

Tucson Pima County Bicycle Advisory Committee Packet Guide

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8 Article: Studies show bicyclists equal or beat 'automobileists' as good business

9 Article: Who are the 'interested but concerned' bicyclists and potential bicyclists?



*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 8, 2015**

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

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

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

Agenda (Action may be taken on any agenda item.)	Projected Duration
1. Call to Order ; approval of March 2015 meeting minutes.	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	5 min
3. New City of Tucson Staff Person: Welcome!	5 min
4. Law Enforcement Staff Reports from TPD and PCSD	15 min
5. Nominations Committee Report (Please note that the by-laws require that any persons nominated be present at the April meeting prior May elections) Also, review of each sub-committee's scope of work and recruitment.	15 min
6. Broadway Widening update	15 min
7. 2015 Bicycling Awards	15 min
8. Ex-Officio members	15 min
9. Arizona Strategic Highway Safety Plan: Matt	10 min

10. Consent Agenda

A.

10. Staff Reports

10 min

Ann Chanecka, City of Tucson;
Matt Zoll, Pima County;
Nancy Ellis, Oro Valley;
Matt Christman, Marana;
Gabe Thum, Pima Association of Governments,
Adelina Martin, Sahuarita
Glenn Grafton, UA

11. Subcommittee and Related Entities Reports

10 min

Enforcement (Colin Forbes)
Facilities (Adam Wade/Brian Beck)
Urban Core Facilities (Ian Johnson)
Platinum Committee (Wayne Cullop)
GABA (Eric Post)
Downtown Links (Kylie Walzak)
RTP 2045 (Ian Johnson)
Broadway Task Force (Anne Padias)
Living Streets Alliance (Kylie Walzak)
SCVBAC (Tom Hausam)
PBAA (Richard DeBernardis)

12. Announcements

3 min

13. Adjournment

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



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **March 11, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT YET APPROVED

prepared by Collin Forbes

1. Call to Order; approval of February 2014 meeting minutes.

David Bachman-Williams called the meeting to order at 6:05 p.m.

Motion: by Wayne Cullop to approve the minutes as amended. Seconded by Kylie Walzak. **Voice vote: Unanimous.**

2. Call to Public

Bill Adamson said he will be presenting Roy Schoonover a personalized bicycle jersey as a token of appreciation for his lifetime of bicycle advocacy in Pima County. Bill said he is sure Roy will be thrilled and will appreciate the support.

3. Law Enforcement Staff Reports from TPD and PCSD

Deputy Ryan Roher reported for the Pima County Sheriff's Department. He started by saying a few people came to help out with the recruit training last month, and one person came on his bicycle. They had a lot of fun watching him argue with the would-be deputies and then seeing them try to remember the statutes. It helps them think outside the box.

There was a collision near Ruthrauff and La Cholla. The cyclist was in the bike lane and the driver moved over for an ambulance and sideswiped the rider. Deputy Roher said the rider should have stopped for the ambulance as well. The rider said he was seriously injured but refused to sit down for the deputy. The driver was cited for failure to control speed. Deputy Roher noted the cyclist had no rear reflector and should have been cited.

Another collision was at Valencia and Camina De La Tierre. The motorist was exiting a private drive and the cyclist was going the wrong way in the bike lane. The deputy cited the motorist for failure to yield from a private drive. In a very similar crash elsewhere, the deputy cited the cyclist for not riding far enough to the right.

A cyclist reported a hit & run crash near Los Reales and Alvernon. The only description the cyclist could provide was the vehicle had a loud muffler. It was about 7:30 pm at night.

Wayne Cullop asked about whether motor assisted bicycles are allowed on The Loop. Deputy Roher says the doesn't think they are allowed. Matt Zoll confirmed there's an ordinance that prohibits them. The parks department interprets the ordinance to include electrical assist, however they may explore allowing electric bikes based on the success of a pilot study in Denver.

Both TPD and PCSD may use The Loop with motorcycles for training and familiarization rides. A motor officer may be the first to respond to a call. They ride with due regard for the other users.

Sergeant Fernandez said there were 5 bicycle incidents in the previous month, however he had no information from case reports.

He noted he got some attitude from a cyclist he stopped in the morning. The cyclist was going through the HAWK light at Speedway & Dodge and the light had turned red. When the sergeant stopped the cyclist to educate him, he said the cyclist was upset about losing his momentum!

4. BAC Officer Elections – formation of nominating committee

Three members volunteered to convene a nominating committee.

- Robin Steinberg,
- Ed Yasenchack
- Brian Beck.

5. Camino de la Canoa Letter

David Bachman-Williams reported KOVA requested to do an interview about Camino de la Canoa. Tom Hausam, David Bachman-Williams and Bill Adamson did the interview together. It'll air on March 30.

David said he rode the area this morning. There are hills up and down and curves which make a lot of blind spots. If Pima County is considering adding the bike lane, they would really want to do it from White House Canyon all the way to the park. Even though it's more expensive, it wouldn't leave bicycles in the lurch. Using Google Maps, it looks like there's room to add bike lanes.

Bill Adamson was following David this morning. Watching him ride really opened his eyes about how many curves there are. A lot more than he realized. It really should go all the way to the park.

Tom had not been involved in a news feature before and was impressed on how much information they gathered. The reporter picked up on the curves and hills right away and thought it was a scary road. She had him ride back and forth for all the angles, and they'll use the best 15 seconds.

Motion: by Brian Beck to accept the letter and send it along. Adam Wade seconded.

Voice vote: unanimous.

6. Broadway Widening Project Letter

Margot Garcia from the Broadway Coalition brought large maps to put on the tables and look at. Buildings on the maps were marked as being on the historic register, eligible for the register or adding to the significance of others.

In the plans, there are two types of bus stops. One where the bus stays in the outside lane with an island next to it and the other ones are at the larger intersections and have pull outs. They are bigger and longer to accommodate two busses. The pullouts allow express busses to pass slower busses. The bus stops with the bicycle detour will have the bike lane lower than the sidewalk with curbs. The plans show green paint. The curbs and the paint should help avoid conflicts with pedestrians.

A big bone of contention is the free right turns onto Campbell. They aren't very safe for the bicycle riders. Adding green paint would be the least they could do.

Margo had more information from Jenn Burdick. The city now has a "narrowed sidewalk zone" concept in the west mile. They are narrowing the landscape zone and also narrowing the sidewalk. That saves five more houses, mostly between Mountain and Highland.

The time for comments has been extended to March 19. The city is going to send packets to the CTF members sometime this week. Thursday night might be the latest. We should submit our letter today or tomorrow at the latest.

The letter point by point.

- CTF has proposed 6 lanes including 2 lanes dedicated to transit. This has disappeared entirely. The neighborhoods want effective bus traffic and as many stops as possible. The bus lanes transmogrified and disappeared. From the viewpoint of the BAC, the bicycle is what it's about. If there are only buses in those outside lanes, it really increases the safety for cyclists.

- CTF is asking for 10 foot lanes in the middle lanes. This slows traffic automatically. With bus stops in the lane, the cars are going to be jockeying to pass the busses. The busses need 11 foot lanes. The maps we are looking at all have 11 foot lanes all across.
- We re-emphasize that bike lanes should be elevated. This will be a new feature which hasn't been done in Tucson. There will be "mountable curbs" for cars to drive over to get into businesses. The lane will go up and down, but when possible it'll be above the street by about 4 inches.
- The mountable curb is also on the right turns to let large trucks make the turn without widening the curb radius. Cars should follow the curb and slow down quite a bit when they are turning.
- We are absolutely philosophically against "free right turns" where the outside lane crosses the bike lane the cars zoom away down Kino or Campbell. Free right turns look too much like a parkway rather than a city street. It's nice if you don't have to sit at the light, but there are good reasons for stopping at red lights and paying attention to cyclists and pedestrians.

A separate aside on Right Turns

- We don't know whether right turns would have stop signs or yield signs. Also, a lot of free right turn lanes won't even have a yield sign depending on the length of the merge lane.
- Matt Zoll said there are lot of treatments that can help slow turning vehicles. Having a raised crosswalk can help, for instance.
- Howard Strause pointed out a bad example of a free right turn at Skyline where it meets Ina when you are headed west. There's a green box and no yield. Cars don't stop at all there.
- Also with free-rights, the intersections become much much larger.

Continuing with the points:

- At the west end, it's unclear how the bike lanes on Broadway will connect to downtown links and other bike pathways. They are moving forward with finalized plans and still haven't seen what that part will look like.
- There are too many curb cuts and driveways. People get will cut off a lot. They are trying to keep peace with all the businesses because each business wants a curb cut. Perhaps city owned properties can be parking lots for neighboring strip malls. Will people walk that far? Maybe you will do some window shopping on the way.
- There are new Toucan and Hawk crossings. There's going to be a new one at treat.

Matt said Pima County has done some research about detours around the bus stops. They are concerned about pedestrian safety and are putting bike lanes in front of bus stops in the county. They've also tried to look into crashes at bus pullouts.

Ann Chanecka said they haven't seen any crashes at Plaza De Centro with the detour around streetcar stop. There's commercial activity and cars and the streetcar. David said it can get very exciting at 8:30 am when there are college students waiting for the streetcar. However, it isn't much of a problem for him, even with a 5 year old on a tagalong bike.

By putting in cycletrack detours, we're trying to make it more attractive to people who aren't using Broadway right now. But west of country club, the existing ridership is different, college students and the like.

David said the reason he likes the design is that it reminds him of Canada's "8 to 80" project. Would you be comfortable with 8 year olds and 80 year olds on the road? Right now on Broadway, he would be not be comfortable at all. No way! But if it's built as designed, he'd take his granddaughter as long as he was riding with her. The whole purpose is that we're trying to create new facilities that are attractive to a larger population.

Motion: by Anne Padias to approve the letter as amended. Ray Copenhaver seconded.

Voice vote: unanimous.

7. Diversion Classes Informational item

PAG is looking at adding pedestrians to the new diversion program. There's a lot of good material in the Pima County Program and they are trying to use the best from the existing curriculum.

8. Annual Commuter, Advocate, Staff Awards

Awards to be presented at the Bike Fest Finale, April 30:

- Commuter of year
- Advocate of year
- Staff awards

Send nominations to David Bachman-Williams, ideally before the next Executive subcommittee.

9. Spring Fling Diversion Routes

Spring Fling will block off University between Campbell and Cherry. Last year, there were some troubles with the detours.

David Bachman-Williams said he and Ian Johnson had suggested routes to the south and north for the Spring Fling. One of the main concerns was that people coming into the UA from 3rd Street should not be sent north on Campbell to use the crosswalk at Speedway. We want them to be able to cross Campbell at 3rd and then ride the sidewalk south to the nearest exit.

Anne Chanecka said the southbound route is much safer than the northbound route. The northbound route has 2nd street which has the streetcar tracks.

We haven't heard anything from Glenn other than he's going to pass our recommendations onto the committee that is handling it. Matt Zoll said he's talked with the manager of the Bike Station on campus to keep in touch.

10. "Consent" Agenda

There were no items on the consent agenda this month. No action taken.

11. Staff Reports

Ann Chanecka, TDOT

- On Tuesday, March 24 there will be an open house for the 5th Street Bike Boulevard. UA is improving east of Euclid. It's a weird drainage channel now, but will be a nice bike lane in the future. The city is installing a nice Toucan and taking down that gate. It'll be a nice entry into campus. They'll have the rest of the plans available at the open house.
- There's a new bike corral in front of Eromenos craft beer. The racks are parallel with the curb. They worked with the Downtown Subcommittee to help the door zone conflict.
- The city is looking at adding more bike parking on 4th Ave. But the traffic people are saying too many corrals are cost prohibitive to add and remove for each street fair. The FAMA wants to remove the parking, not the fire department.
- She is dealing with a BAC Logistical thing: Josephina Ahumada is not official yet. The clerk is questioning whether South TUcson can have a rep.

Wayne Cullop asked about the Aviation Bike Path. There's a bridge between Craycroft and Swan where the wood is in very bad repair. They've removed the cone and put a patch of plywood over it at least. Ann said the Aviation Bike Path has historically been very hard to get maintenance funds for.

Matt ZOLL, PCDOT

- Finished the Pantano Pathway from Broadway to Kenyon. This connects from 5th street to Irvington. They'll be doing the final walkthrough for signs and safety treatments. On flat sections, it's not hard to hit 30 mph with a tailwind. Be careful of the curve.
- There's a minor celebration on Saturday, giving away bike bells at Broadway/Pantano southside connection to the underpass. On Sunday, ambassadors at the Heirloom Farmers Market will give away more bike bells.

- The new Share The Road Guide is due out in about 3 weeks.
- The new Anklam Bike Lanes in the works. The City of Tucson has agreed to pay for a short section at city limits. This means we'll have new bike lanes from city limits to Speedway.
- Cyclists are exploring The Loop connection from the Santa Cruz to Thornydale. It's still about 2 months away from completion.
- 200 per month are going through the education classes. A few hundred going into the diversion program.
- Working with the city on a buffered bike lane for an on-street connection of the Julian Wash connection. This is going on Rita Road from the Julian path to Nexus and to Harrison and Fantasy Island. It'll be paint rather than delineators.
- The perpetual easement for the section near Fantasy Island needs to be secured by April. They need to own the easement to get federal approval. This is going to set things back.

Wayne asked about the homeless people camping under the bridge at 29th on the Santa Cruz. On the west bank, they sometimes will block the path. Matt said the county is working with the new sheriff to start more loop patrols using sheriff's deputies, auxiliary volunteers and even volunteers from the bike community.

Nancy Ellis, Oro Valley.

- The next Bike Life Tucson magazine will have an article about Oro Valley and Marana.
- They are doing some jurisdictional bike counts on their paths.

Gabe Thum, PAG

- Working on Diversion program, development is ongoing.

Adelina Martin, Town of Sahuarita.

- Nothing to report right now. She came to our meeting to see what we are doing.
- Recently Sahuarita won a common ground award for their bike paths.

12. Subcommittee and Related Entities Reports As Necessary

Richard DeBernardis, PBAA

- The route committee has started for next year's El Tour de Tucson. They'll be reviewing last year's route and making decisions. They take every suggestion under consideration and work in conjunction with the police and fire departments. They won't know the new route until about June.

Adam Wade, Facilities Subcommittee

- Talked about Camino De Le Canoa

- Next meeting is at Maker House, last meeting there.
- Looking for more involvement. Everybody on the BAC should be on a subcommittee

Wayne Cullop, GABA

- GABA Swap Meet coming up next month
- Voted to support Cyclovia. \$5000 donation this year. A big decision for the board.
- A statistic to illustrate the growth of cycling in Tucson from GABA's viewpoint. Last year they had over 100,000 rider-miles. At this point of the year, they are 70% more than they were at this time last year. It's moving up in terms of getting riders out on rides.

Kylie Walzak, LSA

- Wrapped up season of Kidical Mass rides last week. 6 events since October, attended by 550 families. Given out 450 helmets. Average of 75 scoops of ice cream per event. They'll do it again next fall. Good way to get young riders educated and excited.
- There's a Light the Night on Tuesday. It's at the southwest corner of Broadway/Alvernon at Reid park. They have 120 bike lights to give away.
- The Bike Fest Tucson website is up. Please post your rides, celebrations and business discounts/awards. They are encouraging businesses to give out discounts for the entire month of April rather than specific dates. Already starting to get a ton of listings. bikefesttucson.com.
- Cyclovia Planning is full speed ahead. Cyclovia is April 19. The BAC used to have an outreach committee and a presence at Cyclovia. They are looking for volunteers for BAC outreach. Talk to Brian about it.
- Thanks to GABA for supporting Cyclovia this year!

Tom Hausam, SCVBAC

- To help the shootout riders, the sheriff's auxiliary set up stops to clear the intersection at Duvall and Mission. Riders could make the turn without stopping. However, the mine got the county to shut it down because of liability concerns. Their mine trucks don't have very good brakes.

13. Announcements

Richard DeBernardis said he had received word from Chuck Huckleberry that they only need to raise \$1.5 million in support of the velodrome. There's a Bond Committee meeting Friday morning at the DoubleTree. The call to the audience will be at the end of the meeting however, after all the decisions have been made.

David Bachman-Williams said there will be Bicycle Racing this weekend in the form of the Tucson Bicycle Classic, one of our premier professional bike races. It's Saturday and Sunday.

14. Adjournment — at 7:52 p.m.

Attendance:

David Bachman-Williams, Pima County
Brian Beck, Pima County
Raymond Copenhaver, Pima County
Wayne Cullop, Pima County
Collin Forbes, Pima County
Tom Hausam, Pima County
Anne Padias, Ward 5
Darlane Santa Cruz, Ward 1
Robin Steinberg, Pima County
Kylie Walzak, Ward 3
Adam Wade, Oro Valley
Ed Yasenchack, DMAFB

Audience:

Jessica Hersh-Ballering, TDOT
Ann Chanecka, TDOT
Gabe Thum, PAG
Howard Strause, Cactus Cycling Club
Kelley Matthews, Bike Ranch
Dann Hunt
Don Hunt
Peter Lasher
Paul Minnis, Citizen
Deputy Ryan Roher, PCSD
Sgt David Fernandez, TPD
Margot Garcia, Broadway Coalition
Nancy Ellis, Oro Valley
Adelina Martin, Town of Sahuarita
Richard DeBernardis, Perimeter Bicycling
Bill Adamson, SCVBAC
Matt Zoll, PCDOT
Mely Bohlman, Pima County/UA

TPCBAC Rolling Attendance Chart

Name	Rep	Apr 2014	May 2014	Jun 2014	Aug 2014	Sep 2014	Oct 2014	Nov 2014	Dec 2014	Jan 2015	Feb 2015	Mar 2015
David Bachman-Williams	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
David Bui	Ward 6	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
John Cousins	Ward 4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wayne Cullop	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Glenn Grafton	UA	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tom Hausam	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cameron Hummels	Mayor's Rep	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ian Johnson	Ward 2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Anne Padias	Ward 5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Eric Post	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Darlane Santa Cruz	Ward 1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Robin Steinberg	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Adam Wade	Oro Valley	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kylie Walzak	Ward 3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ed Yasenchack	DMAFB	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sgt David Fernandez	TPD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Deputy Ryan Roher	PCSD	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

REQUIRED ATTENDANCE. In accordance with Section 10A-134(e) of the Tucson Code, a member will be automatically and immediately removed from the Committee if that member misses four (4) consecutive meetings or fails to attend at least forty (40) percent of the meetings in a calendar year.

From Damion

Man Commuter

I'd like to nominate **Jim Davis** for Bike Commuter of the year. Jim works for Tucson Fire Dept. A few years back, the fire chief told all the firemen that they were going to need to put in some time of the work day into being physically fit. I think this was directed at more of the desk jockeys/admin and others. Jim took up cycling at that time. What started as a mandate from work has turned into a full blown bike obsession. Not only is Jim commuting every day, but he is also racing his bike, and has become a known and welcomed face in that community. I think that is what makes his story so special (even if it is common). One discipline, like commuting, can lead to a bike obsessed life. Last year Jim logged over 12,000 miles. In addition to riding, Jim is one of the friendliest and outgoing people I've ever met while riding. Every day I come across Jim on the Bike he has a huge smile, endless encouragement for everyone he sees, and my day is simply better.

Female Commuter

I go to a few hundred bike rides and events every year. At all of these events, there is one person I see more than any other. This is **Alisa Payne Neave**. Many people might not notice her, but she is always doing something to help. She is often the first there and the one of the last to leave. She has been active in getting her own kids on bikes, riding with her husband, Arnold. She rides on the road, she rides on the MTB. She has helped with Look Save a Life, On the news for Silverbell Road about the cars driving in the bike lanes, Camped out for the youth ride on the AZ Trail.

Tom Hausam

Male Commuter

We here in the Southern part of Pima County feel that we have a nominee for "Commuter of the Year" who is very deserving of such a title. That person is **Ruperto del Angel**. Ruperto has been commuting from his home in the rural area of Elephant Head to his job at the Safeway store on Continental in Green Valley for 14 years. That commute is 28 miles round trip, and since Ruperto does not own a car he completes the bike ride in the heat, cold, rain, and snow and at the various times of light and dark depending on his schedule. His store manager says that he is very dependable and is always there when he is scheduled to work. His bicycle is his sole means of transportation. Ruperto has also been attending our "Ride of Silence" here in Green Valley since its inception and is looking forward to this year's event. Oh, and did I forget to mention that Ruperto's birthday is March 27th. He will be 60! I am proud to be able to nominate Ruperto for "Commuter of the Year". Sincerely, Tom Hausam

Bill Adamson, seconded by Tom Hausam

Staff person

I think **Matt Zoll** is long over due for recognition as "Staff of the Year". Matt was my mentor along with Roy Schoonover when we started becoming bike advocates and started SCVBAC. He continues to be the bicycle safety expert SCVBAC counts on for advice. He encouraged us to apply for TE Grants in the past, and we won 3. One was White House Canyon Road, and it was his idea to include the off road paved path to the school. He is a nationally recognized (maybe worldwide) bicycle safety expert and has a good relationship with Andy Clarke, CEO LAB. He encourages bike facilities improvements and education all over the region regardless of Jurisdiction. I could go on and on, but David said to be brief. If you agree with me, pls forward this to David with your endorsement. Thanks-----Bill

I wanted to "second the motion" regarding Bill Adamson's recommendation that Matt Zoll is our nominee for the "Staff of the Year" award. Of course I have known Matt just for the last couple of years but he seems to have information and help regarding every project and problem that we have down here in the Green Valley area. He is very willing to travel to our bicycle areas of interest and bike ride the roads and paths with us.

Thank you for officially throwing his hat into the ring. Tom Hausam

Wed, March 25 2015
FACILITIES SUBCOMMITTEE
OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE

Meeting Minutes

The **FACILITIES SUBCOMMITTEE** conducted a meeting at **6:30 P.M., Wed, March 25th, 2015** at the JOEL VALDEZ LIBRARY at 101 N. Stone Avenue in the Second floor Santa Rita conference room in downtown Tucson, Arizona.

1. Call to Order / Roll Call / Call to the Public

- Call to order at 6:30
- Present Brian Beck, Tom Hausam, Jessica Hirsh-Ballering, Matt Zoll, Ray Copenhaver, David Bachman-Williams, Adam Wade
- No Public Speakers

2. Approval of Minutes (Feb 2015)

- Several minor corrections made to the February minutes
- Motion made by Brian Beck to approve minutes with noted changes seconded by Ray Copenhaver
 - Passed unanimously

3. Update and Review of Project

Thornydale to Santa Cruz on CDO: In progress to be completed by summer, CDO path from La Canada to La Cholla has been pushed back to 2016.

La Cholla from Tangerine to Overton reconstruction is in design this year and construction next year.

Camino de la Tierra at Rillito to go to construction this summer, maybe.

Freeman shoulders from Broadway to Speedway is now done.

Anklam repaving is either underway or will start soon.

Signs for bridges are still in process of requesting permission. Connecting paths will have sign saying what street it is facing cyclists and "Loop" facing street.

Oracle and River RSA Jessica is not sure what is happening with that.

4. Blue Lane on Skyline and Sunrise

David moved, Brian seconded to send email request to the county for lane markings at this intersection: Yield To Bikes on the Skyline travel lane and an extra Look sign for the bikes 50 feet before the existing one. Motion passed unanimously.

Brian asked that we put the intersection of Tanque Verde and Wrightstown on the May agenda.

5. Kolb and Valencia

Ask Gabe to tell us what is going on at the May meeting since it is an RTA project.

6. Decaying wooden bridge on shared use path near Craycroft

Wood bridge on Barraza Aviation shared use path between Craycroft and Swan. Jessica says the city is working on how to get this fixed. Will report at main BAC.

7. Oro Valley Facilities Letter

Letter to Oro Valley about shared use lanes: Adam talked with Oro Valley staff. The impression Adam got was that they want to go away from calling shoulders bicycle lanes. So they are unwilling to put bicycle markings on them. For example the reconstructed Tangerine will have nice wide shoulders but no bicycle signage on the asphalt. Marana has the same policy. They are referring to them as shared use lanes since they can be used by bicycles, vehicles turning right, break down lanes, etc. Matt says that the national standards make bicycle symbols optional in these cases.

Adam will write a draft letter for the next Facilities meeting. This would include the issue of signage for bicyclists for key destinations bicyclists would want to get to. National research and Collin can show the wrong way riding statistics.

8. Topics for future agendas

- Tanque Verde crossing Wrightstown
- Kolb and Valencia: Ask Gabe Thum from PAG to provide more information
- Dual Permissive Left turns
- Buss pullouts and raised bike lanes

9. Staff Reports and Announcements

Jessica reported that the Toucan will go in at 5th and Euclid. Also the City will do a bicycle parking inventory of downtown areas.

Matt reported that May 2nd will be the official opening of the Santa Cruz path south of Silverlake.

10. Adjournment

Tucson / Pima County Bicycle Advisory Committee
Platinum Challenge Task Force

Monday February 23, 2015

DRAFT Minutes

Submitted by Matt Zoll

1. Call to Order - Roll Call: 2:08 p.m.

Members present: Eric Post, Nancy Ellis, Matt Zoll, Richard DeBernardis, Wayne Cullop, David Bachman-Williams, Matt Christman, Bill Adamson, John Pilger, Jessica Hersh-Ballering, and Susan Reed

2. Approval of January 26th, 2015 minutes: Eric mentioned the minutes may not include all members who were present. Jessica Hersh-Ballering and Elaine Mariolle were also at the meeting. Also Bill Katzel's name was spelled incorrectly. Also under item 4, last paragraph, language was added to last sentence (underlined) "Vote taken and passed with one vote in opposition (13 yeas, 1 nay)". Corrected minutes approved unanimously.

3. Call to the Public: No public was present.

4. Announcements: There were no announcements.

5. Review of Action Items: Status of the action items is as follows:

Chris to contact Sahuarita: completed

Matt to provide Michael Benz's email address for Tohono O'odham: completed

Matt to provide Mick Jensen's email for City of South Tucson: completed

Matt to provide Scott Beck's email for ADOT: completed

Eric to fix Matt's email address: completed

Richard DeBernardis to contact Pasqua Yaqui: in progress

Eric to find out from LAB who can sign the application: to be determined

Eric to find out if ADOT is eligible to be part of Platinum: to be determined

Eric to distribute the link to the prior application for Pima County: in progress

Eric to get link to the current application: Wayne will do (see below)

Matt to see if Bill Nesper or Andy Clarke can be on the phone for next meeting: need list of questions first for them before asking Bill and Andy to join a conference call

Matt to see if LAB will even out the criteria for ridership, i.e., even out commuters, MTB, recreation and visitor riders: this can be one of the main questions we ask

New action items:

Matt to find out if Pima County administrator can sign application (counties are the highest form of local government) with letters of support from local incorporated jurisdictions

Wayne to provide new application form to task force members

Wayne to go through application questions and map them to 5 E's for task force chairs, will email to them first

Wayne will send out list of Platinum Challenge members

6. Discussion on the plan to application submittal:

Richard requested we establish year's schedule for Feb 2016 application date, works best on deadlines.

Wayne mentioned 50 percent of total grade is for ridership and crashes, where we scored lowest.

Matt mentioned if we request that LAB needs to consider all of our ridership, not just commuters, then LAB would have to do the same for all applicants. Adequate counts or surveys don't exist to cover the majority of bike trips (commute trips typically only account for about 22 percent of all trips).

David indicated there's a new Diamond BFC category, doesn't think the bar has been raised to achieve Gold or Platinum.

Eric will be meeting with Steve Clark at National Bike Summit. Steve stated that a big roadblock to Platinum is bike crashes along streetcar tracks and door zone.

David indicated that the city is not collecting data on bike crashes along streetcar line.

Jessica stated there are education efforts for cycling along the streetcar line, engineering treatments including developing alternate bike routes.

David mentioned the filler material proposed for helping prevent streetcar tracks may not be functional (degrades). He stated there was no response from city to request to install filler at Congress/Toole curve.

Wayne mentioned BFC feedback was to do road diets, develop bike share, and have Cyclovia on downtown streets. David said it would be very difficult to close downtown streets. Susan indicated Chicago closes 15 miles of Lakeshore Drive downtown for bike events.

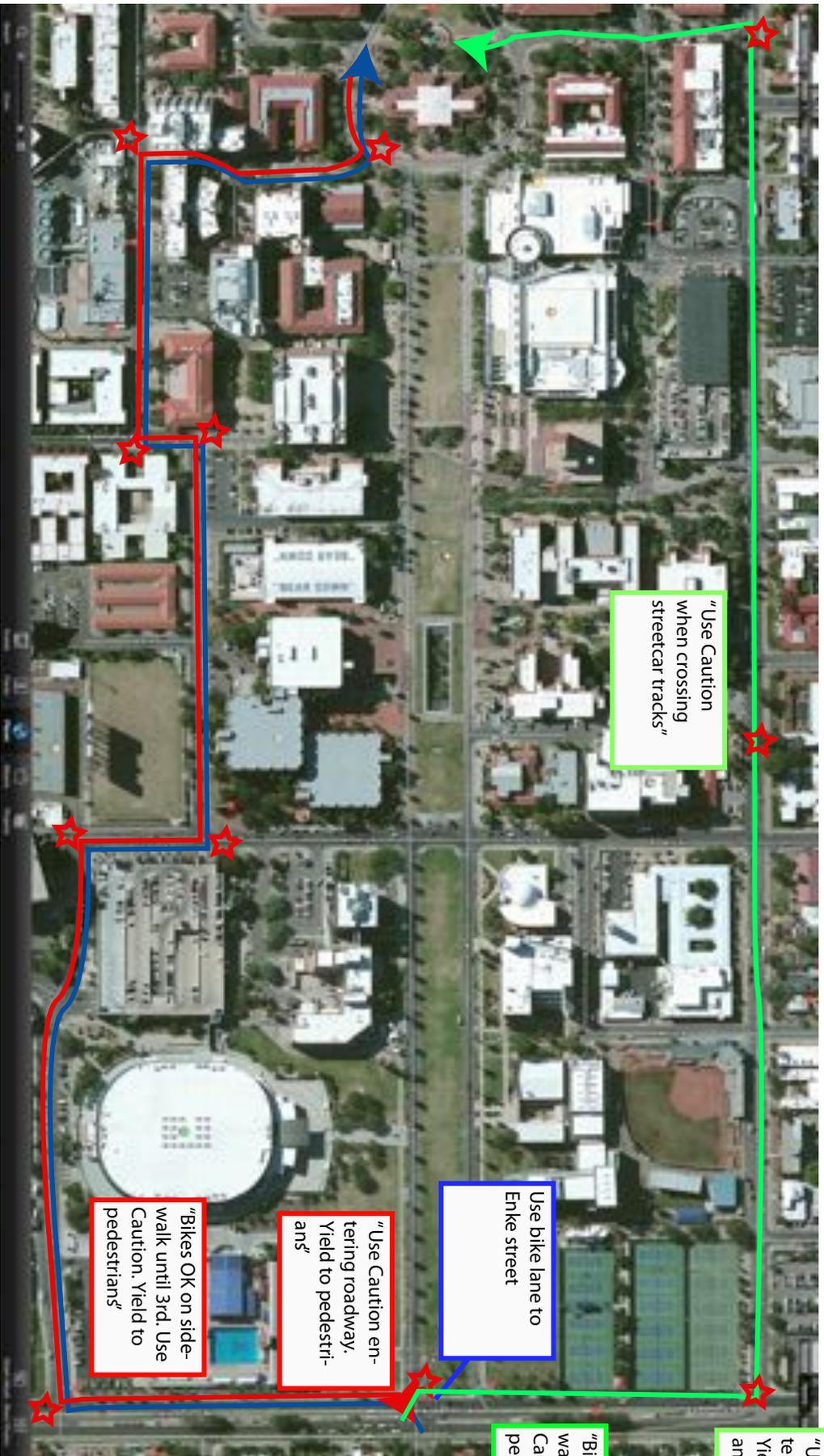
Matt mentioned that for crash data the committee should get that from ALISS (Accident Location Identification Surveillance System). However, many serious bike crashes including fatalities are sometimes not included in ALISS.

7. Potential topics for next meeting:

Next meeting will be Monday March 23rd from 2 to 4 pm at PBAA. Potential topics include:

- a) Review of mapping of E's
- b) Discuss list of appendix items
- c) Each E manager give short summary of difficult questions and what data we need

8. Adjourn: 3:55 p.m.



☆ Detour Route Signage



West Bound A



East Bound



West Bound B

"Use Caution when crossing streetcar tracks"

Use bike lane to Enke street

"Use Caution entering roadway. Yield to pedestrians"

"Bikes OK on sidewalk until 3rd. Use Caution. Yield to pedestrians"

"Bikes OK on sidewalk until 2nd. Use Caution. Yield to pedestrians"

"Use Caution entering roadway. Yield to pedestrians"

HERE ARE THE FIRST-EVER NATIONAL FINDINGS ABOUT 'INTERESTED BUT CONCERNED' BIKERS

March 12, 2015

Michael Andersen, Green Lane Project staff writer

SHARE



Photo: [Christopher Porter \(https://www.flickr.com/photos/canadianveggie/\)](https://www.flickr.com/photos/canadianveggie/).

For 10 years, urban policymakers have been talking more and more about the so-called "interested but concerned" — people who would like to bike more but who are, for some reason, held back.

Make biking attractive to those people, the thinking goes, and [great things](http://www.peopleforbikes.org/blog/entry/want-better-streets-in-america-go-to-denmark) (<http://www.peopleforbikes.org/blog/entry/want-better-streets-in-america-go-to-denmark>) can happen to a city: road capacity [rises](http://www.peopleforbikes.org/blog/entry/four-simple-lessons-from-austins-brilliant-new-bike-plan) (<http://www.peopleforbikes.org/blog/entry/four-simple-lessons-from-austins-brilliant-new-bike-plan>), parking shortages [ease](http://www.peopleforbikes.org/blog/entry/streets-with-scarce-auto-parking-are-the-best-places-to-remove-auto-parking) (<http://www.peopleforbikes.org/blog/entry/streets-with-scarce-auto-parking-are-the-best-places-to-remove-auto-parking>), auto dependence [declines](http://www.peopleforbikes.org/blog/entry/does-better-biking-help-poor-people-denmark-shows-the-slow-huge-payoff) (<http://www.peopleforbikes.org/blog/entry/does-better-biking-help-poor-people-denmark-shows-the-slow-huge-payoff>), development costs [fall](http://bikeportland.org/2014/01/14/portland-project-will-have-1200-bike-parking-spaces-most-in-north-america-and-it-might-not-be-enough-99812) (<http://bikeportland.org/2014/01/14/portland-project-will-have-1200-bike-parking-spaces-most-in-north-america-and-it-might-not-be-enough-99812>), public health [improves](http://www.peopleforbikes.org/blog/entry/good-news-studies-show-bike-commuting-is-one-of-the-best-ways-to-stay-healthy) (<http://www.peopleforbikes.org/blog/entry/good-news-studies-show-bike-commuting-is-one-of-the-best-ways-to-stay-healthy>).

Since then, [several](http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf) (http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf) local [studies](http://www.peopleforbikes.org/blog/entry/selling-biking-bike-images-that-people-like) (<http://www.peopleforbikes.org/blog/entry/selling-biking-bike-images-that-people-like>) have explored the opinions of these people, usually within cities that were already fairly bike-friendly. But since the "interested but concerned" concept was [popularized](http://bikeportland.org/2006/12/07/what-type-of-cyclist-are-you-2650) (<http://bikeportland.org/2006/12/07/what-type-of-cyclist-are-you-2650>), there's never been a study of these people at the national level.

Until now, that is.

A new national survey interviewed 9,376 adults who want to bike more



Photo: [10 10 \(https://www.flickr.com/photos/39570195@N08/7067783623/\)](https://www.flickr.com/photos/39570195@N08/7067783623/).

As part of its new [national survey \(http://peopleforbikes.org/participation\)](http://peopleforbikes.org/participation) about bicycling participation, PeopleForBikes [hired a public research firm \(http://www.peopleforbikes.org/pages/methodology-participation-study\)](http://www.peopleforbikes.org/pages/methodology-participation-study) to anonymously ask thousands of U.S. adults a series of questions. One of them: whether they would like to ride a bicycle more often.

To make sure people weren't lying to make us happy, we also asked whether they'd ever visited an imaginary website, and then disregarded all answers from people who claimed they had. After that, to ensure a representative sample, we weighted the remaining answers by age, gender, region, ethnicity, and income to make the sample look like the United States.

As we shared here last week, [53 percent of American adults answered that yes, they want to bike more \(http://www.peopleforbikes.org/blog/entry/measuring-how-america-rides\)](http://www.peopleforbikes.org/blog/entry/measuring-how-america-rides).

But that question also gave us an opportunity to do something else: to look more closely at the situations of the people who answered "yes" to this question. By comparing their answers to different questions, we can explore one of the holy grails of bicycling advocacy: what the most important obstacles to biking might be.

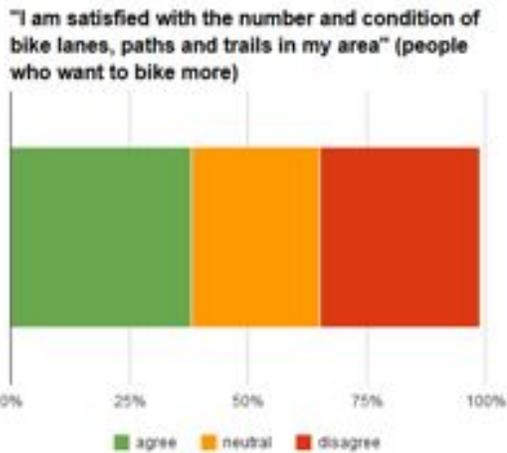
After a week of looking closely at the [numbers \(https://docs.google.com/spreadsheets/d/1IPfmHONGuue317yBwWjnPOWD_3FyWTrrroGXtLRyORfw/edit?usp=sharing\)](https://docs.google.com/spreadsheets/d/1IPfmHONGuue317yBwWjnPOWD_3FyWTrrroGXtLRyORfw/edit?usp=sharing), here are our six most interesting discoveries.

1) One third of people who want to bike more are dissatisfied with existing bike infrastructure



Chicago's Milwaukee Avenue. Photo: [John Greenfield \(https://www.flickr.com/photos/24858199@N00/\)](https://www.flickr.com/photos/24858199@N00/).

Among people who would like to ride more, 34 percent disagree with the statement below, 26 percent are neutral and 38 percent agree.



This is actually slightly better than the population at large (31 percent of all adults agree with the statement), which probably reflects the fact that people who like to bike tend to live in bike-friendlier areas. But it still leaves a huge share of adults who disagree — and speaks to the fact that in the United States, we simply haven't built enough bike-friendly neighborhoods to serve even the people who currently wish they could live in them.

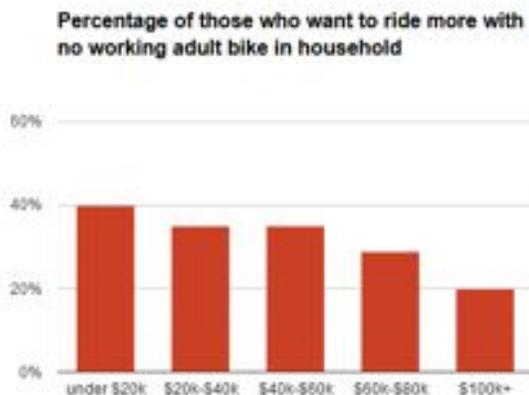
2) Bicycle ownership is a major barrier to riding, especially among poorer households



Indianapolis, Indiana.

It's pretty hard to ride a bike regularly if you don't own one—or, even more frustrating, if your tire went flat or your brake cable snapped and you've never gotten around to fixing it.

The good news is that adults who know they want to ride more are about 25 percent likelier than the population at large to have at least one working adult bike in their home. But even among these interested adults, 35 percent still have no bike. This problem is dramatically higher for low-income families:



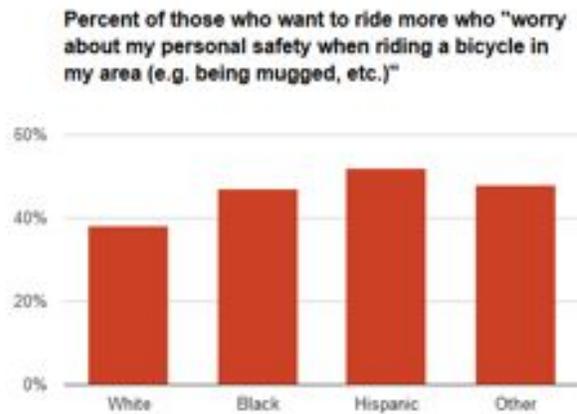
This is actually a powerful argument for (among other things) [affordable, accessible bike sharing](http://betterbikeshare.org) (<http://betterbikeshare.org>). Because bike-share systems essentially pool bike purchase and [maintenance](http://www.peopleforbikes.org/blog/entry/bike-mechanics-emerge-as-key-component-of-citi-bikes-equity-efforts) (<http://www.peopleforbikes.org/blog/entry/bike-mechanics-emerge-as-key-component-of-citi-bikes-equity-efforts>) costs among many different people, they can be even cheaper than bike ownership as a way to get around.

3) Fear of being personally targeted is a major barrier to riders of color



Photo: [waltarrrr \(http://www.flickr.com/photos/waltarrrr/6235312735/\)](http://www.flickr.com/photos/waltarrrr/6235312735/).

Traffic collisions aren't the only physical threat that keeps people off bicycles. Depending on what you look like and where you live, you might be biking less than you'd like because you're afraid of being targeted by a criminal — or maybe, sad to say, by law enforcement (<http://www.peopleforbikes.org/blog/entry/communities-of-color-bear-the-brunt-of-sidewalk-biking-enforcement>). On average, 41 percent of people who want to bike more feel agree with the statement below, but there's a lot of variation by race — more than the variation by gender, region or income.



According to this survey, white adults who want to bike more are least likely to have this concern; 38 percent do. But the concern is shared by more than half of Hispanic adults who want to bike more: 52 percent.

4) The western United States is much better at the bike + transit combo

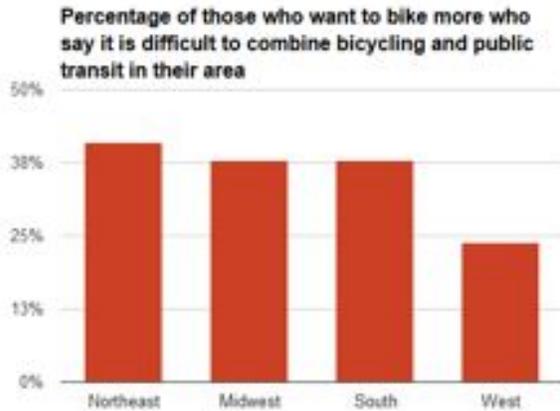


Photo: [Radcliffe Dacanay \(https://www.flickr.com/photos/40995849@N00/2275961155/\)](https://www.flickr.com/photos/40995849@N00/2275961155/).

Bicycles are the "secret weapon of suburban sustainable transport (<http://www.peopleforbikes.org/blog/entry/outer-london-is-about-to-embrace-the-secret-weapon-of-the-suburbs-the-bicyc>)," says Ben Plowden of Transport for London. By designing all-ages bikeways that connect to public transit routes and hubs, U.S. suburbs can

dramatically reduce car dependence and start increasing transit quality.

But to do that, you've got to be able to ride your bike to the rail station, load it onto a bus rack, park it securely while you're away and so on. Our survey found that 35 percent of U.S. adults disagree with the statement below, compared to 26 percent who are neutral and 38 percent who agree. Intriguingly, the answer to this question varies widely by region. "Interested but concerned" bikers in the western United States are far more likely to be satisfied with bike-transit integration. Cities and transit agencies east of the Great Plains should look to Asia and Europe for ideas, but they can also look west.

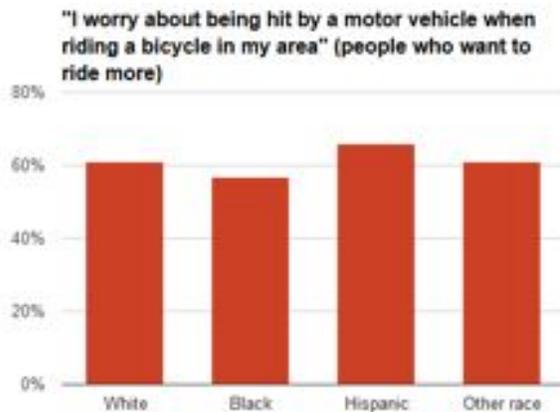


5) Every group worries a lot about getting hit by cars, but some more than others

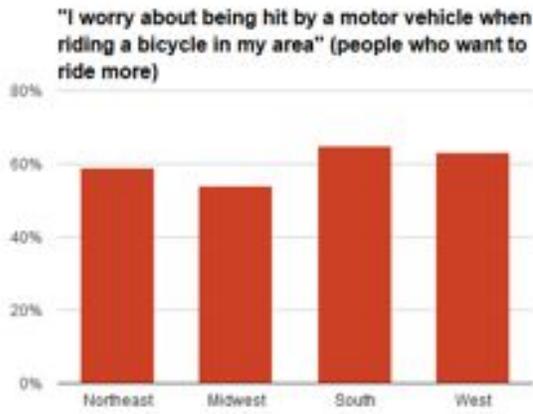


Monroe, Wash. Photo: [Papahazama \(https://www.flickr.com/photos/50475181@N00/7328245192/\)](https://www.flickr.com/photos/50475181@N00/7328245192/).

There wasn't much divide on this issue among men and women or among people of different incomes. There was a bigger difference by race and ethnicity. Black adults were the least likely to agree with this statement (though still 57 percent) and Hispanic adults the most likely (a whopping 66 percent).



But the biggest divide of all was actually by region, with 65 percent of adults in the South agreeing with this worry and only 54 percent of adults in the Midwest.



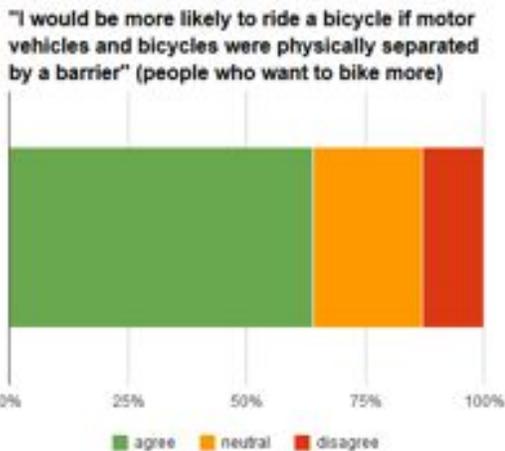
This brings us to our final observation...

6) Every single demographic group wants protected bike lanes



Schenley Drive, Pittsburgh.

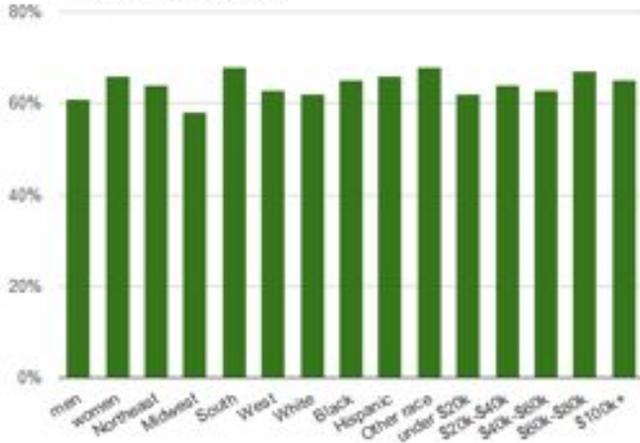
Not much ambiguity here.



Compared to 46 percent of the general population, an overwhelming 64 percent of people who would like to bike more say that protected bike lanes would make a difference to their transportation choices. Of this "interested but concerned" group — which, to reiterate, consists of *half the U.S. adult population* — only 13 percent disagreed with the statement above.

As with the other questions, we broke this finding out by gender, region, income and race to look for trends within the data. We found exactly one trend: everyone feels more or less the same way.

Percentage of those who want to bike more who say they would be more likely to do so if bike lanes were physically separated by a barrier



And that's all we have to say about that.

The Green Lane Project (<http://peopleforbikes.org/green-lane-project/>) is a PeopleForBikes program that helps U.S. cities build better bike lanes to create low-stress streets. You can follow us on [LinkedIn](https://www.linkedin.com/company/the-green-lane-project/) (<https://www.linkedin.com/company/the-green-lane-project/>), [Twitter](http://twitter.com/GreenLaneProj) (<http://twitter.com/GreenLaneProj>) or [Facebook](http://facebook.com/TheGreenLaneProject) (<http://facebook.com/TheGreenLaneProject>) or sign up for our [weekly news digest](http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest) (<http://www.peopleforbikes.org/pages/green-lane-project-weekly-news-digest>) about protected bike lanes. Story tip? Write michael@peopleforbikes.org.

SHARE ON FACEBOOK

([https://twitter.com/home?status=Here%20are%20the%20first-](https://twitter.com/home?status=Here%20are%20the%20first-ever%20national%20findings%20about%20interested%20but%20concerned%20bikers%20http://t.co/pfIPwwbS70%20http://t.co/RnMNCa)

SHARE ON TWITTER

<https://www.facebook.com/sharer/sharer.php?u=http://www.peopleforbikes.org/blog/entry/here-are-the-first-ever-national-findings-about-interested-but-concerned-bi> [ever%20national%20findings%20about%20interested%20but%20concerned%20bikers%20http://t.co/pfIPwwbS70%20http://t.co/RnMNCa](https://twitter.com/home?status=Here%20are%20the%20first-ever%20national%20findings%20about%20interested%20but%20concerned%20bikers%20http://t.co/pfIPwwbS70%20http://t.co/RnMNCa)

See all Protected Bike Lanes blog entries (</blog/category/protected-bike-lanes>)

Ghostery blocked comments powered by Disqus.



CITYFIXER

The Complete Business Case for Converting Street Parking Into Bike Lanes

An annotated, chart-filled review of 12 studies from around the world.

ERIC JAFFE | [@e_jaffe](#) | Mar 13, 2015 | [Comments](#)



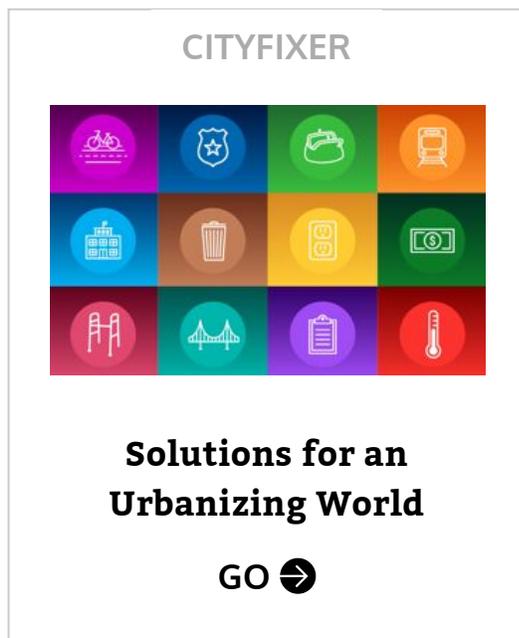
[acme08 / flickr](#)

San Francisco is moving forward with a plan to add protected bike lanes on Polk Street, one of the busiest cycling corridors in the city, but the decision didn't come easy. The [San Francisco Examiner reports](#) that the plan endured about 2.5 years of debate. At the center of the dispute was an objection to the

loss of on-street parking spaces by local merchants (our emphasis):

Some business owners had argued that a proposed loss of 140 parking spaces in the area would lead to financial losses, and they had pushed hard for **studies on possible economic impacts** in order to pause construction of the bike lane.

It's perhaps natural for a shop owner to fear that losing a parking space means losing revenue. Drivers tend to be wealthier than alternative transport users, and cars have big trunks to hold lots of stuff. Cities can add a bike lane and still keep street parking by bumping out spots from the curb (a common practice in New York), but generally speaking more road space for cyclists means less for cars.



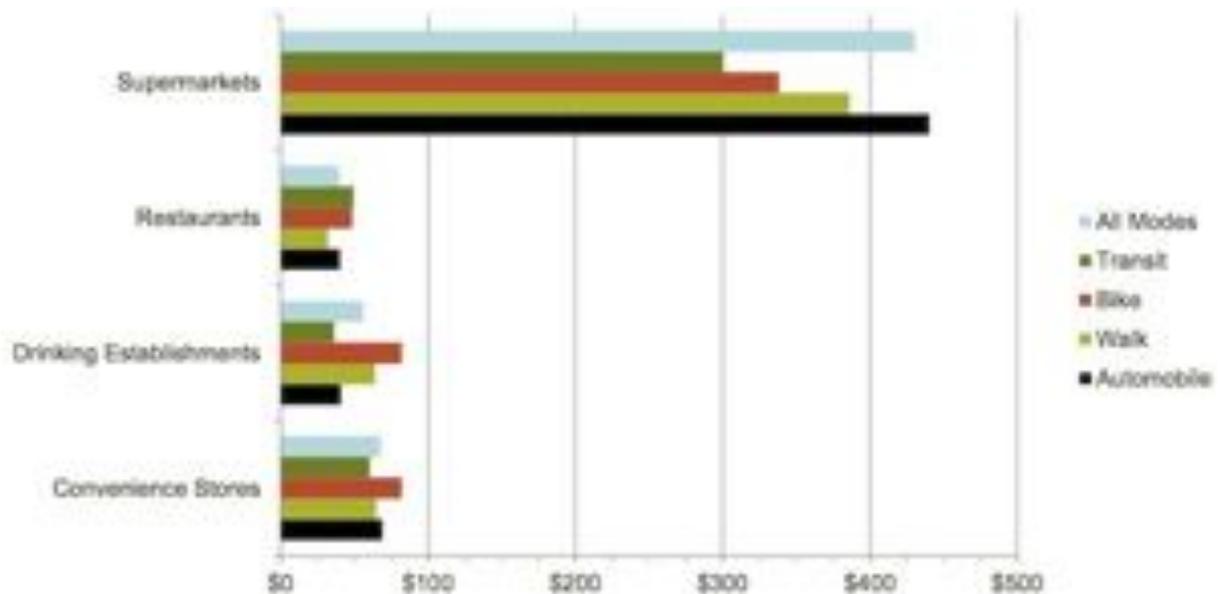
But here's the thing about the "studies on possible economic impacts" requested by retailers on Polk Street, or really wherever bike-lane plans emerge—they've been done. And done. And done again. And they all reach a similar conclusion: replacing on-street parking with a bike lane has little to no impact on local business, and in some cases might even *increase* business. While cyclists tend to spend less per shopping trip than drivers, they also tend to make more trips, pumping more total money into the local economy over time.

So to put these debates to rest we've compiled an annotated, chart-filled guide to every major study we know of conducted on the subject to date. Here they are, in no particular order, for your public meeting pleasure.

Portland, Oregon

An analysis of [78 businesses in metropolitan Portland](#) found that non-drivers, including cyclists, are "[competitive consumers](#), spending similar amounts or more, on average, than their counterparts using automobiles." So over the course of a given month, cyclists spent less than drivers on grocery trips, but more at restaurants, bars, and convenience stores. The common theme emerged: cyclists spend less per trip, but they make more trips.

Key chart:

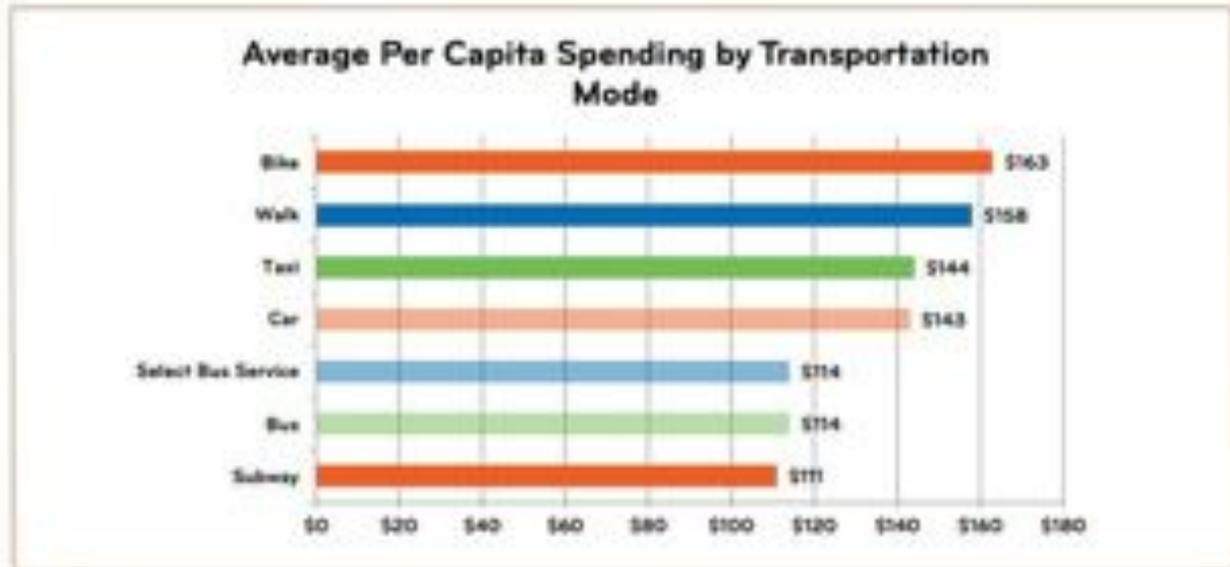


[Clifton et al](#)

East Village, New York City

A neighborhood [survey of 420 people](#) on First and Second avenues in Manhattan's East Village, home to protected bike lanes, found that aggregate spending by non-drivers accounted for 95 percent of all retail spending in the area. That's not too surprising in New York, given the great transit infrastructure, but the figures remain impressive. Cyclists spent about \$163 per week on average, compared to \$143 among drivers.

Key chart:



Transportation Alternatives

Auckland, Christchurch, and Wellington, New Zealand

A survey of 1,744 shoppers and 144 retailers in [nine shopping areas](#) in these three New Zealand cities found that drivers did spend more money per trip than non-drivers, \$47 to \$34. But in central city locations, the gap between drivers and cyclists was only \$4 per trip (\$47 to \$43, respectively). And non-drivers also spent more time in the shopping areas, suggesting that "the longer-term spending by sustainable users is likely to be higher than that of private vehicle users."

Key line:

This suggests that, in many cases, the benefit of encouraging more sustainable transport journeys to shopping centres outweighs the cost of reallocating space and improving the urban design in shopping centres.

Dublin, Ireland

Consumer behavior was studied along [two shopping avenues in Dublin](#):

Grafton Street and Henry Street. Merchants overestimated how many of their customers arrived by car—they guessed 13 percent on Grafton (it was actually 10 percent) and 19 percent on Henry (it was actually 9 percent)—and underestimated bicycle patrons. On Grafton Street, with better bike infrastructure, monthly cyclist spending was nearly even with driver spending: 228 to 237 euros.

Key chart:



O'Connor et al

Los Angeles, California

Business data was collected along [York Avenue in Los Angeles](#) before and after a road diet that replaced car lanes with bike lanes. The change was found to have "little effect on surrounding businesses, property values, and customer shopping patterns." Sales tax revenue, a proxy for business success, was higher on the section of York with the new bike lane than the section without it,

\$1,116,745 to \$574,778 (though revenues rose post-road diet in both sections).

Key chart:

	Road Diet	Non-Road Diet
Pre-road diet implementation	\$727,937	\$344,623
Post-road diet implementation	\$1,116,745	\$574,778
Absolute growth	\$388,808	\$230,155
Percent change	53%	67%

Cullen McCormick

Vancouver, Canada

This study of shops in downtown Vancouver [did find a net decrease](#) in sales after the implementation of a separated bike lane. But the analysis relied on business surveys, rather than actual sales data, which might have led to a response bias among the merchants who took the biggest hit. The little sales data that was received "indicated that the estimated loss in sales was not as high as reported in the surveys."

Key line:

Despite efforts to increase response with follow-up telephone calls, there is some degree of uncertainty about the randomness of the results obtained.

Toronto, Canada

Surveys were conducted with [61 merchants and 538 patrons](#) on Bloor Street in Toronto. It was found that only 10 percent of patrons drove to the shopping area, and that those arriving by foot and bicycle spent the most money per month. Report authors concluded that converting street parking into a bike lane in the area was "unlikely" to have a negative impact on business and that, on the contrary, "this change will likely increase commercial activity."

Key chart:

	Live or work in the area (294)	Live and work outside the area (242)	Walk (246)	Bicycle (64)	Public Transit (171)	Car (55)	Total (536)
< \$25	6%	31%	8%	11%	29%	24%	17%
\$25-\$99	21%	35%	16%	39%	37%	37%	27%
\$100-\$499	50%	29%	52%	42%	28%	30%	41%
\$500-\$999	14%	5%	17%	3%	3%	4%	10%
> \$1,000	9%	0%	7%	5%	3%	5%	5%

[Clean Air Partnership](#)

San Francisco, California

A few years ago, as San Francisco considered a congestion pricing scheme, merchants objected that the impact on driving would hurt their businesses. But a [survey of 1,187 shoppers](#) in major retail centers found that a majority of the consumers (60 percent) arrived by transit, walking, or cycling. In line with other studies, the researchers here also found that non-driving shoppers spent more per month than drivers because they visited the area more often.

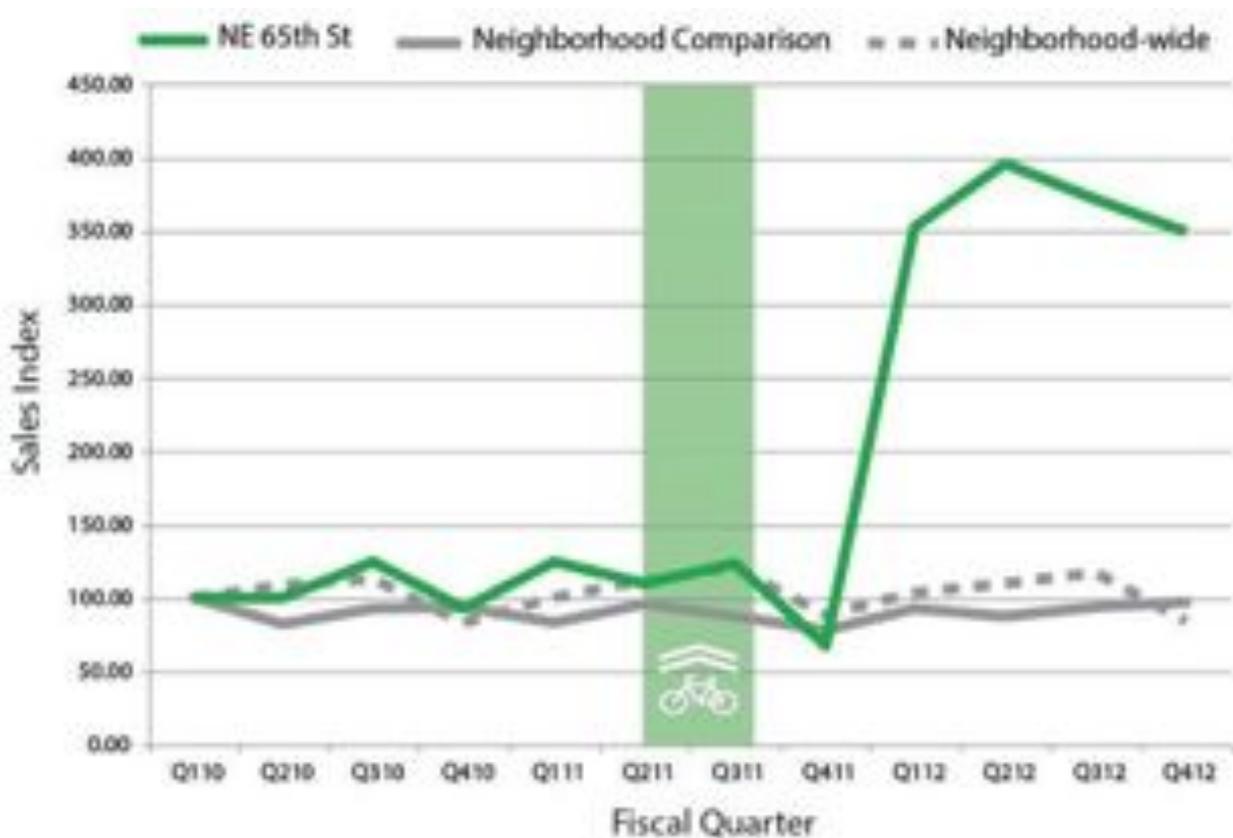
Key line:

The belief that recreational customers predominantly travel by car and spend more than transit riders is not reflected in the data, nor is this belief consistent with similar observations in other cities.

Seattle, Washington

University of Washington researcher Kyle Rowe [collected retail sales data](#) before and after a bike lane absorbed 12 street-parking spaces on 65th Street in Seattle. The sales index on 65th Street skyrocketed after the lane was put in place, especially compared with the index in the rest of the neighborhood. Business didn't spike around a new bike lane in the Greenwood district, but neither did it fall, leading Rowe to conclude that cycling infrastructure had no "negative impact."

Key chart:



(Via Kyle Rowe)

Davis, California

A [very recent study](#), from UC-Davis scholars Natalie Popovich and Susan Handy, analyzed nearly 1,900 shopping trips to downtown Davis made after the opening of a new Target store. Cyclists not only took slightly more trips than drivers did, but spent more per trip—leading to a monthly total spending

of roughly \$250 for cyclists to \$180 for drivers. The results were especially impressive considering they only reflect spending on the type of goods available at Target, not food or services.

Key line:

According to the extrapolated frequencies and per-trip spending—even without accounting for spending on food, drink, and services—study results indicate that the customers who travel by bike to shop downtown spend as much money as their car-driving counterparts or more each month.

Bristol, England & Graz, Austria

U.K. researchers recently [surveyed 840 customers and 126 merchants](#) in Bristol, England. The retailers thought their customers lived farther away than they really did, underscoring another misperception: that 41 percent drove to the shops, when in fact only 22 percent did. (Meanwhile, merchants guessed only 6 percent of customers rode a bike, when it was actually 10 percent.) Those numbers lined up well with similar travel mode misperceptions in a Graz, Austria, business district.

Key chart:

City	Walk Actual	Walk Estimated	Cycle Actual	Cycle Estimated	Bus Actual	Bus Estimated	Car Actual	Car Estimated
Graz	44%	25%	8%	5%	16%	12%	32%	58%
Bristol	55%	42%	10%	6%	13%	11%	22%	41%

Via [Sustrans](#)

Melbourne, Australia

The award for best infographic goes to research conducted on the shopping behavior of cyclists and drivers [in Melbourne, Australia](#). Researcher Alison Lee found that drivers spent more per hour than cyclists, about \$27 to \$16.20. But because six bikes can fit into a single automobile parking space—for a total hourly spending of \$97.20—Lee argued there would be an economic gain to using that space for bicycles instead.

Key infographic:



Figure 30 Retail spend per hour generated by one car parking space allocated to car parking in Lygon Street, Carlton, where the car park is fully utilised at all times by a car.



Figure 31 Retail spend per hour generated by one car parking space allocated to six bike parking spaces in Lygon Street, Carlton, where the car park is fully utilised at all times by six bikes.

Alison Lee

About the Author



Eric Jaffe is a senior associate editor at CityLab. He writes about transportation as well as behavior, crime, and history, and has a general interest in the science of city life. He's the author of *A Curious Madness* (2014) and *The King's Best Highway* (2010), and lives in New York.

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