

BAC Packet Guide

1 January Agenda

2 December minutes

3 Stone Cycletrack letter

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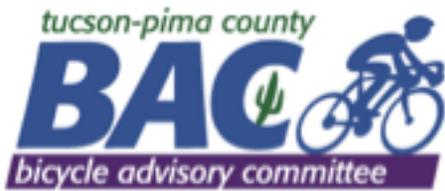
5 Broadway PAG letter

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9 Three Charts People on Bikes



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, January 14, 2015**

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

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

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

Agenda

Projected Duration

-
- | | |
|---|---------------|
| 1. Call to Order ; approval of December 2014 meeting minutes and announcement of Marana representative. And quick video of national government attitude towards bicycling. | |
| 2. Call to Public --This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting. | 5 min |
| 3. Law Enforcement Staff Reports from TPD and PCSD | 10 min |
| 4. Attendance requirements and membership Collin | 5 min |
| 5. Platinum Review | 30 min |
| 6. Bike share update | 10 min |
| 7. Cycletrack on Stone Council to Toole By New Pima County Courthouse | 10 min |
| 8. Broadway Widening Update: | 10 min |
| 9. Consent Agenda | 5 min |
| A. Urban core letter of disappointment of Broadway widening at PAG meeting | |
| B. Facilities Oracle Road Letter | |

10. Staff Reports**10 min**

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

11. Subcommittee Reports**10 min**

Urban Core Facilities (Ian Johnson)

Enforcement (Colin Forbes)

Facilities (Adam Wade/Brian Beck)

Executive (David Bachman-Williams, items other than agenda)

GABA (Wayne Cullopp/Eric Post)

Downtown Links (Kylie Walzak)

RTP 2045 (Ian Johnson)

Broadway Task Force (Naomi McIsaac)

Living Streets Alliance (Kylie Walzak)

SCVBAC (Tony Amos)

12. Announcements**5 min****13. Adjournment****2 sec**

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



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **December 10, 2014** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT YET APPROVED

prepared by Collin Forbes

1. Call to Order; approval of November 2014 meeting minutes — 6:05 p.m.

Motion: by Brian Beck to approve the minutes. Seconded by Adam Wade. **Voice Vote: 12 in favor, 1 abstained.**

2. Call to Public

Howard Strause of the Cactus Cycling Club addressed the committee. He's here to talk about education for cyclists and motorists.

But first, he said the BAC website has some problems. There are no meeting minutes available after august and no current agenda. A person looking for information about the BAC won't find anything about us. To make the website really work, you need to have a way to send a message. The telephone number on the site goes to Ann Chanecka, who doesn't maintain the Pima County Web Site.

On to education. The Cactus Cycling Club is wanting to start an outreach program to educate cyclists and motorists. Educating motorists is key. When they are out riding on their social rides, motorists often yell at them about things they are doing wrong when they really aren't doing anything wrong. There's a lot of misinformation about what we're allowed to do as cyclists. Several cyclists have been hit where it's the motorists fault. On the other hand, there have been letters to the editor about cyclists not following the rules. There's a lot of information out there that we need. They want to help change the way cyclists are viewed.

To this end, they are reaching out to the cyclist community. They want to set up a table on The Loop to talk to people and hand out information. They are hoping to make a sign

for cyclists to encourage them to stop and talk. They want to encourage cyclists to be good examples to others.

They are looking for partners and help. Perhaps Pima County, GABA and maybe the bike shops will be able to help. However, the bike shops don't seem to be pushing the "Share The Road" guides as much as the club would like to see.

3. Law Enforcement Staff Reports from TPD and PCS

No representatives were in attendance. No action taken.

4. Honored Speaker Roy Schoonover

Roy Schoonover was not able to attend. However, we spent some time remembering him fondly.

Matt Zoll: Roy was involved with the BAC for over 15 years. He came into it with hyperactive extra energy and a personable nature. He was a runner and had run across the Grand Canyon 3 times. He once ran about 20 miles to his office at IBM.

Roy helped the cycling community tremendously by helping with grants. He, Bill Adamson, Norm Land and Jean Gorman were the main support for The Loop and help launch other influential programs. Thanks to all of Roy's great work, Pima County named The Loop trailhead at Kolb Road after him. That one trailhead is one with no graffiti or vandalism.

Wayne Cullop: Roy was instrumental in setting up a 20 year plan for the RTA. He is the one guy who can call Chuck Huckleberry and be invited into his office for a meeting. The cycling community owes him a lot. Roy was the spearhead for many projects, by getting things done and having others follow his lead.

David Bachman-Williams remembered Roy would come to people on the BAC and offer words of encouragement after meetings. Two words came up at the Roy Schoonover Trailhead dedication ceremony: "Positive" and "Persistent"

And then we ate some cake.

5. Retreat

We've held retreats in the past, but haven't had one recently. The last one was in October 2012.

Brian Beck suggested using the retreat to fill in gaps of knowledge for the newer members. In the past we were close to having an introductory packet for new members. We were once very close but it never was completed. It would be good to catch people up at the retreat.

David Bui said just having time for an orientation session would be good. He's new and feels out of the loop sometimes.

Tom Hausam, coming up from Green Valley, spoke about familiarization. He appreciates the time and energy for the staff and streets, but often he doesn't know where the particular streets are when we talk about them. So a geography lesson would be useful. Also, those of us who live and work in town are sometimes lost when the Facilities subcommittee comes up with a road project like Moore road in the north. It might be a good idea to have "Homework" to send people off to ride roads to look at them.

Darlane Santa Cruz asked how we can get the group behind an initiative or an improvement. We could be more proactive and asked whether it has been done in the past.

Adam Wade said it was useful to have a speaker. At the last retreat, it was very educational to hear about national trends.

David Bachman Williams concluded the discussion by saying we will plan to have a retreat sometime in February, at the January meeting he'll have a preliminary agenda and we'll start looking for locations and dates.

6. Matt Zoll Australia Review

Matt Zoll went to Australia earlier in the year and showed us pictures and shared stories of Brisbane Australia's bicycle facilities and bike culture. No action taken.

Matt was invited to visit by Simon Washington, a former BAC member who teaches at Queensland Tech as an internationally renowned safety expert. He's also a poster child for riding far enough away from car doors. Once, he narrowly avoided being doored by the driver of a car only to have a dog jump from the car onto him instead.

The National Motto of Australia seems to be “No Worries.” People are outgoing and friendly. Their society is strong!

Brisbane Basics

- Population 2.1 million.
- 1100 km of bikeways
- \$120+ (AUS) million in bikeways and safety training.
- Ongoing classes, family cycling, family fun, back on your bike, cycling in traffic.

Matt showed a picture of a path along the river with bike lanes separated by direction and having a separate pedestrian lane. It's not always so nice, they have a variety of infrastructure, just like us. Sometimes they do goofy things, and we saw a picture of a path where there's a colored pedestrian lane which does a sudden dogleg to switch sides of the path.

Australia has a bicycle bell law. Every bike needs a bell. Some cyclists protest by putting the bell on their seat tube. Signs can say “Ring Your Bell” because the bikes are going to have bells.

Brisbane has a bike share system called “CityCycle.” They've had problems and are trying to figure out how to make it work. The stations close at 10 p.m. and people would get stuck out overnight. It helped when they changed their system to 24 hour operation. Also there's a mandatory helmet law, and some of the bikes have helmets provided. But some people are turned away because they would have ridden if they had a helmet.

Matt had a picture of an oversized bollard in the middle of a bike path. It was at least 3 feet across. In the proper Crocodile Dundee accent, say “Bollard? That's not a Bollard. This is a Bollard!”

7. Disappointment of Public information request denial

Collin Forbes read the letter of disappointment and collected feedback and corrections.

David Bachman Williams said the reason for using a private management company is to comply with conflicting laws. Projects receiving federal funding must be able to have their employees unionize. However, state employees can not unionize. The private company is needed to be able to meet both requirements. However, the public/private line is so thin. The management company is only a company to service the streetcar.

Motion: by the Enforcement subcommittee to send the letter as amended. **Unanimous voice vote.**

8. Consent Items

The letter on the consent agenda was approved by a unanimous voice vote.

- Thank you for Speedway road diet

9. Staff Reports

Matt Zoll, Pima County

- They are doing a final walkthrough on the Julian Wash and have been hearing from the public. They need a few more signs.
- Working hard on Pantano Wash, between Broadway and Kenyon and hoping to have it done by late January. A very interesting sculpture will be in place when they are finished.
- On the Pantano Wash, they are missing a section from 5th Street to Speedway, but it should go into construction in the spring. More details will be in The Loop update they are planning to send out next week.
- On creating a path from Harrison to Fantasy Island, it's difficult to work with the state lands and different project managers over the years.
- Pima County is hoping to build 4-6 new miles of bike lanes in the first few months of the new year.

Glenn Grafton, UA

- They are in the planning stages to revamp all the bike paths on campus. When it's all done, they should have separated, raised bike paths.
- Right after school is done in May, the UA will be doing their section of the 5th Street Bike Corridor. They should have it done before school starts in the fall.

10. Subcommittee Reports

- The next facilities meeting is next meeting is next Wednesday at Maker House.
- The enforcement subcommittee did not have a meeting in November or December because of the holidays.

11. BAC representative and liaison reports

Wayne Cullup, GABA

- They are planning a January 1 ride on The Loop. Wayne gave compliments to the county, which whipped through the permit process very quickly. It took about 10 calendar days and went really smoothly.
- The ride will have two starting points, Udall park and The Loop Bike Shop.
- The ride will run from 9am to 3pm. Despite the separate starting points, you can start anywhere and ride either way.
- GABA's next big ride is the AI Butte ride in the Northwest part of the county

Anne Padias, Broadway Task Force

- Nothing, other than the editorial in the paper saying Broadway should be 8 lanes.

12. Announcements

The Platinum Committee will be forming and hold its first meeting in January. Contact Eric Post for details. In addition, Eric said he researched the LAB application policy. For separate regional versus local applications, Pima County can claim the “good deeds” of the local jurisdictions as long as there is a working relationship between the two. We can have our cake and eat it too.

On Friday PBAA is going to be going before the Bond Advisory Committee asking them to support the velodrome. It's at 8am at the River Park Hotel, on the west side of the Freeway on Cushing Street, south of Congress. Cyclists should come and speak at the call to the public.

Also Richard DeBernardis said the most recent EI Tour was the most organized EI Tour event ever. 3,031 students participated in the Indoor EI Tour program. It was a low year, \$12- to \$13-million came into the region. They raised \$17 million.

13. Adjournment — 7:53 p.m.

Attendance:

David Bachman-Williams, Pima County
 Brian Beck, Pima County
 David Bui, Ward 6
 Raymond Copenhaver, Pima County
 Wayne Cullop, Pima County
 Collin Forbes, Pima County
 Glenn Grafton, UA
 Tom Hausam, Pima County

Audience:

Matt Zoll, Pima County DOT
 Andrew Bailey, Kittelson
 Howard Strause, Cactus Cycling Club
 Paul Minnis
 Ann Chanecka, City of Tucson
 Gabe Thum, PAG
 Nancy Ellis, Oro Valley
 Richard DeBernardis, PBAA

Anne Padias, Ward 5
Eric Post, Pima County
Darlane Santa Cruz, Ward 1
Adam Wade, Oro Valley
Ed Yasenchack, DMAFB

Draft letter concerning cycle track on Stone

January 14, 2015

Mr. Daryl Cole, Director
Tucson Department of Transportation

Re: Planned Cycle Track on Stone from Council to Toole

Dear Mr. Cole,

We understand that plans for Stone Ave are being considered for the area near the new Pima County Courthouse. In the Urban Core sub-committee of the Tucson Pima County bicycle Advisory Committee (formerly the Downtown sub-committee) we discussed the potential of a two way cycle track on the east side of Stone from Council to Toole. We feel this is a necessary improvement for bicycling in the downtown area.

Historically, the Downtown sub-committee was formed ten or so years ago in response to the decision to abandon Council and Grossetta through what is now the site of the new Pima County Courthouse. Bicyclists in the downtown area were very upset that these two small streets that were very useful to cyclists were abandoned with no consideration for their worth to the cycling community. The BAC wanted to insure that no other decisions would be made in the downtown area without consideration for bicycling facilities.

Having lost those two small streets we worked with TDOT staff to help develop creative ideas for how to make cycling safer and easier in the area. We noted that east/west movement by cyclists were impeded by the fast moving three lanes on Stone, especially with the continuation of Council terminated at Stone. The rest of Council is still a good street for cyclists. Toole is also a good bicycling street from Stone to 4th Ave. However, to continue in both directions past Stone is a problem. Thus the idea to have a short section of two way cycle track between Council and Toole on Stone on the east side. Cyclists moving both east and west could use Toole and Council for this purpose if a connection is made along this short section of Toole. In fact, prior to the construction of the new Pima County Courthouse, a temporary cycle track was installed and was heavily used for a year or two before the construction project required its removal.

Therefore, we strongly urge you to support this cycle track and make sure it is included in the plans for that section of Stone. Downtown has very few entrance and exit points that are safe and comfortable for bicycles, and we feel it's very important to protect and enhance those that exist. Every person who feels safe enough to choose to ride their bicycle to a downtown destination is one fewer car competing for scarce roadway and parking space in our downtown center. We look

forward to working with your staff to come up with a solution that can provide good functionality for all road users.

Sincerely,

David Bachman-Williams
TPCBAC chair

Ian Johnson
Chair, Urban Core sub-committee



Tucson-Pima Bicycle Advisory Committee

DRAFT

Wednesday, January 14, 2015

Chairman Honea and Members of the Regional Council,

I'm writing you today on behalf of the Tucson Pima County Bicycle Advisory Committee to express our concern with the recent resolution adopted by the Regional Council with regards to the Broadway Corridor Project.

It is our understanding that the recommendation passed by the Broadway Task Force was for six lanes including two transit lanes, with the dedication of those two lanes being a decision deferred to further conversations. However, the resolution adopted during the regional council meeting seems to have assumed that the two lanes would definitely be standard travel lanes, and that bus pullouts would be employed to streamline car throughway.

We have two concerns: first, the resolution adopted seems to have substantively changed in the intent of the Task Force. As a fellow committee made up of concerned citizens volunteering our time and efforts to improve our community, and as a committee with representation on that body, we are disappointed by the apparent lack of regard for the clear recommendations expressed by the task force. It is discouraging to think that all the hours of hard work and effort made by our fellow citizens was simply disregarded. We hope you can provide clarification on the discrepancy between the recommendation and the resolution adopted.

Second, while we appreciate the efforts that have been made to date to include dedicated space for bicycles, we do feel that the speeds associated with a larger six-lane roadway are necessarily less safe for cyclists than a four-lane roadway with two dedicated transit lanes that could potentially provide an additional buffer between automotive traffic. Moreover, the increased scale of the roadway will lead to the destruction of existing buildings and made the road far less human-scaled and less attractive as a destination for those residents who might visit on foot or by bicycle.

We understand that the Broadway Corridor project has been contentious, and that the funding issues and the language of the RTA bond have complicated an already difficult public process. But we hope that this can be revisited, especially in light of actual ADT numbers on Broadway in recent years that are far lower than those that justified the original project, as well as recent FHWA's downward revisions to their traffic growth projections nationally.

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 blue ink that reads "David Bachman-Williams". The signature is written in a cursive style.

David Bachman-Williams
Chair, TPCBAC

cc: XXXX



Tucson-Pima Bicycle Advisory Committee

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

Sincerely,

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David Bachman-Williams
Chair, TPCBAC

cc: XXXX

The **FACILITIES SUBCOMMITTEE** will conduct a meeting at **6:00 P.M., Wed, Dec 17, 2014** at the Maker House at 283 N. Stone Avenue in downtown Tucson, Arizona.

AGENDA

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

2. Approval of Minutes (Oct, Nov) October minutes approval by BW, 2nd by Ray. Approved unanimously.

3. Update and Review of Projects Broadway Task Force – Urban Core will write a letter of disappointment and concern about the current state of the plan which seems to be that the RTA Technical Board has voted for six traffic lanes with bus pullouts.

La Cholla in RTA was going to be widened from Tangerine to Lambert Lane but now it will be all the way to Overton. There is/will be multiuse paths from Tangerine to Glover in 2016. A county employee was hit at a intersection that included multiuse paths. Need to get Oro Valley to make the intersections as safe as possible.

CDO path is under construction from Santa Cruz to Thornydale. Yea! CDO from La Canada to La Cholla will be under construction in the spring. This will complete CDO from Santa Cruz to Tangerine.

Signage along CDO Nancy says that county can do signage, marks in the road are under discussion. Bridge over Camino de la Tierra still in the works.

Paving Camino de la Tierra through the wash is not happening because there is no money.

Transportation Enhancement and Safe routes to School grants (need to get the whole BAC to go over the projects.) Brian brought this up.

Homework for the Facilities: Go through the City of Tucson Repaving List to see which Streets we would make suggestions on what we would like to see happen.

Drop lanes: the distance between the curbside bike lane and the left of right bike lane needs to be longer so bikes have a greater chance to react correctly. Example Broadway approaching country Club from the East.

Need to see if City will be willing to put in broken green lane crossing opening to right turn lane. Example westbound Broadway at Euclid.

Freeman in Spring will get bike lanes from Broadway to Speedway,

January 19 AM GABA ride Broadway to Kenyon with the underpass at Broadway. Hope this section is ready for this ride.

4. Year in Review, Goals for next year (Adam will put in this list from his notes) We will travel this sub-committee during next year. Coordinating with jurisdictions to make sure overlays include bikes as much as possible. Support Platinum.

5. Topics for future agendas

6. Staff Reports and Announcements

7. Adjournment Adjourned 7 PM



EXECUTIVE SUBCOMMITTEE OF THE TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE (BAC) MINUTES

The Executive Subcommittee conducted a meeting Friday, January 2, 2015 at 6:00 p.m., at Cartel Coffee Lab at 210 E. Broadway in Downtown Tucson.

DRAFT MEETING MINUTES

1.Call to Order / Roll Call

Collin Forbes, Ian Johnson, David Bachman Williams, Robyn Steinberg

Meeting starts at 6:10.

2.Call to the public

No public present. Ray has moved from being a county rep to being a Marana rep, which leaves seats open for County. Richard DeBendardis has expressed interest.

3.Approval of minutes from previous meeting

Minutes not available. Will be approved at next meeting.

4.Potential agenda items for next and future BAC meetings

Attendance requirements and membership. Collin — 5 minutes

Platinum Review - 30 minutes — Ann?

Bike share — Anything yet to report? Check with Ann.

Probably February.

Retreat topics Feb 7th, 21st or 28th. David will send doodle poll. - 15 minutes

Broadway update — possible?

Attachments: LAB Feedback, Streetsblog article, Protected bike lanes — what works article.

Consent agenda: Disappointment at resolution that PAG approved.

5. Retreat agenda

The county is focused on the loop and their safe routes to school stuff. City is focused on bike share, but not a ton of money to work with. Smaller jurisdictions have little projects. No RTA money likely to be coming any time soon. So question is — with no big money projects likely come in, what should we be focusing on? Repaving, road diets, fixing road projects, what else?

David will talk to Gabe about funding/speaker fee? Jared Walker?

How funding works? David wants to get a sense of focus for 2015.

6. Attachments for packet.

7. Reports/update from staff

8. Adjournment

Feedback

Bicycle Friendly Community Application

Tucson and Eastern Pima County, AZ

Spring 2012



The League of American Bicyclists has once again designated Tucson and Eastern Pima County, AZ as a Bicycle Friendly Community at the Gold level. The BFC review committee was hugely impressed by the herculean effort the Platinum Task Force Committee, staff, community leaders and everyday bicyclists have undertaken to create a truly Gold-level Bicycle Friendly Community. Through this review it is clear that Tucson-Eastern Pima Region is the largest bicycle-friendly effort in the history of the program given the size and scope -- multiple jurisdictions working together in an area covering over 2000 sq miles. The Tucson-Eastern Pima County Region is a destination for bicyclists to train, tour and participate in world-class events like the Tour de Tucson and more. The region remains a national leader in delivering bicycling and motorist education, coordinating a diverse bicycling task force and continuously implementing first-rate policies and programs to better welcome and accommodate bicyclists in the region. Below you will find the feedback produced by our review team, to help get the community to the next level.

We understand there will be significant disappointment that the Platinum designation is still not awarded. Here are a few significant things that stand out when comparing the Tucson-Eastern Pima County Region BFC and the average Platinum-level BFC:

1. Ridership – The percentage of workers commuting by bicycle in an average Platinum BFC is 12%. In Tucson-East Pima it is 1.7% (American Community Survey five- year average 2005-2010). The percentage of workers who commute by bike is roughly seven times lower than the average Platinum BFC. It was noted in the application that the student population isn't being counted. It is well known that the ACS data is not a perfect measure but the only consistent data available nationwide which allows us to make comparisons. For example, conditions in Tucson with regards to student populations are comparable to that of Platinum-BFC Boulder, CO., which has a 9.59% bicycle commuter modeshare compared to 3% in the city of Tucson. Our review team is very excited about the current effort to expand the counting program and looks forward to the data.
2. Crashes and Fatalities – The number of bicycle/motor vehicle crashes per 10k daily bike commuters in an average Platinum BFC is 64. In Tucson-East Pima County it is 212. The number of bicycle/motor vehicle fatalities per 10k daily bike commuters in an average Platinum BFC: .42, Tucson-East Pima: 2.32. The Tucson-Eastern Pima County Region has three times as many bicyclist/motorist crashes and five times as many bicyclist/motorist fatalities per 10k bicycle commuters than the average Platinum-level Bicycle Friendly Community. The community is working very hard to reduce bicyclist/motorist crashes and fatalities across the region and is seeing good results. Still, the numbers are very high and must be significantly reduced to be considered a Platinum-level BFC. Reducing motor vehicle speeds, ensuring bicyclist safety and connectivity at intersections and providing a variety of options for safe and convenient bike trips are essential to addressing this.
3. A comprehensive bicycling network – Percentage of total road network with dedicated on-street bike facilities in an average Platinum BFC is 21%. In Tucson-East Pima County it is 11%; Total bike facilities mileage to total roadway miles in an average Platinum BFC is 60%. In Tucson-East Pima it is 14%. The Tucson-East Pima County Region has a solid Gold-level percentage of arterial streets with bike lanes at 62% but it must continue to expand and close gaps in the bicycling facility network, and strongly consider innovative solutions such as buffered bike lanes and cycle tracks found in the



NACTO Urban Bikeway Design Guide. The average Platinum-level BFC has nearly double the percentage of on-street facilities and more than four times the percentage of total bicycle network mileage to total roadway miles than that of the Tucson-East Pima Region. The community doesn't have to have a bike lane on every street, but a better connected network of bicycle facilities that includes these along with bicycle boulevards, shared lane arrows and cut-throughs will help welcome riders and potential riders of all ages, abilities and comfort levels. The plan to build 180 miles of bike boulevards should be implemented as it will likely increase ridership and improve safety.

In addition to these, reviewers thought that it is important to encourage continued improvement in land use. The population density in an average Platinum BFC is 4929 per sq. mile. In Tucson-Eastern Pima County it is 448 per sq. mile, due in part to the regional nature of the application. The current Platinum BFCs are more compact communities with a good mix of land uses and human-scale streetscapes, which makes active transportation convenient and enjoyable. Continue to invest in improvements in the higher-density core of the region while working to improve the entire region by reducing barriers for people to get to their desired destinations safely by bike. It was noted in the application that "Traditional land use planning has not only jeopardized safety, but has created a sprawling environment in which common destinations, such as employment centers, can be hard to reach by bicycle." Our review team recognizes the enormous challenge and long time frame it will take to change the land use through better land use policies that more effectively cluster development and minimize large lot low density and single-use development, allow and encourage a mix of uses, and incentivize medium to high density infill development throughout the community to effectively shorten the distances people need to bike. However, these land use changes and better streetscaping will be necessary to create a top-notch bicycle-friendly community

Some **highlights** of this application were innovative bike facilities like Green Lanes and Buffered Bike Lanes, 'Cross-Bike' treatment, Way-finding Dinner Plates, Diamondback Snake Bridge, Basket Bridge, Mountain Avenue bridge, several bicycle underpasses, bicycle HAWK signals and The Loop pathway. The outreach and bicycle culture can be seen in groups like BICAS, Living Streets Alliance, Tucson Velo, the Santa Cruz Valley Bicycle Advocacy Committee and the Pima County Bike Ambassadors. Bicycling education like free weekly bicycling skills classes, Safe Kids Tucson, providing biking safety course materials in Spanish and public outreach campaigns. Also, events and activities like Bike Fest, the weekly Tuesday Night Ride, Cyclovia Tucson, El Tour de Tucson, Kid's Riding for Those Who Can't program, New Belgium Urban Assault and the Great Arizona Bicycle Adventure are just a tiny fraction of the great many of ways the community celebrates bicycling.

The reviewers felt that many of the most important steps are being taken to address the needs of current bicyclists and to encourage other residents to become regular cyclists as well:

- **Engineering:** The community has a policy to engineer streets with the consideration of bicyclists. The community has adopted good tools to implement their Bicycle Accommodation policy. Community has made significant investments and is on its way to an integrated network. Community and transportation planners, and civil engineers receive training in bicycle and pedestrian planning and engineering. Facilities conform to the currently recognized safety standards. Most destinations have bike racks or storage units.



Most public buses are equipped with bike racks. The community has plenty and well-designed street and off-street bicycle facilities. More than 60% of arterial streets have bike lanes or paved shoulders. Two thirds of natural surface trails and singletrack are open to bicyclists. Bike infrastructure includes innovative facilities such as cycle tracks, bike cut-thrus, and way-finding signage with distance and/or time information. The community uses road diets and area wide traffic calming to make roads safer for all road users. Cyclists are accommodated at busy intersections through advance stop lines/Bike Boxes, loop detector markings, bicycle signal heads and video detection.

- *Education:* Some elementary, middle and high schools have Safe Routes to School programs with bicycling education. The community has recently educated motorists and bicyclists on sharing the road safely through community newsletters, bike ambassadors, dedicated bike page on the community website, blogs on cycling, social media, share the road signs and public service announcements, among others. Traffic Skills 101 classes, Cycling Skills classes and Commuter classes are offered frequently in the community. Community requires safe driving training for city staff, transit operators and school bus operators.
- *Encouragement:* There are a large variety of community cycling events for all ages and skill levels and several incentive programs. The community has a BMX track, a pump track, a mountain bike park and a cyclocross course (and proposed velodrome).
- *Enforcement:* A police officer is an active member of the bicycle advisory committee and the community has an identified law-enforcement point person to interact with cyclists. Officers have received specific training on the relationship between bicycling and law enforcement. Completion of Smart Cycling course by Police officers. There are specific penalties for failing to yield to a cyclist when turning and/or it is illegal to park or drive in a bike lane (intersections excepted). There are penalties for motor vehicle users that 'door' cyclists. The community uses photo enforcement for red lights and/or speed.
- *Evaluation & Planning:* Bicycle mode share is above average for U.S. communities (1.7%). The community is familiar with and responsive to the needs of cyclists. The community has a specific plan/program to reduce bicycle crash numbers. Community has a bicycle master plan and meets annual targets for bike plan implementation. Bicycling is an integral part of all land use, transportation and economic planning efforts. There is a trip reduction ordinance or program. Programs target traditionally underserved communities.

Reviewers were very pleased to see the continued work and commitment to make Tucson and Eastern Pima County an even better place for bicyclists. Below, reviewers provided recommendations to further promote bicycling in Tucson and Eastern Pima County in the short and long term.

The key measures Tucson and Eastern Pima County should take to improve cycling in the community are:

- While the bicycling network is impressive, there are still some critical gaps that remain, especially to key destinations like downtown Tucson and the university. Regional funding should be dedicated to improve the connections to these centers as these could dramatically increase bicycle ridership.



- Complete and expand the bicycling network. Access for bicyclists of all abilities and comfort levels should be promoted through the use of bike lanes, protected bike lanes, cycle tracks, shared lane arrows, bicycle boulevards and bicycle cut-throughs. Adding facilities like bicycle boulevards in addition to addressing high speeds and improving intersection safety are keys to creating a low-stress bicycling network that will accommodate more citizens. On-street improvements coupled with the expansion of the off-street path system will continue to increase use and improve safety.
- Implement a multi-year intersection safety action plan. Prioritize and improve the most dangerous intersections based on statistics and user input.
- Ensure the best possible pavement condition of the transportation system. Reviewers reported increasingly deteriorating conditions of roads and bicycle facilities.
- Given that this is a regional effort, constituent communities should continue to improve collaboration, dedicate more staff resources to bicycling projects at the municipal and regional levels and work to expand dedicated funding for bicycling projects and programs across the region.
- Collaboration between the University of Arizona and the community should continue to be strengthened. Cross-pollination of ideas, programs and infrastructure will strengthen the overall bicycle-friendliness of the community and serve as a national model.
- Complete The Loop and expand the promotion of it as the signature “must ride” of the community for all residents and visitors.
- The advent of the Street Car is a positive development for the community. There is a concern about the dangers posed by tracks—especially at first—and reviewers recommend substantial public information and education campaign.

Reviewers provided the following menu of recommendations to further promote bicycling:

Engineering

Low hanging fruit and fast results:

- There are an enormous amount of great educational resources in Pima County. Bring all agencies within the applying area on board. Offer a [Smart Cycling](#) course for all municipal staff in the applying region to better understand cyclists’ needs, behavior, and their right to use city streets as well as multi-use paths for transportation. Your local bicycle advocacy group are a great resource for this kind of training.



- Consider broader policies and practices such as maximum car parking standards, no minimum car parking standards, paid public parking, shared-parking allowances, congestion charges, narrowing road corridors by [selling surplus right-of-way](#), [streetscape design guidelines](#).
- Join NACTO and actively participate in the [Cities for Cycling program](#). Cities for Cycling focuses on implementing world-class bicycle transportation systems through design innovation and the sharing of best practices.

Long Term Goals:

- Further increase the amount of [secure bicycle parking](#) at popular destinations such as transit stops, schools, recreation and entertainment facilities, retail and office clusters and churches throughout the community. Implement bike parking ordinances like Tucson's in municipalities throughout the county.
- Allow and encourage a mix of land uses and compact development patterns throughout the city and the county to shorten the distances people need to bike. Consider mixed-use zoning, [form-based/design-based codes](#), a requirement for new developments to meet [LEED-Neighborhood Development](#) silver standards or higher, human-scale building design guidelines, etc.

Education

- Continue to expand the reach of bicycle-safety education as a routine part of public education as part of the [Safe Routes to School program](#) in elementary schools, middle schools and high schools.
- Consider expanding the motorist education program for professional drivers to include delivery and taxi drivers in the community.

Encouragement

Low hanging fruit and fast results:

- Support cyclovias more often across the entire region.
- Consider passing an ordinance or local code that would require larger employers to provide shower facilities and other end-of-trip amenities.
- Consider a public bike sharing system, perhaps starting in the downtown Tucson/UA area. A bike share system is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike. See what is being done across the country at <http://nacto.org/bikeshare/>.



- Encourage more local businesses to promote cycling to the workplace and to seek recognition through the [Bicycle Friendly Business](#) program. Businesses will profit from a [healthier, happier and more productive workforce](#) while the community would potentially profit from some bicycle-active businesses as well: increasing the bicycle mode share, less commuter traffic, better air quality, public bike parking in prime locations provided by businesses, new and powerful partners in advocating for bike infrastructure and programs on the local, state and federal level, and public bike events, skills and maintenance classes hosted or sponsored by businesses. The city should be the model employer for the rest of the community.

Enforcement

Low hanging fruit and fast results:

- Actively facilitate stronger connections between bicycle advocates, the wider bicycling community and law enforcement. Particularly increase the number of police officers patrolling multi-use paths *and* streets on bike, as it gives officers a better understanding of the conditions for cyclists and keeps secluded multi-use paths safe.
- Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are “caught” following the law. See what Tewksbury, MA is doing: <http://www.wickedlocal.com/tewksbury/news/lifestyle/x1837747400/Tewksbury-police-reward-young-cyclists-for-wearing-their-helmets#axzz1WdjHHfMo>
- Pass more laws or ordinances that protect cyclists, e.g. ban cell phone use and texting while driving.

Evaluation/Planning

- Create, fund, and implement a new regional bicycle master plan.
- Integrate the implementation of the bike plan into all land use plans, zoning ordinances and larger development projects.
- Continue to focus on safety and crash mitigation, to reduce the number of crashes and fatalities in the region.

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page](#).

THREE CHARTS FOR PROTECTED BIKE LANE DESIGNERS TO REMEMBER IN 2015

January 02, 2015

Michael Andersen, Green Lane Project staff writer

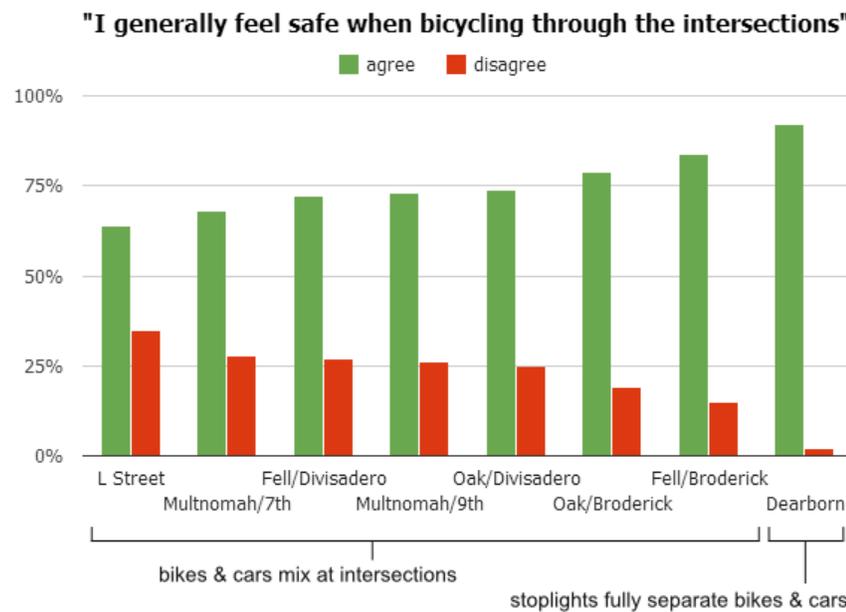
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A couple weeks ago we [wrote](http://www.peopleforbikes.org/blog/entry/factoids-of-the-year-weve-updated-our-library-of-protected-bike-lane-stats) about our [newly updated statistics page](http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics), to which we've added the best factoids of 2014 for helping explain the benefits of protected bike lanes.

But 2014 also offered some lessons for people *within* the protected bike lane movement.

1) People like dedicated bike signals much better than merging with a turn lane



Until the [protected intersection](http://www.peopleforbikes.org/blog/entry/video-argues-that-protected-bike-lanes-need-protected-intersections) takes off in the United States (more on that in a few days) there

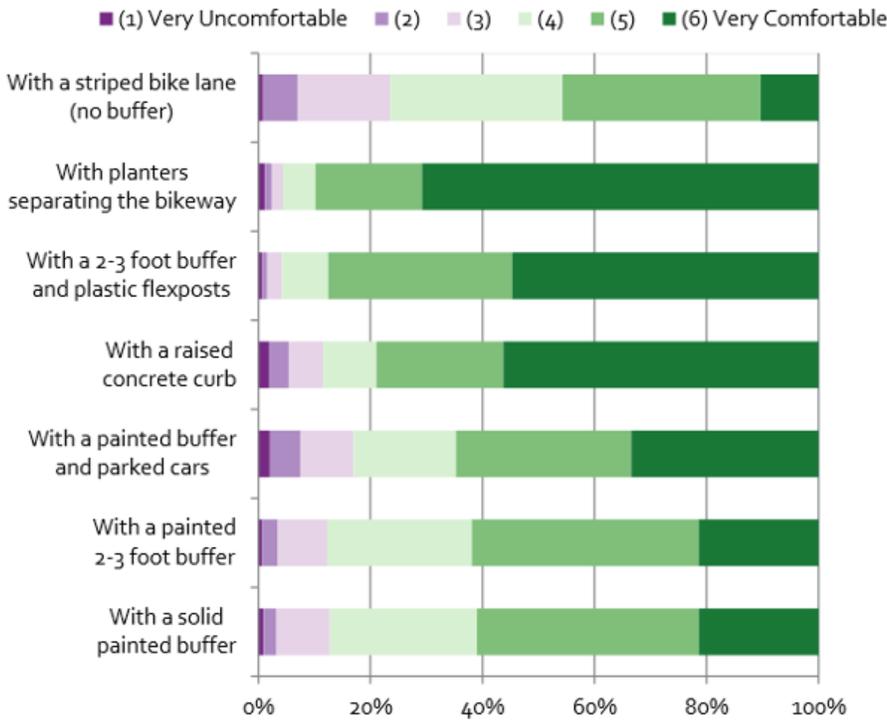
The less popular method is to direct both vehicles to merge into a combination turn lane/bike lane. The more popular one, which remains rarely used, is to use [special traffic signals](http://www.peopleforbikes.org/blog/entry/now-allowed-the-tech-that-separates-bikes-and-cars-without-a-drop-of-paint) (<http://www.peopleforbikes.org/blog/entry/now-allowed-the-tech-that-separates-bikes-and-cars-without-a-drop-of-paint>) that force people in cars to stop turning while bikes are crossing.

As the chart above shows, most people biking tend to feel safe in both situations, but the most sensitive riders -- the ones that protected bike lanes are supposed to appeal to in the first place -- strongly prefer signalized separation as seen on Chicago's Dearborn Street, Seattle's 2nd Avenue or the Indianapolis Cultural Trail. (It's no coincidence that these three all ranked in the top two slots of our "best new bike lanes" lists in 2013 (<http://www.peopleforbikes.org/blog/entry/the-10-best-protected-bike-lanes-of-2013>) and 2014 (<http://www.peopleforbikes.org/blog/entry/americas-10-best-new-bike-lanes-of-2014>.)

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U.S. intersection design continues to develop, and mixing zone designs have been getting better. (Here's what the [best-performing mixing zone](http://peopleforbikes.org/page/-/uploads/GLP/best%20mixing%20zone%20-%20fell%20broderick.PNG) (<http://peopleforbikes.org/page/-/uploads/GLP/best%20mixing%20zone%20-%20fell%20broderick.PNG>), at Fell and Broderick in San Francisco, looks like; compare that to the [worst-performing](http://www.streetsblog.org/2013/03/13/eyes-on-the-street-mixing-zone-d-c-style/) (<http://www.streetsblog.org/2013/03/13/eyes-on-the-street-mixing-zone-d-c-style/>), on L Street in Washington DC.) In any case, engineers should remember that the whole point of protected bike lanes is to make biking feel safe for people who don't already ride. Designs won't work unless they achieve this.

2) When it comes to comfort, people say plastic posts are as good as curbs



For us on the Green Lane Project team, one of the biggest surprises of 2014 was that a bike lane separated from cars by a "2-3 foot buffer with plastic flexposts" makes people feel more comfortable biking than anything else except a row of planters.

The finding came from a survey of people riding in many different protected bike lanes around the country. (For this question, the people were looking at a series of renderings, which you can see on p. 146 of [this PDF](http://ppms.otrec.us/media/project_files/NITC-RR-583_ProtectedLanes_FinalReportb.pdf) (http://ppms.otrec.us/media/project_files/NITC-RR-583_ProtectedLanes_FinalReportb.pdf.) The finding was (like all three of these) deep within a [landmark report](http://www.peopleforbikes.org/blog/entry/the-first-major-academic-study-of-protected-bike-lanes-in-the-u.s.-is-out) (<http://www.peopleforbikes.org/blog/entry/the-first-major-academic-study-of-protected-bike-lanes-in-the-u.s.-is-out>) released in early June by the National Institute for Transportation and Communities.

As anyone who's compared the costs of bike lane separation methods (<http://www.peopleforbikes.org/blog/entry/14-ways-to-make-bike-lanes-better-the-infographic>) knows, a cast-in-place curb is much more expensive to install than a row of plastic posts. So this should be comforting news to cities that have, like Washington DC, Chicago and Pittsburgh, used flexposts to install physical separation as cheaply as possible.

Three charts for protected bike lane designers to remember in 2015: they're easily destroyed (www.peopleforbikes.org/blog/entry/three-charts-for-protect...) (<http://www.peopleforbikes.org/blog/entry/winter-has-been-rough-on-chicagos-protected-bike-lanes>).

After seeing its posts torn up last winter by plows and skidding drivers, Chicago sent crews out to temporarily remove the posts from the streets, to be reinstalled next spring. That's probably wise, but it only takes a few years of that before a city starts looking again at the cost of installing something more durable.

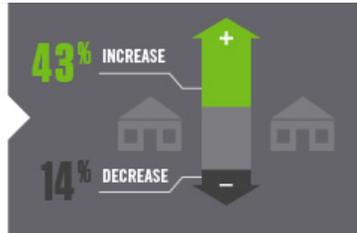
A more detailed federal study of this issue, probably with different methodology, is [set to begin this year](http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3861) (<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3861>). We eagerly await the findings.

3) Most people like protected bike lanes. But some people hate them.

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How does the new protected lane near your home affect the desirability of living in the neighborhood?

(people living within a few blocks of new protected bike lanes)



This chart isn't news to anyone who's ever installed a significant biking project. But it's something that officials need to be prepared for every time. Even in the centrally located, already-multimodal neighborhoods that most existing protected bike lanes have been built in, some residents are convinced that any street space not dedicated on cars is bad for a neighborhood. And protected bike lane skeptics may well be more passionate and noisy than protected bike lane fans.

The lesson of this chart isn't to live in fear of a vocal minority. It's just a reminder that with any project as visible and meaningful as a protected bike lane, some people will see themselves as winners and others will see themselves as losers. And also that another group -- about the same size as the self-identified winners -- can be swung either way depending on their perception of why the project was built.

The [ridership impacts of protected bike lanes](http://www.peopleforbikes.org/blog/entry/everywhere-they-appear-protected-bike-lanes-seem-to-attract-riders) (<http://www.peopleforbikes.org/blog/entry/everywhere-they-appear-protected-bike-lanes-seem-to-attract-riders>) prove that they're worth fighting for. But cities shouldn't build them without a plan to explain why a connected network of low-stress bike routes will make everyone a winner.

"It's sort of like ripping that Band-Aid out really quick," Pittsburgh Mayor Bill Peduto [said in September](http://www.peopleforbikes.org/blog/entry/bike-politics-in-depth-frank-talk-from-four-mayors) (<http://www.peopleforbikes.org/blog/entry/bike-politics-in-depth-frank-talk-from-four-mayors>) about his plans to rapidly install a simple protected bike lane network over the course of his first term. "We knew there was going to be this pushback, but we wanted to show it [the new protected lane] and let people see it. That type of a reaction starts to dissipate and go down over time. That's the tradeoff."

As we'll show in a post later today, 2014 was a very big year for protected lanes. But here in the United States, these designs are still in their infancy. We're sure that 2015 will bring new findings that move this concept toward maturity, and we look forward to sharing them with you all year, right here.

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

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(<https://home?status=Three%20charts%20for%20protected%20bike%20lane%20designers%20to%20remember%20in%202015%20http://t.co/lkg03Hvnkw%20http://t.co/iSLiuVsVBA>)

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