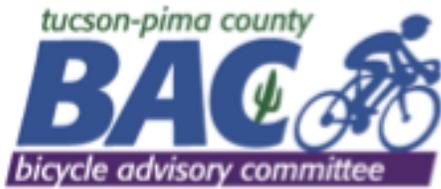


November Packet Guide

- 1 – November TPCBAC Agenda
- 2 – October TPCBAC draft minutes
- 3 – October TPCBAC attendance chart
- 4 – Facilities Sub-Committee Oro Valley Response Letter
- 5 – Mr. Farhad (PAG) response to TPCBAC
- 6 – 10.5 foot lane width letter
- 7 – Mr. Kazachic's response to TPCBAC regarding 3rd St. paving request
- 8 – October Facilities Su-Committee draft minutes
- 9 – October Urban Core Facilities Sub-Committee draft minutes
- 10 – October Santa Cruz Valley BAC minutes
- 11 – Article of interest: People Centric transportation planning



*Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Tucson-Pima County Bicycle Advisory Committee** and to the general public that the **Tucson-Pima County Bicycle Advisory Committee** will hold the following meeting which will be open to the public:*

Meeting Date: **Wednesday, November 4, 2015**

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

Meeting Time: **6 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.

REVISED AGENDA

Agenda Item	Projected Duration
1. Call to Order; approval of October 2014 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. Gail Hildenbrandt from the Coalition of Arizona Cyclists	20 min
4. Law Enforcement Staff Reports from TPD and PCSD	10 min
5. Letter to Oro Valley concerning repainting of arterials	10 min
6. Correspondence with PAGs Director, Mr. Farhad	15 min
7. Cyclovia Recap	5 min
8. Letter in support of 10.5 foot vehicular lanes	10 min

9. Support for the CASA Vulnerable User request **10 min**

10. U of A Vacancy **5 min**

11. Staff Reports **10 min**

Ann Chanecka or Andrew Bemis, City of Tucson;
Matt Zoll, Pima County;
Nancy Ellis, Oro Valley;
Brian Varney, Marana;
Adelina Martin, Sahuarita
Gabe Thum, Pima Association of Governments,
Vacant, UA

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

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

13. Announcements **2 min**

14. Adjournment

Next Meeting date is Wednesday, December 9.

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



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **October 14, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT APPROVED

prepared by Collin Forbes

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

David Bachman-Williams called the meeting to order at 6:01 pm.

Motion: by Ian Johnson to approve the September minutes. Seconded by Adam Wade.

Unanimous voice vote.

2. Call to the Public

No members of the public wished to address the committee.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Fernandez reported for the Tucson Police Department.

There was a fatal bicycle crash on September 16 at 22nd/Craycroft. The indications are the cyclist ran the red light at 22nd. He was on Craycroft going north and was struck by a motorist going east while he crossing the middle lane. The driver showed no signs of impairment and no citations were issued.

There were three "personal injury" crashes

- Speedway and Mountain, Oct 10. Cyclist westbound on Speedway and suffered a southbound right hook.
- October 11, 240 north Stone. Cyclist was southbound on Stone. Vehicle was also southbound. Cyclist abruptly turned right into the crosswalk. They don't know if the cyclist was in the protected bike lane or the left travel lane.

- September 16. The report for this crash was done online, and there wasn't much to go on in the narrative. If you do a report online, be detailed!

There were three hit & run crashes

- Valencia and Santa Cruz. The cyclist doesn't remember much. Was going westbound on Valencia and woke up on the side of the road. The crash happened about 5:55 in the morning.
- 4010 E Grant. Right hook on cyclist. Cyclist was westbound on Grant. Car turning from Sycamore. Witnesses may be able to identify the driver.
- 2909 N Oracle, the Oracle & River area. Cyclist was riding south on Oracle southbound and a motorist driving a vehicle stolen from the carwash at that address hit the cyclist as they were leaving the parking lot.

4. October Bike counts: Gabe Thum

It's time for PAG Bike Counts again. They are happening late in the month, and skipping the second weekend because of Cyclovia, and people would be counting the Cyclovia traffic.

We can sign up to help count. The PAG web site has a list of intersections that are available. If you see only a couple spots available, check back for more later. They are making the intersections available in priority order.

Motion: by Ian Johnson to write a letter to PAG thanking them for the bike counts and encouraging them to do more. Seconded by Collin Forbes. **Unanimous voice vote.**

5. Letter concerning 3rd Street bike arterial

This is a letter asking to the city to repave Third Street from Tucson Blvd to Country Club Rd to match the pavement between Campbell Ave and Tucson Blvd. It's not a road currently on their paving schedule. The pavement commission has a policy for arterials and these are set and selected. The commission helps select the residential streets, and they've been doing it by quadrant blocks. But bike routes and bike arterials go further than a certain block of streets.

The same type of paving commission for a Pima County Bond Committee may be using the same criteria as the city's Bond Commission. Our letter can help guide their policy.

TDOT has been sensitive to bike needs, but have been geographically constrained. The mill & overlay on Third was above and beyond the amount of paving for other residential streets.

Editing: The first paragraph mentions “Grip on handlebars.” The letter will be read by people who aren’t necessarily familiar and can be more reader-friendly. There are typos of “firm grip” and “deficient.” Use “but also dangerous” rather than “at the edge of danger”

Tom Hausam asked whether there is any data saying “bicycles are the real canaries in the coal mine for road quality.” We can definitely be an indicator for pavement. If you want to get bicycles on a road, pave it smooth! A very bumpy road is not going to attract cyclists. Adam Wade pointed out the previous bike counts could have some good data if you look up when road improvements were made nearby.

The committee agreed to send the amended letter with a unanimous voice vote.

6. Letter to City of Tucson regarding policy for approval of intersection improvement on major bicycle routes

This is a separate issue from the tickets at Third/Treat. The process for the city to make traffic changes can be derailed by a few residents. The letter is asking for them to amend the policy to let engineers and planners enhance the usefulness and safety of the streets without having to beg approval from the neighborhood.

David Bachman-Williams: This is one of the little tidbits where policy makes us second-class citizens as cyclists. Main roads for cars are arterials, but major bike routes are considered as residential streets. “Bike Arterials” should come under the same rules as “Car Arterials”

Who sets the policy? Who should the letter go to? We can send the letter to Mr Cole at TDOT who can forward the letter to Mayor and Council to support that. We want to let the TDOT staff come up with a good recommendation and then be able to send that to Mayor and Council.

The committee agreed to send the amended letter with a unanimous voice vote.

7. Bike Share status

The Bike Share program reached a recent milestone and is now allowed to spend money from the next pot. There had been issues with the city procurement, but they were fixed.

They are moving into the next phase, which is environmental clearance for the site locations. Over the next 8 or 9 months there will be lots of neighborhood meetings.

They still need to choose a vendor.

8. RTA policy banning TAP money for programmatic uses

In the past, TAP money that had been available for projects and programs will now be used only for projects. We had seen this money used for safe routes to school programs in both the county and the city. Under the new policy, jurisdictions won't be able to apply for that money.

The Safe Routes to School programs have been very successful and useful. We will need to find money somewhere else to continue that. The Letter asks Mr Farhad Moghimi and the executive council to reconsider their decision.

Also, it's federal money with a short window of time to allocate it. If not allocated in the window, it's lost. If projects can't be organized in time, they can lose that window. It can be a challenge to get the matching fund obligations figured out in time. Under the new policy, it will be harder to use money.

For the existing money, the RTA is recommending jurisdiction to look for projects already "federalized" in the queue and apply the money to that. It can be construed to grab the money to help projects which are already in the process.

Gabe Thum pointed out, in the 2019-2020 fiscal year, all the federal monies are going to go to support existing RTA projects. This is because of shortfalls in the local sales tax funding. Ian Johnson summarized: to maximize efficiencies, they are taking the scarce money for biking and walking to put them into big road projects. This means federal money is going to go toward our sales tax shortfall, which is probably not what the voters wanted when they voted for the RTA.

Gabe said it's very convoluted. The executive director is also getting direction from regional directors without explicit council action. The RTA isn't clear about what happens on a shortfall. PAG is taking a lot of steps to help reduce costs. Everything is getting a haircut.

David Bachman-Williams pointed out last year's round of TAP funding went to Safe Routes to School for Pima County, Safe Routes to School for the City of Tucson and the city's Bike Share program. In the past the RTA Bike/Ped subcommittee has valued these programs and voted for them. This year, they can't discuss them or look at them. It's already been edited out.

This affects cycling in Tucson. PAG hasn't consulted with us. What are we, a potted plant? David intends to follow this up personally; he doesn't feel like we've been properly consulted and treated fairly in the process. Sending the letter is effectively permission to speak to officials about the issue later.

The committee agreed to send the letter with a unanimous voice vote.

9. Church Ave. Open house announcement, Oct. 26

Andy Bemis reported about the open house for the upcoming Church Ave Road Diet. Please attend if you can. The road diet is less than a mile, from 6th St to Cushing Street. In that stretch, there's more than 9 different cross sections of roadway. Some places have lots of driveways, others have on-street parking. It's possible they may not be able to put in a protected bike lane.

David Bachman Williams said it's important to get bicycle supporters to attend to show support. We need to be public in our support of changing the infrastructure in the right directions. It helps TDOT to do more in the future if they don't have to worry about defending themselves from complaints at every turn.

9. Pizza Party for police report processing

Police Reports have been piling up. We'd like to get started processing them again and can do so as a group at Eric Post's office. It would be a training session at first, and you can work on them online later.

Collin Forbes needs to work on several upgrades to his database server before we can process more reports.

10. Staff Reports

Andy Bemis.

- Church Road Diet, the open house is coming soon and there is a handout available.
- Cyclovia is November 1, still time to sign up for volunteer positions.
- Eight new Bike Racks around town. There have been three new requests from east side businesses. There's a new on-street corral in front of Street Taco downtown. It's at Church/Congress and will also help keep cars from cutting across the bike lane. Another new bike rack is near Old Town Artisans and La Cocina.
- New Bike HAWK Lights: 5th/Euclid is now live and used a lot. Treat/Broadway will be active October 20. 22nd Street/Sirio will be soon. They have a Bike HAWK in design for Fort Lowell/Treat.

Ignacio Rivera de Rosales, PCDOT

- Safe Routes To School, thanks for the excitement. It's quite a shame to lose the program. They have been working with 15 different schools and 2500 different kids. There are two new bike clubs at elementary schools. The funding mostly pays for helmets, and these are

always the way to open the door at schools. The real relationship begins after the initial helmet giveaway.

- New this year, Ignacio has an assistant! It really makes a difference. Last week at a school, he had 12 kids learning to ride. The assistant helped handle other things while he focused on the teaching.
- The program is going well, and is very strong but having support from PAG and RTA makes a difference.

Nancy Ellis, Oro Valley

- Oro Valley Bike Event and Swap Meet on April 23, 2016. They are working on now and it will be a part of Bike Fest in April.

Brian Varney, Marana

- Started road work on Tangerine Road west of Dove Mountain. It will be increasingly worse. Moore Road is a better alternative.

Gabe Thum, PAG

- The Bike Count is coming up.
- They are putting together a Pedestrian Safety Toolbox for jurisdictions. It'll have the best practices for planning as handed down by state and feds. It'll also include a list of services they offer the jurisdictions.
- There have been five of the Bike Diversion programs. They are doing more than one a month now.

Glenn Grafton, UA (but not here, comments from David Bachman-Williams)

- Glenn is retiring this month and resigning from the BAC. It will be interesting to see who replaces him. The UA chooses their own a representative. Who decides that? The police department? Parking services?
- The UA BAC has met about 4 times in its existence. They were supposed to meet quarterly, but they haven't had the energy.

11. Subcommittee and Related Entities Reports

Urban Core, Ian Johnson

- Went over Bike Boulevard master plan. There's a section on methodology and priorities.
- Next meeting might talk about improvements happening on Scott downtown.

Platinum Challenge, Wayne Cullop

- Moving along, their meeting on Monday didn't happen. This means they will need to double down on the next meeting.

- They met with Andy Clark when he was in town last Thursday. He talked about the process and questions. He told them what's appropriate to put in and what isn't. It was a very nice 2 hour session.

GABA, Eric Post

- GABA has a new location. The general meeting is on the first Monday of the month at 7pm at the Tucson Osteopathic Foundation at Camp Lowell and Swan. It's a nice place with overhead projector.
- Steve Wilson will be the next guest speaker, talking about his bicycle touring experiences.

Living Streets Alliance, Kylie Walzak

- Walking Tour coming this Saturday. The past, present and future of downtown. Sign up on the LSA website.
- Tucson's Safe Routes To School program has 6 pilot schools with 3000 kids. "Walktober" is coming this week, and 45 schools are signed up across the region.
- Cyclovia is November 1. October 24 will be a bike repair event at Keeling Park in the Keeling neighborhood. It's the same route as last year. GABA does bike repair at the same park during Cyclovia.
 - Gary Fisher will be at Mansfield Park.
 - Banner Health/University Medical Center at Catalina Park
 - New Belgium Beer Garden at 6th/7th street.

PBAA, Elaine Mariolle

- Cochise Classic honored Andy Clarke
- Banner Health/UMC is a new sponsor for El Tour.
- El Tour Bag Stuffing is the first week of November. They have both "virtual bags" and real bags.

12. Announcements

- Light the night coming up, October 22. Roger Road and Flowing Wells.
- Our November meeting will be on November 4!

13. Adjournment — 7:44 p.m.

Attendance:

Josefina Ahumada, South Tucson
David Bachman-Williams, Pima County
Brian Beck, Pima County
Ray Copenhaver, Marana
Wayne Cullop, Pima County
Ryan Fagan, Ward 6
Collin Forbes, Pima County
Tom Hausam, Pima County
Ian Johnson, Ward 2
Aaron Lien, Mayor's Rep
Elaine Mariolle, Pima County
Anne Padias, Ward 5
Eric Post, Pima County
Darlane Santa Cruz, Ward 1
Adam Wade, Oro Valley
Kylie Walzak, Ward 3
Ed Yasenchack, DMAFB

Audience:

Gabe Thum, PAG
Nancy Ellis, Oro Valley
Brian Varney, Town of Marana
Howard Strause, Cactus Cycling Club
Andy Bemis, TDOT
Ignacio Rivera de Rosales
Sgt D Fernandez, TPD
David Walker, Public

TPCBAC Rolling Attendance Chart

Name	Rep	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Aug***	Sep	Oct
		2014	2014	2015	2015	2015	2015	2015	2015	2015	2015	2015
Josephina Ahumada	South Tucson						✓	✓	✓		✓	✓
David Bachman-Williams	Pima County	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
John Cousins	Ward 4	✓		✓	✓			✓	✓	✓		
Wayne Cullop	Pima County	✓	✓	✓	✓	✓		✓	✓		✓	✓
Ryan Fagan	Ward 6										✓	✓
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Glenn Grafton	UA		✓		✓		✓			✓		
Tom Hausam	Pima County	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
Ian Johnson	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>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.</p>										
		<p>*** We Did Not Make Quorum in August 2015. Attempts to attend still count.</p>										



DRAFT

ATTN: Paul Keesler, Greg Caton, and Town Council

The Tucson-Pima County Bicycle Advisory Committee (TPCBAC) would like to thank Mr. Keesler for the positive response to several Oro Valley bicycle infrastructure and policy issues raised by our committee earlier this year. A review of current bike route signage and a policy change with respect to how multi-use paths are striped will go a long way to keeping Oro Valley bicycle infrastructure up to regional standards. We are also very pleased to hear that Oro Valley, as official policy, is committed to adding bicycle facilities whenever any street is constructed or reconstructed.

However, the TPCBAC strongly disagrees with Oro Valley's policy to not place bike markers on paved shoulders which are designated as multi-use lanes. We do not understand why Oro Valley has changed its road marking policy over the last year and decided to remove on street bicycle markings. Mr. Keesler, in his response letter, acknowledges that ASR statutes allow for additional usage on marked bike lanes by motorists for emergency parking and police for traffic control functions. Mr. Keesler states that for safety purposes the town does not want to discourage these non bicycle uses. We understand the desire to avoid confusion and promote safety but disagree on how to perform this. Oro Valley police officers should be trained on the state statutes relating to bicycle lanes as Oro Valley has traditionally always had on street bicycle markings and at most should require only brief refresher training after lanes are

properly remarked with bicycle symbols. As for emergency parking for motorists, the lanes in question are already marked with no-parking signs. If the town is truly trying to promote safety by not confusing broke-down motorists they should consider removing the no-parking signs and not the bike lane markings.

In regards to safety, it has been well documented in our region and across the nation that wrong way riding is the biggest cause of bicycle accidents and injuries. Bicycle markers with directional arrows placed on the street are the best way to combat wrong way riding. This is why such marking is a regional standard. Along with reducing wrong way riding proper on street bicycle markings make bicycling safer by providing a visual cue for motorists to be on the lookout for cyclists.

Oro Valley's town website proudly states that, *"Town staff works closely with neighboring jurisdictions to coordinate bicycle routes and facilities, in order to provide a regional, interconnected bicycling program that emphasizes education, enforcement, engineering and encouragement. The Eastern Pima County region, including the Town of Oro Valley, has received the prestigious "Gold" level Bicycle Friendly Community Award for 2006-2008 and 2008-2012 from the League of American Bicyclists (LAB)."* Along with the town website the recently written "Your Voice, Our Future" general plan, which is on the agenda of the next town council meeting for approval, has very similar language. If Oro Valley is serious about working closely with neighboring jurisdictions and maintaining our prestigious Gold level of bicycling a policy of marking bike lanes appropriately must be re-instated.

Arterial streets in Oro Valley such as 1st avenue and La Canada are currently being maintained with a top coat that will require restriping of the asphalt surface. This is a great opportunity to rethink last year's change of town policy and properly mark paved shoulders with on street bike symbols to comply with regional standards, enhance safety for all users, and further promote cycling in the town of Oro Valley.

The facilities committee meets on the third Wednesday of each month and has a history of traveling our meetings into different jurisdictions within the Tucson region. We encourage you to attend a future meeting where we can make an agenda item to discuss one or more of the topics or we can plan a future meeting in Oro Valley.

Thank you for your time and all that you do to promote bicycling in Oro Valley and the greater Tucson region. We respectfully ask for a written response to this letter once it has been reviewed by all the appropriate parties.

Email letter received from Mr. Moghimi Farhad October 20, 2015 in response to the letter sent October 16, 2015 from the TPCBAC concerning the removal of the programmatic category from TAP funding.

David

Thank you for your letter and the request for us to review Pima Association of Governments' process related to the TAP project selection.

MAP-21, enacted in June 2012, created the new TAP funds with a sub-allocation (starting with FY13) to PAG for establishing and meeting regional priorities through a competitive selection process

I am pleased to hear that you recall the extensive process that PAG utilized that led to the decision to prioritize TAP funds to meet our regional objectives. It was during those same discussions in 2013/2014 that PAG budgeted TAP funds starting with PAG's FY14 (summer of 2014) not FY19 as mentioned in your letter, to meet the desired regional objectives.

To our knowledge, all the Department of Transportation Directors and Managers from our County, Cities and Towns and Regional Council members representing PAG jurisdictions have been fully engaged in the prioritization discussions that started two years ago and fully support the use of one-time federal grants such as TAP to build the needed bicycle/pedestrian safety and comfort infrastructure to improve our transportation network.

This year's call for projects, including TAP, was developed after the Transportation Improvement Program (TIP) Sub-Committee reviewed and discussed the revenue estimates for the development of the TIP at their July 21, 2015 meeting and followed our standard committee review process up to the Regional Council meeting on September 24, 2015.

TAP funds are treated as a grant and the awardees are selected by PAG through a competitive process. The deadline for application submittal was on Oct. 8, 2015. The applicants had two months to prepare and submit their applications. PAG has received a number of TAP applications for this year, and the selection process that is already underway is in compliance with our policies and directives.

In closing, as you know, PAG strongly supports bicycle/pedestrian safety activities and programs more stable and reoccurring regional funds in the TIP for those activities, instead of one-time grants.

Thanks to the leadership of the PAG/RTA governing boards, we are investing in our bicycle and pedestrian safety education and encouragement programs as well as safety evaluation, engineering and delivery of bicycle and pedestrian infrastructure projects more than ever before in our region.

Regards,



DRAFT

citation footnotes to be added

November 4, 2015

To: All the Jurisdictions in Tucson Metropolitan area
Re: Choice of standard lane widths

The Tucson Pima County Bicycle Advisory Committee is recommending that the City of _____ change its current standard for lane widths to 10.5 feet (3.2 meters) for arterial, collector and downtown streets. We urge you to do this for several reasons. First and foremost as always is safety. More and newer evidence shows that 10.5 foot lanes are safer than 12 foot lanes. Second, it is obvious that there are cost savings in paving narrower lanes. Third, the use of narrower lanes allows the retrofitting of bicycle lanes and landscaping into existing streets.

Safety is the most important consideration. Lane widths should reflect what the data shows to be the safest width. New studies that are freed from the assumptions made in the past are confirming that the sweet spot for lane widths is 10.5 feet. The current standard for the city of _____ is 12 feet which historically comes from standards written a half century ago. These standards were based on the assumption that wider lanes were safer. Studies since then have resulted in mounting evidence that wider equates to faster speeds rather than safety. Tragically this means that when there are collisions that they are more dangerous higher impact ones. This means a higher likelihood of severe injury and or death to vulnerable users , pedestrians and bicyclists. But it also true for people in vehicles, too. A lesser but not unimportant issue is the level of damage to vehicles.

A logical concern would be that narrower lanes would result in more side impact collisions. Again, studies show that the number of side impact collisions is lowest at 10.5 feet, with more occurring at both narrower and wider lanes widths.

Pedestrians are particularly made safer by 10.5 foot lanes rather than 12 foot ones. This is because it is a shorter distance across the street at intersections where pedestrians have a need to get from one side to the other. Narrower widths also allow traffic engineers to have a little more flexibility is signal cycle timing.

Please also consider costs. It should be obvious that paving 1.5 fewer feet per lane on new streets will be noticeably cheaper. This savings also apply to future

maintenance. While existing streets will not have lower costs there is still the advantage of allowing for the inclusion of bicycle lanes when restriping after repaving. In complete makeover cases it could allow for a choice of bicycle lanes, landscaping and/or wider pedestrian facilities.

We urge you to direct our Department of Transportation to consider this recommendation and change the accepted standard lane width for our community. It will result in greater safety for all street users.

Sincerely,

David Bachman-Williams, TPCBAC chair

Hi David,

I wanted to let you know that Steve K appreciated the BAC's recent letter about 3rd Street repaving, and forwarded it to Daryl Cole and the Bond Oversight Commission (BOC) with the commentary below. He actually attended a BOC meeting a few months ago to ask them to prioritize the same segment.

Best,
Amy

Ward 6 Council Aide
Council Member Steve Kozachik
3202 East 1st Street
Tucson, AZ 85716
Office: [520.791.4601](tel:520.791.4601)

>>> Steve Kozachik 10/23/2015 12:15 PM >>>
Daryl;

Please forward this letter from the BAC to the Bond Advisory Committee. I presented a request to them recently requesting consideration of moving additional areas of Sam Hughes into the current round of pavement preservation funding. I have also advocated for the stretch of 3rd Street addressed in the attached letter to be expedited in that process. I offer this letter to reiterate the importance of both.

Thanks - SteveK

The **FACILITIES SUBCOMMITTEE** met at **6:00 P.M., Wed, Oct 21st, 2015** 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 Brian Beck, Adam Wade, Ray Copenhaver, David Bachman-Williams, Matt Zoll
2. Approval of Minutes (Aug 2015) Brian moved approval of minutes, Ray seconded, Unanimous approval.
3. Update and Review of Projects Ray reports that Cañada del Oro is now complete from the Santa Cruz to La Cholla. There is now only a one mile gap between La Cholla and La Cañada.
Brian moved, Ray seconded that the letter about 10.5 foot lanes needs to go to the BAC at the November 4th BAC meeting. It could affect a lot of restriping projects that will be happening very soon. Motion approved.
4. Status of the Oracle and River RSA
5. Topics for future agendas Look at recommendations in 2009 bike plan.
6. Staff Reports and Announcements Matt says the bicycle hawk between La Cholla and La Cañada is going to be funded. Matt is not sure if both the Cañada del Oro and Rillito jersey barriers will be removed for the I-10 project. It may only be the Cañada. Matt reported improvements on the credit card maps. It will have a new box that gives distances. For reverse sides it will also flip up and down, not side to side. Adam asked about including symbols showing restrooms and water stops. Harrison Greenway through Fantasy Island has been paved.
7. Adjournment

URBAN CORE FACILITIES SUBCOMMITTEE OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE

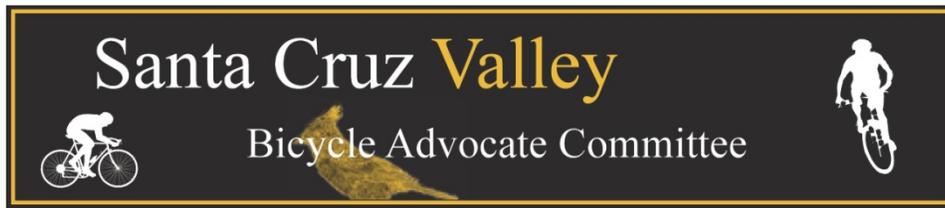
Tuesday, October 20, 2015 MEETING NOTICE

The **URBAN CORE FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Tuesday, October 20, 2015** that will be held at Time Market, 444 E. University Blvd.

AGENDA

1. Call to Order / Roll Call / Call to the Public Colby Henly, Ann Chanecka, Anne Padias, Andy Bemis, Kyle Walsak, Ian Johnson, David Bachman-Williams, Gabe Thum, Aaron
2. Approval of minutes from previous meetings David Moved Kyle seconded Approving minutes as presented. Unanimous
3. Scott Avenue redesign concepts Ian described the idea of making Scott Ave. one way fro the southern block of the two block stretch from Broadway to Pennington. Ian and David met with the architect charged with design. We suggested a contraflow lane for bikes. Ann is working with this. Consensus approval of the contraflow lane concept. We want to express that this is an important north south bike route.
4. Update on pedestrian bollard program: The policy has been approved for citizens or business to fund the pedestrian bollards if they desire to. May be in next month's city newsletter.
5. Update from PAG/RTA bike/ped subcommittee meeting: Motion by Anne, seconded by Kyle to request the minutes from PAG that document the decision Farhad alludes to. We want the stable funds he refers to specified. We also want to express our concern for long term funding for bicycle programmatic projects. We want to push for Motion passed.

6. Church Avenue right-sizing project updates: Open house is Monday. There will be a board showing different types of bike lanes so people can vote.
7. Speed issues on Broadway in front of Cartel: Ann will look into getting some of the federal funding that the RSA allows.
8. Staff/Member Updates: Ann noted that work is still being done on the possible cycle track on Broadway under the underpass. Ann is disappointed that the continuation of the bike path on the east side of the underpass is not possible to be made as direct as desirable. Andy reported on the bike corral on Pennington by city High School is designed and approved. Waiting for construction. Corral at NW corner of Congress and Church is approved. This is a safety issue too because cars use the area for right turn lane. Another is being looked at by Old Town Artisans. Antigone's rack needs to be put in. Andy is going to follow up with them. Anne asked about Mountain and Grant. Ann says she and Diahn need to get out and work on this one. Colby passed out a sheet on "Bikeable Tucson Studio".
9. Topics, Date and Location for Next Meeting
10. Adjournment



www.scvbac.org

Meeting Minutes Oct 7, 2105

Attendance: John (JP) Pilger, Tony Crosby, Tom Hausam, Jim Jordan, Jane Lateer

Note: Bill Adamson's comprehensive report is provided as an attachment.

- 1) JP called the meeting to order at 3:00 PM. The minutes of May 6, 2015 were accepted.
- 2) Status of Projects and Advocacies:
 - a) TPCBAC - Tom said three major Tucson project have been worked: The Broadway expansion - still on hold, the Banner UMC expansion - concerns on bicycle access, and the Down Town Links - connection of the Aviation Parkway to I-10.
 - b) GVC T&A - Jim brought us up to date on local projects: PCDOT desires a roundabout at the intersection of Continental and White House Canyon but it is apparently not popular with La Posada residents. A traffic light is not in the works. The T&A will be involved in the decision process. Repairs to the Elephant Rd bridge over the Santa Cruz should begin this winter. Construction of paved shoulders on the East Frontage Rd south of the Green Valley Hospital should begin this November. Status of the Esperanza TE grant project under I-19 should be updated at the next T&A meeting Oct 14th. The Esperanza road diet still needs bicycle decals to clarify the position of the bicycle lanes.
 - c) West Desert Trails - Freeport McMoRan Sierrita has a new PR representative which JP plans to contact.
- 3) Publicity/Events/Education/Website:
 - a) Shirt/Jersey Project - Jane, Mary and others will be working design issues.
 - b) Rosie Alexander is now Ray Carroll's Green Valley Manager.

The meeting was adjourned at 3:42 PM. A November meeting is not planned at the present time.

Tony Crosby, Scribe

atch: Adamson 10/7/15 report

10/3/15

Bill Adamson report to SCVBAC meeting 10/7/15 (Yes, I'm on vacation again.)

1. TOS obtained a Grant from the TON to fund paving the missing bike lanes on Pima Mine Rd to the Casino. An IGA needs to be negotiated before funds are available and construction can start. Rick Robinson will inform us when the project will start.
2. The TOS Sahuarita Rd improvement project has been completed. PCDOT did maintenance to improve the shoulder on their part from the end of the project to Alvernon where the permanent shoulders go all the way to Houghton.
3. ADOT --- Jim has the full story of ADOT putting in the bike lane to the left of the RT lane at the Hospital, but refusing to put in the "BEGIN RT, YIELD TO BIKES" sign. I requested CASA (Cycling Advocates of S AZ) to follow up and send a letter to ADOT also requesting the signs. ADOT again refused (ADOT has a policy of not supporting bike lanes), but said PCDOT could request a permit from ADOT to put up the signs. I don't know if PCDOT will do this.
4. PCNRP&R has a new policy that they will only fund 50% of the Adamson-Catino Trail (Anza Trail to Catino Ball Fields). Tim Campbell and I met with Steve Anderson 10/2/15 to discuss this. All agreed this new trail adds an attractive new access and amenity to the Park, but PC budget problems drove the need for this new policy to require 50% partnerships. The cost of the trail is estimated conservatively by Steve to be \$80-85K. Tim has suggested this would be a good candidate for a Grant from Freeport under their Community Investment Fund Program. Tim will organize a meeting for us to discuss this with Freeport. The Grant application wouldn't be submitted until April 2016, so if successful, trail construction probably wouldn't be until 2017. I'd like to see the project start soon, but can't think of who to approach for near term funding. GVC doesn't have extra money, and it wouldn't be right to ask BAJA since they need all their funds for Park improvements. Tim said he'd look into additional Grant opportunities like the White Elephant.
5. PCNRP&R work to provide access to the Anza Trail from the EFR just S of the Springs can start soon. It was previously held up due to PC budget freeze. The current fence will be moved to create a small parking area, and a man-gate installed.
6. The Platinum Comm. in Tucson is moving along to create a BFC application to be submitted next Feb. So far, they have not requested anything from us.
7. Duval Mine Rd traffic safety. --- Pls raise this issue while the Sheriff Deputy is there.
On 10/1/15 Marylee and I were riding our bikes E on DVM about 0830a. We were around where the water tanks are. I was ahead about 200 ft when I heard a loud truck horn behind. There was a large truck barreling down on Marylee and sounding his horn. There was on-coming traffic, so he wasn't going to pass her. Fortunately, he slowed and stayed right behind her, but very close and continued to blast his horn. She couldn't pull off the road on to the soft shoulder. She couldn't move more to the right due to road damage (There wouldn't be room for the truck to make a safe pass even if she could). She just had to keep going and hope the truck driver was responsible. When the on-coming traffic (many cars and trucks) had passed, the truck made a safe pass with his horn still blaring. Marylee felt the truck driver was harassing and threatening

to her, and I agreed. I have a call into the Mine to see if I can talk to someone about this confrontation. Any suggestions would be welcome.

8. I have an open invitation to discuss some bike ideas with Jim Conroy at GVR. GVR has some bike classes on their class offerings. GABA is starting a BITS (Back In The Saddle again) program. Basil has tried to solicit riders for weekly casual rides without much response. So, is there an opportunity to encourage GVR to reach out to GV people who would like to get back on the bike, but for many reasons just haven't yet. Maybe GVR could have a program to encourage/solicit these riders for reintroduitory/casual rides, and we could provide ride leaders. Maybe there is a role for Posada Java here also. So, should we discuss this with GVR?



NEWS, ADVOCACY

October 23, 2015

Is People-Centric Urban Planning Sweeping the Globe?

The short answer: yes.

Written by: **Hilary Angus**



Photo by *Paul Krueger*

The *Economist* recently ran an article about the global transition currently underway from a focus on car-centric city planning to infrastructure and laws that favor people walking and biking. For those who still feel like they're constantly dodging death at every turn just trying to move across their city on two wheels or two feet, that might come as a bit of a surprise.

Despite the invaluable work of the *Vision Zero* movement, the rate of traffic fatalities in North America is still alarmingly high. Antagonism between people in cars and people on bikes remains at a fever pitch in some cities. People trying to bike to work are still forced to ride on the sidewalk in many communities. Pedestrians are forced to walk three blocks in the wrong direction to find a safe place to cross the street. For those for whom idyllic notions of car-free city streets remain depressingly out-of-reach, The *Economist's* article elicits a collective groan of "Whaaaaaaaaaat?????"

But keep your finger on the pulse of urban planning on a global scale, and you will see that this movement really is emerging, and quickly.

In his 2013 book, "*Happy City: Transforming Our Lives Through Urban Design*," writer and urbanist Charles Montgomery advances a theory about how a focus on people-centric urban planning can not only make great strides in combatting climate change, but can make us fundamentally happier and healthier people as well. Montgomery begins with the example of Bogotá, Colombia which – under the leadership of Antanas Mockus and Enrique Peñalosa – was transformed from one of the world's most violent and corrupt cities to a relatively peaceful, clean city populated by engaged residents in less than 10 years. Much of this was done through a investment in biking and walking, restoration of green spaces and a directed focus on making streets livable to make them safe.

Bogotá's radical transformation did not go unnoticed. Their weekly *ciclovía*, where over 120 km of the capital's streets are closed to automobile traffic on Sundays and holidays, has inspired similar events around the world. The *Economist* article jumps off with a snapshot of a the *Raahgiri* ("reclaim your streets") in Gurgaon, a city in Northern India which has been hosting a weekly car-free day since 2013. Paris, Milan, New York and others have all enacted similar schemes. It goes on to mention other notable people-centric transitions in cities worldwide: reduced speed limits in Toronto and London, a significant reduction of private vehicle ownership in Paris, an integrated smartphone app for the public bike share in Copenhagen, a planned network of bike paths in Los Angeles, a city centre closed to cars in Dublin.

It's inspiring, it's exciting, and it's happening at a rapid pace. But what of the rest of the world?

What of the millions people who don't live in international metropolises? Who live in cities or towns which aren't known worldwide for progressive transportation policies, or aren't really known worldwide at all. What of those live in small North American cities and towns where car-centricity is still the norm? Where is their people-powered revolution?

As it turns out, everywhere.

Salt Lake City, UT just built North America's first protected intersection; the Idaho Stop was invented in, well, Idaho; a bike equity advocate from Chicago, IL was just honored by the White House; Portland, OR is practically one giant bike-powered microbrewery; Milwaukee, WI police are aggressively ticketing motorists who fail to yield to crosswalks; Halifax, NS is about to install its first protected bike lane; Portland, ME just accepted a Mayor's Challenge for Safer People and Safer Streets; Cleveland, OH is celebrating progress towards its first protected bike lane; Calgary, AB just participated in an Alberta Bicycle Commuters Conference; Maryland just dedicated \$14 million to biking and walking projects; Virginia opened a 52-mile biking and walking trail; Atlanta, GA just approved a plan for 31 miles of bike lanes; Jackson, MS just implemented a Complete Streets Policy. I could go on.

Bike and pedestrian-friendly streets are no longer only the domain of the Copenhagens and Londons of the world, and innovation in people-centric planning is no longer limited to big cities. This transformation is taking place on a local and global scale in both the most-expected and the least-expected of places.

So if you've been fighting this fight for a long time and you feel like you're constantly hitting a wall, don't feel weary. Hold tight, change is coming. In North America, we've spent decades building cities for cars rather than people. It is a lot of work to undo. But we are at the beginning of a movement that will radically transform the way we move around our communities, and in doing so will transform the ways in which we interact with our environment and with each other. Those of us who walk and ride are at the forefront of this movement, so keep fighting.

Keep using the full lane until they build a separate lane for you, keep safely rolling through stop signs until they design a separate set of laws for people on bikes, keep jaywalking across your street until they remove cars from that street altogether. Keep pedalling, keep pushing, we're on to something big.

Hilary Angus is the Online Editor at Momentum Mag, she is based in Vancouver, BC. You can chit-chat with her about bikes, politics or really anything you like on Twitter [@HilaryAngus](#).