

## TPCBAC Packet Guide

1 – This month's agenda. Please note it is a very full agenda. I will do my best to keep us on task to finish by 8 PM.

2 – March minutes

3 – Rolling Attendance Chart

4 – AASHTO guidance for free flow intersections (on and off ramps). Please look this over because it limits what can be done to fix Sunrise/Skyline, item 4.

5 – The nominations for Advocates, Staff, and Commuters of the Year that were received by Monday morning.

6 – Facilities meeting minutes

7 – Urban Core meeting minutes

8 – Loop update (small enough to include this time)

9 – Interesting bicycling article, contributed by ex-member Ian Johnson

Note – The requested list of sub-committees with their meeting dates, time, place, chair and contact information will go out after the meeting so that we can include the Enforcement and Education committees.



*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, April 13, 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**

<b>Agenda Item</b>	<b>Projected Duration</b>
<b>1. Call to Order;</b> approval of February 10th meeting minutes.	<b>5 min</b>
<b>2. Call to Public</b> 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. <b>Individuals are allowed three minutes each.</b> If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	<b>5 min</b>
<b>3. Law Enforcement Staff Reports from TPD and PCSD</b>	<b>10 min</b>
<b>4. Skyline/Sunrise Update</b>	<b>15 min</b>
<b>5. Broadway Widening 30% Plan</b>	<b>15 min</b>
<b>6. TPCBAC Election of Officers procedure: Collin Forbes</b>	<b>10 min</b>
<b>7. Enforcement Committee Restart: John Rossman</b>	<b>5 min</b>
<b>8. Education Committee Restart</b>	<b>10 min</b>
<b>9. 2016 Staff, Advocate and Commuter Awards</b>	<b>15 min</b>

**10. Staff Reports** **15 min**

Andrew Bemis, City of Tucson;  
Matt Zoll, Pima County;  
Nancy Ellis, Oro Valley;  
Brian Varney, Marana;  
Adelina Martin, Sahuarita  
Sam Sanford, Pima Association of Governments,  
Vacant, UA

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

Facilities (Adam Wade/Brian Beck)  
Urban Core Facilities (Robin Steinberg)  
GABA (Eric Post)  
Broadway Task Force (Anne Padias)  
Living Streets Alliance (Kylie Walzak)  
SCVBAC  
PBAA (Richard DeBernardis)  
CASA (Wayne Cullop)

**11. Announcements** **2 min**

**12. Adjournment** **3.8 sec**

**Next Meeting date is Wednesday, May 11, 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.

April potential agenda items: Broadway widening 30% report, speed limit policies by local governments versus latest research, expanding ourselves to include pedestrians (matching PAG's Bicycle Pedestrian Committee). None of these are guaranteed, just food for thought. Please feel invited to add other items to future agendas. We will honor all requests from committee members.



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **March 9, 2016** at the City of Tucson Ward 6 Office, 3202 E 1st St, Tucson AZ.

## **DRAFT Meeting Minutes, NOT APPROVED**

prepared by Collin Forbes

### **1. Call to Order; approval of February 10th meeting minutes.**

Eric Post called the meeting to order at 6:10 pm.

**Motion:** by Josefina Ahumada to approve the February minutes. Seconded by Ryan Fagan.  
**Passed with unanimous voice vote.**

### **2. Call to Public**

Charles Strause wanted to publically thank the Pima County Sheriff's Department. On Monday, there was a memorial ride for Ken Viera, one of the cyclists killed on Thursday. 213 cyclists were in attendance and they wouldn't have made it out of the parking lot without the help of the sheriff's department.

### **3. Law Enforcement Staff Reports from TPD and PCSD**

Deputy Ryan Roher reported for PCSD:

Crashes:

- Mission/Canada, February 29 at 11:50 am. Rider and motorist were southbound on Mission. The motorist passed the cyclists and did a right hook on the turn into Canada. The motorist was cited.
- Ina/Camino Sin Vacas, February 17 about 11 am. The cyclist was westbound on Ina and the motorist was driving eastbound and turning into Camino Sin Vacas. The driver was distracted by a gate pass she was pulling out of a visor. The cyclist impacted the vehicle at high speed and suffered bad leg injuries, but the family says it looks like they'll

have a good outcome. The deputy cited the motorist for failure to yield. They later found the driver and cited her for causing major injury with the failure to yield.

- I-19/Espanza, February 21 at 8 pm. The rider says he was hit by a vehicle who fled after hitting him. Said it was a newer 2000s model, might be beige or tan, might be a minivan or not. The deputy suspected the cyclist had been drinking. At the hospital, the cyclist's injuries were not consistent with being hit and his bike was found to be intact as well.
- Aviation Bike Path/Richie, February 14 at 2 pm. A motorist was driving on the Aviation Bike Path and struck a cyclist. The cyclist wasn't injured, but the bike was severely damaged. No citation to the driver.
- 6200 N La Cholla, February 11. A cyclist riding a motorized bike pulled out of the driveway without yielding and ran into the side of a Suntran bus. Deputies thought the cyclist was suffering from a medical condition but weren't sure.

Fatality at La Cholla and Hardy, March 3 at 12:31 pm.

An impaired driver struck a group of 9 riders stopped at a traffic light. Two were killed, one was seriously injured. Two had minor injuries, while four were hit but not injured. One was lucky and was not hit.



A witness was in a dump-truck-like vehicle, and saw cyclists entirely in the bike lane. They weren't two abreast, they were staggered in the bike lane. They had blinking lights, and there was no visibility issue. The suspect driver comes up behind and the witness sees the vehicle come up into the right turn lane and then sees bicycles flying. He loses sight of the vehicle, but later sees the vehicle parked on the other side of the intersection.

The driver was arrested for impairment based on what the deputies saw. He looked impaired. He was not necessarily drunk — sometimes people do drugs and drive. The driver was upset and did not leave the scene. He had two phones in his possession and was not using either of them. The driver didn't report any mechanical issues and didn't miss his brake.

The person was driving a work truck and works for a roofing company. He said he was going from a job site to pick up materials. He admitted to smoking marijuana and meth. Neither are legal, and even if he had medical marijuana card, being driving while impaired is still illegal.

The initial speed report was 30 mph and this is potentially believable. Based on some math, the speed could have been 40 mph. Witnesses describe the speed as 45 to 50 and "flying". Some witnesses say he was accelerating, but the light was red.

If the driver was in the right turn bay to make a turn, how does he do it at 50 mph? In a truck, the maximum possible turn there would be 25 mph. The deputies think he was planning to go straight, and was trying to avoid the semi and went into the bike and right turn lanes instead.

A rider among the group described bikes flying by as projectiles. One of the other riders was injured from literal shrapnel hitting his legs. It's a very complicated reconstruction. They think one of the riders was mostly injured by another rider falling on her. Her bike was still damaged, so it was hit as well.

The sheriff's department will be issuing the case tomorrow. They've rushed the blood tests, normally it takes 1 or 2 weeks for results. They are hoping to do a grand jury tomorrow and go from there. The \$1.5 million bond was surprising, the crash had sent a shock through the court system.

#### **4. Sheriff Office Mt. Lemmon Enforcement**

The sheriff's department has been doing targeted enforcement on Mount Lemmon. They have a special directed patrol unit where they go "undercover" and to catch the bad guys. This is in contrast to the traffic division which can be fairly heavy-handed with enforcement. Instead, the special patrols were being sneaky and monitoring Mount Lemmon to see what the issues were with the motorists and cyclists and the mountain itself. Every year there are issues.

From February 19 to March 9 they contacted 29 motorists, 7 motorcycle riders and 1 bicycle rider. On March 5, they did more of a count than anything. There were too many vehicles to count, 110 motorcycles and 51 bicyclists. They gave 9 warnings and 2 citations.

This sort of project is called "Mission Oriented Policing." The majority of projects run for a month, but this one might run longer. They want to get information and numbers to show if there is or is not a problem behind the complaints. Having a lot of enforcement will eventually reduce the violation counts because the deputies are always there and nobody speeds in front of them. It's cyclical.

#### **5. Broadway/Aviation interchange funding**

Andy Bemis reported on this with help from Gabe Thum

PAG performed a road safety assessment of the planned intersection changes and found it was more of a highway interchange which was going to cause problems. They recommended a redesign of the intersection.

The TDOT director saw the issues with the RSA and was responsive to the recommendations and followed through with the funding. \$2.3 million in funding has been acquired for a redesign from ADOT with the help of PAG and the redesign is currently in process. The project manager said plans are in reviewed and when the plans are ready the Citizens Advisory Committee will reconvene for review the plans.

## **6. TPCBAC Election of Officers procedure: Collin Forbes**

The BAC Bylaws say that we need to form a nominating committee to contact all the BAC members to ask for nominations for the officer elections in May. The nominating committee will present their results at the next meeting and the floor will be open to additional nominations.

Ryan Fagan, Aaron Lien and Elaine Mariolle volunteered to be on the nominating committee! Thank you!

## **7. Enforcement Committee Restart: John Rossman**

John Rossman was not in attendance. Eric Post said he had met with John to go over some of the old agendas and goals. However, it's a blank canvas at this point.

## **8. Rich Corbett: Eric Post**

Rich Corbett recently passed away. He was one of the pioneers of cycling in Tucson and Pima County. He was one of the original members of the TPCBAC when it was formed in the 1980s and headed up the committee for Tucson's first attempt platinum.

## **9. Staff Reports**

Andy Bemis... TDOT

- There have been improvements to the Mountain/Grant intersection based on recommendations presented by the Urban Core subcommittee. There's new green paint and flexible delineators on both north and south sides of the intersection.
- On the bike share front, they are busy getting environmental clearances and utilities for the locations
- There are compelling numbers for the road diets on 36th Street and Park Ave. The numbers and analysis are in the Tucson Bike/Ped newsletter.

Matt Zoll, PCDOT

- There is a dedication event on Saturday for the South Santa Cruz leg between Irvington Valencia. It is seeing lots of use by the neighborhood already.

- They are replacing the cattle guards on the Harrison Greenway at Irvington and Valencia. Thanks to Wayne Cullop for meeting and testing his front wheel on the cattle guards. There are lots of differences between the new concrete cattle guards and the steel ones. Expect completion in about a month.
- They are putting out signs to help people get through the South Tucson/VA area of Julian Wash. They also are marking the Julian Wash area out by Harrison because people don't know the turns.
- Finishing the HAWK at Overton as part of the CDO pathway. The official connection between CDO and La Cholla isn't there yet though.
- Finishing West Valencia Road bike lanes. They have Bicycle Friendly adapted rumble strips similar to the ones on Aerospace Parkway Drive. Please give feedback!
- Speaking of Aerospace Parkway Drive, they are hoping to fix the bad pavement and areas where there are no bike lanes before the next El Tour. They have a project manager ready to go.
- They are working with people in Ajo for a bike hub there. There is great mountain biking out there and they are hoping to develop Ajo as a tourism destination.
- They have preliminary plans for the Sunrise/Skyline intersection. They've completed counts and done speed studies. The average speed where drivers and cyclists were merging is 31 mph for drivers. This is the average, so some were faster and some were slower. They reported in the past that average daily traffic count was about 3000. On Friday it was actually 3700 vehicles. On the weekend, the average was 2600 vehicles. For a 2 lane roadway, that's not very high. Preliminary plans are to slow the speeds down for the merge.
- Finally, Matt is aware of a cyclist given a \$270 ticket for riding on the roadway. The cyclist was on Grant Road, eastbound, east of Wilmot Road. The way the officer wrote the citation was the cyclist was not as far to the right as \*possible\*, which is not part of the statute. There is a wide curb lane there, and rider was about 2 feet from the gutter pan and there was probably enough room for the police officer to pass. This is something which should go to the enforcement subcommittee when it starts up.

Brian Varney, Town of Marana,

- Groundbreaking for construction on Tangerine Road has begun, be careful!

Adelina Martin, Sahuarita

- Work progressing on the mine road replacement. Planning to shut down the road.
- Triathlon coming on May 7
- Ride of Silence on May 18

## **10. Subcommittee and Related Entities Reports**

Eric Post mentioned that we used to have an education subcommittee. In light of the recent crashes, the news media is interested in doing driver education. It would be really cool to see this subcommittee reformed to be able to focus on motorist education as well.

Brian Beck, Facilities

- No meeting last month, Meet next wednesday at 6pm.
- Want to talk about sunrise/skyline intersection.

Robin Steinberg, Urban Core

- Talking about speed limits. Why is Rosemont signed at 25 mph and Columbus is 35 mph? They are probably going to submit a request to have traffic engineers come talk about speed limits as a presentation.
- Ongoing discussion about what is "Urban Core". For a while it had been the Downtown committee. They need better definitions to be clear on what they want to do as a committee.

Eric Post, GABA

- Ride of Silence coming on May 18. Support from Brendan Lyons and Damion Alexander. Communicating with reporters and lists of bike riders. The event may be huge, several hundred people this year.
- Mount Lemmon Hill Climb on May 13. The Special Events Permit is in place. From GABA's end, it's all been put together.

Anne Padias, Broadway Task Force

- March 29, open house to discuss the 30% completion plan.

Kylie Walzak, Living Streets Alliance

- Volunteer Training on Monday night,
- Open house at LSA's new office on Tuesday
- LSA won the National Advocacy Organization of the Year award from the Alliance for Biking and Walking!
- Safe Routes to School is doing well in Tucson and other parts of the region. Schools have the whole month of April dedicated to biking and walking.

Elaine Mariolle, PBAA

- Next event is El Tour de Mesa, April 2. Same weekend as the Bike Summit. Record attendance expected.
- Middle school program is just launched. Bicycling as PE at Lauffer on the SE side. Kids are riding two times a week.

Wayne Cullop, CASA

- Released letter about cattle guards. This may have influenced Pima County's updates.
- There is a new "near miss" website. [Safebicyclingdata.org](http://Safebicyclingdata.org). A form to fill out for near misses with motorists. Just released a few days ago and already have had 4 responses. Can use the data to be proactive with crashes.

## **11. Announcements**

Reiterating that safebicyclingdata.org website.

## **12. Adjournment — 7:40 pm**

### **Attendance:**

Josefina Ahumada, South Tucson  
Brian Beck, Pima County  
Wayne Cullop, Pima County  
Ryan Fagan, Ward 6  
Collin Forbes, Pima County  
Bruce Hermes, Ward 2  
Aaron Lien, Mayor's Rep  
Elaine Mariolle, Pima County  
Anne Padias, Ward 5  
Eric Post, Pima County  
Robin Steinberg, Pima County  
Kylie Walzak, Ward 3

### **Audience:**

Andy Bemis, TDOT  
Nancy Ellis, Oro Valley  
Adelina Martin, Town of Sahuarita  
Ryan Roher, PCSD  
Sam Sanford, PAG  
Howard Strause, Cactus Cycling Club  
Gabe Thum, PAG  
Brian Varney, Town of Marana  
Bruce Weitzman, Citizen  
Katie Ziegweid, Citizen  
Matt Zoll, PCDOT

## TPCBAC Rolling Attendance Chart

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

If the second phase is skipped (e.g., because no vehicle enters one of the left-turn lanes on the crossroad), a through bicyclist might still be passing through the intersection when a green indication is displayed for the left-turn movements from the freeway exit ramps. To allow bicyclists time to clear the conflict area when this happens, use of a longer all-red interval may be needed (see Section 4.12.4 on Traffic Signals).

The SPDI can be designed to work reasonably well for bicyclists if it is the intersection of a local thoroughfare and a freeway; bicyclists need to be accommodated only on the crossroad, but are often not permitted on the freeway. If a SPDI is used for the grade-separated intersection of two surface streets, both of which accommodate bicyclists, then the SPDI design is not effective, as bicyclists on one of the streets will be in a freeway-like environment, with free-flowing exiting and merging ramps.

**High-Speed Merge and Free-Flow Turn Lanes**

As described above, configurations on arterials with high-speed merges and/or free-flow turn lanes at interchanges are difficult for bicyclists to negotiate and should be discouraged. However, there are many existing interchanges where high-speed merges and free-flow exit lanes are already in use, and there are some situations where these high-speed movements are used to avoid unacceptable levels of delay within the interchange. In addition, bike lanes are sometimes used on urban parkways, which often have freeway-style merging lanes and turn ramps rather than simple intersections. The difficulties for bicyclists created by traffic entering or exiting a roadway at high speeds can be minimized using the designs below.

At some interchanges, it may be appropriate to allow bicyclists the option of using sidewalks, particularly if this will provide access to a signalized crosswalk or other crossing situation that may be more comfortable for some bicyclists. A disadvantage of this approach is that bicyclists riding on sidewalks conflict with pedestrians and may experience other operational difficulties (see Section 3.2.2). If this option is provided, there should be sidewalks on both sides, and they should be wide enough for shared use by bicyclists and pedestrians.

**Bicycle Lane Treatment at Merging Ramp Lanes**

It is difficult for bicyclists to traverse the undefined area created by right-lane merge movements, because the acute angle of approach reduces visibility, and the speed differential between bicyclists and motorists is high because motor vehicles are accelerating to merge into traffic. There are two approaches to the treatment of bike lanes at such locations:

1. The first option is to simply allow bicyclists to choose their own merge, weave, or crossing maneuvers, as depicted in Figure 4-41. Where the merge area is fairly short (i.e., bicyclists are exposed for less distance), it may be appropriate to continue bike lane or shoulder markings as dotted lines through the merge area, if the ramp configuration is such that merging traffic is at fairly low speeds.
2. Where the merge distance is long and there are exceptionally high volumes of ramp traffic, it may be appropriate to provide a design that guides bicyclists in a manner that provides a short distance across the ramp at close to a right angle, and a crossing in an area where sight lines are good and drivers' attention is not entirely focused on merging with traffic (Figure 4-42). However, this configuration reverses the yielding relationships that would otherwise apply (if a bicyclist continued on a direct path), and can involve delay to bicyclists. Crosswalks should not be used at these locations, because vehicles merging should not be expected to stop here.

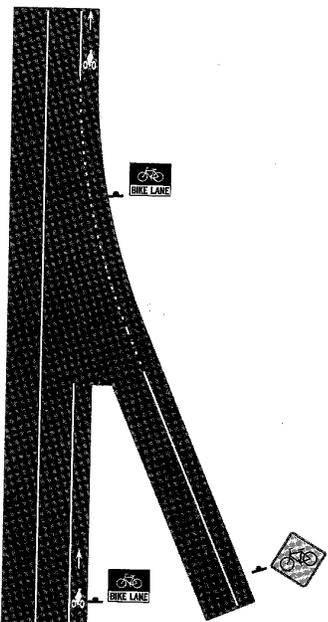


Figure 4-41. Option 1—Bike Lane and Free-Flow Merging Roadway

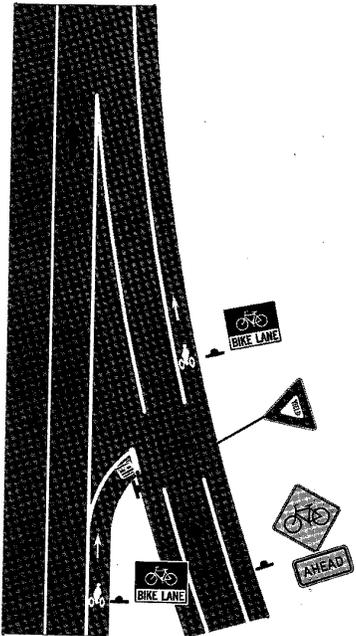


Figure 4-42. Option 2—Bike Lane and Free-Flow Merging Roadway



The **TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE, FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Wed March 23th, 2016** at the JOEL VALDEZ LIBRARY at 101 N. Stone Avenue in the Third floor Tucson conference room in downtown Tucson, Arizona.

#### AGENDA

1. Call to Order / Roll Call / Call to the Public Present: David Bachman-Williams, Brian Beck, Matt Zoll,

2. Update and Review of Projects Grant from Wilmot to Tanque Verde: Rider cited. There is room to put in bike lanes in this section.

Matt: Westbound Valencia at Craycroft: New treatment there. A solid green changing to broken green lane bike lane to the beginning of the solid white line that defines the right turn lane. The bike lane takes half of the right turn lane. The idea is that bicycles going through have priority in the right turn lane. The car drivers are encouraged to move into the right turn lane if they are turning right but to yield to bicycles. This could be a proto-type for other similar conditions.

5. Continued discussion of Tanque Verde/Pio Decimo. No repaving/restriping contemplated right now on Tanque Verde. Brian reported that he tried the going straight to Wrightstown and turning left and he felt it works even if it is out of the way. The city is reluctant to remove or move the bumpout on Tanque Verde.

6. Sunrise/Skyline Discussion Matt shared a draft of how to deal with situation. This draft considers : 1) reducing speeds on Westbound Skyline approaching the intersection of Sunrise/Skyline. 2) Put in two speed tables one at each end of the ramp. 3) at the second speed table have the bicycle late coming off of Sunrise turn right to cross the ramp at 90 degrees to then continue going west. This conforms to ASHTO guidelines. A concern here is that it becomes dubious who would be at fault for the situation where a cyclist continues straight on the current alignment and merges with vehicles. Brian and David both expressed concern about this situation. They felt that most cyclists would want to not go through the speed table with the sharp left turn. Brian moved to recommend to the main TPCBAC to go ahead with the speed tables with yield to bicyclists now and look at the other ideas more long term. We are also asking for a meeting with Seth Chalmers and the traffic engineer to express our concerns. David seconded. Motion passed 2-0.

7. Topics for future agendas Grant Rd. Wilmot to Tanque Verde

8. Staff Reports and Announcements

## 9. Adjournment

The **URBAN CORE FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Tuesday, March 15, 2016** held at Pima Community College, Downtown Campus cafeteria, 1255 North Stone Avenue.

#### AGENDA

1. Call to Order / Roll Call / Call to the Public Present: Robin Steinberg, David Bachman-Williams, Gabe Thum, Andy Bemis, James Knitter
2. Approval of minutes from previous meetings David moved, Robin seconded to approve February minutes. The motion was approved 3-0.
3. Review of draft letter re Court House Robin is working on this.
4. Speed issue on Limberlost James raised this issue. Andy brought information on how this could be done. He stated that the City and County have no funds of any kind to put in speed tables. The one possible exception might be Safe Routes to School. But that is unlikely because the city SRTS has a policy of working with the schools already in the program. The local elementary school, Rio Vista, could be very useful if the principal could be brought on board. David suggested that the U of A might be useful here.

So the process for James is to determine the possible location(s) of speed tables, then get petitions signed involving 60% of the neighborhood. Given funding situations the neighborhood would get it a lot sooner if they would fund the cost of the speed tables. James is ready to move ahead with this. He was given information on looking at ASHTO/NACTO guidelines for this.

5. Follow-up to speed limits and traffic signal discussion We agreed we believe the main BAC should have a presentation on this, probably from Diahn.

6. Continued discussion of Urban Core. How do we want to focus our attention?
7. Staff/Member Updates Great statistics on the road diets on 36<sup>th</sup> and Park. Need to bring this out at the April BAC. Need to include the Federal Cost Estimates for injuries severities. Need to update the city map showing that 36<sup>th</sup> is a bike route.
8. Topics, Date and Location for Next Meeting
9. Adjournment 7:10 PM

**5. Discussion of Urban Core. What is the “Urban Core?” How do we want to focus our attention?** Robin suggested that we begin a series of discussions. What is the Urban Core? What are our goals? At this meeting, we discussed geographical issues. Anne suggested several boundaries, including the Rillito on the north. David suggested that we look at the Bicycle Boulevard Master plan and include all the areas that have yellow, blue and green proposed BBs. Robin also thought about using density levels (where people live, major employment centers and entertainment/recreations.) We noted a concern that we do not devolve into a city of Tucson Facility Committee and a County Facility Committee, but after looking at a map, it did not seem that we were doing that. The point is to include all the areas that need a concentration of low-stress facilities. At the next meeting, we want to talk more about thematic issues.

**6. Staff/Member Updates:** Robin reported that Kyle noted that we need crash data on free rights (free flow turns). Sam noted that that request went into the pedestrian advisory committee. Gathering this data is complex. For example, do we have some sort of listing of where all of these are. Our

sense is that flee flow intersections are bicycle unfriendly enough to discourage the vast majority of bicyclists and if they are not there, they cannot be counted.

Sam brought a concern that the Aviation/Broadway intersection needs watching because it may be that money issues may stop the reconstruction of the South approach to Broadway on Aviation. This means we may not be able to get rid of the current pedestrian/bicyclist unfriendly design.

Regarding the fatal accident at Sunrise/Skyline. Sam has concerns as to how we measure near misses. We discussed the possibility of people who do counts (e.g. Bike Ambassadors) doing spot checks counts. There would have to some training and counter would have to be “invisible.”

**7. Topics, Date and Location for Next Meeting:** We agreed this is a good location. Also, we will continue meeting on Tuesdays. We may move to a different Tuesday, but definitely not the second. For now, we will continue to meet the Tuesday after the BAC meeting.

## 8. Adjournment



**From:** Paula & David Bachman-Williams [bachmanwms@gmail.com](mailto:bachmanwms@gmail.com) **Subject:** Fwd: Feasibility of Adding First?

**Date:** February 16, 2016 at 11:35 AM **To:** Robin Steinberg [nibor2@cox.net](mailto:nibor2@cox.net)

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Hi Robin. Perhaps this could be on next months agenda? David ----- Forwarded message -----From: [jknighter@email.arizona.edu](mailto:jknighter@email.arizona.edu)>Date: Mon, Feb 15, 2016 at 6:40 PM

Subject: Feasibility of Adding Speed Tables to Limberlost Between Campbell and First? To: [ann.chaneck@tucsonvelo.com](mailto:ann.chaneck@tucsonvelo.com)>

Ms. Chanecka and Mr. Bachman-Williams,

I live near Mountain and Limberlost and often bike along Limberlost between First and Mountain to get to

some time now, I have noticed egregiously excessive speeds from drivers on this section of Limberlost. It's a shortcut between Campbell and First when they should be taking River, instead. Some of these drivers are because there are no speed tables or other traffic calming measures along this stretch of Limberlost.

I am contacting you today to ask about the feasibility of adding speed tables or other traffic calming devices specifically in the vicinity of both sides of the Mountain Avenue intersection.

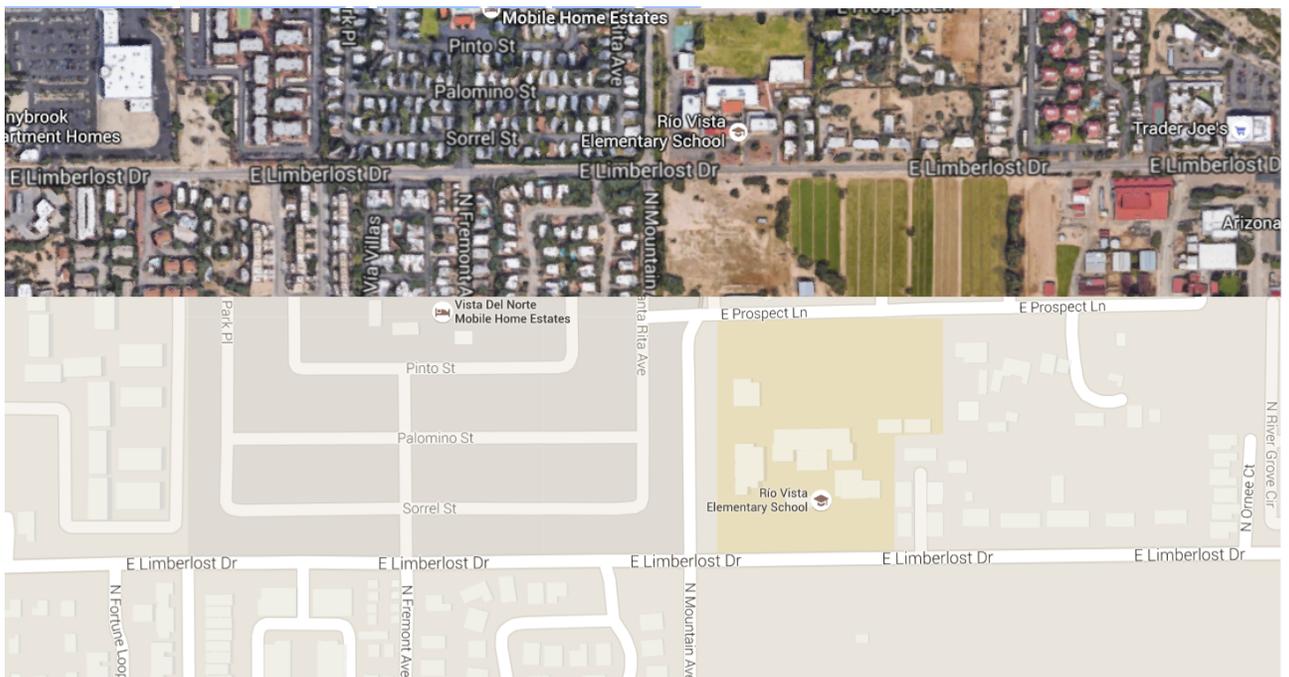
There are already speed tables in front of Limberlost Family Park further west on Limberlost, between First and Second traffic calming on this road.

What puzzles me the most is that there are no speed tables on Limberlost around Rio Vista Elementary School and Mountain and Limberlost.

If there are currently speed tables in front of a park on Limberlost, I would think there could be traffic calming

Please let me know about the feasibility of this idea. I understand there are improvements scheduled to be made for the safety of children walking to and from school. Perhaps speed tables could also be added as part of these

I keep hearing about Tucson cyclists that have been struck and killed by vehicles driving at excessive speeds. The statistics, nor do I want any of the children attending Rio Vista to, either. My thinking is that a couple of speed tables on the cycling route (Mountain Ave) AND an elementary school (Rio Vista) could significantly improve the safety of the vehicles.





Sincerely,

James Knitter M.D. Candidate  
The University of Arizona College of Medicine | Tucson  
[jknitter@email.arizona.edu](mailto:jknitter@email.arizona.edu)





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# MEMORANDUM

## Public Works Administration

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DATE: February 23, 2016

TO: C. H. Huckelberry  
County Administrator

FROM: Nanette M. Slusser   
Assistant County Administrator

RE: **The Loop Update**

---

The following is an update on all activities related to The Loop. This includes responses to recent memos on Loop-related items.

### Communications

1. Facebook/Concerns/Comments/Media

- a. Pima County's Loop Facebook page, <https://www.facebook.com/ridetheloop>, has 2,086 likes; up from 1,980 last month.
- b. The Loop web and Facebook pages have a feedback link for users to send Pima County requests or alerts on Loop-related issues. The Communications Office Loop feedback information and Loop activities report from January 9, to February 8, 2016 are attached to this update.

2. Jersey designs

Staff is working to identify vendors interested in selling the County-designed jerseys.

3. Planned Loop Events

- a. Saturday, March 12, 2016, 9 a.m. to 11 a.m., Valencia Trailhead

Santa Cruz River Park, Drexel to Valencia Ribbon-Cutting Event will be coordinated with the adjacent Midvale Park Neighborhood and possibly Spectrum Mall.

- b. Saturday, March 26, 2016, 10 a.m. to 2 p.m., Julian Wash Greenway path and Thomas Jay/Littleton Park

The Littletown Neighborhood Center will hold its Annual Easter Egg 2K PaLOOPza. Approximately 100-300 people are expected to attend.

- c. Saturday, April 9, 2016, 7 a.m. to noon, Santa Cruz River Park

Rotary Club of Marana, Tour de Cookie will be held at Ted Walker Park staging area; travel south on Santa Cruz River Park path to Paseo de las Iglesias; travel north to Cañada del Oro River Park path; turn around at Christina Taylor Green Park; and back to

**The Loop Update**

February 23, 2016

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Ted Walker Park, per NRPR. Oro Valley would like to jointly host this event with Pima County.

- d. April 30, 2016, 8 a.m. to 11 a.m. (tentatively), Pantano River Park/Harrison Greenway Ribbon-Cutting Ride.

The leisure ride is still in development with the celebration focusing on the most recently completed segments along the Loop:

- Harrison Greenway
- Pantano River Park, Kenyon to Broadway
- Pantano River Park, 5<sup>th</sup> Street Wash to Speedway.

The Batty Biker art will also be featured with possible “bat” programs developed for later in the day.

4. Loop Safety

- a. Loop Patrol—Sheriff’s Deputies and Auxiliary Volunteers (SAVs)

Listed below are the law enforcement activities performed on “The Loop” by the Pima County Sheriff’s Department (Search and Rescue and Sheriff’s Auxiliary Volunteers [SAV] Bike Patrol), between January 21, 2016 and February 10, 2016:

Number of Hours Spent Patrolling on The Loop	17.25 Hours
Field Interviews—Pedestrians	615 People Contacted
Field Interviews—Vehicles	2 Vehicles Contacted

- SAVs had contact with 603 pedestrians.
- Search and Rescue had 12 contacts with pedestrians.

- b. Gary Bradshaw from the Tucson Fire Department joined the Loop team. He will be attending meetings and providing input/feedback from the first responder’s perspective.

- c. No reported tools stolen at the bike repair stations this month.

- d. Signage Installation and Striping

Mile Markers are being installed along the Santa Cruz River.

5. Bike Ambassador Outreach Schedule and Ride

- a. Bike Ambassadors, working with Pima County's Bicycle and Pedestrian Program, will hold outreach events and provide bicycle safety items, such as bike bells on a first come, first served basis. The bells are adjustable and fit any diameter handlebars on all bikes. Copies of business card-size Loop maps and other safety publications will also be distributed. Reflective stickers will be provided to children.

The date and location of the next Loop outreach is listed, as follows:

- Saturday Feb. 27, 9 a.m. to noon.—Pantano River Park at Michael Perry Park
- b. On Saturday, February 21, 2016, Bicycle and Pedestrian Program Manager Matthew Zoll provided a Loop presentation to 11 Australian delegates from the Capital Territory (Canberra) interested in The Loop and bike and pedestrian programs. Pima County staff and the Bike Ambassadors hosted a 20 km round-trip ride on the Rillito River Park, Craycroft to Children's Memorial Park Loop segment, to introduce the delegates to The Loop. Detailed information will appear in the upcoming Pima County Newsletter.

**Loop Segments**

Santa Cruz River Park

1. Mile Markers

All mile markers are installed along the west bank of the Santa Cruz River, Valencia (Mile 30) to Camino del Cerro (Mile 45). Staff will begin to lay out the east bank of the Santa Cruz on February 26, 2015.

2. Valencia Road to Mission San Xavier

The Loop team is reviewing options for connecting from the current terminus at Valencia Road to the Mission. Both on-street and off-street options will be considered. Additional information will be shared in a future update.

3. ADOT Ina Road Interchange

The Loop will be closed for two years at the west end of Ted Walker Park until the ADOT project is complete. ADOT has indicated the initial work on the project will commence in February 2016 with the full closures in the area anticipated to go into effect in summer 2016 and last until late 2017.

4. El Rio Park Trailhead (Town of Marana)

The Project Management Office (PMO) manages this project, which is part of the 2004 bond program for the Anza Trailhead. The final parcel needed for this project is in escrow. Construction Notice to Proceed (NTP) is imminent.

Rillito River Park

1. Camino de la Tierra Bridge, south bank

The project is fully funded. Design and Environmental Clearances are expected in February 2016. Staff is awaiting final design approval, expected in early 2016, and will request authorization of construction funds to proceed to procurement.

2. Prototype Bike Rest Stop

The bike rest stop has been ordered. The plans have been permitted, and construction is scheduled for the end of February.

3. Batty Family

Installation of the Batty Biker Family art element at the Campbell Road bridge is anticipated for early March. An Extreme Biker art piece will be funded by the North Rillito interceptor project and installed adjacent to the Cory Laos BMX Park later this year.

4. North Rillito Interceptor

The project is moving through the north bank area from Campbell to Hacienda del Sol. No closures are anticipated at this point. However, the path narrows significantly west of the Campbell Road bridge. Staff is reviewing all options to minimize impacts to daily usage in this area.

5. Hacienda del Sol Development

The final paving of the pavement patches on the north bank path occurred the week of February 15, 2016. The pathway repaving of the Hacienda Del Sol side will occur upon completion of the ongoing water and sewer work at that location.

Pantano River Park

1. Pantano Wash, Fort Lowell Park to Tanque Verde Road (south bank)

Cultural clearance is underway. Construction is anticipated to kick-off in September 2016. This will be the final corner of the Loop, although not the preferred design. So, we may schedule a groundbreaking event to coincide with construction start.

C. H. Huckelberry, County Administrator

**The Loop Update**

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2. Kolb Road Extension

The Kolb Road Extension is underway. The project will close the east bank of the Loop along the Pantano Wash, north of Speedway, for the duration of the project. The City's contractor has made accommodation for west bank users.

3. 5<sup>th</sup> Street to Speedway Boulevard (east bank)

Construction is underway. A completion celebration is being planned for April 30<sup>th</sup>.

**The Loop Links and Extension**

Cañada del Oro River Park

The paved path is complete. The Overton to La Cholla segment and the Overton HAWK will be operational in March. The Town of Oro Valley is planning an event. Pima County has agreed to partner with them on the event.

Tanque Verde River Park

No new information from the City on this segment. This will no longer be reported on in these updates, until new information is available.

NMS:lsm

Attachments

c: John M. Bernal, Deputy County Administrator, Public Works  
Jan Lesher, Deputy County Administrator, Health and Human Services  
Priscilla Cornelio, Director, Department of Transportation  
Suzanne Shields, Director, Regional Flood Control District  
Linda Mayro, Director, Office of Sustainability and Conservation  
Chris Cawein, Director, Natural Resources, Parks and Recreation  
Ursula Nelson, Director, Department of Environmental Quality  
Neil Konigsberg, Manager, Public Works Real Property Services  
Mark Evans, Communications Specialist, Communications Office  
Brad Gagnepain, Chief of Staff, Sheriff's Department  
Christopher Radtke, Chief Deputy, Sheriff's Department  
Byron Gwaltney, Chief, Operations Bureau, Sheriff's Department  
Gary Bradshaw, Captain, Tucson Fire Department

The Loop Team:

Bill Satterly, Acquisition Agent, Public Works Real Property Services  
Nancy Cole, Program Manager, Public Works Project Management Office  
Sandi Garrick, Program Manager, Public Works Project Management Office  
Roger Anyon, Program Manager, Office of Sustainability and Conservation  
Matt Zoll, Bicycle and Pedestrian Program Manager, Department of Transportation  
Annabelle Valenzuela, Program Manager, Department of Transportation  
José Merino, Communications Coordinator, Communications Office

C. H. Huckelberry, County Administrator

**The Loop Update**

February 23, 2016

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Kate Harrison, Communications Coordinator, Communications Office  
Dave Burnham, Graphics Specialist, Communications Office  
Steve Whitney, GIS Manager, Information Technology  
Sarah Horvath, Program Manager, Finance and Risk Management  
Valerie Samoy, Special Staff Assistant, Natural Resources, Parks and Recreation  
Steve Anderson, Planning Division Manager, Natural Resources, Parks and Recreation  
George Kuck, Operations Manager, Natural Resources, Parks and Recreation  
Martina Gonzales, Recreation Program Manager, Natural Resources, Parks and Recreation  
Heather Ruder, Assistant Operations and Maintenance Manager, Natural Resources, Parks and Recreation  
Andy Dinauer, Division Manager, Regional Flood Control District  
John Spiker, Civil Engineering Manager, Regional Flood Control District  
Sandy Bolduc, Project Manager, Regional Flood Control District  
Capt. Mike Sacco, Support Operations Division, Sheriff's Department  
Lt. Stephen Carpenter, Jr., Support Operations Division, Sheriff's Department  
Sgt. Jason Dowdy, Support Operations Division, Sheriff's Department  
Lt. Nicole Feldt, Administrative Services Division, Sheriff's Department  
Dep. Tim Loomis, Manager, Sheriff's Auxiliary Volunteers Bike Patrol  
Dep. Mickey Dowling, Sheriff's Auxiliary Volunteers  
Capt. Gary Bradshaw, Tucson Fire Department  
Lt. Bart Rohr, Tucson Police Department, City of Tucson  
Howard Dutt, Landscape Architect, City of Tucson Parks and Recreation  
Ann Chanecka, Bicycle and Pedestrian Coordinator, City of Tucson  
Andy Bemis, Bicycle and Pedestrian Planner, City of Tucson

COMMUNICATIONS OFFICE ACTIVITY REPORT (Jan. 9-Feb. 8, 2016)

**1. Facebook activity:**

- a. We passed 2,000! We're at 2,046 "likes," up from 1,925; an increase of 121. (Last month's increase was 86.)
- b. There have been 19 Facebook posts by the Communications Office since Jan. 9.
- c. Most-popular posts:
  - i. CHH's ride along the CDO on 1/19: 3,471 reached, 20 shares and 13 comments;
  - ii. Several Loop construction updates on 1/29: 2,219 reached, 2 shares and 6 comments;
  - iii. Pantano bridge installation on 1/13, 2,044 reached, 18 shares and 9 comments

**2. Loop feedback**

- We had 16 visitor posts to Facebook; 3 needed a response.
- Additionally, we had 6 questions/comments through Pima.gov Feedback Forms since Jan. 9. These comments, questions and responses are detailed in the attached Excel spreadsheet.

**3. News releases, eScoop stories and other communication**

- a. Website story on the latest bike bell giveaways
- b. Updating regional bike map and Loop bike map.
- c. Featured Simpson bridge construction in 2/5 Pima County FYI.
- d. Featured history column on Fort Lowell neighborhood near The Loop in 1/29 PCFYI.
- e. Need to start thinking about Loop annual report.
- f. Awaiting word on how to proceed with jerseys and other items.

**4. General insights:**

- Followers of The Loop Facebook page are almost evenly divided between women (51 percent) and men (48 percent).
- Most followers are in the 25-54 age range and are primarily from Tucson.

The Loop Feedback Report  
Communications Office

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO:	SECTION	NOTES/RESPONSE
2/2/2016	Virginia Strmiste	#2strmiste@msn.com		Loop Construction Updates	I sent feedback on 1/12/2016 pointing out that The Loop's construction updates on your website were out of date: the list available was dated 9/21/2015. I received a reply from your office explaining that the info was available on your Facebook page. Now, on the website, that 9/21 listing is GONE and has not been replaced. I do not use Facebook normally, but I have tried finding Loop construction updates there. It does not work for me. Is there any chance you will reinstate the construction updates list to the website? Or can you tell me exactly where on the Facebook page I can find those updates? My husband and I ride The Loop at least 3 times each week. Knowing in advance where closures are is very important to us.	Kate Harrison	All	You can check construction updates on the Loop's Facebook page WITHOUT being a Facebook user. We provide the link on the Loop's website: <a href="http://webcms.pima.gov/government/the_loop">http://webcms.pima.gov/government/the_loop</a> . Simply click on the Facebook link in the "Stay Connected" box and you will be able to see all updates and events. Because there are so many construction updates and some projects start and finish in less than a week, it isn't practical for us to write up a news release on each one and post it to the website. But we are able to provide that kind of quick info on the Facebook page. Thanks your your interest and for being such a dedicated Loop user!
2/1/2016	Randy Creeger	randy.creeger@gmail.com	No	Thanks for the Loop	I just want to say one of my favorite things about spending my winters in Tucson is the great effort the city and county have put into building out a trail and bike lane system. I ride with a group of retirees on the streets and trail 3 or more times a week. This systems is one of the reasons we purchased a home in Tucson. Top three reasons for us to live in Tucson 6 months of the year are weather, bike trails, and the U of A. THANKS FOR YOUR EFFORTS. It always amazes me when riding mid week how many retirees are riding bikes on the loop. Great for us old guessers and great for Tucson/Pima county.	Nanette Slusser, Nancy Cole, Andy Dinauer, Lisa Mathews	All	No response requested/thank you sent.
1/26/2016	Scott Meder	sbmeder@gmail.com	Yes	Continued Repair & Maintenance	Just curious whether or not there is currently a plan to fund continued maint of the LOOP, seeing how grim the roads are in Tucson. Find it hard to believe there are funds to keep this in good shape in the future with additional funding from some other funding source. Regards, Scott B. Meder	Robert Padilla	All	Thank you for your inquiry. Pima County road repairs are funded by Highway User Revenue Funds (HURF) which include fuel taxes, vehicle registration fees plus other miscellaneous fees. Over the past several years the State of Arizona has utilized HURF funds intended for Pima County and other local jurisdictions to balance their budget. These sweeps have meant less money is available for road repairs in Pima County. Loop maintenance however is not funded thru HURF. Rather it is funded by a dedicated funding source within the Regional Flood Control District. The Board of Supervisors and County Administrator have placed a high value on the Loop due to its multi-use capabilities. So the certainty of this continued source of local funding is more secure. Thousands of people utilize the Loop daily for recreation but also to get to and from work. To answer your question, yes, Pima County intends on maintaining the Loop for many years to come and we believe the funding source for such maintenance is sustainable as it is under local control. If you have any additional questions please do not hesitate to contact me directly at (520) 724-5235.

The Loop Feedback Report  
Communications Office

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO:	SECTION	NOTES/RESPONSE
1/25/2016	Rebecca Navallez	<a href="mailto:rebeccalg14@hotmail.com">rebeccalg14@hotmail.com</a>	Yes	Trees needed along the path	How do we go about adding trees along the Loop from Pantano wash all the way to Irvington. It is extremely hot during the summer without trees. I would be willing to help out with getting our community to help pay for trees. Please let me know if you are already planning on adding more trees along the path.	George Kuck/Sherrie Barfield	Pantano Wash to Irvington	I've been pondering on how best to answer your question, that's a wide net you have cast. Much of the Pantano has trees and other vegetation in differing stages of growth and is supported by irrigation, other sections have been hydro seeded with a variety of native seed representative of the area landscape and is dependent on rain to activate germination and growth. At this time, I can say that there are no projects that include adding more trees to the Loop on the Pantano but it is not ruled out either. The Harrison Greenway has a good amount of vegetation and has no irrigation so it would be low on the list to become an area for tree plantings at this time. Thank you for being community minded and offering to help plant trees, please check our webpage periodically for opportunities to volunteer. <a href="http://webcms.pima.gov/government/natural_resources_parks_and_recreation/">http://webcms.pima.gov/government/natural_resources_parks_and_recreation/</a>
1/21/2016	Gayle McMullen	<a href="mailto:Egmcullen@aol.com">Egmcullen@aol.com</a>	No	Rave Review for New Construction	This morning I had the pleasure of riding the new trail that connects La Canada to La Cholla and enables Oro Valley Canada Del Oro Wash outdoor enthusiasts to enjoy many more miles of The Loop. Thank you for a job well done!	Nancy Cole/Andy Dinaur/Nanette/Lisa	All	none requested
1/13/2016	Tim Peterson	<a href="mailto:tpeterson@gmail.com">tpeterson@gmail.com</a>	Yes	Safety and Maintenance concerns along the loop	Who do I address an email to regarding safety and maintenance concerns along part of the loop? There are several maintenance issues I would like to see fixed: The waste of watering established native plants, the waste of material and personnel time to keep watering established native plants, poorly maintaining the brush and tree limbs along the path, the waste and trash along the path. The safety concern I have relates to the watering systems. More than half a dozen times over the last year I have come across killer bee hives established in the irrigation system control boxes. Some time soon, someone is going to be severely stung by one of these hives, that the county has done nothing to prevent. Get rid of the watering systems, burying	Nancy Cole/Andy Dinaur	All	The waste of watering established native plants Pima County has taken the position that native trees and other vegetation supported by irrigation on County properties are assets that enhance our quality of life by providing shade and cooling, windbreaks, and intercept rain water reducing storm water runoff and erosion; habitat for an array of wildlife, absorb carbon monoxide and release oxygen and help create relaxing and calm spaces within urban areas. Though the majority of the trees and shrubs are native and or low water use, we have been experiencing a multiple year drought and these plants are not a result of a seed landing in an ideal location for its growth, but instead, they have been planted for the most part, in areas where soil cement is holding back fill dirt mitigating previously flooded areas. Therefore, they need irrigation and care to support the health and vigor of the plant and to protect our investment of these assets. More than half a dozen times over the last year I have come across killer bee hives established in the irrigation system control boxes - According to information from the University of Arizona and other entomologists that have provided training to our staff annually, the majority of bees we see in our environment have been hybridized to one degree or another and cannot be identified as Africanized bees without a microscope but it can be assumed the bees to be more aggressive than the honey bees of the past. What we do know is that many bees travel down the major



NEWS, ADVOCACY

March 24, 2016

## The Free Rider Myth – Who Really Pays for the Roads?

*The idea that people riding bikes don't pay for the roads is pervasive, and completely untrue.*

Written by: [Elly Blue](#)



Photo by *SDOT Photos*

*This post is an excerpt from “Bikenomics: How Bicycling Can Save the Economy,” the updated and expanded second edition. Slated for release by *Microcosm Publishing* in September 2016, *Bikenomics* is an accessible, practical analysis of the way our transportation choices impact our economy, and a call-to-action for more doing everything we can to get more people on bikes.*

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“Bikes don’t pay for the roads.” You see it again and again. It appears on editorial pages, in blog comments, and shouted from car windows, often accompanied by the accusation: “Freeloader!” or something ruder.

The bicycle freeloader myth is a strong and pervasive economic belief. It’s implied in rules that require cyclists to stay off certain roads, or ride in a manner that does not affect car traffic. And it’s enforced through media headlines, police standards, and the behavior and discourse of cycling advocates and detractors alike.

But is it true?

When you take a trip on a bicycle, you do not pay for gas, and thus you pay no gas tax. You do not stop and pay tolls (and you are generally not allowed on toll roads). You do not pay a license or registration fee, part of which goes toward paving, maintaining, and policing the roads you ride on. Most car insurance companies do not cover bicyclists, so often you do not pay for that either. And you do not pay for parking. No doubt this all seems terribly unfair.

Of course, though there are many people out there who solely get around carfree, chances are good that any given person out riding a bicycle on the road also owns a car, or rents one from time to time. When they do so, they pay all the same fees, fines, and taxes as an everyday motorist does, and just as grudgingly.

But here’s the thing: Cars don’t pay for roads, either.

The idea that roads are funded by user fees paid by people who drive is one of the great myths that buttresses our entire way of life. While the veneer on that myth has been crumbling for some time, we have only recently been forced to begin to look hard at it. And the difference between riding a bicycle and driving a car is **surprisingly vast** – but not in the way most of us imagine.

What if I told you that by driving a car you become a freeloader, a drain on the economy? That people who bicycle instead are subsidizing a road system that they are largely not welcome on? In order to break even on the cost of roads and pay for every driver who uses them each

year, we would need 54% of commuters using a bicycle as their sole means of transportation.

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RELATED

### Why Businesses Want Bike Riding Customers

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It's not great news for most people. After all, driving a car is extremely expensive; and if you live in the US a car may be your best bet or only way to get to work and otherwise go about your life. Unfortunately, it is also true. Driving is one of the most heavily subsidized things we do on a daily basis.

Cars pay for about half of the cost of our roads, all told. That's it. Half.

So where does the rest of the funding come from for all that asphalt? We all pay it – whether or not we drive.

Most of what we pay for the roads is not paid directly, but through our taxes. Every time we pay sales tax on a purchase, property tax on our homes (directly, or indirectly through our rent), or income tax on what we earn, a portion of that goes directly into our transportation system.

A portion of all these taxes are paid into a general fund, which is where most transportation money comes from. But the real costs of building roads end up being much higher over the years than what the budget can afford. A growing amount of road costs are paid for with borrowed money. We must eventually pay off these loans through our taxes, with interest that can amount to two, three, or more times the original cost of the project.

Worse, this funding gap increases every year. With the economy dragging, we drive less, and as fuel and material costs rise, construction grows more expensive.

Roads are enormously expensive to build and maintain. If you look only at the highway system, the user fees paid by drivers come much closer to paying for them than half, though the system still operates at a loss. But if you look at local roads, on which most of our daily travel happens, the gap is even wider. The cost to maintain local roads is, on average, more than 6 cents per mile for each car each year. How much of this do drivers actually pay? Less than a penny. What does this mean for bicycling? While people do not pay to ride bicycles on the road, bicycling also costs almost nothing – less than 1% of money spent on transportation infrastructure goes to anything bike-related, and bicycles do not contribute significantly to other road-related expenses like potholes, crashes, or congestion.

People who ride bicycles also pay taxes, which means they often pay more into the road

system than they cost it. By one estimate, a carfree cyclist would overpay by an average of \$250 a year – a few dollars more than the amount the average driver underpays. While cyclists represent all income levels more or less equally, the half who ride for transportation alone and do not own cars are on the lower end of the income spectrum. For them this is the very definition of a regressive tax – like the lottery, a program by which the poor subsidize the better-off.

By that measure, to pay for the cost of keeping one driver on the road, you need someone else who is not driving – that is, paying taxes but putting minimal wear and tear on the system. But two thirds of people in the US drive and most of the rest travel in cars and on buses as passengers. It's a recipe for debt, yet there is a constant demand for more roads to be built so that more of us can drive farther and more often.

Despite a growing number of bicycles on the roads, there are not nearly enough to balance out this equation. But even if motorists were to double the fees they pay – and if those fees were indexed to inflation – it would still not be enough. Our road system is in bad shape, and we have not been able to spend nearly enough on it in the last decade to keep it even in minimally good working order.

That's just the beginning of the story, though. Roads, economically unsustainable in their own right, result in towering externalities, costs or benefits attributed and paid for elsewhere, indirectly. When you take these costs into account – from health to safety to local economies to global energy – by the most conservative estimate, the cost to keep each car on the road is 30 times the cost of each bicycle.

Yet not a month goes by without some clever politician deciding that the best way out of our transportation funding crisis is to license and register bicyclists. Every year it is up to weary bicycle advocates to do the math once again to show that there is no way for such a scheme to break even on its administrative costs, never mind the cost of accommodating a sudden increase in cars on the road and passengers on transit.

The humble bicycle, long a scapegoat, may yet prove our salvation from a transportation system running at a deficit. This is not so far-fetched as it may seem at first glance.

Take Copenhagen, where forty years ago the incursion of cars and roads looked very similar to that in today's US cities. But today, 84% of the city's residents regularly ride bicycles. Each mile traveled on a bike earns the city, by [one analysis](#), 42 cents. That same mile driven in a car costs the city 20 cents. Bicycling rates there have begun to decline in recent years, and city leaders are scrambling to make bikeways more comfortable and convenient. They know they can't afford not to.

In the US, we can't afford not to either, but it's harder for us to see – bicycling hasn't grown into normalcy in the same way. But when you consider that almost 70% of our car trips are under two miles – a forty minute walk or a twelve minute bicycle ride – change seems more feasible. More than two thirds of people in the US say that they wish they bicycled more often, and **an increasing number are doing so**. The barriers are real, but can be overcome cheaply and quickly. And the benefits multiply and spread into every aspect of our economy and our lives.

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*Elly Blue is a writer and bicycle activist living in Portland, Oregon. Her work has appeared in The Guardian, Grist, Bicycling Magazine online, Bitch Magazine, BikePortland, The Magazine, and Momentum, among other publications. She has been featured on Democracy Now!, in the Oregonian, and on Oregon Public Broadcasting. She tours annually with the **Dinner and Bikes** program that she co-founded, and is co-producer and director of **Groundswell**, a series of movies about people using bicycling to make their communities better. Since January 2015, she is co-owner and marketing director at Microcosm.*

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