.

The council voted unanimously to direct city staff to im

Show your WILDCAT SPIRIT! Get your UA Debit Card instantly   

RIDE ALONG: Pothole-ridden Ruby Road in Arivaca

RIDE ALONG: Pothole-ridden Ruby Road in Arivaca

Several Tucson streets to be closed to cars during Cyclovia

Several Tucson streets to be closed to cars during Cyclovia

Road Runner: Sun Link streetcar workers vote to join Teamsters

Road Runner: Sun Link streetcar workers vote to join Teamsters

the changes, which mostly involves swapping out 25 m within the next 60 days. The cost for the change on the Avenue/Fontana boulevard, which was originally going the sole site, was estimated at less than \$5,000.

The proposal, versions of which have already been implemented in cities like Portland, Seattle and Berkeley, California, has strong data behind it. In addition to decreasing the total number of bicycle and pedestrian vehicle collisions, the AAA Foundation for Traffic Safety found an unsurprising but striking exponential relationship between a vehicle's speed at impact and the likelihood of serious pedestrian injury or death.

Poll: Is it a go to drop bike boulevard sp limits to 20 m

- Yes
- No
- Unsure

Vote

View Results

The nonprofit news outlet ProPublica compiled that data which shows that the chances of a pedestrian of average height being killed by a vehicle jumps from 7 percent at 20 mph to 14 percent at 25 mph. At just over 40 mph, half are killed.

Let's localize that data: between 2001 and 2008 there were 10 reported bike-vehicle collisions on a stretch of Broadway; just nine on Third Street, which has an active bike boulevard despite the fact that roughly seven times as many cyclists use the latter, according to data recently compiled by the city. Another way, Broadway, which has higher speeds and more traffic, is about 70 times more dangerous than calmer, residential Third Street.



Though the change passed unanimously, several people raised concerns.

“Lowering the speed limit doesn’t lower the speed,” City Manager Michael Ortega said, echoing several others who pointed out that enforcement needs to be a part of the change.

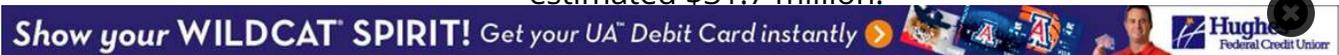
He pointed to the University of Arizona’s semi-annual traffic enforcement efforts as one way to handle that and also said that outreach has to be a part of the rollout.

“There’s also a community piece,” he added. “Making people know that we are serious about it as a community.”

Rothschild suggested that the Tucson Police Department reserve citations for serious speeding along bike boulevards and warnings for those closer to the old 25 mph limit. “The department is not looking to give tickets for 25 in a 20,” he added.

After the meeting, Kozachik told the Road Runner that the change was likely to be “well received” in neighborhoods along the two routes, and that drive times would be minimally impacted by the speed reduction.

Additional bike boulevards, which will also likely see their speed limits reduced, are likely in the near to mid-term future along Liberty and San Francisco avenues, Fifth Street, Treat Avenue, Third Street, Copper and Flower streets and Ninth and Tenth streets, according to a recently released city master plan. The city has identified 64 corridors and 193 miles of roadwork for future boulevard development, work that will cost an estimated \$31.7 million.



To test Kozachik's claim about how readily people will accept the change, the Road Runner hopped on his bike and headed to the proposed routes to chat with soon-to-be affected residents.

Alexis Ramirez, who lives along the Fourth/Fontana boulevard, said the change was a "great idea."

"It's only five mph," he added. "It's not a big deal."

Blonzetta Shannon agreed, but was skeptical that drivers would abide by the new limits. Romel Ojeda, who just pulled up to his apartment in his compact car, thought there were more "cons than pros."

"From the perspective of drivers, it's going to create more traffic," he added.

Three votes for and one against is pretty close to the results of recent public opinion surveys conducted by former UA School of Public Health student Krista Hansen. Hansen is now with the Living Streets Alliance and the city's Bicycle and Pedestrian Program.

Of the 1,360 who responded to her online survey, 63 percent said they would support a measure like the one the city approved. Unsurprisingly, avid bikers were more likely to vote that way.

But what do you think? You'll find a poll accompanying the online version of this story, and the results will be shared in the next column.

@murphywoodhouse

Murphy Woodhouse

Latest Local Offers

See our menu selection before you visit - at our new website molinasmidway.com

Visit our new website molinasmidway.com for menu selections - we are taking reservations ...

Molinas Midway
Mexican Food

**Molinas Midway
Mexican Food**

1138 N. Belvedere Avenue,
Tucson, AZ 85712
☎ 520-325-9957

Angelica's Wedding & Event Center Is THE Place for Your Quinceañera. Check Us Out Today!!

Angelica's is a calm, beautiful oasis where your friends and family can enjoy an intimate ce...

Angelica's Wedding & Event Center

Angelica's Wedding & Event Center

5225 E. Speedway Blvd.,
Tucson, AZ 85712
☎ 520-325-9161

Do you need new gutters, fascia and soffits? Call Troop: Aluminum Inc at 520-822-1972

Whether you are looking for a new gutter system, or looking to replace your Troops is the ...

Troops Aluminum

Troops Aluminum Inc

Serving the Tucson area,
Tucson, AZ 85741
☎ 520-822-1972

Show your WILDCAT SPIRIT! Get your UA Debit Card instantly   