

February TPCBAC Packet Guide

1 - February Agenda

2 - January Minutes

3 - Rolling Member Attendance Chart

4 - Tangerine Road Plans

5 - Camino de la Canoa Bicycle Safety Concerns

6 - Camino de la Canoa DRAFT letter

7 - League of American Bicyclists Summit Theme and Agenda

8 - Campbell Restriping thank you letter

9 - Enforcement DRAFT minutes

10 - Facilities DRAFT minutes

11 - Urban Core DRAFT minutes

Letters Sent

B1 Broadway Bicycle concerns

B2 Stone Cycle Track City

B3 Stone Cycle Track County

Interesting articles

C1 Why Bicyclists break traffic laws

C2 How Vehicularists and Infrastructuralists could join up to fix U.S. suburbs



*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, February 11, 2015**

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

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

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

Agenda Projected	Duration
1. Call to Order ; approval of January 2014 meeting minutes.	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	5 min
3. Law Enforcement Staff Reports from TPD and PCSD	15 min
4. Tangerine Road Plans – Adam	15 min
5. Ex-Officio members -- David	
6. Camino de la Canoa Safety Concern –Tom	15 min
7. Platinum Task Force Report -- Eric	5 min
8. Retreat Theme and Timing -- David	5 min
9. Letter to PAG concerning diversion program Collin	15 min
10. Consent Agenda	

A. Thank you letter to Diahn Swartz and Esther Cruz

11. 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

12. Subcommittee and Related Entities Reports

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

13. Announcements

14. Adjournment

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



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

DRAFT Meeting Minutes, Not Yet Approved

prepared by Collin Forbes

1. Call to Order; approval of December 2014 meeting minutes and announcement of Marana representative. And quick video of national government attitude towards bicycling.

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

Ray Copenhaver now represents the Town of Marana rather than Pima County.

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

Video: "How the FHWA makes walking and biking safer" from the FHWA.

2. Call to Public

Richard DeBernardis said Perimeter Bicycling has been trying to seek support for a bicycle center. It's a velodrome with an educational training center. The Bond Committee meeting is a week from this Friday (January 23), at 9 a.m. at the River Park Inn. Richard said with their newsletter and outreach efforts, they've accumulated \$125,000 in support of the bicycle center in the last week.

Craig Miller spoke next. He has been living on the Southwest side for over 20 years, and has been pacing back and forth between Irvington and Ajo in expectation of the completion of that portion of The Loop. He's very excited and wants to thank everyone involved with that effort.

He's also here to talk about a "Bicycle Commuter Check" program. He works for a organization based in Washington DC and his workplace participates in a federal program which provides \$20 per month for cyclists who commute to work more than they drive their car. It's a dollar for dollar deduction off the payroll taxes. However, the bicycle shops need to know about it to be able to handle the reimbursement checks. He's willing to offer help work to develop and informational package for business to promote the program.

Ken Shelor said he likes to ride the loop, but has noticed that construction and maintenance crews do a poor job of posting detours while they work. Cyclists also don't pay very close attention to the closures and ride through potentially hazardous areas. He said recently Pima County workers closed The Loop on both sides of the Santa Cruz river leaving cyclists with no detours. He would be interested in helping with this situation.

Howard Strause asked about the BAC web site again. It's now 5 months behind the times. We should make some effort to get that back up and running.

He also brought comments about problem locations identified by the Cactus Cycling Club:

- Sabino Canyon/Tanque Verde. There are 6 lanes, 2 lanes for turning left, next lane is optional. It's a lot of lanes to get across if you are going south on Sabino and want to turn left onto Tanque Verde and it's very difficult to get across even to the 3rd lane. There's a green bike box at the front of the intersection which takes you across the street, but it leads into a dead end.
- When coming off the north side of the Rillito at Swan, there's a median so you can't turn left. If you turn right, there's two blocks downhill and then a U-Turn and two blocks back uphill. There's no good way to turn left. Some cyclists may be tempted to go against traffic up to a closer break in the median for a driveway.
- On the UA campus, James Rogers way is a one way street going west. There is a new contraflow bike lane, but it doesn't let you go all the way to Mountain. The alternate route east is to mess with the streetcar tracks on 2nd Street.

3. Law Enforcement Staff Reports from TPD and PCSD

Deputy Roher gave his report: Last year was a "good" year in terms of fatals. He's shocked by the numbers they didn't have. So far this year has been awful.

David Bachman-Williams	Pima County	10 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Brian Beck	Pima County	8 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
David Bui	Ward 6	5 (of 5)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	9 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
John Cousins	Pima County	7 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wayne Cullop	Pima County	6 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Collin Forbes	Pima County	11 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Glenn Grafton	UA	5 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tom Hausam	Pima County	8 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cameron Hummels	Mayor's Rep	7 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ian Johnson	Ward 2	8 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Allan Kulwin	Pima County	3 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Anne Padias	Ward 5	9 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Eric Post	Pima County	10 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Darlane Santa Cruz	Ward 1	2 (of 3)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Robin Steinberg	Pima County	9 (of 10)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Adam Wade	Oro Valley	9 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Kylie Walzak	Ward 3	7 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ed Yasenchack	DMAFB	10 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sgt David Fernandez	TPD	8 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Deputy Ryan Roher	PCSD	6 (of 11)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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.

5. Platinum Review

Eric Post said the first Platinum Task Force meeting is scheduled for Monday, January 26 at PBAA.

Ann Chanecka helped oversee the process in 2012 while at PAG. She had a review of what we learned about that and what LAB communicated about our status and why. Their feedback report was included in the BAC packet.

Ann gave us highlights from the feedback report. It has a blueprint of things we can do. These are the same points they brought up in 2008 when we first submitted our application and received gold status.

LAB Standouts:

- Ridership is low. It's increasing, but is quite a bit away from the other platinum level communities.
- Our crashes and fatalities are higher than all of the other platinum communities.
- We need a comprehensive bicycling network. They say very clearly we need to close gaps in the bicycling facility network, and strongly consider innovative solutions. In short, a better connected network.

Key Measures...

- Complete The Loop and expand the promotion of it.
- Ensure the best possible pavement conditions in the transportation system.
- Support more Cyclovias across the region.

Some areas we are improving, other areas we are falling behind as well. For instance, neither Pima County nor PAG are planning to support Cyclovia in 2015.

It's important to note our application isn't for a specific level. We apply for a "Bicycle Friendly Community" award and they assign a level in response. Because of our platinum committee, they'll know we are shooting for platinum level.

Tom Hausam asked about the paragraph talking about average population density. Does this mean Tucson would have better chance by itself and leaving Green Valley out? Kylie Walzak said Maricopa County has all the separate cities applying on their own, and doing it that way raises the level of cycling in the area.

Ann said originally PAG filled out the application and did it as a region because they have a region focus. They wanted to build on each other's strengths. Also, they wanted to have a seamless approach to facilities. Richard DeBernardis said people don't see the difference between Tucson and Pima County in the greater metropolitan area.

Ian John said there's a real risk that if we apply as a region again, that we might not even get "Gold" because of what other cities are doing elsewhere. It would be a blow to lose our status and would be more difficult to get the jurisdictions behind cycling. Separately, then the pressure is on them and we can't blame an underperforming region.

Eric Post said we can do both, have the individual cities apply and still apply as a region. The question is whether we want to abandon our status as a region. The City of Tucson may get a new status, but it'll be their very first rating. Ann pointed out the City of Tucson hasn't made a decision and she hasn't heard anything from her bosses. She's concerned because it's a lot of work.

Figuring out whether we should do regional or individual applications will be a huge agenda item for the meeting on the 26th. Tom Hausam is very interested in having green valley participate in the application.

Richard DeBernardis added we are the only region with a "Gold" status. He doesn't think there will be any other region that will get or keep gold. There's no other region that is so great they'll keep the gold level.

David Bachman-Williams: A strength of Pima County is that we work together and he would hate to see us lose that history. The cooperation has been useful to us. Even if the jurisdictions apply separately, he feels strongly we should still have a regional application because it makes us work together.

Also, crashes happen where we have bicycles and cars sharing space. Where they aren't together, you don't have fatalities. Separate bicycle facilities will continue to reduce fatalities which is a crucial issue. A theme is "I quit riding when" and then they describe a crash with a vehicle. We need to keep people from being discouraged that way. After Cyclovia, we hear people say "I started riding again when" and then they say cyclovia. It's bad that we are losing support for the cyclovias.

This is a rich and fertile ground for discussion. There's more to come on January 26 with the Platinum meeting.

6. Bike share update

Ann Chanecka said she has been updating the city's web site and the bike share is part of the updates. There's information about the plan and lots of other information. The survey and wikimap show there's not many places where bike share stations should *not* go.

Toole Design Group has given their first set of deliverables to the technical design committee. They are saying for launch they should be looking at a 30 station program. That means having 30 stations and 300 bikes.

They will be working on the feasibility study and implementation plan in March and then looking into funding. 40 cities have bike share, big and small. Toole has said a system in the UA/Downtown area is very feasible. They have a \$1.6 million estimate for capital costs and they are trying to pursue any grant opportunities. Federal funding can help with the capital costs for the launch, but not for operation and maintenance. Bike Share has been one of the Mayor's projects and he's been hitting companies up for money.

If everything works out, could have bike share in 2016.

Tom Hausam asked what the maintenance/operations budget is going to look like. Ann said \$600,000 per year. They are expecting to get about half of that from user fees. The rest will need to be made up elsewhere. They don't want to launch a system without maintenance.

David Bachman-Williams pointed out the \$1.6 million figure is less than 1% of what was spent on the streetcar. Still, he's concerned about the \$300,000 funding gap for maintenance and operation.

40 cities have done bike share systems to date and some cities have the same economics as Tucson. None have shut down their bike share systems. Instead, they've shifted their operation models.

Robin Steinberg asked about the Phoenix system. Ann said Tucson has the option of opting into the Phoenix system but it might not be the best option. Still, it is a possibility. The Phoenix Bike Share is supposed to launch with 500 bikes, but has launched with only 100 bikes so far. They are using the bikes with new technology, and the manufacturer hasn't been able to keep up with all their promises. However, by the time of the Superbowl, they are hoping to have all 500 bikes in operation.

Ian Johnson asked what the metrics are for success. He added gas tax doesn't pay for roads and the city subsidizes the bus and streetcar. Ann said one metric will be increased ridership in general. Other metrics can include more economic development near the stations and more social equality in terms of cycling. The measure of success can be what the Tucson region decides. This will be something the technical advisory committee will start deciding in a couple weeks.

7. Cycletrack on Stone, Council to Toole, by new Pima County Courthouse

David Bachman-Williams: Cyclists got left out of some important road decisions when the new Pima County courthouse was built. They closed Council and Rosetta to provide a bigger lot for the courthouse. This is what caused the BAC to start the Downtown subcommittee, later becoming the Urban Core subcommittee.

The east/west traffic is blocked by main streets. Having Stone going one way means that it blocks cyclists. They've suggested putting in a two way separated cycle track from Council to Toole on Stone. The city had agreed initially, but have since pulled their agreement. They think they have better uses for the lanes across stone.

Ann Chanecka said one of the concerns about the cycletrack is the entry and exit points. They have ideas for how to handle the southern part, but they are still concerned about the northern part.

7th Ave is right there and is one of the biggest gateways for cyclists into downtown because it avoids the underpasses at Stone and 6th. The city has asked the county whether they could connect the cycletrack from 7th across the courthouse plaza to Stone. Less than 6 months ago, as construction was wrapping up, Pima County indicated they cannot do this.

Brian Beck asked about extending the bike route to Franklin and putting better bike lanes in on Church. This would avoid doing anything on stone. Ann said there's still a need for the path on Stone. People use Stone to get to the Library and the YMCA. Also, the traffic on Franklin can be scary at times.

There are alternate designs for the Stone cycletrack, higher cost and lower cost. The high cost solution would put in a 10-foot bike facility along Stone with curbing to separate the lane from parked cars. Ann said they don't have the money for the curbing though.

David Bachman-Williams: There's a ramp on Toole at 7th. Cyclists are going to cut through the plaza anyway and will get stuck on the sidewalk on stone and people will start asking "why did they build it like that?" and think it was an intentional bad idea. We definitely want to send the letter to put pressure on the higher ups to not lose this connection.

Sam Sanford mentioned the FHWA video we just saw showed cycle tracks on a one way street. We could point that out that FHWA feels confident enough about the concept enough to do this in their own backyard.

Motion: by Eric Post that we send the letter David Bachman-Williams has drafted to the city and apply changes to make it appropriate to the county and send it to the county staff as well. We specifically need to ask the county to go back to the original promise. Seconded by Ian Johnson. **Passed with unanimous voice vote.**

8. Broadway Widening Update

The city council changed the task force recommendations and PAG has further tweaked the language which removes emphasis on the lanes for dedicated transit.

How does the change impact the bicycle facilities? The bike lanes still will go behind the bus shelters, but they aren't at that level of design yet. However, the better mass transit you have, the better bicycling you have as well.

The city council adopted language was somewhat vague. It mentioned bus lanes, but when PAG got the language, it turned into 6 lanes with bus pullouts.

9. Consent Agenda

The two letters on the consent agenda were approved by a unanimous voice vote.

- Letter of disappointment about Broadway Widening at PAG meeting
- Oracle Road Letter from the Facilities subcommittee.

10. Staff Reports

Matt Zoll, Pima County

- He has a new printing of a regional bike map and is passing them around
- There are 5 bike lane projects going to construction. Three are on the east side, One is in the north and one is in the southwest.
- On the Pantano Wash, a path between Broadway to Kenyon is finishing in 2 weeks. This will join 6 miles of paths.
- They are working on the Santa Cruz river path at Thornydale. It will connect to La Cholla. They are still missing a section between La Cholla and La Cañada. Once it's done people will be able to ride up to Tangerine Road.
- La Cañada bike lanes have just finished, Oro Valley folks can stay off Oracle and go north/south on The Loop and go into Tucson.
- Their Education programs are expanding. There were over 600 people in the diversion course last year.
- They are working the UA to set up a bike station at the UA Bike Valet and are hoping to have that in place by next fall.

- They are working on a double stripe buffered bike lane, covering about 2 miles of roadway in the southeast area. Matt wasn't able to say which roadway in particular.

Ann Chanecka, City of Tucson

- Working on an online interactive map for the city with active Bike Projects and their completion dates.
- There are lots of projects going to construction this year.

Sam Sanford, PAG

- Thanks for the help with the 2014 bike/pedestrian count.
- They are looking into working with the UA to have the traffic detection cameras also count cyclists. Their initial video looks promising.

11. Subcommittee Reports

Urban Core

- Tuesday at 6pm at Cartel Coffee on Broadway.
- Discussing the Stone cycle track.
- Identifying repaving candidates for restriping opportunities.
- Looking at James Rogers Way mentioned earlier.

Facilities

- Adam Wade is not here tonight because he wanted to see the tangerine open house. Brian Beck was able to report instead.
- At their last meeting they discussed overlays and restriping opportunities and went through a bunch of smaller projects.
- Meeting next wednesday at 6pm at Maker House.

Enforcement

- No meetings during the holidays.
- Collin has a map of bicycle citations to look through. There were over 5600 bicycle citations in 2014.

Eric Post for GABA

- Continues to support bike ambassadors through James Harms.
- GABA Now has a PR person to do press releases.
- They did a January 1 ride on the Loop. Even though it snowed, they still had 70 or so people.

- Owls Head Butte is their next century ride. On February 15. It's a beautiful ride, used to be called the Picacho Peak Ride.
- They are still looking for a vice president and also now looking for someone to do the GABA swap meet.

Kylie Walzak for LSA.

- Working hard to tackle and increase ridership. They want to eliminate barriers caused by unsafe conditions and lack of equipment. To do this, they are planning to hold "Light the Night" programs to give away helmets and bike lights.
- Kidical Masses in February. On Feb 7 and Feb 15. They have little 3 year olds and families on bikes. It's short bike rides on residential streets, stopping at parks and community centers and ice cream after.
- They gave away 220 helmets as part of BEYOND Tucson and Kidical Mass last Saturday.
- Lots of people are needed for help in the Cyclovia Tucson steering committee.
- Beginning planning for Bike Fest Tucson in April.

Kylie Walzak for Downtown Links

- Downtown Links met yesterday. She will have a report for the next BAC meeting in February. She may need BAC input on a particular part, the 5th ave spur. FAMA is pushing for increased access there.

12. Announcements

There were no announcements.

13. Adjournment — at 8:06 p.m.

Attendance:

David Bachman-Williams, Pima County
 Brian Beck, Pima County
 Ray Copenhaver, Marana
 John Cousins, Ward 4
 Wayne Cullop, Pima County
 Collin Forbes, Pima County
 Tom Hausam, Pima County
 Ian Johnson, Ward 2
 Eric Post, Pima County

Audience:

Craig Miller, SW Resident
 Matt Christman, Town of Marana
 Samuel Sanford, PAG
 Steve Franks, Citizen
 Ryan Roher, PCSD
 David Fernandez, TPD
 Matt Zoll, PCDOT

Robin Steinberg, Pima County
Kylie Walzak, Ward 3
Ed Yasenchack, DMAFB

TPCBAC Rolling 12 Month Attendance Chart

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

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

DEADMANS CURVE

ONLY ROAD TO NEW PARK

CANINO DE LA CANOA

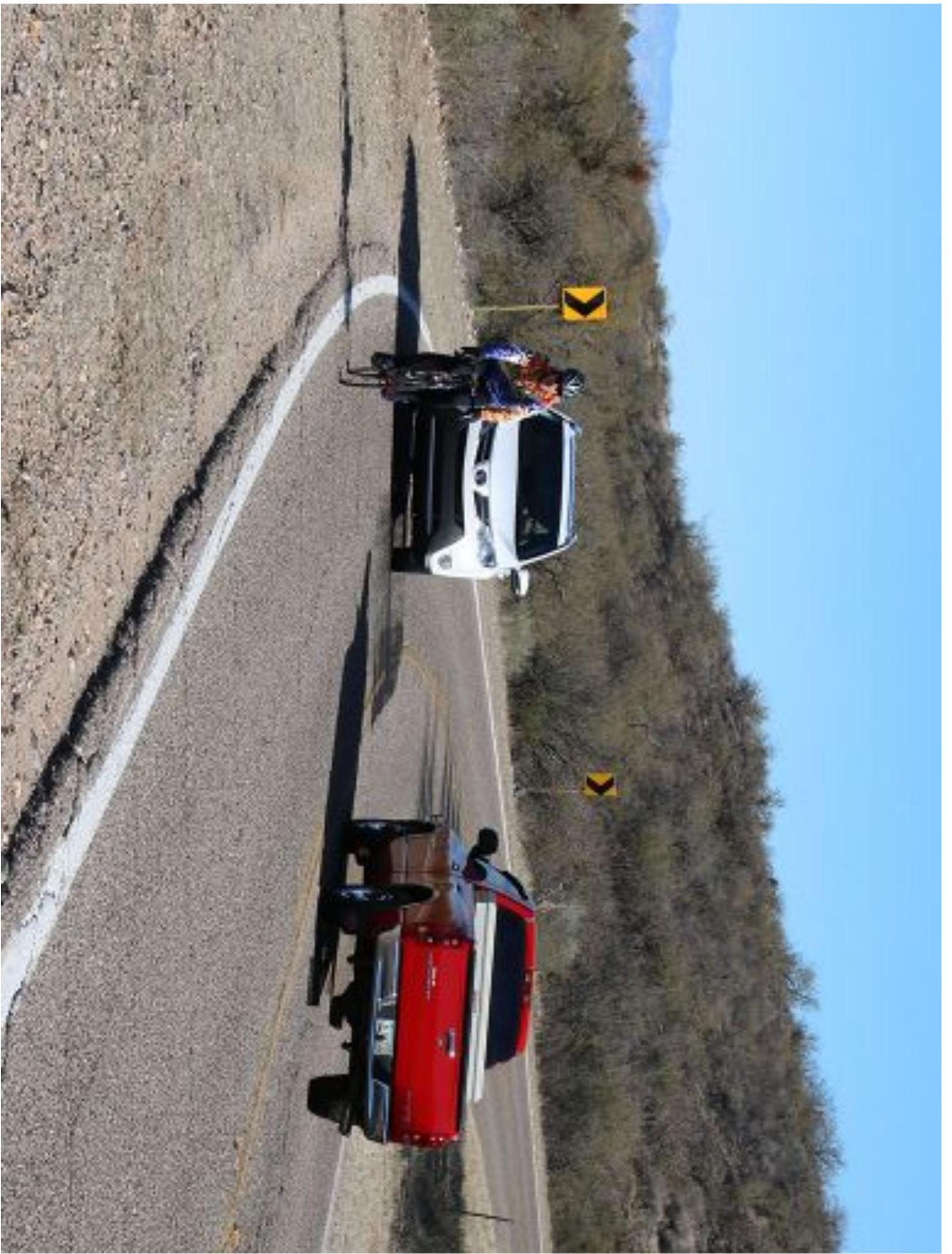
- **NEARLY BLIND CURVE**
- **NARROW ROAD**
- **NO PAVED SHOULDER**
- **ROAD SURFACE DETIORATING**
- **PERIODIC HIGH TRAFFIC**
- **DANGEROUS TO BIKES & MOTORS**











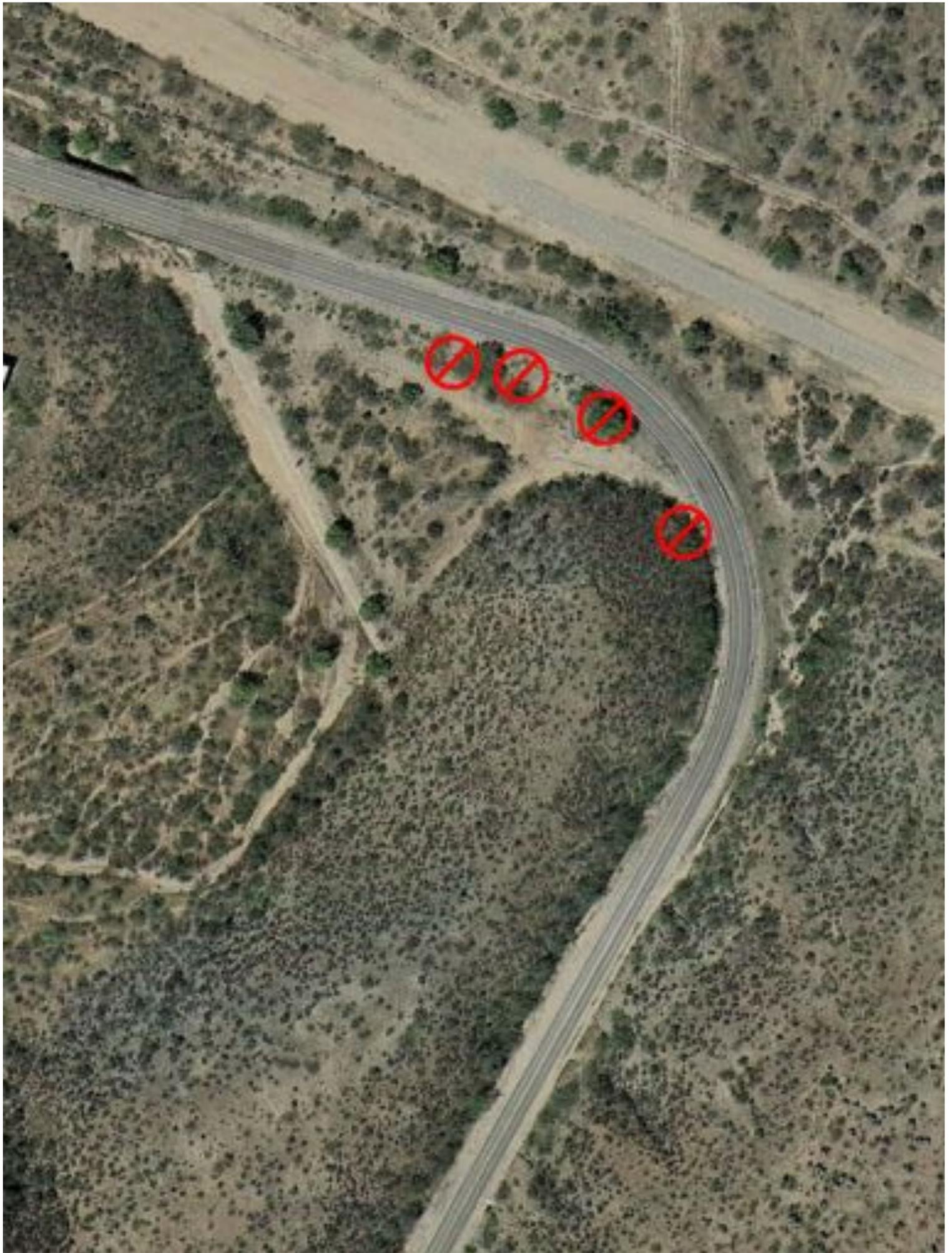








1/2 MILE OF BIKE LANES NEEDED





AVAILABLE

CANOA PRESERVE

293 ACRES- 80 (1 TO 20 ACRE HOMESITES)
FINAL PLAN APPROVED BY PIMA COUNTY

- COMPLETE DEVELOPMENT PLAN
- COMPLETE CLIPPING/ DIRT WALLS
- APPROVED AND ZONED/PERMITS PLAN
- 180 YEAR MADERA WATER TOWER
- OPEN SPACE PRESERVATION
- TRIP AVAILABLE



INQUIRIES CONTACT
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1101 E. 15TH BLVD. #100
1-800-726-0100
MOBILE 520-429-4786

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WILL INCREASE
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520-591-5405

CANOA PRESERVE PARK &

CHUCK CATINO SOFTBALL COMPLEX



- CURRENTLY 125 BAJA CARS 3 DAYS A WEEK
 - + ~100 HOMES = ~400 TRIPS/DAY
- TRAFFIC WILL INCREASE AS PARK & DEVELOPMENTS EXPAND

IMPROVED SAFETY REQUESTED BY:
LOCAL RESIDENTS, BAJA, SCVBAC

- NOW:
 - INCREASE SIGHT LINES
 - REPAIR ROAD SURFACE
 - ADD PAVED SHOULDERS (BIKE LANES), ½ MILE
- FUTURE PLANNING:
 - RESURFACE ENTIRE ROAD
 - ADD BIKE LANES ALL THE WAY TO THE PARK

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THE LEAGUE

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SUMMIT BIG IDEA: LOW-STRESS BICYCLING NETWORKS

**BICYCLE FRIENDLY COMMUNITY
NATIONAL BIKE SUMMIT***by Darren Flusche*

When the top minds met in Washington, D.C. this month for the Transportation Research Board Annual Meeting, the concept of low-stress bicycling networks was the talk of the conference. Pioneered by Northeastern University Professor Peter Furth and others, [Level of Traffic Stress \(LTS\)](#) analysis has brought to the forefront a means to identify barriers to riding for people with a low tolerance for traffic.



It's a Big Idea that's taking root across the country and we're excited to hear more on this timely topic from Tim Blagden, Executive Director of the Bike-Walk Alliance of New Hampshire (pictured right), at the [2015 National Bike Summit in March](#).

[Click here to learn more about the Summit agenda and register THIS WEEK to get the early-bird rate!](#)

To preview his Big Ideas presentation, Blagden shared with us five reasons he thinks they are so important and effective planning and advocacy tools. Here's what he told us...

1. Level of Traffic Stress analysis is built directly on mainstream adult reaction to street infrastructure.

Fear is the overwhelming reason given for not using active transportation. Having a fundamental model that relates fear directly to street attributes means we are directly addressing the #1 impediment to adopting active transportation. It's ski season up here in New Hampshire, so here's an analogy: Low-stress streets that connect to places people want to go are the beginner slopes of bicycling. If there aren't sufficient beginner slopes we will fail to attract enough participants to the activity. Once people gain proficiency they can ride on more difficult terrain, but getting them in requires fun, useful, calm areas that get them where they're going. We've lost a tremendous percentage of our 'beginner slopes' over the last 40 years as we've helped cars go further faster. We have to start clawing our way back.



2. The Level of Traffic Stress maps are visual.

In the map above, there's a large area of low-stress streets in green just above the map key. There's another large block of low-stress streets to the right of the map key. If we tell a person looking at this map that the orange streets will kill a trip by being too stressful to cross, almost everyone can identify linking the two large green areas as a place to focus some attention. One short linking project increases the connectivity of the network dramatically.

3. The idea of Level of Traffic Stress builds continuous momentum.

The denominator is the entire street network — it remains fairly constant. The numerator is the level of connectivity — this can be constantly improved. So LTS provides both DOTs and advocates a more objective way to measure status and progress. With a network view prior year's projects relate to current and future projects. With a project-only focus, year after year, projects are done well and everyone is congratulated, but the overall connectivity may not improve. We need the network to anchor the focus.

4. Caring about the Level of Traffic Stress network amplifies the voice of

those who historically have been underserved.

Project-focused efforts happen more in areas where people have the time and energy to invest in pushing for those projects. By putting emphasis on improving the network, attention is drawn to areas of lousy infrastructure. The gap becomes glaring when poor neighborhoods remain cutoff from the rest of the network.

5. The network is at the center.

Transportation departments already think in terms of the network they develop and manage. By taking a network view, it moves bicyclists closer to our counterparts in DOTs and shows that we too realize all projects are done to improve the network.

The **public** likes Level of Traffic Stress analysis because it's visual and based on shared emotional reactions to the environment. People bond with the approach. **Planners** like LTS because its network focused and based on objective data that is straightforward to gather. **I** like LTS because it draws people together, provides continuity, improves equity, and focuses on usable connectivity.

How can LTS improve biking in your community? Attend the Summit and find out! Register THIS WEEK to get the early-bird rate!

COMMENTS

[+]

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Women Bike

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DRAFT



February 12, 2015

To: Priscilla Cornelio,
Director, Pima County Department of Transportation

Re: Camino de la Canoa Bicycle Safety Concerns

Dear Ms. Cornelio,

The Tucson Pima County Bicycle Advisory Committee supports the position of the Santa Cruz Valley Bicycle Advisory Committee regarding Camino de la Canoa. We feel that there are dangerous conditions for persons who choose to bicycle on this road.

Specifically, the sharpest curve just to the south of the Madera Shadows next to the Nogales Railroad, is the most serious troublesome location. The sight lines, curve radius, vehicular speeds, and pavement condition all contribute to this being a potentially dangerous situation for persons who bicycle. We urge you to consider bicycle shoulder lanes on the first half-mile of this road. At the very least, this specific corner needs addressing.

We note that there is a park at the end of the road which persons driving vehicles as well as riding bicycles will wish to use. We also note that there is planned development as well as speculation of other development in the area. We think this is a good location for a potential multi-use path parallel to Camino de la Canoa. This kind of bicycle attractive facility will meet the needs of bicyclists of all abilities and result in greater amounts of recreational bicycling and use of the park as well.

We urge you to consider what can be done immediately as well as in the long term at this location.

Sincerely,

David Bachman-Williams,
Chair, Tucson Pima County Bicycle Advisory Committee



February 12, 2015

Diahn Swartz, Esther Cruz
Tucson Department of Transportation

Re: Restriping of Campbell

Dear Ms Swartz and Ms. Cruz,

The Tucson Pima County Bicycle Advisory Committee wishes to thank both of you for the wider bicycle shoulders on Broadway where it has been repaved from Broadway north. We noticed that the restriping narrowed the travel lanes in order to allow for the wider bicycle shoulders.

Ms. Swartz, in particular we wish to thank you for the plan. We appreciate your ongoing concern for bicycle safety and the importance the extra foot of shoulder affords people who ride bicycles. You certainly accomplished that on this project.

Ms. Cruz, we wish to thank you for the important role of making sure the contractor followed the plan. We have noticed how contractors do not always follow plans but do what they are accustomed to doing. Your persistence in making sure this restriping plan was followed precisely insured additional safety for persons who choose to ride bicycles to work and class and other destinations in this location.

We look forward to more bicycle shoulder widening on future projects due to your good efforts. Your work in furtherance of the city of Tucson Department of Transportation goal to make bicycling safer in Tucson is important and welcome.

Sincerely,

David Bachman-Williams,
Chair, Tucson Pima County Bicycle Advisory Committee

A handwritten signature in blue ink that reads "David Bachman-Williams". The signature is written in a cursive style and is positioned below the typed name and title.

cc: Mr. Daryl Cole
Director, Tucson Department of Transportation



Thursday, January 29, 2015

The **ENFORCEMENT SUBCOMMITTEE** held a meeting January 29 at the Law Office of Eric Post, 3256 East Speedway Boulevard, Tucson, AZ 85716.

DRAFT Meeting Minutes, Not Yet Approved

1. Call to order / Roll call — 6:03 p.m.

Collin Forbes, Eric Post, John Cousins, David Bui, David Bachman-Williams and Matt Zoll.

2. Approve Minutes from the October 30 Meeting.

Motion: by Eric Post to approve the minutes. David Bachman-Williams seconded. **Approved with a unanimous voice vote.**

3. Call to Public / Announcements

Eric is going to miss the March BAC meeting because he's going to the LAB bike summit in Washington DC. The Coalition of Arizona Cyclists is sending him there.

Matt Zoll brought a packet of September bicycle Crash Reports from TPD. He has packets for October through December at his office still.

4. Arizona Legislation Concerning Cyclists

HB 2403 — Technical Correction for ARS 28-735 Subsection C. An attempt to change the grammar of the sentence. The same bill has been introduced many times before, and never makes it past the first reading. Eric says this is because it is being introduced by just one representative, and it needs multiple sponsors to go further.

SB 1302 — Vulnerable User Law. There are major fines and punishments about relatively minor offenses. There are going to be constitutional issues there. Note that motorcycles are absent from what the qualifying list of vulnerable users.

5. Law Enforcement Locations/Priorities

Collin showed his "Bicycle Traffic" map with over 5600 locations. Are these citations?

<https://www.google.com/fusiontables/DataSource?docid=1kvG9SzNwHRLfLFF2TPqIWkKv-vNhdLYqH4wUAYm>

While there are where about 50 entries for 3rd/Treat, there are over 400 entries in the Keeling neighborhood! Does this show police officers using bicycle riding as “probable cause” in stressed neighborhoods?

We should try to get corroboration from TPD about numbers of citations given per year. We should also ask Sgt Fernandez about TPD’s handheld ticket devices. Do they have internal GPS to locate the citation where it was given?

Regarding priorities, Matt Zoll had concerns about the continuing problems at Broadway & Campbell. The traffic from Starbucks backs up into Broadway and blocks a lane. There are lots of students driving into Safeway for food and gas, and Matt has seen lots of wrong way riding. Again, probably by students. He also recommended spending enforcement time in the downtown area. It really needs attention, even if it’s just warnings for pedestrians and cyclists.

We talked about the leniency motorists receive when police officers are doing speed enforcement. You can go 9 mph over the speed limit without being caught. There should be some similar leniency for cyclists at stop signs, especially when the crash data shows very few crashes happening because the cyclist ran a stop sign.

We should set up a meeting with Mike Pryor at TPD to speak about how to balance the neighborhood concerns with the cyclists at 3rd/Treat. It’ll make everybody’s life easier if we can get TPD to focus on the main crash types rather than stop sign running.

6. PAG and the Bicycle Diversion Program

After June 30, the Pima County Bicycle Diversion program will not be available to the majority of cyclists. PAG has plans to start a new program. However, the new program is going to include pedestrian content as well as bicycling, and be a 2 hours rather than 3.

PAG is hoping to planning to adapt a curriculum from a diversion program in Portland: <http://www.legacyhealth.org/health-services-and-information/health-services/for-adults-a-z/trauma/trauma-nurses-talk-tough/court-ordered-classes/share-the-road-safety-class.aspx>

David Bachman Williams said his main concern is that we don’t drop the ball between Pima County and PAG. He doesn’t want to see the program die and then be resurrected. We risk all kinds of problems if we don’t keep the program as similar as possible.

Matt Zoll said some “bad apples” are coming to the Pima County Courses and they’ve been needing to use a buddy system of two instructors to guarantee their personal safety. It’s not all roses out there.

We have reasons to keep bicycles and pedestrian classes separate. There is a lot of important material for bicycles in the Pima County class and it takes three hours to cover it all. There are different laws for pedestrians versus cyclists. Also, you could see more belligerence between cyclists and pedestrians and that will dilute the educational experience.

Motion: by Eric Post for Collin Forbes to write a letter in support of the PAG Diversion Program, provided it uses separate classes for cyclists and pedestrians. Seconded by David Bui. **Passed with unanimous voice vote.**

7. Is a Box Turn a Legal Left Turn?

The reason for asking this is because Matt Zoll is updating the “Share The Road” guide which ADOT uses statewide. Box Turns are shown on Pages 16 & 17. The problem is with scenario #2 where the cyclist stops part way across the intersection and waits in front of the right lane.

The problem is that this means the cyclist is usually stopped in the crosswalk. ARS 28-873 has prohibitions about stopping, standing and parking, and it says you must not stop in a crosswalk. Matt wants to be as accurate as possible. Eric suggested adding some words to stay out of the crosswalk.

Ultimately, we agreed Matt should remove the second scenario. In very large intersections, the cyclist will have to veer too far to the right to get into place in front of the lane, and with very small intersections, you probably won't need to do the box turn. An experienced and confident cyclist can make it work elsewhere, but it would be too difficult to describe in a paragraph and a diagram of a generic intersection for a pamphlet.

8. Set Date (and Location) of Next Meeting

We will meet again February 26 at Eric Post's office on Speedway. Eric may or may not have furnishings at the new office on Swan by then.

9. Adjournment — 8:05 p.m.



FACILITIES SUBCOMMITTEE OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE

Meeting Minutes (preliminary)

The **FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Wed, Jan 21, 2015** 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: David Bachman-Williams, Adam Wade, Ray Copenhaver, Matt Zoll, Brian Beck, Ken Shelor

Call to the Public: Need for more knowledge of alternate traffic plans when there is work being done on bicycle facilities. We will put this on the February agenda.

David brought up maintenance of the Loop. Question is who is responsible. Matt says it is being transferred. David raised the issue of a bollard locking loop at the entrance next to the clinic next to the Cushing Street bridge that could be very hazardous to a bicyclist.

2. Approval of Minutes (Nov, Dec) Brian moves to approve both with full spelling of names. David seconded. Approved unanimously.

3. Update and Review of Projects Adam has added Tangerine to the project tracker. Ann announced at the Urban Core meeting last night that all city projects will be on an interactive map so anyone can see the current status of any project with its current state of progress.

4. Tangerine Road Project Overview Adam says it shows Tangerine will have four lanes and a median with 8 foot bike lanes all the way from La Canada to I-10. There will be a parallel multiuse path sometimes on the north and sometimes on the south. It will be done in two phases, La Canada to Twin Peaks and then Twin Peaks to I-10. Matt says there are some problems with how the multi-use paths mix with driveways and intersections. Project will be run by Marana. Adam noted that Marana, Pima County and Oro Valley sections were scheduled to have different striping. Adam called the reps from all three jurisdictions together and pointed out that it did not make sense. He recommended a consistent skip stripe. Matt says chapter 9 of the MUTCD covers this. Stripped is best and cheapest because of less material. Adam's other concern is that the bike route is labeled a shared use that walkers and break down can use. Matt says this is standard because it may need to be used by walkers. Is this a problem? Matt is not sure if a bicycle symbol makes it a bike lane. MUTCD is not clear on this. Break down is a legal use. Adam feels like having bike symbols would help with perception that this is a bicycle friendly community. It would make it more

inviting to cyclists and help motorists think of it as a bicycle facility. Adam wants to send a letter. What to include: Definitely ask for bike symbols. Argument is that it would promote cycling, It also would help combat wrong way riding which statistically is one of the worst causes of bicycle related accidents. Matt offered to have the county road attorney look at this issue. Adam will write a draft letter. This committee will review the letter and then take it to the BAC in March. Adam says that Tom Poole, the project manager is ameanable. We can work with him.

Adam brought up the issue of the need for Moore Rd bike lanes during construction on Tangerine. Adam has talked with officials to see what can be done, slower speeds, enforcement, etc. This is the issue we raised in a letter recently.

5. Prop 409 street resurfacing project Ian is on this committee. It is easier if this just gets done by Urban Core. We will ask whether striping on Campbell from Broadway to 3rd can be improved. There were places along there where the bike lane was very narrow. (editorial note: Stripping was done the next day and the bike lanes are wider. Yeah!)

6. Topics for future agendas Brian: Access from the Loop as raised by guy from Cactus bike club. Need this on a future agenda. Swan on north side of Rillito specifically.

7. Staff Reports and Announcements. Matt: Pantano Pathway from Broadway to Kenyon should be down within two to three weeks. So we will have a 6 mile section all the way to Harrison. Partnering with GABA for a ride mid-April for the new section Santa Cruz from silverlake to Julian path on the east bank. Also, the section to Ajo. El Tour routing issue is coming up. Suggestion to use Moore Rd. to Dove Mountain then down Twin Peaks. Construction issues are worse than usual. New project: Anklam from Speedway to Players club Drive. Last little part is in the city. Need help getting city and county to work together.

8. Adjournment

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

Minutes for Tuesday, January 20, 2014

The **URBAN CORE FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Tuesday, January 20, 2014** at Cartel Coffee Lab, 210 East Broadway Boulevard, Tucson, AZ 85701.

AGENDA Call to Order / Roll Call / Call to the Public Present: Gabe Thum, Ian Johnson, David Bachman-Williams, Colby Henley, Ann Chanecka, Diahn Swartz, Anne Padias, Kylie Walsak

1 Approval of minutes from previous meetings Anne moved David Seconded approval of minutes

2 Options for the Stone Avenue Cycle Track near new Courthouse
The County is planning on a 8' buffer. Also they do not want a bike path through the property from 7th to Council. Therefore the only option left is a two way protected cycle track from Alameda to Toole. The question is what to do at the two ends. So at Alameda the suggestion is to have a protected spot to wait to turn left. Is it possible to have a bike phase of the light? Answer it is expensive and problematic because of old conduit. There would be a parking lane buffer between the cycle track and the regular lanes of Stone. Problem: parking meters would be over on the curb, 10 feet from the actual spaces. Also, would we have green paint? Thermoplastic is expensive. Suggestions: Occasional painted, at beginning and end. 1 foot strip between the cycle track and parking. There would be flexible delineators between parking and cycle track.

Possibility: Have sharrows on both right and left lanes on Stone south of Alameda.

So, Issues: Do we want to ask the county to reconsider their decision to not have a bikes through the courthouse plaza.

At the north end it would work like it did in the past. Cyclists coming

from 7th/Toole would get in the left turn lane and turn into the cycle track. People turning east onto Toole would just turn from the cycle track into the lane on Toole.

3 James Rogers way does go through all the way to Mountain — Other options? History of why the contraflow lane didn't is a question. We will ask Glenn Grafton why it did not continue and if there is any possibility of changing this. Ian will write Glenn, copying David. David will raise it personally with Glenn. *(Editorial note: Glenn responded that where the contraflow lane ends it meets bicycle routes in all directions. Also, the University felt that there was more truck and other traffic at the circle at the Mountain terminus by the Student Union and they wanted to encourage cyclists to avoid that circle.*

4 Church Avenue Redesign Status Ann: Not much new right now. We are on the engineering phase, beyond the concept phase. If it is to get resurfaced it would be great to put in the one way cycle track on each side. This will go from St. Mary's to Cushing on south. The problem of storage capacity between Broadway and Speedway has been resolved, an agreement with streetcar team.

There is concern for the visibility of cars coming west on Cushing at Church. It is intimidating to continue south on Church because it is hard to see the cars coming west on Cushing.

5 End of Year Review: Goals for 2015 Robin: look for restriping/road diet opportunity. Kylie: would like entire BAC to be more equitable genderwise and racially. Also, Kylie wants to have a City of Tucson Platinum application.

Ann: There is going to be a interactive map from TDOT that shows where are the active projects are and an update on status of each.

6 Staff/Member Updates Ann: Bike ped planner job has been posted. Some job description requirements were made. Closing date Feb 2. Nest Bike share meeting next week. Kylie will be there.

Gabe: Pedestrian diversion program is progressing in its design.

7 Topics, Date and Location for Next Meeting

8 Adjournment



Tucson-Pima Bicycle Advisory Committee

February 8, 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,

David Bachman-Williams Chair, TPCBAC

A handwritten signature in blue ink that reads "David Bachman-Williams". The signature is written in a cursive style with a horizontal line at the end.



February 8, 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 came up with 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 cycletrack connection is made along this short section of Stone.

Therefore, we strongly urge you to support this cycle track and make sure it is included in the plans for that section of Stone. Please do not allow other traffic considerations to trump this important connection in our downtown area.

Sincerely,

David Bachman-Williams
TPCBAC chair

Ian Johnson
Chair, Urban Core sub-committee



February 8, 2015

Mr. Charles Huckeberry
Pima county Administrator

Re: New County Courthouse northside plaza

Dear Mr. Cole,

We understand that plans are being made for a plaza and sidewalks on the north side of Pima County Courthouse. In the Urban Core sub-committee of the Tucson Pima County bicycle Advisory Committee (formerly the Downtown sub-committee) we discussed how this may affect bicycle commuting in the 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 came up with 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.

Allowing bicycles to use the new wide sidewalk between on the north side of the courthouse would greatly facilitate this east/west movement of bicycle commuters. We understand that there is a proposed ban on bicycles on this sidewalk. We urge you to allow bicycles in this area. It will help make downtown Tucson more attractive to all persons who might choose to commute by bicycle.

Sincerely,

David Bachman-Williams
TPCBAC chair

Let's talk seriously about why cyclists break traffic laws

By [Emily Badger](#) January 9

In full disclosure, I have scoffed the law while cycling. In my neighborhood at night, when there's no one around, I have rolled through a stop sign. I have paused at an intersection, "no turn on red," and then done exactly that on a bike. I do these things ... occasionally.

"I do, too," says Wesley Marshall, now that we're confessing. "If I'm sitting at a red light next to a bunch of cars, and there are no cars crossing, I'll go through the red light to establish myself in the street in the next block, because I feel like I'm safer doing that."

I have done this, too, and for the same reason: because it feels less dangerous to get out ahead of traffic than to fight for space on a road with no bike lane at the moment when the light turns green. Marshall, an assistant professor of civil engineering at the University of Colorado at Denver, suspects, though, that many drivers may not understand this thought process — that seemingly bad biking behavior is sometimes an act of self-defense.

Perhaps that's because we don't really understand — and we definitely don't talk about — the behavioral psychology of cycling all that well. Maybe drivers picture all scofflaws as that caricature of a New York City bike messenger, a professional risk-taker who laughs at traffic laws and the suckers who obey them.

"I don't think everyone who's breaking a law on a bike is that person," Marshall says.

"You're not that person. I'm not that person. I don't feel like I'm risking my life when I'm doing these scofflaw behaviors — I feel the opposite."

There is, in fact, a lot we don't know about why cyclists behave the way they do, or even what happens when people on bikes — in numbers many cities have never seen — take to infrastructure that was not designed for them. If you've ever biked in Portland, or biked through Washington with someone from Portland, it certainly seems as if social norms about traffic laws vary from city to city. Marshall, for example, has observed cyclists in Portland police each other in ways I don't often see in D.C.

But why the differences? As cycling grows more common in a city, does peer pressure to obey the law follow? As cities build more bike infrastructure, does that make cyclists less likely to run red lights?

If some of us violate traffic rules to stay safe, would we be more law-abiding if cities created safer spaces for us? (By this, I do not mean [a separate network of biking roads in the woods](#), but more protected bike lanes and dedicated signals that would allow cars and cyclists to share the road on their way to the same places.)

These questions about sociology and infrastructure point to a more nuanced picture of what's happening on city streets than most heated rhetoric — darn law-breaking bikers! — allows. Marshall, who co-directs the [Active Communities Transportation Research Group](#) with Kevin Krizek, wants to research this scofflaw behavior, why people say they do it (drivers and cyclists alike), and when they don't.

As part of this research project, they and Ph.D. student Aaron Johnson and Savannah State's Dan Piatkowski are running a survey that they hope will gather broad data on all of our behavior (go ahead and [help science out here](#), even if you're not a cyclist yourself).

Most of us, whatever mode we travel, break the law at some point, Marshall points out, whether we're driving five miles over the speed limit, or crossing the street against the crosswalk. And yet, we tend not to treat lead-footed drivers with the same disapproval as cyclists who ride through stop signs, even though the former behavior is potentially more

publicly harmful than the latter. Which raises another question: Are cyclists really more prolific scofflaws than drivers anyway?

More data on the scofflaws inside all of us could potentially help create safer streets, even, Marshall imagines, more productive public debate about how cars and cyclists coexist. There is some evidence, for instance, that cyclists may be less likely to ride the wrong way down one-way streets and more likely to wait at red lights when they're given dedicated bike paths. This would make sense for a number of reasons.

"You're treating the bikers well, you're giving them a place they should be," Marshall says. "You're giving them respect in the transportation system."

Maybe that makes cyclists more likely to respect the laws of that system in return. Or perhaps, by giving cyclists their own safe space, they don't feel the need to head down one-way streets to bypass busy roads, or to blow through red lights to stay ahead of traffic.

Infrastructure influences how we think about our own roles in public space ("the system isn't looking out for me, so I have to do whatever necessary to look out for myself").

Infrastructure also physically shapes our behavior. On the protected bike lane in front of the Washington Post office, for instance, it's near impossible to run through a red light. That's because bike traffic cues up at the intersection in its own restricted lane the same way cars do.

"You're putting people on bikes in transportation systems that are entirely built for cars. If that seems to be one of the reasons why people are behaving this way, that would lend an argument to better bike infrastructure," Marshall says. "If people are [being scofflaws] because they like risky behavior, that's something different. If that's the answer we find — bicyclists are just riskier than everybody else — that would lead to different solutions."

I'll admit in the back of my own mind that I also sometimes disregard traffic laws not for

my personal safety, but because I know that traffic laws, like road infrastructure, weren't created with cyclists in mind. And I say this as a car-owning cyclist, not a culture warrior: It seems somehow unjust — for reasons that Marshall's research may better articulate than me — to expect cyclists to follow all the rules of cars (no turn on red) while denying cyclists the same courtesies (like the right to occupy a full lane).

When you have no radio to turn up, no passengers to talk to, you have a lot of time while commuting on a bike to think about this kind of thing.

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TEAM BIKE: HOW VEHICULARISTS AND INFRASTRUCTURISTS COULD JOIN UP TO FIX U.S. SUBURBS

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Marven Norman, board president, Inland Empire Bicycling Alliance



Photos from Dutch suburbs and countryside by Marven Norman.

Second in a [two-part series \(http://www.peopleforbikes.org/blog/entry/psst-the-dutch-already-figured-out-how-to-build-bikeable-suburbs\)](http://www.peopleforbikes.org/blog/entry/psst-the-dutch-already-figured-out-how-to-build-bikeable-suburbs) about Dutch suburbs.

It's understandable why [vehicular cycling \(http://en.wikipedia.org/wiki/Vehicular_cycling\)](http://en.wikipedia.org/wiki/Vehicular_cycling) techniques thrive in suburban America. In the absence of good bike infrastructure, taking the middle of the travel lane really is the safest way to ride — uncomfortable though that is for many of us.

But if American suburbs are ever going to be made truly better for biking, today's suburban bicycle drivers will need to find common ground with me and my fellow fans of Dutch infrastructure.

Here's what that might look like.

1) Individuals against infrastructure should take the time to offer meaningful suggestions beyond "no."

SHARE



Photo from Indianapolis: Michael Andersen, PeopleForBikes.

I've seen it myself numerous times: the bicycle drivers solely demand "Bicycles May Use Full Lane" signs and [sharrows \(http://en.wikipedia.org/wiki/Shared_lane_marking\)](http://en.wikipedia.org/wiki/Shared_lane_marking) while shunning any and everything else exclusively for bikes. Meanwhile, the planners and engineers are hearing from the rest of society that they want "more bike lanes." But without any valuable input about design features, they resort to their books ... and garbage appears.

Instead, it's long past time for the more experienced riders to adopt an approach of pragmatism.

I find those who campaign solely for sharrows and education, or else nothing at all, to be incredibly short-sighted. Approaching the design team that continues to hear "give us bikeways" and telling them not to isn't a winning strategy, especially when outnumbered. But approaching the same team and saying "let's make sure that these bikeways are the best possible" will actually produce facilities that do meet the needs of 95 percent of bike users, even those of us who like to travel at a good clip.

2) When true Dutch designs are adopted, "protected bike lanes slow me down" doesn't stand up.



Good bike infrastructure is designed for speed. We unfortunately that many Americans are afraid of the Dutch CROW

Good bike infrastructure is designed for speed. It's unfortunate that many Americans are afraid of the Dutch CROW manual, which is already a great document for how we could do things. Even if a clueless intern designed something straight out of the book, the results would be palatable for 90 percent of bike users and 95 percent of their needs. The CROW manual goes beyond the standards of the NACTO Urban Bikeway Design Guide calls for a design speed of 30 KPH for through routes and 40 KPH for those outside of cities or shared with mopeds. Those are roughly equal to the speeds that most riders would ever expect to reach in a typical journey on those segments, so that's more than adequate.

3) American bikeway planners should stop underemphasizing inter-urban trips.



The reason that most U.S. planners (unfortunately) focus mostly on the short trips at the detriment of speed is because those are the journeys that make up the bulk of all trips. For all the sprawl of America, people don't go very far at all. According to the data, a staggering 15 percent of driven trips are for no more than half a mile, a distance that could be easily walked by most people, to say nothing of biking. Obviously, that represents a huge opportunity on multiple fronts, so it's no surprise to find that advocates are trying to lure people onto bikes for their short trips. When you look at Dutch data, you see that the lion's share of Dutch biking occurs up to about two miles, then quickly loses out to cars after that point. In other words, most people in The Netherlands just don't bike far at all. In fact, data from Portland shows that Americans might actually be willing to bike farther than the Dutch (<http://bikeportland.org/2014/10/21/five-surprises-comparison-portland-dutch-travel-choices-112468>).

However, those looking to bike far in The Netherlands are not left out of luck. They didn't give them fancy names (<https://www.youtube.com/watch?v=b0FLdka9EW8>), but the Dutch have been building 'bicycle superhighways' for years. Stuff like (<https://www.youtube.com/watch?v=338HvMl9cG1>) this (https://www.youtube.com/watch?v=Bmoj_XKRi8Q) stretches across the country to connect the villages, towns, and cities.

I tend to agree with those who say that interurban commuter trips is one place that American advocates are dropping the ball. At the same time, it's worth noting in the Dutch ridership figures that only 16 percent of trips are for people riding to work. For all the hype about bike lockers and showers, they're never going to give most American work commuters a strong enough incentive to bike all the way to work — though better transit systems and bike share might increase people who use bikes as a first-mile/last-mile solution.

That said, I understand why Americans don't focus on interurban trips as much: return on investment. Though provisions for bikes can ultimately be a money saver for agencies, the concept is still too young here to gain much traction. I know that I personally continue to push for bikeways that connect cities and regions, but most advocates are generally working within cities because that's where it's easiest to show that people will ride if they have infrastructure.

After getting people to bike short trips, those same people will be more inclined to not only ride more and farther, but to also be a more vocal partner in getting more improvements elsewhere, including [R4-11s](https://www.google.com/search?q=R4-11&biw=786&bih=742&tbm=isch&tbo=u&source=univ&sa=X&ei=Cl-9VLzhLs6myATeiiDADg&ved=0CDIQsAQ) (<https://www.google.com/search?q=R4-11&biw=786&bih=742&tbm=isch&tbo=u&source=univ&sa=X&ei=Cl-9VLzhLs6myATeiiDADg&ved=0CDIQsAQ>) and sharrows. Biking advocates in the United States are already few enough. We'll get farther and faster by sticking together.



The 2014 Redlands Classic (<https://www.facebook.com/redlandsbicycleclassic>) in California, USA.

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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>), or Facebook (<http://facebook.com/TheGreenLaneProject>) or sign up for our 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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