



March 2014
TPCBAC Packet Guide

*We have discontinued the printing and mailing of paper packets.
At the request of the city clerk, we are no longer including the TPCBAC roster in our packets.*

1. BAC March 2014 Agenda
2. Draft TPCBAC February 2014 Minutes (Will be emailed separately.)
3. Draft Letters
 - a. Letter regarding Warren underpass
 - b. Letter regarding enforcement priorities
4. Attachments related to Agenda Items
 - a. BAC Bylaws with elections information highlighted
 - b. Pavement marking standards for Bike Hawk
5. Sent Letters
 - a. Letter in support of Road Diet (voted on in February meeting)
6. Articles of Interest:
 - a. "One Key Thing That Sets the U.S. Apart From Other Cycling Cultures" (The Atlantic Cities)
Video: <http://www.theatlanticcities.com/commute/2014/02/one-key-thing-sets-us-apart-other-cycling/8420/>
 - b. "L.A.'s plan to make Figueroa a 'complete street' makes sense" — Editorial, LA Times
 - c. "Portland designer/planner unveils 'protected intersections for bicyclists'" — Bike Portland
<http://bikeportland.org/2014/02/19/portland-designerplanner-unveils-protected-intersections-for-bicyclists-101767>
 - d. "We're Driving Less, So Should We Stop Building New Roads?" - The Atlantic Cities
 - e. "Excess traffic/inadequate roads spur road plans near Vail schools" - AZ Daily Star
7. Jurisdictional Announcements and News
 - a. Marana Year-end Report
 - b. Pima County February Report
 - c. TDOT February Newsletter:
<http://us7.campaign-archive2.com/?u=7a844eac7a66f1513047490f5&id=5755efca7a&e=0f38770da7>
 - d. Pima County Bike Safety Classes announcements and schedule
 - e. Oro Valley: CDO Ribbon Cutting Event Announcement
 - f. Pima County Loop Segment Open House Event March 13
8. SCVBAC February Minutes



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, March 12, 2014**

Meeting Location: **Himmel Park Library, 1035 N Treat Ave Tucson, AZ 85716**
Please lock your bikes outside the meeting room. If front door is locked, please use rear entrance.

Meeting Time: **6:00 PM**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM City, County and other staff are required to leave and the meeting will be canceled.

Agenda

Projected Duration

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 1. Call to Order ; approval of Feb. 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. | 10 min. |
| 3. Law Enforcement Staff Reports from TPD and PCSD | 10 min. |
| 4. FHA Endorses NACTO: What it means for local jurisdictions | 30 min. |
| 5. Formation of Nominating Committee | 5 min. |
| 6. Warren Underpass Dismount Zone Update | 10 min. |
| 7. Targeted Enforcement Recommendations | 10 min. |
| 8. Cycloviva/Bike Fest/BAC Award Updates | 10 min. |
| 9. Consent Agenda | 2 min. |

10. Staff Reports

10 min.

Ann Chanecka, City of Tucson; Matt Zoll, Pima County; Nancy Ellis, Oro Valley; Brian Varney, Marana; Gabe Thum, Pima Association of Governments, Glenn Grafton, UA

11. Subcommittee Reports

10 min.

- a. Urban Core Facilities (David Bachman-Williams)
- b. Enforcement (Colin Forbes)
- c. Executive (Ian Johnson)
- d. Facilities (Adam Wade/Brian Beck)
- e. GABA (Wayne Cullop/Eric Post)
- f. Downtown Links (Kylie Walzak)
- g. RTP 2045 (Ian Johnson)
- h. Broadway Task Force (Naomi Mclsaac)
- i. Living Streets Alliance (Kylie Walzak)
- j. SCVBAC (Tony Amos)
- k. UABAC (David Bachman-Williams)

12. Announcements

5 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.



Tucson-Pima Bicycle Advisory Committee

Wednesday, March 12, 2014

DRAFT

Daryl Cole
Director, TDOT
201 North Stone
Tucson, Arizona 85701

David Heineking
Director, UA Parking & Transportation Services
1117 E Sixth St.
Tucson, AZ 85721-0181

Dear Mr. Cole, Mr. Heineking,

We, the Tucson Pima County Bicycle Advisory Committee, urge you to remove the “walk your bicycle” signs from the Warren underpass. We believe they are unnecessary and counterproductive to good bicycle regulation in and around the University of Arizona. Our reasons are as follows:

1. The volume of pedestrian and bicycle traffic through this underpass is quite low. The bicycle enforcement officer for the U of A did enforcement and survey over several times and dates. The highest number of pedestrians in one hour was 121 which is a negligible average of 2 per minute. There appears to be ample room in the underpass for both pedestrians and bicycles moving at a reasonable speed.
2. The width of the underpass is 12 foot 8 inches at its narrowest. This is right at one of the poles that hold the overhead wires for the streetcar. The entire underpass is separated by an attractive fence into the streetcar section and the pedestrian/bicyclist/skateboard/multi-use section. However the vast majority of the underpass is 14 foot plus wide. We believe this is adequate for cyclists to ride slowly and safely without endangering pedestrians.
3. It has been noted that many cyclists ignore the signs and ride through anyway. This creates an attitude of disrespect for the rules. When people feel that rules don't make sense they ignore them. The more this happens the more likely they are to ignore other rules. We need to have rules that do make sense to counteract this trend.

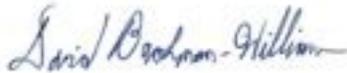
The UABAC, at its February 20 meeting made a motion that this issue be considered by the University with the understanding that the effects of the streetcar after it is in regular use be taken into account.

However, the TPCBAC sees no reason why the active use of the streetcar would increase either pedestrian and/or bicycle traffic in the underpass. If anything, it is likely to decrease the number of pedestrians since there is a streetcar stop within feet of the entrance to the north end of the underpass and another only one short block from the south entrance. Pedestrians using the streetcar will likely get off on the end of the underpass closest to their destination. They will not be getting off the streetcar and immediately going into the underpass.

We understand the city is looking at ways to slow cyclists down and we heartily endorse this concept. Cyclists doing high speeds through this or any underpass become a danger to others.

Please consider changing this policy now. We feel it will be better for all.

Sincerely,

A handwritten signature in cursive script that reads "David Bachman-Williams".

David Bachman-Williams
Urban Core sub-committee chair

A handwritten signature in cursive script that reads "Ian Johnson".

Ian Johnson
Chair, TPCBAC



Tucson-Pima County Bicycle Advisory Committee

Wednesday, March 12, 2014

DRAFT

Lieutenant Richard Anemone
Tucson Police Department, Traffic Enforcement Division
1310 West Miracle Mile
Tucson, AZ 85705

RE: Recommendations for Bicycle Enforcement

For the bicycle portion of your Bicycle & Pedestrian Safety Grant, we would like you to particularly focus on cyclists riding against traffic and on the sidewalk along major streets such as Oracle, Grant, Speedway and St Marys.

However, keep in mind many motorist behaviors also contribute to bicycle crashes. Enforcement efforts to reduce vehicular speeds to the posted speed limits on major streets will help to increase cyclist and pedestrian safety. While planning bicycle enforcement actions, please do not ignore violations by motorists.

We have selected 7 specific areas as recommendations for targeted enforcement. They are all on major streets and have had large numbers of bicycle crashes nearby.

Oracle Rd/Roger Rd	
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Most of the crashes near this intersection are from wrong-way riding. The others are right-hook crashes at parking lot entrances.

If you see cyclists riding against traffic or on the sidewalk, cite them. If you see motorists speeding, failing to stop when turning right on red, or passing cyclists unsafely, cite them as well.

Half the crashes shown happened between 10 am and noon.

Grant Rd/Alvernon Way



This is probably one of the most congested intersections in Tucson.

Many of the bicycle crashes on the map are from wrong-way riding. In addition, watch out for motorists speeding, running red lights and hassling pedestrians using the crosswalks.

Only three of these crashes happened in the morning hours. Most were in the evening rush hours. Plan to be there between 3 pm and 6 pm on a weekday.

Speedway Blvd/Craycroft Rd



The section of Speedway ¼ mile east and west of Craycroft is rife with wrong way riding.

On Speedway, be watchful for wrong-way riding. On Craycroft, watch for motorists speeding and passing cyclists unsafely.

The crashes shown were almost all in the afternoon hours between 3 pm and 5 pm.

22nd St/Kolb Rd





The proximity to Palo Verde Magnet High School means there are a lot of bicycle riders and inexperienced drivers at this intersection.

At this intersection, you will be able to see violations for speeding, texting, aggressive driving and motorists failing to yield to oncoming traffic while making left turns.

A good time for enforcement is before school and in the morning rush hour: 7 am to 9 am.

Kino Pkwy/Broadway Blvd



In July 2013, a cyclist was killed by a semi truck at this intersection.

At the intersection, be watchful for motorists failing to yield to cyclists while making right turns. On Broadway east and west of the intersection, be looking for cyclists riding the wrong way, and motorists not being careful while entering and exiting the parking lots.

The best enforcement times would be from 3:30 pm to 6:30 pm.

Grande Ave/St Marys Rd



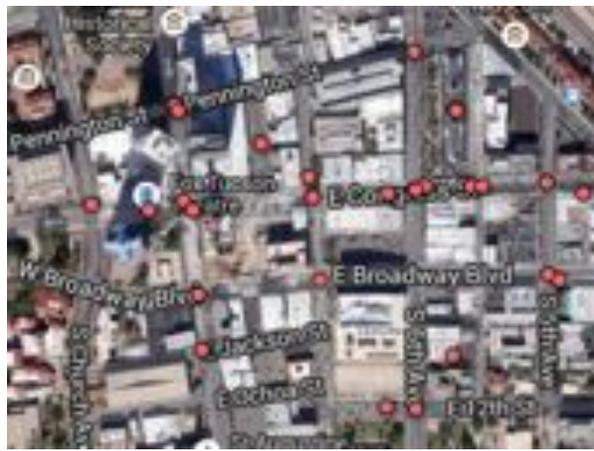
In addition to the crashes at the Grande intersection, there have been bicycle and pedestrian crashes all along St Marys between Silverbell and I-10.

Look for sidewalk riding and cyclists riding the wrong way in the bike lane. Also look for motorists exiting the parking lots without stopping and checking for cyclists and pedestrians nearby. In addition, be on the lookout for speeding and aggressive driving.

On St Marys, crashes tend to happen after 5 pm in the evenings.

Downtown (Congress/6th Ave)





The downtown area has seen many crashes spread out over numerous intersections.

Pay attention to cyclists jumping red lights and sidewalk riding. Also look for motorists speeding, passing cyclists unsafely, failing to stop while turning right at a red light, and texting or driving while distracted.

Additional data for each intersection is available at <http://bikecolli.info/>. There's also a Google Fusion Tables export at <http://bikecolli.info/export/bicycle.table>. You can download this into a spreadsheet for further analysis.

Finally, we request that you refrain from enforcement actions at residential stop signs, particularly on the 3rd Street Bike Boulevard. In almost 6 years of crash reporting, there has been only collision at the intersection of 3rd St/Treat Ave. The intersection is already safe, especially when you consider the extremely high number of riders using . By comparison, each of the recommended intersections above show 10 or more crashes in the same time frame.

Thank you for your consideration.

Collin Forbes
Enforcement Subcommittee Chair, TPCBAC.

Ian Johnson
TPCBAC Chair

cc: Sgt David Fernandez, TPD

TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE (TPCBAC) BYLAWS

(Adopted December 11, 2002; amended March 12, 2008)

A committee established by Tucson Code, Sec. 10a-130, Article XII, and Pima Co. Resolution 1998-109

ARTICLE 1. NAME AND PURPOSES

- A. **NAME.** The name of this organization shall be the Tucson-Pima County Bicycle Advisory Committee (hereinafter referred to as the "Committee").
- B. **PURPOSES.** The purpose of the Committee shall be to:
- (1) To confer with and advise the governing bodies of the city and county on community concerns relating to bicycling.
 - (2) To organize community programs and projects to provide information and education to the community on bicycling.
 - (3) To review and make recommendations on proposed local, state and federal legislation relating to bicycling.
 - (4) To act as an official advisory agency to the city and county governing bodies for technical questions and concerns related to bicycling.
 - (5) To render an annual report of committee activities to the governing bodies of the city and county, and to file minutes of committee meetings with the two (2) governing bodies.
 - (6) To recommend such action to the governing bodies of the city and county as the committee deems necessary or desirable to accomplish the above functions, and to put its policies into practice.

ARTICLE 2. MEMBERSHIP

- A. **NUMBER OF MEMBERS.** The committee shall consist of no fewer than seventeen (17) voting members, seven (7) of which shall represent the City of Tucson and ten (10) shall represent Pima County. In addition other municipalities and governmental entities such as those mentioned in Article 2 C (3) may each appoint one (1) voting member.
- B. **QUALIFICATIONS OF MEMBERS.** The membership of the Committee shall not be employees of the City of Tucson or Pima County.
- C. **APPOINTMENT OF MEMBERS.**
- (1) **City of Tucson Appointees.** The Mayor and members of the Council shall each appoint one (1) person, for a total of seven (7), to serve as voting members of the Committee. In addition, the City Department of Transportation shall appoint one (1) member of the Department's staff to serve as a non-voting Ex-officio member of the Committee.
 - (2) **Pima County Appointees.** The Board of Supervisors shall appoint ten (10) persons, each of whom shall have been proposed by the Department of Transportation, to serve as voting members of the Committee. In addition, the Department of Transportation shall appoint one (1) member of the Department's staff to serve as a non-voting Ex-officio member of the Committee.

- (3) Other Voting Appointees. Other municipalities and governmental entities located within Pima County but not part of City of Tucson or Pima County governments, such as, the towns of Oro Valley, Marana, Sahuarita, the city of South Tucson, the University of Arizona, Pima Community College, and Davis Monthan Air Force Base, may each appoint one (1) individual as a voting member of the Committee.
- (4) Other *Non-Voting* Members. The Chair may appoint individuals representing other non-governmental or municipality entities within Pima County as nonvoting, ex-officio members of the Committee. In accordance with Section 10A-137(a) of the Tucson Code, the chairperson of a body may, with the consent of a majority of the current members of the body, appoint no more than four (4) advisory (Ex-Officio) members to the body. Ex-Officio members may be appointed for a period of two (2) years, and may be re-appointed.

D. LENGTH OF TERMS

- (1) City of Tucson Members. The term of each voting city member shall be coterminous with that of the elected official making the appointment. In no case may a member serve more than eight (8) continuous years on the Committee. (2) Pima County Members. The length of term of each voting county member shall be two (2) years from the time of appointment.
- (2) Other Members. The length of term of each voting member appointed by another municipality or governmental entity shall be determined by the appointing authority. The length of term of each non-voting Committee appointee shall be no longer than two (2) years.
- (3) When an appointment is made to fill a vacancy that has occurred prior to the normal expiration date of a term, the replacement shall serve the remaining portion of the term for the member they are replacing.

E. 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.

F. VOTING. Each voting member shall have one (1) vote, which must be exercised in person.

ARTICLE 3. OFFICERS

- A. OFFICERS The officers of the Committee shall be a Chair, a Vice-Chair, a Secretary and a Parliamentarian,.
- B. QUALIFICATIONS OF OFFICERS. Only voting members who have served on the Committee for a minimum of six (6) months shall be eligible to hold the office of Chair or Vice-Chair, unless the composition of the Committee does NOT meet this criterion.
- C. DUTIES OF OFFICERS

- (1) Chair. The Chair shall: assure notice of meetings be given to members of the Committee; preside at meetings of the Committee; appoint special groups, Ex-Officio members, sub-committees and the chairs thereof, as necessary to conduct the business of the Committee; cause the decisions of the Committee to be communicated and implemented; act as the official spokesperson for the Committee; and all other duties normally associated with position of Chair.
- (2) Vice-Chair. The Vice-Chair shall: in the absence of the Chair, preside at meetings of the Committee; assume the office of the Chair should a vacancy occur prior to the normal expiration date of that office; and, perform such duties as may be directed by the Chair.
- (3) Secretary. The Secretary shall record and keep minutes (including attendance) of all meetings of the Committee; maintain, in cooperation with Tucson and Pima County staff members, up to date membership records, prepare ballots for election of officers; in the absence of the Chair and Vice-Chair, preside at meetings of the Committee; and, perform such other duties as may be directed by the Chair.
- (4) Parliamentarian. The Parliamentarian shall assure adherence to an orderly meeting protocol, and in the absence of the Chair, Vice-Chair, and Secretary, preside at meetings of the Committee; and shall perform such other duties as may be directed by the Chair.

D. ELECTION OF OFFICERS

(1) Nomination of Candidates.

- (a) *Nominating sub-committee.* Two (2) months prior to an election meeting, the Chair shall appoint three (3) members of the Committee to serve as a nominating sub-committee, and shall designate one of them as Chair of the sub-committee.
- (b) *Nominations by the nominating sub-committee.* At or prior to the regular meeting that immediately precedes an election meeting (hereinafter referred to as the "pre-election meeting"), the nominating *sub-committee* shall present to the Chair a list that includes at least one (1) candidate for each office. At that pre-election meeting, the Chair shall present to the Committee the names of these candidates, all of whom must be present and agree to stand for election.
- (c) *Nominations from the floor.* Following the required presentation of the nominating group's candidates at the pre-election meeting, the Chair shall ask for nominations from the floor. Voting members may nominate additional candidates for each office, and each candidate so nominated shall be present and agree to stand for election.

(2) Date of Election Meeting. The election of officers shall be held each year at the regular meeting in May. Special election meetings may be held at other times, as needed to fill vacancies.

(3) Election Procedures.

- (a) Candidates will be listed in the agenda for the meeting when the election will be held.

(b) Order of election. The Chair shall be elected first, the Vice-Chair second, the Secretary third and the Parliamentarian last. The result of each election shall be announced before proceeding to the next election.

(c) Voting. Voting shall be accomplished by a show of hands, or voice. Each voting member shall vote for no more than (1) candidate for each office.

(d) Outcome. To be elected to an office, a candidate must receive a majority of the votes cast for that office, but in no case less than a majority of a quorum.

E. LENGTH OF TERMS. The length of term for each office shall be one (1) year, beginning on the first day of June, which is the month immediately following the date of the election meeting; provided, however, that the term shall not extend beyond the expiration of the officer's membership (Unless there is reasonable expectation that the member will be re-appointed, this shall not prevent their election).

F. CONDITIONS. No member shall hold more than one (1) elected office at any time

ARTICLE 4. SPECIAL GROUPS

The Chair may appoint sub-committees composed of committee members, and non-Committee members, as necessary to advise and/or assist the Committee on specific projects, events, or issues. The Chair may designate another elected officer to coordinate the activities of the sub-committees.

ARTICLE 5. RESIGNATION OR REMOVAL OF MEMBERS

A. RESIGNATION. A member may resign from the Committee at any time by so notifying their appointing official, in addition to providing a courtesy notification to the Chair, Secretary, City Clerk and County Clerk.

B. REMOVAL. In accordance with Section 10a-134(e) of the Tucson Code, a member may be removed from the Committee for failure to meet the attendance requirements, or for other reasons resulting from legislative action by their Appointing Authority.

ARTICLE 6. MEETINGS

A. NOTICE OF MEETINGS. The Chair shall cause notice of meetings to be given to the Committee members, and such notice shall specify the time and place at which each meeting is to be held. This notice shall comply with the appropriate Arizona open meeting laws. Notice shall also be published when a regular meeting will not take place

B. NUMBER OF MEETINGS. Regular meetings shall normally be held in April and May of each calendar year and once each month during eight (8) of the remaining ten (10) months of that year. In addition, special meetings may be held whenever deemed necessary by the Chair, or a majority of the members.

C. QUORUM. A majority of the authorized membership of the Committee shall constitute a quorum.

ARTICLE 7. COMMITTEE REPORTS

The Committee shall provide to the Tucson City Council, Pima County Board of Supervisors, and other Appointing Authorities, as well as to appropriate departments, units and/or subdivisions of the City of Tucson, Pima County, and other Appointing Authorities, such reports as may be requested or otherwise required to fulfill the purpose for which the Committee was established. Minutes of all meetings of the Committee shall be filed with the Tucson City Clerk and the Pima County Clerk.

ARTICLE 8. LIMITS OF AUTHORITY

- A. EXPENSES AND OBLIGATIONS. In accordance with Section 10A-132 of the Tucson Code, neither the Committee, nor any of its members, shall incur any expenses or otherwise cause the City of Tucson and/or Pima County to be obligated in any manner unless authorized by the affected Governing Body.
- B. LOBBYING ACTIVITIES. No member shall lobby as a committee member for any purpose unless specifically authorized by the City of Tucson Mayor and Council, the Board of Supervisors, or their Appointing Authority.
- C. ENDORSEMENTS. No member shall represent his or her personal involvement in any activities or endorsements as being those of the Committee, unless authorized by the Committee.

ARTICLE 9. ADMINISTRATIVE RESPONSIBILITY

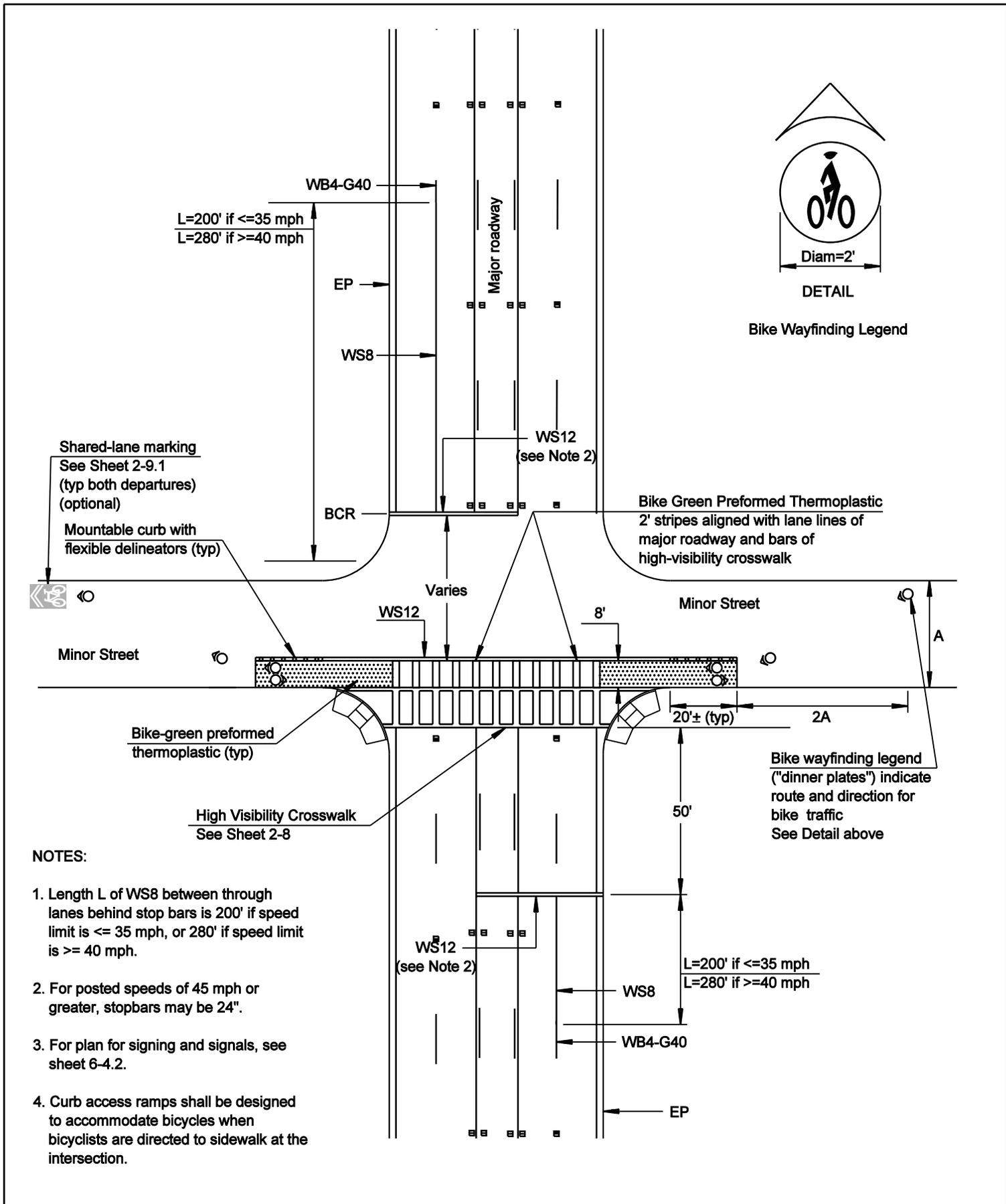
The Tucson Department of Transportation and the Pima County Department of Transportation shall provide the Committee with support staff and resources sufficient to enable the Committee to fulfill the purposes for which it was established. Other jurisdictions appointing members may provide staff support, either temporary or permanent.

ARTICLE 10. PARLIAMENTARY AUTHORITY

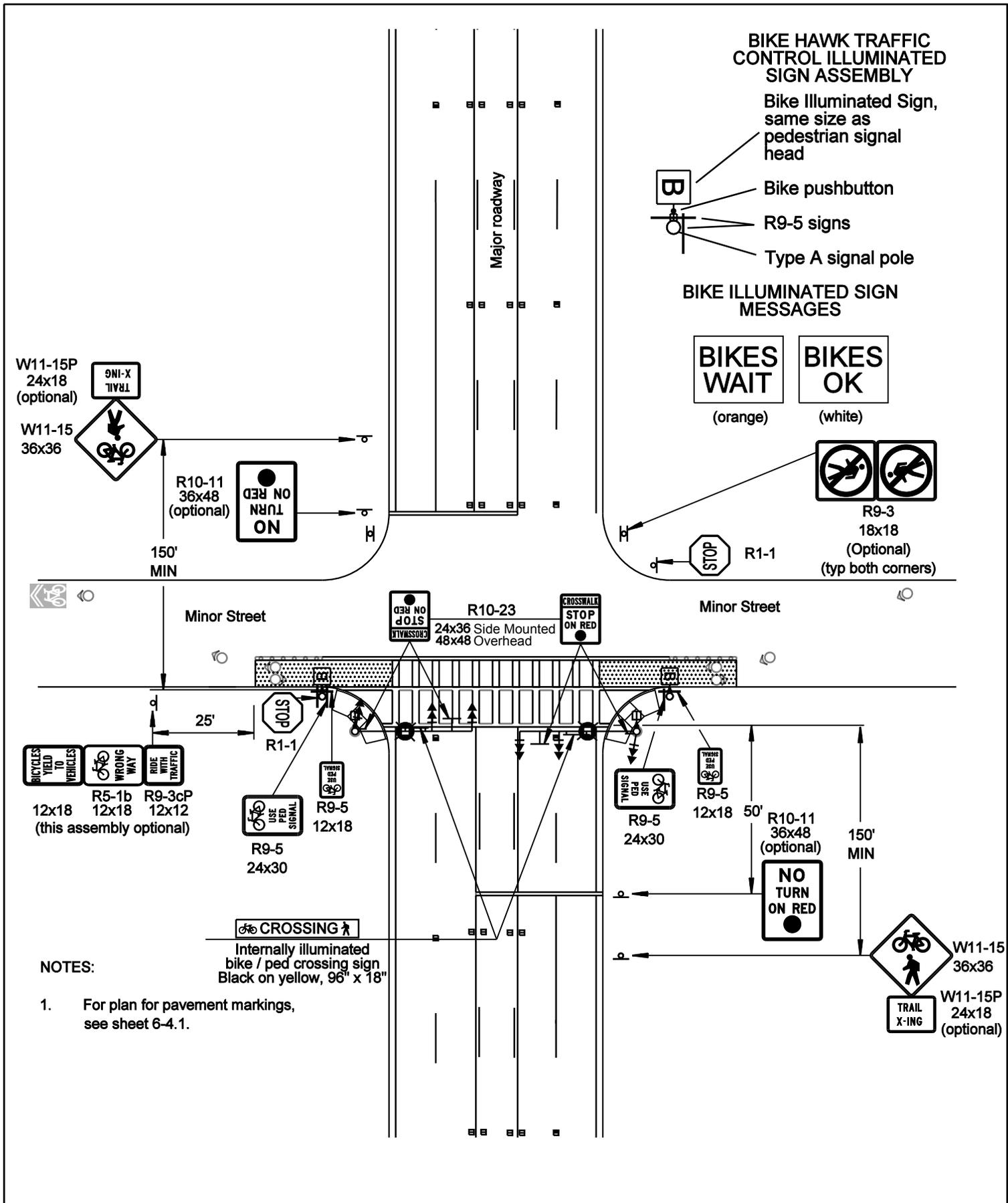
Mayor and Council Rules of Procedure take precedence over the rules contained in Robert's Rules of Order, Newly Revised. Robert's Rules of Order shall govern the order of business of Committee meetings in all cases to which they are applicable and insofar as they are compatible with the Mayor and Council Rules of Order and the bylaws of the Committee.

ARTICLE 11. AMENDMENT

Bylaws of the Committee may be amended, repealed or adopted by an affirmative vote of not less than two-thirds (2/3) of the voting members present and voting at a meeting of the Committee at which a quorum is present. Notice of proposed amendments, or of intent to repeal and/or adopt new bylaws, must be given to all members at least seven (7) days prior to the meeting at which the vote is to take place.



<p>ISSUED October 2013</p>		<p>City of Tucson DOT Traffic Engineering Division PAVEMENT MARKING STANDARDS</p>		<p>SHEET NO. 6-4.1</p>
<p>REVISED</p>		<p>Bike HAWK Crossing Pavement Marking Detail</p>		

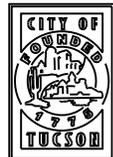


ISSUED
October 2013

REVISED

**City of Tucson DOT Traffic Engineering Division
PAVEMENT MARKING STANDARDS**

**Bike HAWK Crossing
Signaling and Signal Detail**



SHEET NO.
6-4.2



Tucson-Pima Bicycle Advisory Committee

Tuesday, March 4, 2014

Dear Councilmember Fimbres,

At the February 2014 meeting of the Tucson Pima County Bicycle Advisory Committee we discussed the potential re-striping projects in Ward 5 and reviewed their likely safety benefits for all road users, and voted to re-affirm our support. We understand there is some skepticism among some residents in the Ward, but feel that the research has demonstrated that there is likely to be minimal (if any) real impact on travel times, and substantial improvements in safety. We hope that you will opt to support these projects.

We are convinced by the national research that TDOT staff presented at the January 2013 open house that demonstrates a reduction in crashes for cars, bicyclists, and pedestrians when roads are converted from four travel lanes to two travel lanes with a turning lane -- a reduction of as much as 30% on average. We are also convinced that the road segments under consideration are well below the traffic count thresholds for these treatments.

In other places in Tucson where this kind of "right-sizing" has occurred the city has had positive results; the lane changes on Granada between Congress and St Mary's were so well received that the Dunbar Spring Neighborhood Association has requested that the striping be continued all the way north to Drachman.

We believe the primary safety benefits of the proposed changes include:

1. Pedestrians attempting to cross these roads will be less likely to face the threat of being hidden behind a car stopped in one lane and struck by a driver heading in the same direction in an adjacent lane.
2. Bicyclists will no longer have to share the lane with car traffic; providing bicyclists with a dedicated travel lane increases the attractiveness of cycling along these corridors, increases the safety for residents choosing to bicycle, and makes it unnecessary for cars to slow down or change lanes to avoid bicyclists or give them the proper clearance.
3. Unsafe lane changes will be reduced when left-turning cars are no longer required to block a travel lane, increasing safety for all road users -- drivers, bicyclists, and pedestrians alike.
4. Sight lines will be increased for all road users, decreasing the likelihood of collision considerably.

We recognize that some residents have expressed concern that with traffic volumes potentially increasing due to construction projects that now might not be the right time to make these changes. However, we are convinced that the value of the safety improvements for pedestrians and bicyclists -- not to mention motorists -- will easily outweigh the uncertain possibility of delays during short rush hour periods. Furthermore, we believe that making the roads safer and more attractive for cyclists may, in fact, offset some motorist traffic since some residents may choose to leave their cars at home. In particular, providing safe corridors for bicyclists will likely reduce the number of students in the new student housing who choose to drive their cars through the neighborhoods as UA students have the highest rates of bicycle ridership in Tucson.

We want to commend the Department of Transportation staff for proactively looking for ways to increase the safety of our roads for all the different modes of travel while minimally impacting automobile trip times. We recognize that it would be easier to simply keep the striping patterns as they are, but it would negatively impact pedestrian, bicyclist, and automobile safety for years to come. Furthermore, these safety improvements will come at no additional cost to the ward as these roads are being re-striped as part of routine maintenance. We hope that this rare opportunity to make a dramatic improvement in safety for Ward 5 residents at no additional cost is not missed; if the current striping is retained it may be years until these changes are again on the table.

Thank you for your help in making Tucson a safer place for residents however they choose to travel on our streets.

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Johnson", written in a cursive style.

Ian Johnson
Chair, TPCBAC

cc: Daryl Cole, Director Tucson Department of Transportation

VIDEOS

One Key Thing That Sets the U.S. Apart From Other Cycling Cultures

SARAH GOODYEAR 7:30 AM ET COMMENTS

It's been a long, hard winter in the United States, and in cities like New York, even the most intrepid cold-weather cyclists have been thwarted by icy roads and piles of slush.

To psych us up for warmer days to come, Clarence Eckerson of Streetfilms combed through his extensive archive to put together [a cyclist highlight reel](#). It includes scenes from Copenhagen. Groningen in the Netherlands, New York, Minneapolis, Hangzhou, China, Washington, D.C., and several others.

The short video amply demonstrates the universal appeal of biking. But Eckerson notes, one dramatic contrast is evident as soon as you watch just a few clips. In countries where bicycling is a routine form of transportation, with widespread, well-connected, and protected infrastructure, people rarely wear helmets. In U.S. cities, where automobiles still dominate and bike lanes are a relative novelty, the majority of people on bikes sport head protection. (There are other differences in riding style that you will see as well.)

Watching the film reminded me of a conversation I had a few years back with a Dutch friend who was living in New York for a couple of years. She told me that when she first arrived in the city, she was very perplexed to see so many people on bikes wearing helmets and wondered if the city's residents were particularly inept on two wheels. "I wanted to ask, do you all fall down a lot when you are riding?" she told me.

It didn't take long for her to figure out why so many New Yorkers are helmet users. They pedal in perpetual fear of being knocked over by the cars that speed by and constantly encroach on their space. I know, because I have ridden these streets all my life. The only place in the entire state of New York where I feel okay without a helmet is Fire Island, where no cars are allowed. My Dutch friend bought her first ever to use while she lived here.

There are several [ways to crunch the numbers](#) on Dutch cycling injury and fatality rates, and the helmet debate will likely never end. Indeed, the Dutch Road Institute for Safety makes a case for increased helmet usage, [especially among children](#). But as it is, helmet use among everyday riders is almost nonexistent, and [yet serious injuries and fatalities for cyclists in the Netherlands are very low](#), as are all road fatalities ([total traffic-related fatalities](#) are 3.9 per 100,000 inhabitants per year, as opposed to 10.4 in the U.S.). The average Dutch person travels 2.5 kilometers per day by bike, and bicycles are used for nearly a quarter of all journeys there - and 35 percent of trip under 7.5 kilometers.

Will cities in the United States ever be a place where you can ride comfortably without protective headgear? Is that something the nation should even be aspiring to? The Danes and the Dutch sure make it look nice.

Keywords: Bike Infrastructure, Bike Commuting, Bike Helmets, Video



Sarah Goodyear has written about cities for a variety of publications, including *Grist* and *Streetsblog*. She lives in Brooklyn. [All posts »](#)

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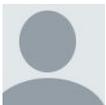
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Clarence Eckerson Jr. · 17 minutes ago

I had a helmet save me from injury in the strangest way a few years ago. I was bending over my bike to unlock it and - very unlike me - I reached far over the bike and juttied my head out over the sidewalk and was barely grazed by a passing car on top of helmet. But thus far that is the only time a helmet has saved me.

I wear a helmet when I ride quickly in heavy city traffic or on a bike where I am not in an upright position. However, I usually do not use a helmet on bike share in ANY city as I am usually riding slower and sticking to routes that have protected lanes (or at least are lower traffic). When I am in a place like Copenhagen or Amsterdam I don't even think of wearing one. Sometimes when I ride my own Dutch bike slowly around my nabe, I do not put it on.

People need to respect others decisions whether to wear one or not. It is not a 100% either/or view. There are many factors why people choose to wear or not wear one: experience, age, weather, city you are in, terrain, driver aggressiveness, previous head injury, type of bike you

are using, the speed you are riding, whether riding alone or with people, etc etc. For anyone to be adamant either way shows a lack of trying to see the true issues.

I do not support helmet laws for adults, but in NYC where I am riding there are plenty reasons to wear one. Until it is far safer, I'll continue to wear it, but I don't want to.

1 ^ | v · Reply · Share ›



tsol · 40 minutes ago

What's up with small children wearing helmets on their little bikes- with training wheels? How hard are they going to fall when their head is two feet from the ground anyway?

^ | v · Reply · Share ›



southern_perspective · an hour ago

I agree that motor vehicles are the big threat to bikers, but my only serious accident in 40 years of urban riding turned me into a permanent helmet advocate, cars or no cars. A bungee cord that I (stupidly) picked up on the way home became tangled in the front wheel and sent me headfirst over the handlebars into the pavement at maybe 12 mph. I was concussed, and still have a scar where the edge of the helmet cut the skin on my forehead, but life returned to normal after a few hours (and stitches). If my skull had not been encased in foam and plastic I am certain that the scarring would have been much more than 'skin-deep.'

^ | v · Reply · Share ›



Mark Friis · an hour ago

For those calling for mandatory helmets are they going to call for all people above the age of 65 too, since they are the much more likely to suffer from falls that lead to traumatic brain injury. They are the leading patients to ERs so why not make them all the time. It just takes one head injury to ruin you're whole life - as well as your loved ones.

<http://www.cdc.gov/traumaticbr...>

^ | v · Reply · Share ›



Joshua Putnam → Mark Friis · an hour ago

As for the question of whether helmet laws actually deter cycling, and by how much, see "Intended and Unintended Effects of Youth Bicycle Helmet Laws" from the National Bureau of Economic Research.

Abstract:

Over 20 states have adopted laws requiring youths to wear a helmet when riding a bicycle. We confirm previous research indicating that these laws reduced fatalities and increased helmet use, but we also show that the laws significantly reduced youth bicycling. We find this result in standard two-way fixed effects models of parental reports of youth bicycling, as well as in triple difference models of self-reported bicycling among high school youths that explicitly account for bicycling by youths just above the helmet law age threshold. Our results highlight important intended

One Key Thing That Sets the U.S. Apart From Other Cycling Cultures - Sarah Goodyear - The Atlantic Cities
JUST ABOVE THE HELMET LAW AGE THRESHOLD. Our results highlight important intended and unintended consequences of a well-intentioned public policy.

<http://papers.ssrn.com/sol3/pa...>

2 ^ | v · Reply · Share ›



Joshua Putnam → Mark Friis · an hour ago

The efficacy of helmets is a separate issue from the efficacy of mandatory helmet laws and fear-based promotion of helmets.

Assuming helmets are as effective as their most enthusiastic promoters claim, mandatory helmet laws still have a negative net impact on public health.

The math is relatively simple and quite compelling -- bicycle helmets reduce what's already a relatively small risk, while cycling itself reduces extremely common risks. It takes a very small decrease in cycling to completely overwhelm the benefits of helmets.

Piet de Jong lays this out very well in his paper from Risk Analysis on the health impact of mandatory helmet laws, see

<http://papers.ssrn.com/sol3/pa...>

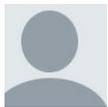
^ | v · Reply · Share ›



Mark Friis → Joshua Putnam · an hour ago

Thanks for that! Always like to be armed with great info.

^ | v · Reply · Share ›



spr8364 · an hour ago

It just takes one head injury to ruin you're whole life - as well as your loved ones.

1 ^ | v · Reply · Share ›



Joshua Putnam → spr8364 · an hour ago

Of course, the same is true of stroke. Bicycling reduces the risk of strokes.

2 ^ | v · Reply · Share ›



Twofooted → spr8364 · an hour ago

Which is a good argument for wearing one while jogging, driving, taking a shower...

1 ^ | v · Reply · Share ›



spr8364 → Twofooted · an hour ago

I shower much slower than I ride. With or without cars.

^ | v · Reply · Share ›



Joshua Putnam → spr8364 · an hour ago

But the helmet isn't there to protect against your forward speed, it's

designed to cushion the momentum of your head in a fall from riding height to the ground. Your head is actually higher off the ground while walking.

1 ^ | v · Reply · Share ›



spr8364 → Joshua Putnam · an hour ago

You're right, But, if you have high speed and you suddenly stop by hitting something. The helmet will help when your head hits the concrete. When I fall while walking, I'm not moving at 20 or 30 MPH. I fell on wet pavement once in a sideways motion, and my helmet definitely protected my head. I wasn't even going very fast, but when the wheels went out, I was on the ground in milliseconds.

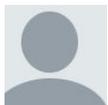
^ | v · Reply · Share ›



Patricia Decker · 2 hours ago

Helmet or not, I would have been dead had an aggressive Mini Cooper driver I encountered yesterday actually run me over, as he seemed to be inclined to do [judging by how ridiculously he was revving his engine and by how he aggressively tried to pass me on the left after I signaled that I was turning left (onto a bike path from a shopping mall intersection with a stop sign)]. I am a veteran cyclist that diligently follows "the rules of the road", but at some point, you have to wonder why you bother to support clean transportation and put your life on the line when there are so many loonies out there who forget they are operating death machines. I guess it is easy to forget when there's no chance of being punished for killing a cyclist; why take an extra second to be a decent person?

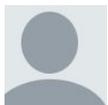
2 ^ | v · Reply · Share ›



Archphips · 2 hours ago

I am over 60 and never wore a bike helmet now cycling on errands through a US city. My kids think I am crazy and they may be right. Skiing was always done without a helmet and now almost all young skiers and snowboarders wear them. Or seatbelts! I think the bike helmet will arrive in Europe as well, eventually.

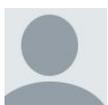
^ | v · Reply · Share ›



Jude · 3 hours ago

Where's Saul to tell us people don't like riding bicycles and that only cars are the way to go?

2 ^ | v · Reply · Share ›



Joshua Putnam · 3 hours ago

Actual risk has little or nothing to do with helmet use. People are terrible judges of risk -- how many people are afraid of flying but perfectly comfortable riding in a taxi?

Helmet use in the U.S. is driven by fear, and that fear is driven by "safety" campaigns that focus on scaring people about getting hurt, not teaching them how to ride their bikes safely.

The natural result is that many people are frightened off their bikes, while the rest are frightened into wearing helmets and riding around in fear.

If you went by real risks, not media-driven fear, people in cars should be the ones wearing helmets and body armor. It's car crashes, not bike crashes, that kill as many Americans as 9/11, every month, year after year.

6 ^ | 1 v · Reply · Share ›



catfink → Joshua Putnam · 3 hours ago

You're completely wrong about the risk from cycling vs. driving. The fatality rate per trip is about twice as high for trips by bike as for trips by car. The fatality rate per mile is several times as high for bikes. If you leave your car at home and ride a bike to work instead, you are several times more likely to be killed than if you had driven.

2 ^ | 1 v · Reply · Share ›



Joshua Putnam → catfink · an hour ago

If you take a more nuanced look at cycling fatality statistics, and back out the drunks, the people riding at night without lights, wrong-way riders, and children riding out of driveways without stopping, you'll find the accident risk for competent adult cyclists is quite low.

^ | v · Reply · Share ›



catfink → Joshua Putnam · 43 minutes ago

And if you eliminated drunk and reckless drivers from the driving fatality stats, driving would be safer too. If you think you have statistics showing that "accident risk for competent adults" is lower for cyclists than drivers, I'd like to see them.

^ | v · Reply · Share ›



Buy_Used → catfink · 2 hours ago

I think you're both right. Joshua is talking about overall risk. I.e., you're much more likely to be injured in a car crash (vs. bike) because we drive so much more than bike. But Catfink is correct that when you *do* bike, it is more dangerous per mile vs. driving. However, you may indeed live longer and healthier biking rather than driving, despite the increased crash risk. The proven dangers of a sedentary lifestyle may well outweigh the increased crash risk, depending on your circumstance.

1 ^ | v · Reply · Share ›



catfink → Buy_Used · 2 hours ago

You can get the same health benefits that you would get from cycling on public roads by working out on a stationary bike at a gym or at home, without any of the risk of death or injury from collisions with motor vehicles or loss of control. Plus, on a stationary bike you can

watch TV, read a book, talk on the phone, listen to music, etc.

^ | 1 v · Reply · Share ›



Tyler Doornbos → catfink · an hour ago

That sounds just awful.

2 ^ | v · Reply · Share ›



Joshua Putnam → catfink · an hour ago

That's not what peer-reviewed public health research shows, e.g. the Copenhagen Heart Study finds that the cardiovascular benefits of bicycle commuting are independent of, and in addition to, other athletic activity.

In part, that may be driven by the risks *avoided* by bicycle commuting -- driving a car is quite literally bad for your health. (Stress, accident risk, chemical exposure, circulatory impairment...)

The bottom line is all-cause premature mortality -- not how you die, but how likely you are to die prematurely.

We're a nation with multiple pandemics of diseases for which driving and lack of exercise are contributing factors -- heart disease, diabetes, asthma, many forms of cancer, etc.

Bicycling just 25 miles a week cuts premature mortality from coronary artery disease by 50% -- it's a hugely effective medical intervention. If you could bottle it and sell it as a painful daily injection, you'd be rich.

But instead we focus on telling people how dangerous it is to get out of the nice steel coffin they're used to driving in.

2 ^ | v · Reply · Share ›



catfink → Joshua Putnam · an hour ago

"That's not what peer-reviewed public health research shows, e.g. the Copenhagen Heart Study finds that the cardiovascular benefits of bicycle commuting are independent of, and in addition to, other athletic activity"

This seems unlikely. Could you provide a citation?

"In part, that may be driven by the risks *avoided* by bicycle commuting -- driving a car is quite literally bad for your health. (Stress, accident risk, chemical exposure, circulatory impairment...)"

But accident risk and chemical exposure -- especially exposure to motor vehicle exhaust fumes -- are *greater* on a bike than when

riding in a car. It seems likely that stress would be greater too, especially when riding a bike on public roads with cars whizzing past you at high speed just a few feet away.

"Bicycling just 25 miles a week cuts premature mortality from coronary artery disease by 50% -- it's a hugely effective medical intervention."

But if you can get that same cardiovascular benefit from a stationary bike without the risk of collision injury, that's better for your health and longevity than bicycling.

^ | v · Reply · Share ›



Joshua Putnam → catfink · 33 minutes ago

"All Cause Mortality Associated with Physical Activity During Leisure Time, Work, Sports, and Cycling to Work," Andersen et al., Archives of Internal Medicine, 2000.

After adjustment for age, sex, and educational level, the relative risk for those who cycled was 0.70. After additional adjustment for leisure time physical activity, body mass index, blood lipid levels, smoking, and blood pressure, the relative risk was 0.72 (95% CI, 0.57-0.91).

...

Even after adjustment for other risk factors, including leisure time physical activity, those who did not cycle to work experienced a 39% higher mortality risk than those who did.

^ | v · Reply · Share ›



catfink → Joshua Putnam · 15 minutes ago

But what do they mean by "leisure time physical activity," and how do they control for it, given that different kinds of physical activity have different effects? Unless it's an apples-to-apples comparison of stationary bicycling vs. bicycling as transportation, it doesn't tell us anything about whether one is better than the other.

^ | v · Reply · Share ›



Nick → catfink · an hour ago

...but you can't get to/from work riding a stationary bike...

2 ^ | v · Reply · Share ›



catfink → Nick · an hour ago

To get to work, you use a car or mass transit.

^ | v · Reply · Share ›



Joshua Putnam → catfink · 30 minutes ago

As long as you're giving informed consent to the additional risk, I

certainly won't try to stop you from driving or taking transit.

^ | v · Reply · Share ›



catfink → Joshua Putnam · 12 minutes ago

As I already said, you are several times more likely to be killed if you ride a bike to work than if you drive.

^ | v · Reply · Share ›



tiffanybbrown → catfink · 2 hours ago

But 6oz of plastic and foam is limited protection against a ton of automobile. It offers marginally more protection at low speeds than not wearing one. But it will do nothing if someone is driving aggressively/quickly enough.

FWIW, drivers also seem to show more care when I don't wear a helmet than when I do.

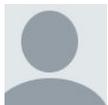
2 ^ | v · Reply · Share ›



Joshua Putnam → tiffanybbrown · an hour ago

Bicycle helmets are not designed to provide any protection against motor vehicle collisions. Their design specifications are driven by the momentum of the cyclist's head hitting the ground when falling from bicycling height. If you want a helmet that offers meaningful protection from vehicle impacts, you'll be looking at something like a full-face motorcycle helmet, not a bicycle helmet.

^ | v · Reply · Share ›



Gerald Fittipaldi · 4 hours ago

One thing that is proven is that cycling decreases whenever helmet *promotion* increases. People begin to fear cycling from all the promotion. Of those who continue to ride, more wear helmets. In turn, people see cycling as more and more dangerous as they see more and more people wear helmets. This is true of both adults and children. For this reason there are huge bands of cycling advocacy groups throughout Europe that are outright AGAINST helmet promotion and, of course, against helmet laws. (Denmark, Switzerland, Sweden to name a few).

Nothing kills "safety in numbers" the way helmet laws do. Just look at Melbourne's unused bikeshare. Persistent helmet promotion is a gateway drug for politicians to propose helmet laws. This in turn leads to the counterintuitive outcome of an increase in the rate of head injuries.

In Sweden, for example, the percentage of students 6-15 biking to school dropped from 80% to 40% as the helmet usage increased from almost nothing to about 45% from 1988-2008.

Article: <http://www.copenhagenez.com/2...>

In Holland you'll see kids as young as five years old riding to school, often by themselves,

without helmets. It is no coincidence that Holland has some of the lowest head injury rates.

Of course, prioritizing the bike over the car, and safe bicycle infrastructure is crucial to making biking safe. But much of this safety can be undone if helmet laws are enacted.

4 ^ | v · Reply · Share ›



postpitt · 5 hours ago

In Toronto, cyclists don't use helmets much either even though driving culture and bike infrastructure are similar. I think it's that Americans are more risk averse.

1 ^ | 1 v · Reply · Share ›

 **Scott Lopez** · postpitt · 2 hours ago

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latimes.com

Editorial

L.A.'s plan to make Figueroa a 'complete street' makes sense

There will be trade-offs, but the plan to make it bike and pedestrian friendly is worth pursuing.

By The Times editorial board

February 26, 2014

Los Angeles is on the verge of transforming four miles of Figueroa from downtown to Exposition Park into the city's first "complete street," serving cars, buses, bicycles and pedestrians equally. The \$20-million project, which would replace two car lanes with protected bike lanes, has been in development for six years. If completed, it will be a significant milestone in L.A.'s evolution from car-centric sprawl to walkable, bikeable urban villages.

But Figueroa happens to be an iconic car corridor; it's home to the Automobile Club of Southern California's headquarters and numerous auto dealers, including Felix Chevrolet, whose neon Felix the Cat sign is a designated historic cultural monument. Plans to remove car lanes are not popular.

The business improvement district opposes the proposed installation of three miles of cycle tracks, which sandwich bike lanes between the sidewalk and concrete transit islands for waiting bus riders, and one mile of buffered bike lanes, which are separated from vehicle traffic by painted striping. The University of Southern California and the museums at Exposition Park have raised concerns that the "road diet" could cause traffic jams that would make life miserable for people who live, work and play in the area, and ultimately deter visitors.

[VIDEO: Do you drive in L.A.? Watch this to see what scares cyclists.](#)

At the request of Councilman Curren Price, who represents the area, the Department of Transportation is taking a second look at the project to see if it can be redesigned to preserve more vehicle lanes. That could mean moving bike lanes and cycle tracks running in one direction to another street, such as Flower. But rethinking the plan could make it significantly more expensive and undermine its premise: to make Figueroa the clear biking, walking and bus link between South L.A., USC and downtown.

The concern of local businesses and institutions is understandable. The "My Figueroa" project is the first of its kind in Los Angeles. Transportation engineers predict that it will take longer to drive those four miles, but they can't say how much longer. Case studies suggest traffic congestion caused by a road diet will ease over time as drivers try other routes or choose to cycle, walk or take the bus. But there may also be real, negative effects for long-established stakeholders on Figueroa. Transformative projects have trade-offs.

While it is perfectly reasonable to consider the concerns and to try to reach compromises, however cars should not get veto authority. The city's 2010 bicycle plan identified Figueroa as part of the Backbone

Bicycle Network, those streets identified as key arterials for cyclists. Figueroa has the added benefit of providing a straight, safe route between two established biking communities — USC and downtown. This is exactly where Los Angeles should be replacing car lanes with cycle tracks and buffered bike lanes.

[VIDEO: Do you bike in L.A.? Watch this to see what concerns all those drivers.](#)

In recent years, California law and Los Angeles policies have established that streets are not meant for automobiles alone. Mayor Eric Garcetti and the City Council should not let fears of traffic congestion turn this transformative project into another incomplete street.

This post is part of an ongoing conversation to explore how the city's cyclists, drivers and pedestrians share and compete for road space, and to consider policy choices that keep people safe and traffic flowing. For more: latimes.com/roadshare and [#roadshareLA](#).

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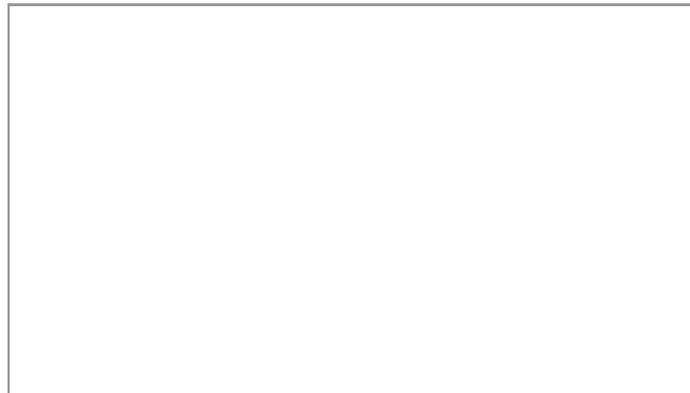


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[Portland designer/planner unveils 'protected intersections for bicyclists'](#)

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on February 19th, 2014 at 11:54 am



Portland-based urban planner and designer Nick Falbo's latest project aims to expand the benefits of protected bike lanes — places where people can ride with physical separation from auto traffic — all the way to intersections. Falbo calls them "protected intersections" and he's launched [a website](#) and new animated video to help spread the idea.

The problem with protected bike lane (a.k.a. cycle track) designs in America is that they disappear at intersections. The favorite treatment of U.S. planners has been to create "mixing zones" where people in cars and people on bikes share the lane just prior to the corner. This design creates a weak link in the bikeway right where it should be its strongest. In contrast, cycle tracks in Dutch (and other) cities have dedicated space for cycling all the way to the corner and then bike-specific signals to get riders through safely.



A standard intersection in Utrecht, the Netherlands.
 (Photo by J. Maus/BikePortland)

With his protected intersections for bicyclists, Falbo is trying to translate that Dutch design into an American context. As you can see in the image below, there are four key elements to the design: a corner refuge island, bicycle-friendly signal phasing, a forward stop bar, and a setback bicycle crossing.



Drawing taken from video shows four key elements of the design.

In an email to the Active Right of Way list this morning, Falbo said, "I hope to hit a few conferences this year pitching the these elements to whoever will listen."

While he's obviously enthused about the benefits of this design and committed to moving this idea forward, Falbo acknowledges there are some major challenges to overcome like large truck movements, auto capacity impacts, and how to make the design work well for people who walk and/or use a mobility device.

Falbo intends to tackle these challenges and post updates on his design to ProtectedIntersection.com, which he hopes will, "develop into a clearinghouse for exploration, examples, images, references related to the Protected Intersection design concept."

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Posted on February 19th, 2014 at 11:54 am. Filed under [Front Page](#) and tagged with [, nick falbo](#). You can skip to the end and leave a response. Pinging is currently not allowed.

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• [Gerik](#) February 19, 2014 at 12:00 pm

Physical and temporal protection at intersections. Brilliant and clearly depicted. Three cheers for Nick Falbo! Seriously, this is great, thank you.

Recommended  24

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• [Adam H.](#) February 19, 2014 at 12:21 pm

Now this is what I'm talking about. Copy the Dutch design. They already figured this stuff out years ago – no need for American cities to reinvent the wheel.

Here's hoping this design actually gets implemented in Portland and other American cities.

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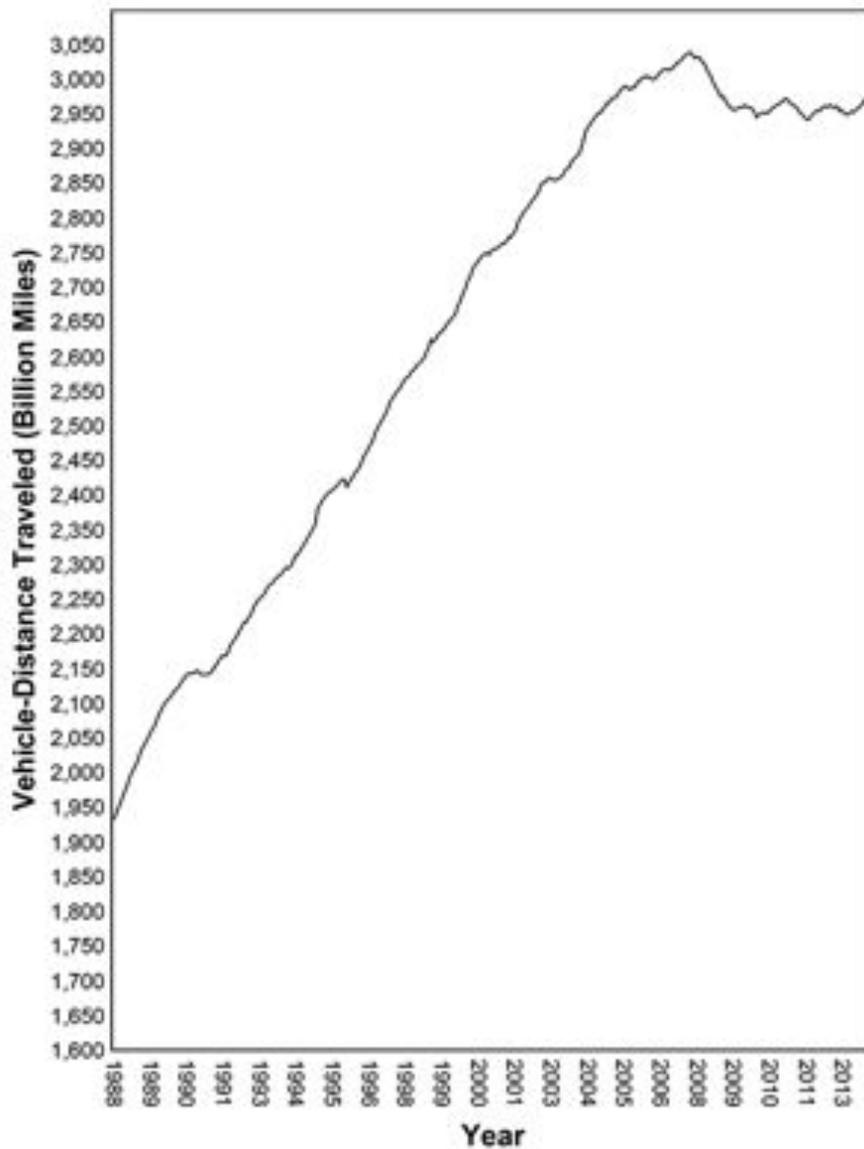
CHARTS

We're Driving Less, So Should We Stop Building New Roads?

ERIC JAFFE 7:00 AM ET 13 COMMENTS

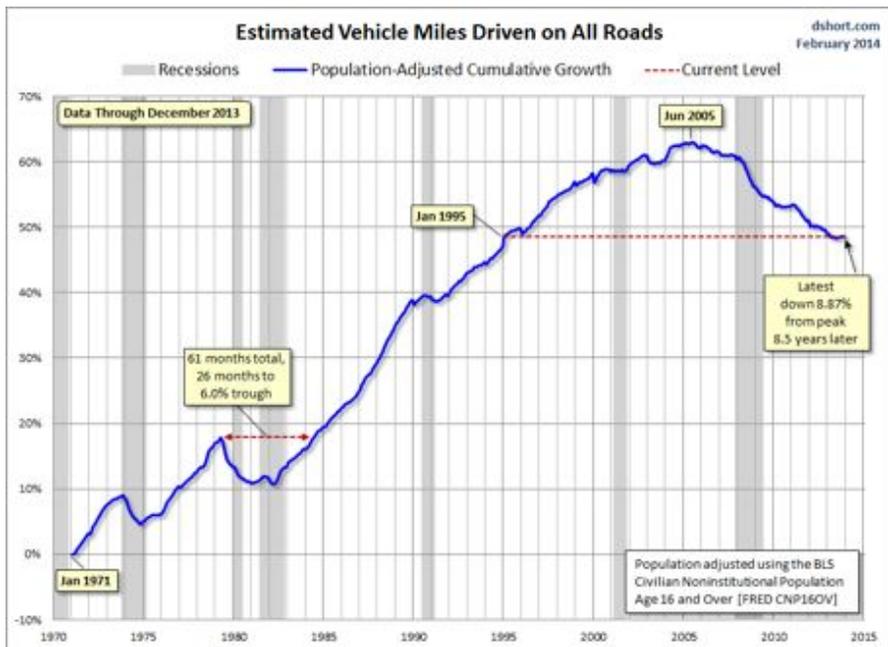


There's evidence to suggest that America's already reached peak driving. The latest figures from the U.S. Department of Transportation suggest that vehicle-miles increased by **18.1 billion miles** in 2013, just half a percent on the previous year. That's a rise, of course, but not enough to skew statistics showing that mileage has plateaued since its high mark in the mid-2000s:



Courtesy D.O.T.

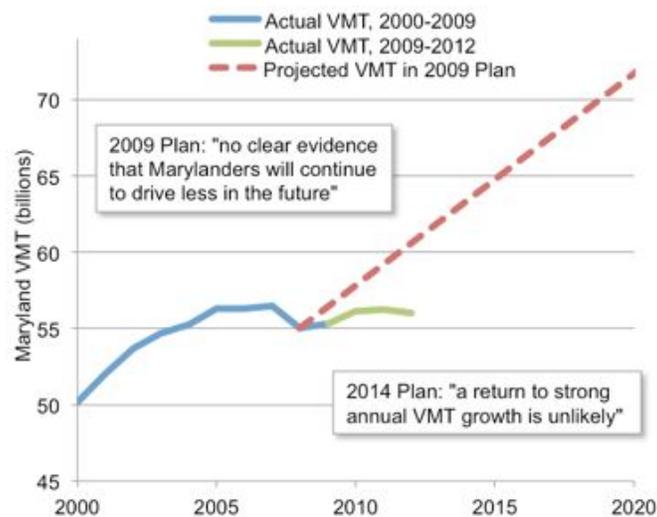
Meanwhile, the U.S. population grew by about .7 percent in 2013, so per capita vehicle miles actually declined — for the ninth year in a row. Analyst Tony Dutzik writes that the latest per capita VMT rate is about 7 percent below its 2004 peak. In fact, when you adjust for the driving population, as financial advisor [Doug Short has done](#), the 2013 VMT rate "is about where we were as a nation in January of 1995":



Via *Advisor Perspectives*.

So if we really are driving less than we used to — or, at the very least, no *more* than we used to — when will we stop increasing road capacity? Traffic growth or decline is a **notoriously difficult trend** to forecast accurately. But given vehicle-mile trends, it stands to reason that sooner or later states and cities will warm to the possibility that maintaining existing roads is a wiser public investment than building new ones.

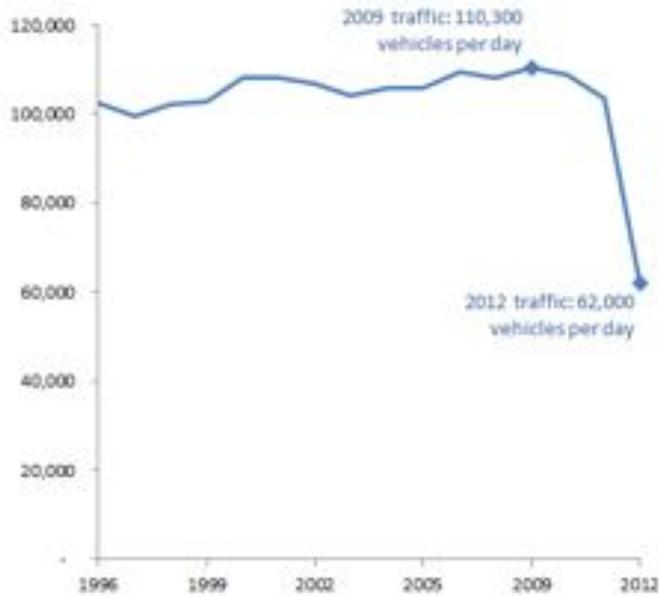
Chris McCahill at the State Smart Transportation Initiative **points out** that some places are already accepting this sea change. Back in 2009, for instance, the Maryland DOT projected 2 percent VMT growth through 2030 (below), citing "no clear evidence that Marylanders will continue to drive less in the future." Last month, however, it reversed course and not only acknowledged per capita VMT declines but omitted traffic projections.



Via *S.S.T.I.*

Local officials can't help but notice the trend, too. At *Sightline*, Clark Williams-Derry tracks the **enormous drop in traffic** — 48,000 daily trips — that's occurred of late along Seattle's Alaskan Way Viaduct, an urban interstate that's being removed and replaced by a tunnel. Construction obviously has a lot to do with the decline, but peak driving might too, since the dip predates all the road work:

Traffic on Seattle's Alaskan Way Viaduct plummeted after construction began.



Via [Sightline](#).

Sightline commenters make clear that the viaduct is very congested at times, so maybe more road capacity here will help. But the point made by Williams-Derry is that Seattle has adapted to the loss of 48,000 trips without much effort (a modest transit increase captured [most of them](#)). If officials had known that only 62,000 daily trips would remain in the viaduct corridor, would they have pushed for a multi-billion-dollar replacement tunnel or closed the gap with cheaper alternatives?

What all these data and charts point to are the merits of a [fix-it-first road funding policy](#) that puts road maintenance before road construction. For sure, we need a new source of funding, with the [busted gas tax](#) nearing its demise. It's also high time to challenge the idea that the amount of road funding we'll need in the future is the same as what we've needed in the past.

Keywords: Seattle, vehicle miles traveled, peak driving, VMT, Transportation Funding, [Sightline](#), peak road, Maryland, Seattle, Department of Transportation, Traffic, DOT, Roads, Highways, Congestion, State Smart Transportation Initiative, Fix It First



Eric Jaffe is a contributing writer to *The Atlantic Cities* and the author of *A Curious Madness* (2014) and *The King's Best Highway* (2010). He lives in New York. [All posts »](#)

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3/7/2014 11:00 AM

Excess traffic/inadequate roads spur road plans near Vail schools



11 HOURS AGO • BY [JAMAR YOUNGER](#)

At least twice a day, Colossal Cave Road transforms from a mostly calm, two-lane suburban road to a congested, traffic-clogged obstacle course of school zones, potholes and impatient drivers, bisected by two sets of railroad tracks.

It's especially hectic in front of Old Vail Middle School and Acacia Elementary School, where the absence of turn lanes in each direction

forces staff members and parents to sit and wait, delaying delay traffic behind them until they can turn in to either school's parking lot.

The congestion gets worse if a train crosses one of the tracks, pushing traffic as far back as Interstate 10 to the south and Mary Ann Cleveland Way to the north.

"There are mornings where it is really nasty and others where it's not quite as bad," said **Al Flores**, facilities and transportation director for the Vail School District.

The worst traffic occurs during a 30- to 45-minute span in the morning when staffers and students arrive at school, just as other commuters are heading to work.

The congestion is also heavy in the afternoon when students are leaving school.

The congestion issues, along with hazards presented to students, crossing guards and vehicles in the area, prompted school district and county officials to pool money to widen Colossal Cave Road, with hopes of adding a center lane and possibly right-turn lanes for each school.

Last month, the county Board of Supervisors voted to shift \$872,000 out of District 1's road-repair fund to improve Colossal Cave Road, with most county officials viewing it as a high priority.

The decision was made after the Vail School District offered to contribute \$100,000 to help fix the road.

The county currently has about \$3.7 million for the project and is studying whether to make incremental improvements or repair the road all at once, said **Priscilla Cornelio**, director of the county Department of Transportation.

The county can cover the cost of incremental improvements, estimated at \$2.4 million. That would widen and add turn lanes in the areas near the schools, make safety

enhancements near the railroad tracks and improve side-street and driveway access within the area.

The more comprehensive package of improvements would widen a longer stretch of Colossal Cave Road while adding paved shoulders for bicycle access, pedestrian paths and sidewalks. But it comes with a price tag of \$5 million, which is more than the county has.

County transportation officials are analyzing the feasibility of each option, Cornelio said.

They expect to complete their study in a couple of weeks, but there is no timeline for when work would begin on the narrow road that stretches through the heart of Vail.

Vail School District officials have been waiting for the road improvements for almost a decade, but the project was put on hold due to a lack of funding.

The district has made some enhancements on its own to help alleviate traffic problems at both campuses.

At Old Vail Middle School, the district has paid to expand the school's parking lot and move the school bus drop-off area behind the school to make room for more traffic.

The district decided it couldn't wait any longer on the road improvements, which prompted Flores and other officials to show up at a Board of Supervisors meeting last month and offer the \$100,000.

"The district recently made the decision to assist with funding of the project because of the severity of the situation," he said.

At the meeting, district staffers described cars running over and flattening school-zone signs, near misses between vehicles darting in and out of the parking lots, and crossing guards almost getting hit.

"It's grown dramatically in the last six, seven years," said Old Vail Principal **Laurie Emery**, who has worked at the school for nine years. "It used to be a rural area."

Emery recalled her own stories of parents and motorists using the gravel area in front of her school to pass other cars or as a makeshift turn lane to enter the school parking lot.

She has also witnessed some collisions near the school.

The safety of the students is her biggest concern.

"We're at a point where this is a critical issue," she said.

Marana Year-end Review and Upcoming Projects
Provided by Brian Varney 2/12/14

2013

1. Completion of approximately 3 miles of the Ridgeline Trail in the Tortolitas. This trail is accessible by mountain bikers from the Upper Javelina Trail and the Wild Burro Trail.
2. Completed planning for the CAP National Recreation Trail along the CAP canal to extend from Tangerine Road north to Pinal County. This trail is expected to be constructed/ improved in 2014.
3. Improvements to Santa Cruz River shared use path crossing at Ina Road. This project improved the safety of the crossing of Ina Road, as well as the safe traversing of the Santa Cruz River by routing the shared-use path behind the guardrail on Ina Road.
4. Extended Dove Mountain Blvd. (and the bike route) approximately 1 mile west of the previous point of terminus.

2014

1. Anticipated pavement of Moore Road from Thornydale Road west approximately 1.5 miles to the existing terminus of pavement, thus, providing a paved connection to Dove Mountain Boulevard. This project will include a 4' wide paved shoulder.
2. Anticipated construction / improvement of CAP National Recreation Trail along the CAP canal.
3. Continued planning for shared use path from El Rio Park in Continental Ranch to Avra Valley Road. The planning will continue in 2014, but will probably not enter construction until 2015.
4. Anticipated design and construction of a shared use path connecting Twin Peaks Road to the Santa Cruz River path on the west side of Interstate 10. This improvement is anticipated to be designed in 2014; however, may not be constructed until 2015.
5. Anticipated design and construction of a connection between the existing shared use path along the north side of Twin Peaks Road (east of Interstate 10) and the existing bike lane providing access through the interchange.
6. Design for an extension of the Santa Cruz River path from its current point of terminus at Tangerine Farms Road near Gladden Farms Park to the south side of Cal Portland. Construction is planned for 2015.

Pima County Report February 12, 2014

2013 Projects

Published new bicycle **Share the Road Guides** in English and Spanish, new **Metro Tucson Bike Map**, and new **Loop Map**. Provided funding for the publication of the **Z-fold Tucson Pocket Bike Map**. Have also published several new safety and education and mechanics guides for the middle school program, along with reflective safety stickers and other items.

Hosted **Walk n' Roll to School Day** in spring and **International Walk to School Day** in fall. We had 58 schools participate in the spring, representing approximately 28,000 students, and 65 schools and 32,000 students in the fall.

Hosted 125 bike safety classes in 2013 and had 1,174 participants. Currently have 64 Bike Ambassadors assisting with the safety classes and outreach efforts. In addition, through the Middle School Bike Ambassador Program we did safety classes for 613 middle school students (4 hour safety curriculum). We also had bicycle safety instruction with 1,736 high school students as part of El Tour training. Our 2nd grade and 4th grade pedestrian and bicycle safety program taught 3,947 students (also includes some additional middle school students). **Total participants in all classes 7,470.**

Staffed the **UA/Pima County Bike Station** with Bike Ambassadors through spring and fall semesters 2013. As part of the station services and outreach throughout the UA, we had **7,980** contacts with students and bike commuters who needed flat repairs, mechanical work, bike safety information, bike registration, etc.

Expanded the **Pima County Bike Share Program** to 27 bikes located at 15 departments and offices. Intend to expand to 40 bikes this year.

Completed the **Pantano Wash/Harrison Greenway Path**. This project in the City of Tucson results in nearly 5 miles of connected pathway involving the Pantano Wash path and Harrison Greenway from Kenyon Street to Irvington Road. The project serves as a part of The Loop and provides a connection for mountain bike riders to ride from urban Tucson to Fantasy Island and for other cyclists to ride to Fantasy to go for walks or hikes.

Completed a new south side pathway connector from urban Tucson to the **Kino Environmental Restoration Project (KERP)**, an important habitat for waterfowl and other species (a good location for bird watching). The project uses the Tucson Diversion Channel and connects the Aviation Pathway in the City to KERP from Palo Verde Road. The pathway around the KERP is also a segment of the Julian Wash Pathway section of The Loop. This is one of the few significant bikeway projects that connect central Tucson to the south side.

Completed the following additional projects (part of them finished in early 2014):

- **Alvernon/Contractors Way bike lane project** in the City and Pima County, linking 29th Street south to Ajo Way.

- **Santa Cruz Loop Pathway**, Grant to Camino del Cerro (east bank)
- **Camino de la Tierra Bike Lanes** from north bank of Rillito in City of Tucson to Orange Grove Road
- **Houghton Road bike lanes** from Snyder Road to Catalina Highway.
- **Camino de Oeste Sidewalks and Bike Lanes**, connecting to the Pascua Yaqui Tribe from Valencia to Los Reales.
- **Colossal Cave/Mary Ann Cleaveland Way bike lane project**, linking Pistol Hill Road to Empirita High School, with connection to existing bike lanes to the west at the City of Tucson city limits.

2014 Projects

Continuing activities at UA Bike Station, safety classes, outreach, elementary and middle school classes, special events, etc. Currently printing new **Tucson Metro Bike Map** and new **Loop Map**.

Continuing design on the following projects. Most of these projects are scheduled for construction starting in 2014:

- **Harrison Road Bike Lane Project**, linking Catalina Highway to McDonald Park and Sabino High School (start construction late 2014)
- **Hughes Access Road bike lanes**, Nogales Highway to Alvernon Way (start construction late 2014)
- **Esperanza Boulevard Bike Lane and Sidewalk Enhancement**, Abrego to La Cañada in Green Valley (start construction mid 2014)
- **CDO Loop Shared Use Pathway**, Santa Cruz to Thornydale (start construction mid 2014)
- **CDO Loop Shared Use Pathway**, La Cañada to La Cholla (start construction mid 2014)
- **Pantano Loop Pathway**, Speedway to 5th Street Wash (start construction late 2014)
- **Pantano Loop Pathway**, Broadway to Kenyon Street (start construction late 2014)
- **Julian Wash Loop Pathway**, Drexel to Kino (start construction early 2014)
- **Pantano Loop Pathway**, Craycroft to Tanque Verde (start construction 2015)

- **Harrison Greenway Loop Pathway**, Irvington to Valencia (start construction late 2014)
- **Camino de la Tierra Loop Pathway Bridge**, on south bank of Rillito in City of Tucson and crossing over CDLT to provide a grade-separated crossing (start construction late 2014)
- **Valencia Road Bike Lanes**, Ignacio Baumea to Wade Road (start construction late 2014)
- **Manzanita Elementary Safe Routes to School project** Skyline to north Ina Road (start construction on Phase 2 of 3 in late 2014)
- **Centennial Elementary/Flowing Wells JHS SRTS project** on La Cholla from Ruthrauff to Wetmore (start construction late 2014)
- **Old Vail Middle School SRTS project**, linking OV Middle School with Empirita High School and area neighborhoods (start construction 2015)
- **Summit View Elementary SRTS project**, linking area neighborhoods around the school (construction not funded yet)
- **Coronado Middle School SRTS project**, Wilds Road and Twin Lakes Road (start construction late 2014)

Projects under construction:

- **Santa Cruz pathway and bank protection project**, linking Silverlake Road to Ajo Way. The pathway will result roughly in a 42-mile continuous segment of The Loop comprising the Rillito, the Santa Cruz, and the Julian Wash.
- Partnering with **Saguaro National Park for bike safety and general safety improvements** on the SNP East Loop and on Picture Rocks Road/Sandario Road in SNP West.
- **Homer Davis Elementary SRTS project**, Romero Road from Roger Road to Wetmore Road
- **La Cañada bike lanes**, River to Ina
- **Magee Road bike lanes**, Oracle to La Cañada
- **La Cholla bike lanes and CDO shared use path underpass**, Magee to Overton
- **Santa Cruz Loop Pathway Connection**, Ted Walker Park to Mike Jacobs Park
- **Valencia Road Bike Lanes**, Alvernon to Wilmot

ADA Sidewalk and Shoulder Projects (Paved Shoulders meet ADA Specifications)

Planned ADA Sidewalks and Shared Use Paths	Sidewalk, Both Sides	Sidewalk on One Side with Paved Shoulders	Shared Use Path	Ramps (both sides)	Planned Construction Year	Status as of 2-14
Abrego, SAH limits to 1/4-mile south	Shoulders				2013	Complete
Bear Canyon, Tanque Verde to Snyder Road	Shoulders		Eastside to Collier School		2011	Complete
Camino del Sol, Cotonia to Canoa		Eastside			2013	Complete
Colossal Cave Road, COT limits to Pistol Hill Road	Shoulders				2013-14	Complete
Flowing Wells, Roger to River Road	x				2011	Complete
La Canada, Ina to Calle Concordia	x				2011	Complete
La Cholla, River Road to Ruthrauff	x				2011	Complete
Loma Alta, Via Rancho de Lago to Colossal Cave Road	Shoulders				2011	Complete
Rillito River, Hacienda del Sol to Country Club			Northside		2011	Complete
Rillito, Alvernon to Craycroft			Southside		2011	Complete
Rillito, Camino de la Tierra to La Cholla			Northside		2011	Complete
Rillito, La Cholla to Oracle			Southside		2011	Complete
Santa Cruz, Grant to Rillito (west side SUP to Camino del Cerro, east side SUP to Rillito)			West and East side		2011	Complete
Shannon Road, Diamond to Rillito (both sides to Curtis, Westside to Rillito)	x*	Westside*			2012-13	Complete
Tanque Verde, Catalina Highway to Houghton		Southside			2011	Complete
Valencia Road, Mission to Camino de Oeste	Shoulders				2013	Complete
Camino de Oeste, Valencia to Tetakusim		Westside			2013-16	Complete (Valencia to Los Reales)
La Canada, River Road to Ina	x				2013-14	Under Construction
La Cholla, Magee to Lambert			Westside		2013-14	Under Construction
Magee, Thornydale to Oracle		Southside			2013-14	Under Construction
Ruthrauff, Davis to La Cholla	x (ramps)			x	2014	Under Construction
Valencia Road, Alvernon to Kolb	x				2014-15	Under Constr. (Alvernon to Wilmot)
Campbell Avenue, Encantada to E. Table Mtn. Road	x				2015	Under Design
Coronado Elementary and Middle School pathway, Wilds Road to Twin Lakes; Twin Lakes to Golder Ranch Road					2014-15	Under Design
Esperanza, Abrego to La Canada	x				2014-15	Under Design
La Cholla, Ruthrauff to Wetmore		Westside			2014	Under Design
Mary Ann Cleveland, Nona Lane to Driscoll Mountain Drive			North side		2015	Under Design
Pantano Wash, Speedway to 5th Street			Eastside		2014-15	Under Design
Valencia Road, Ajo to Mark Road		Southside			2014	Under Design
Wetmore, 600 feet West of La Cholla to Romero	x				2014	Under Design
Silverbell, Grant to Ina		x	Eastside		2015	Planning
La Cholla Boulevard/Ina Road Intersection-Sidewalk Improvements to Bus Stop	x				2014	Not started
La Cholla, Lambert to Tangerine			Westside		2015	Not started

Free Bike Safety Classes!



Get Your Choice of Free Items:

- Free Helmet, Bike Light Set, Bicycle U-Lock, or Multi Tool Set

Items vary per class—see details below



www.BikePed.pima.gov

Items may vary • Illustrations approximate

Classes conducted by L.A.B. League Cycling Instructors and sponsored by Pima County

UA AREA BIKE RIDE!

Did you just arrive in town or are you a new UA student? Join us for a fun and free 1-hour bike ride on and around the UA campus. This ride will familiarize you with the UA bike routes and how to cycle safely around campus and the streetcar tracks that are currently under construction. **Participants will receive a choice of one free item: a free helmet, front & rear light set, or bicycle U-lock! Riders need to bring a bike in good working condition.**

Thursday, March 13th, 2014 • 10:00 a.m. to 11:00 a.m. UA/Pima County Bike Station, UA Mall & Highland
Monday, April 14th, 2014 • 11:00 a.m. to 12:00 p.m. UA/Pima County Bike Station, UA Mall & Highland

MOUNTAIN BIKE CLASSES!

Learn techniques to ride the trails with more confidence, control and efficiency. The class is taught by Martha Lemen, a professional mountain bike instructor with over 15 years' experience improving the skill of riders of all abilities. Recommended for adults and youth ages 16 and up; 13-15 okay with a parent. **Riders need to bring a bike in good working condition. Riders need to be prepared to be outdoors for 3 hours – bring plenty of water, sunscreen and wear a bike helmet. Sunglasses and gloves are highly recommended. Participants will receive a choice of one free item: a free helmet, front & rear light set, bicycle U-lock, or multi tool!**

Saturday, March 22nd, 2014 • 8:00 a.m. to 11:00 a.m. Sweetwater Trailhead (Tortolita Rd south of del Cerro)
Saturday, April 26th, 2014 • 8:00 a.m. to 11:00 a.m. Sweetwater Trailhead (Tortolita Rd south of del Cerro)

GET BACK ON YOUR BIKE!

Join us at one of our Get Back on Your Bike classes for an easy 2-hour ride where we get you set up and ready to ride, discuss basic bike topics, and ride local streets to familiarize yourself with how to operate your bike safely within the city. Participants must be able to already ride a bike and bikes in good condition with at least one functioning handbrake or coaster brake are required. Recommended for adults and youth ages 16 and up, 13-15 okay with a parent. **Participants will receive a choice of one free item: a free helmet, front & rear light set, bicycle U-lock, or multi tool!**

Saturday, March 1st, 2014 • 9:00 a.m. to 11:00 a.m. Boys & Girls Club 5901 S. Santa Clara Ave.
Saturday, March 29th, 2014 • 8:30 a.m. to 10:30 a.m. Himmel Park Library, 1035 N. Treat Ave.
Saturday, April 26th, 2014 • 8:30 a.m. to 10:30 a.m. Himmel Park Library, 1035 N. Treat Ave.

To sign up, call 724-BIKE (2453) or email Olga.Valenzuela-Ochoa@pima.gov. Continued on reverse side.

CONFIDENT and CAPABLE CYCLIST (Traffic Skills 101)

This course is a primer for those cyclists who wish to gain a full understanding of how to safely operate a bicycle in a variety of situations. The class includes learning how to perform a quick safety check, fix a flat, and do minor mechanical adjustments. It also includes review of state and local laws and on-bike skills. All sorts of bicycle topics including route selection and riding gear will be discussed. Recommended for adults and youth ages 16 and up, 13-15 okay with a parent. Bikes in good rideable condition with at least one functioning handbrake or coaster brake are required. **Participants will receive a choice of two free items from the list of safety items.**

Part 1, Tuesday, March 18th, 2014 • 6:30 p.m. to 9:00 p.m. Ward VI Council Office, 3202 E. 1st Street.
Part 2, Saturday, March 22nd, 2014 • 8:00 a.m. to 2:00 p.m. Ward VI Council Office, 3202 E. 1st Street.

Part 1, Wednesday, March 26th, 2014 • 6:30 p.m. to 9:00 p.m. Ward VI Council Office, 3202 E. 1st Street.
Part 2, Saturday, March 29th, 2014 • 8:00 a.m. to 2:00 p.m. Ward VI Council Office, 3202 E. 1st Street.

Part 1, Tuesday, April 8th, 2014 • 6:30 p.m. to 9:00 p.m. Ward VI Council Office, 3202 E. 1st Street.
Part 2, Saturday, April 12th, 2014 • 8:00 a.m. to 2:00 p.m. Ward VI Council Office, 3202 E. 1st Street.

Part 1, Wednesday, April 23rd, 2014 • 6:30 p.m. to 9:00 p.m. Ward VI Council Office, 3202 E. 1st Street.
Part 2, Saturday, April 26th, 2014 • 8:00 a.m. to 2:00 p.m. Ward VI Council Office, 3202 E. 1st Street.

CONFIDENT and CAPABLE CYCLIST Class for WOMEN (Women' Traffic Skills 101)

This course teaches the same skills as the regular Traffic Skills 101 class, but in a supportive all-woman atmosphere. In addition to the regular topics, this class will delve into the history of women and the bicycle, cover women-specific bicycle fit, talk about clothing options if you're just not into that flashy look, and touch on personal security issues while riding alone. Recommended for adults and youth ages 16 and up; 13-15 okay with a parent. **Participants will receive all of the same free items as the Traffic Skills 101 class!**

Part 1, Thursday, March 6th, 2014 • 6:30 p.m. to 9:00 p.m. Perimeter Bicycling, 2609 E. Broadway
Part 2, Saturday, March 8th, 2014 • 8:00 a.m. to 2:00 p.m. Perimeter Bicycling, 2609 E. Broadway

Part 1, Thursday, April 17th, 2014 • 6:30 p.m. to 9:00 p.m. Perimeter Bicycling, 2609 E. Broadway
Part 2, Saturday, April 19th, 2014 • 8:00 a.m. to 2:00 p.m. Perimeter Bicycling, 2609 E. Broadway

MECHANICS CLASS

This class will focus on basic mechanics of the bicycle and will include repair and adjustment of the most common problems. Bring your bikes and plan on getting your hands dirty! Class size is limited to 10 people. **Participants will receive a free flashing LED leg band and a choice of a free bicycle U-lock, bike light set or multi tool!**

Saturday, March 1st, 2014 • 9:00a.m to 1:00 p.m. Ward VI Council Office, 3202 East 1st St
Saturday, April 5th, 2014 • 9:00a.m to 1:00 p.m. Ward VI Council Office, 3202 East 1st St

WOMAN'S MECHANICS CLASS

This class will focus on basic mechanical aspects of the bicycle and will include repair and adjustment of the most common problems. Includes flat tire repair, changing & lubing chains, brakes & derailleur adjustment, changing & adjusting cables, wrapping handlebar tape, spoke tension, and recommendations for assembling a tool kit. Bring your bikes and plan on getting your hands dirty! Class size is limited to 10 people. **Participants will receive a free flashing LED leg band and a choice of a free bicycle U-lock, bike light set or multi tool!**

Saturday, March 15th, 2014 • 1:00 p.m. to 5:00 p.m. Ward VI Council Office, 3202 East 1st St
Saturday, April 19th, 2014 • 1:00 p.m. to 5:00 p.m. Ward VI Council Office, 3202 East 1st St

BIKE! BICYCLE INFORMATION for KID'S EDUCATION (for children ages 8-10)

A class designed for parent and child to come together and learn on-the-road bicycle safety. The class will be one 4-hour session held on Saturday morning. Class will be broken into two parts: an indoor session to learn about laws and safe cycling principles and an outdoor session to practice safety maneuvers and other on-the-bike skills. We will also teach some basic mechanics such as fixing a flat tire. Children will need to have a bicycle in good rideable condition and parents may bring their bikes too. Class size is limited to 10 children ages 8 through 10 so sign up early to get your preferred dates. **Children will receive a helmet and safety reflective tape!**

Saturday, March 1st, 2014 • 8:00 a.m. to 12:00 p.m. Boys & Girls Club, 5901 S. Santa Clara Ave.
Saturday, March 1st, 2014 • 8:00 a.m. to 12:00 p.m. Perimeter Bicycling, 2609 E. Broadway Blvd.
Saturday, April 5th, 2014 • 8:00 a.m. to 12:00 p.m. Perimeter Bicycling, 2609 E. Broadway Blvd.

To sign up, call 724-BIKE (2453) or email Olga.Valenzuela-Ochoa@pima.gov

Bicycle Safety Diversion Program

Sponsored by Pima County and the City of Tucson



www.BikePed.Pima.Gov

February 24, 2014

Bicycle Safety Skills Course

Bike Diversion classes are reserved for persons who've received a traffic citation while riding their bikes. This 3-hour class is a primer for those cyclists who wish to gain understanding of how to legally and safely operate a bicycle in a variety of situations. ***Please call 724-BIKE (2453) to register for a class or email Olga.Valenzuela-Ochoa@pima.gov.***

The class includes a free bicycle safety manual and other materials, a review of state and local laws, how to perform a quick bicycle safety check, and review of bike safety skills. Students will gain confidence knowing that they are riding legally and safely. Crash types and crash avoidance techniques will be discussed. Class is for participants ages 16 and above (ages 13-15 okay with a parent, legal guardian, or sibling age 16 and older).

You MUST call or email to register—if you show up to the class without registering, you will be turned away.

Date	Time
Saturday, March 1 st , 2014	Ward I 9:00 am to 12:00 pm
Sunday, March 9 th , 2014.....	Ward 6 9:00 am to 12:00 pm
Saturday, March 15 th , 2014	Ward I 9:00 am to 12:00 pm
Saturday, March 29 th , 2014	Ward I 9:00 am to 12:00 pm
Saturday, April 5 th , 2014	Ward I 9:00 am to 12:00 pm
Sunday, April 6 th , 2014	Ward 6 9:00 am to 12:00 pm
Saturday, April 12 th , 2014	Ward I 9:00 am to 12:00 pm
Saturday, April 19 th , 2014	Ward I 9:00 am to 12:00 pm
Sunday, April 27 th , 2014	Ward 6 1:00 pm to 4:00 pm

BICYCLE SAFETY DIVERSION PROGRAM

In an effort to improve the safety of bicyclists in our community, the City Prosecutor's Office will dismiss a cyclist's civil traffic citation if he or she submits proof of completion of the Bicycle Diversion Program safety class offered by the Pima County Bicycle and Pedestrian Program.

If you wish to take advantage of this opportunity you need to take the following steps:

1. Go to www.BikePed.pima.gov for a schedule of classes and call 724-2453 or email Olga.Valenzuela-Ochoa@pima.gov to sign up.
2. Bring proof of completion to the City Prosecutor's Office located at 103 E. Alameda, Suite 501 *prior to* your next scheduled court date. For any questions or concerns call 791-4104.
3. Take the dismissal signed by the Prosecutor to the Public Services counter at City Court for completion
4. Participants receive their certificates at the end of class. Call 724-BIKE (2453) to make arrangements to pick up your certificate at 201 N. Stone Avenue, 5th Floor, Pima County Transportation Systems if needed (lost or need duplicate).
5. ***U of A or Pima County citations*** – Bring proof of completion to Pima County Consolidated Justice Court, 115 N. Church Ave, 2nd floor *prior to* your next scheduled court date. For any questions or concerns call 724-3171.

6. **Marana citations** – Bring proof of completion to the Marana Municipal Court on or before the scheduled court date. Any questions or concerns call 520-382-2612.

7. **U.S. Attorney's Office and National Park Services** – Fax proof of completion to District Ranger Robert E. Stinson at 520-733-5192

A bicyclist who has had his or her citation dismissed through this program is not eligible for another dismissal for one year.



201 N. STONE AVE., FOURTH FLOOR
TUCSON, ARIZONA 85701-1207

PRISCILLA S. CORNELIO, P.E.
DIRECTOR

(520) 724-6410
FAX (520) 724-6439

FOR IMMEDIATE RELEASE

Feb. 25, 2014

Contact: Matt Zoll, Program Manager
Pima County Bicycle & Pedestrian Program
520-724-2453
Matthew.Zoll@dot.pima.gov

Get free gear at free bicycle safety classes in March and April

Diversion classes also available for cyclists who have received traffic citations

The Pima County Department of Transportation's Bicycle & Pedestrian Program is offering free bicycle safety classes in March and April. Complete a class and you could get a free bike light set, U-lock, helmet or even a multi-tool set!

A one-hour University of Arizona area bike ride will familiarize participants with the UA bike routes and how to cycle safely around campus.

We have classes for children such as Bicycle Information for Kid's Education, or BIKE, for kids ages 8-10.

Other classes are aimed at helping bicycle novices become "confident and capable cyclists." There are mountain bike classes as well as mechanics and women's mechanics classes.

Most class sizes are limited so don't wait. Registration in advance is required. Call 724-BIKE (2453) or email Olga.Valenzuela-Ochoa@pima.gov to find out more about the classes and to sign up.

Classes are conducted by instructors certified through the League of American Bicyclists. Participants must bring their own bikes, which need to be in good rideable condition (except for the mechanics classes).

The County also offers separate classes for persons who have received a traffic citation on their bikes. In an effort to improve the safety of bicyclists, the City of Tucson Prosecutor's Office, the County Attorney's Office and other jurisdictions will dismiss a cyclist's civil traffic citation if he or she submits proof of completion of the Bicycle Safety Diversion Program class.

See the schedules attached for both the safety and diversion classes.

For more information about bicycling in Tucson and Pima County, including maps and clubs, visit the Pima County Department of Transportation's [Bicycle and Pedestrian Program online](#) or [The Loop online](#) or on [Facebook](#).



Please join us for the

Canyon Del Oro Linear Trail RIBBON CUTTING CEREMONY Friday, March 14 @ 9 a.m.

Steam Pump Ranch, 10901 N. Oracle Road



PARKING:
Turn west into Steam Pump Ranch off Oracle Road, park in the backparking lot and walk to the ramp behind level 10000.





FOR IMMEDIATE RELEASE

March 4, 2014

Contact: Nancy Cole
Project Management Office
(520) 724-6312
Nancy.Cole@pima.gov

Open house March 13 on Pantano Wash segment of The Loop from Broadway to Kenyon Drive

Find out about Pima County plans to connect The Loop along Pantano Wash between Broadway and Kenyon Drive at an open house on Thursday, March 13.

The open house will be from 6 to 7:30 p.m. at the City of Tucson Ward 2 Office, 7575 E. Speedway. There will be a brief presentation at 6:15 p.m. Project displays will be available for viewing.

This project includes a 12-foot multi-use asphalt path on the east side of Pantano Wash, a new underpass at Broadway Boulevard, a steel bridge over a small wash, and drainage improvements.

The new segment would connect to a half-mile segment of The Loop north of Broadway and a three-mile segment south of Kenyon Drive that connects to Sellarole Street to Harrison Road to Irvington Road and the Fantasy Island mountain bike trails.

Pima County has been developing The Loop around metro Tucson with links to Marana, Oro Valley, and South Tucson for residents and visitors on foot, bikes, skates, and horses. When completed, The Loop will total 131 miles and connect the Rillito, Santa Cruz, and Pantano River Parks with the Julian Wash and Harrison Greenways.

Visit [The Loop online](#) or on [Facebook](#) for more information and for the latest maps and news about The Loop.





www.scvbac.org

Meeting Minutes Feb 5, 2014

Attendance: John (JP) Pilger, Tony Crosby, Tom Hausam, Jim Jordan, Chuck Hill, Bill Hill, Mary Fisher.

- 1) JP called the meeting to order at 3:02 PM.
- 2) The minutes of the Dec 4, 2013 meeting were approved.
- 3) PCSD: Sgt Holz did not attend.
- 4) Sheriff's Auxiliary Volunteers: Bill H. reported the bicycle patrol conducted four patrols totaling 54 man hours last month with 9 volunteers. Eighty two HOAs were visited.
- 5) Status of Projects and Advocacies:
 - a) TPCBAC - Tom said the Broadway widening project in Tucson was discussed.
 - b) GVC T & A/ADOT - Jim said PCDOT is looking at safety issues at the intersection of Las Casitas and Continental. He reminded PCDOT that the area disturbed for utility work along White House Canyon Rd needs to be reseeded and submitted the SCVBAC's yearly list of achievements and goals. ADOT reported the Esperanza project will be delayed 6 to 9 months to resolve the ADA concerns of the steepness of the grade leading from the road to the closed Texaco station. Concerns by businesses voiced to Bill Adamson about the loss of on street parking on Esperanza are being discussed with project management at a separate meeting today.
 - c) WDT - Chuck said the WDT area is being well utilized. Tony has not heard from Richard Ducote since early Dec about new access points but will follow up by email.
 - d) Bicycle Ambassador - JP welcomed Mary Fisher of La Posada to the SCVBAC where she will serve as an ambassador to encourage cycling. Mary commented on the increased number of cyclists she has observed around the La Posada campus and feels that cycling plays an important role in our active retirement community. A general discussion of how Posada Java can serve as a focal point for bicycling information by providing a venue for bicycle clinics, bulletin boards, and a bicycle-friendly meeting place followed.
 - e) Education - a bike safety class is being coordinated with Jim Harms, GABA. It will be a one day Saturday class early in March and will accommodate 20 student from the community. Mary said she would help with drinks and box lunches.
- 6) Publicity/Events/Education/Website:
 - a) ROS - Chuck has contacted GABA for insurance coverage for the ride, scheduled for Wednesday, May 21st. He is still investigating if the ride can be a memorial for a youth from Sahuarita who was killed while cycling in Tucson.
 - b) Bill Adamson Report - JP briefed Bill's report: SCVBAC year-end report of 2013 highlights and 2014 objectives completed, distributed, and posted on the SCVBAC website. Sahuarita Rd Bridge should be fully open by end of Feb and work will start on Sahuarita Rd east to Country Club Rd. Fitness Loop Trail at the Canoa Preserve Park has been roughed out and awaiting final rolling and surfacing with decomposed granite.
 - c) I-19 ADOT Project - Tom and JP attended a preliminary meeting which discussed options for the east frontage road between Ruby Road and Rio Rico roads in Santa Cruz County. Tom mentioned that the cobbled surface east of the new Palo Prado bridge will be resurfaced.

The meeting was adjourned at 4:10 PM. The next meeting will be announced by JP.

Tony Crosby, Scribe

attach: SCVBAC 2013 Highlights/2014 Objectives

SCVBAC 2013 HIGHLIGHTS

1. ADOT SECURED FUNDING FOR THE I-19 EFR PAVED SHOULDER GAP
2. FITNESS LOOP TRAIL FOR WALKING, RUNNING & MTN BIKING BEING CONSTRUCTED AT CANOA PRESERVE PARK
3. PROPOSED TRAIL LINK TO ANZA TRAIL FROM CANOA PRESERVE PARK MARKED
4. TRAIL LINK TO ANZA TRAIL FROM HISTORIC CANOA RANCH DEFINED
5. "THE LOOP" TRAILHEAD AT JULIAN WASH DEDICATED TO ROY SCHOONOVER
6. ANZA TRAIL ALIGNMENT THRU GREEN VALLEY/SAHUARITA CONTINUING TO BE WORKED
7. RIDE OF SILENCE – HELD 8TH ANNUAL RIDE
8. I-19 WFR SIGNS INSTALLED FOR BIKE SAFETY AND MOTORIST AWARENESS
9. CONTINUED COORDINATION, PLANNING, AND ADVOCACIES WITH:
 - a. PCDOT, SAHUARITA, ADOT, PAG, GREEN VALLEY COUNCIL
 - b. TUCSON-PIMA COUNTY BAC. COALITION OF AZ BICYCLISTS
 - c. PC SHERIFF OFFICE & SHERIFF AUXILLARY VOLUNTEERS (SAV)

SCVBAC 2014 OBJECTIVES

1. BIKE LANES & TRAILS PROJECTS
 - a. CONSTRUCTION OF ESPERANZA BIKE/CART LANES (ABREGO-LA CANADA)
 - b. CONSTRUCTION OF BIKE LANES/PAVED SHOULDERS IN I-19 EFR SHOULDER GAP
 - c. REPAVE & RESTRIPE ESPERANZA (LA CANADA – DESERT BELL)
 - d. CONSTRUCTION OF ANZA TRAIL NORTH FROM ABREGO TRAILHEAD TO SAHUARITA RD
 - e. COMPLETE CONSTRUCTION OF SAHUARITA RD (LA VILLITA – NOGALES HWY)
 - f. COMPLETE CONSTRUCTION OF THE FITNESS LOOP
 - g. CONSTRUCT THE TRAIL LINK FROM CANOA PRESERVE PARK TO THE ANZA TRAIL
2. ADVOCACIES
 - a. PIMA MINE RD BIKE LANE GAP
 - b. LA VILLITA SHARED LANE MARKINGS
 - c. ANZA TRAIL CONNECT TO TUCSON LOOP
 - d. REPAVE CAMINO DEL SOL (ENCANTO – ESTELAR)
 - e. DUVAL MINE RD BIKE LANES (LA CANADA – RIO ALTAR)
 - f. BIKE SAFETY IMPROVEMENTS FOR CAMINO DE LA CANOA
 - g. IMPROVED ACCESS TO WEST DESERT TRAILS FROM CONTINENTAL
3. EDUCATION
 - a. BIKE SAFETY CLASSES HELD IN GREEN VALLEY AND/OR SAHUARITA
4. CONTINUED COORDINATION – SAME AS 2013