

BAC Packet guide

1. Agenda
2. February minutes
3. Member list
4. Member Attendance chart
5. Camino de la Canoa 2nd Draft letter
6. Draft Broadway Widening letter
7. Rincon Heights Broadway Widening Position (for informational purposes)
8. Spring Fling Route Description
9. Spring Fling Route Map
10. Enforcement draft minutes
11. Facilities draft minutes
12. Urban Core draft minutes
13. Pima County News Release: April 10th Ride to School Day Activities
14. Bike Share Study
15. High Visibility Clothes Study
16. America's Infrastructure Crisis



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

Meeting Date: **Wednesday, March 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 February 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. BAC Officer Elections – formation of nominating committee	5 min
5. Camino de la Canoa Letter	10 min
6. Broadway Widening Project Letter – Anne Note: Letter must go out this evening to be counted	30 min
7. Diversion Classes Informational item – Collin	3 min
8. Annual Commuter, Advocate, Staff Awards	10 min
9. Spring Fling Diversion Routes – Glenn and Ian	10 min
10. Consent Agenda	

A. None

11. Staff Reports

15 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 As Necessary

10 min

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

2 min

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 **February 11, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT MEETING MINUTES, NOT YET APPROVED

prepared by Collin Forbes

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

David Bachman Williams called the meeting to order at 6:00 p.m.

Motion: by Brian Beck to approve the minutes with the typos corrected. Seconded by Ray Copenhaver. **Voice vote: Unanimous.**

2. Call to Public

No members of the public wished to speak.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt David Fernandez said there were no fatalities for bicycle riders in 2015. For other crashes, due to computer problems, he has numbers but not specifics.

- 5 crashes with bicycles with injuries. Various locations.
- 3 hit and run crashes. Various locations.

TPD will be starting deployments from their Bicycle/Pedestrian Safety grant on Saturday. They will be doing 5 to 6 a month each month until September.

Matt Zoll mentioned he brought packets of TPD crash reports for the BAC to review. His informal study of the reports is that wrong way riding contributes to the most crashes and he thinks that should be a priority during the grant deployments.

Kylie Walzak pointed out a Gem Show shuttle stop in front of the Riverpark Inn which was blocking the bike lane on Cushing. It would be great to have them put the shuttle stop elsewhere next time. Also, she said she using University / 3rd more often and noticing that motorists are ignoring the "Do Not Enter" signs at the intersections of University/Stone and University/Campbell.

Deputy Ryan Roher described three crashes in Pima County.

The first was at Oracle/Ina. A cyclist was hit and both the driver and the cyclist stopped to talk. The rider said "I'm okay" and they traded information. The cyclist didn't want help and the driver drives away. However, a witness saw the person driving away and reported it to 911 as a hit and run. Later, the cyclist is transported to the hospital but is very evasive with the deputy. Later, the rider called the sheriff's office to report a collision, but really was hoping to get a ride home. It turns out the rider has a mental health issue and a history of reporting collisions.

The second was a recreational rider struck on Ina Road. He was hit from behind by a somewhat distracted driver. The driver said he was looking at the dashboard. The rider had reported a back injury and was transported to the hospital.

Third, Palo Verde/Irvington. The rider was going northbound in the afternoon rush hour. There was heavy traffic. A driver trying to catch up to an apparently open spot in traffic sideswiped the rider.

Also, Deputy Roher needs role-players for the academy next Tuesday. He's going to be teaching traffic stops to 44 recruits. If you bring your bike, they can learn how to handle a traffic stop for a cyclist. You will be "stopped" repeatedly by different deputies. It's around the back of the jail on Silverlake.

4. Tangerine Road Plans

Adam Wade spoke about the plans to widen Tangerine Road, north of Tucson. It begins in Oro Valley, goes through unincorporated areas of Pima County and ends in Marana. Having three jurisdictions involved makes things more complicated.

There's going to be a multi use lane on the shoulder and a multi-use path as well. But there are problems because the different jurisdiction want to use different skip striping patterns for the multi-use lane. Hopefully that'll be fixed.

Marana and Oro Valley are wanting to use "multi-use lanes" more often. It's signed as a bike route but does not have other bike lane markings. They want motorists to be able to use it as an emergency lane for breakdowns. But if the lane were marked as a bike lane, motorists would be able to use it for emergency purposes anyway. There will be lots of room with the lane and the shoulder, so it could still be a proper bike lane.

Will bikes be shut out of Tangerine during construction? Adam hopes they'll leave as much of the road open as they can. While working on the outside lanes, they can still have the inside lanes available.

El Tour goes up Oracle and takes Moore Road around Tangerine. There's no bike lane on Moore, but there's much less traffic so it's a nicer road. There are more houses being build north of Tangerine, and increasing traffic of motorists who will want to use Tangerine. With the extra traffic they want to make Moore road more attractive. For one, they could reduce the speed limit.

The construction is going to happen in two sections. The first phase is La Canada to Twin Peaks, starting in 2018. When it's done, it'll be a nice connection for both motorists and cyclists.

5. Ex-Officio members

The clerks complained about our ex-officio members. They looked at our our enabling ordinance, and discovered we are only allowed 4, and two of them are the staff from city of Tucson and Pima County. We've been adding staff members as ex-officio members as we went along.

The short term solution is to de-list all of them except for Ann Chanecka, Matt Zoll and Roy Schoonover as an honorary member. He's been in bad health and has done a lot for cyclists in Tucson.

But in the long term, we have a problem. It's not fair for two jurisdictions to have ex-officio members without the other jurisdictions having the same opportunities. We've always encouraged public discussion, but if public participants become a problem, then we'd need to limit discussion at the meetings to members only. Then that would leave the other jurisdictions out in the cold. We need to tweak the ordinance to allow for more ex-officio members from the other jurisdictions.

Robin Steinberg said her reading of the bylaws allows 2 staff ex-officio members plus 4 general ex-officio members. However, the clerk is going by the ordinance rather than the bylaws. David Bachman-Williams said we need a motion to encourage the jurisdictions to tweak the ordinance. Both the city and the county need to do this.

Is this a problem which doesn't need a solution? We haven't had a problem with too much public discussion from disruptive people. Ann Chanecka said it's up to the chair to recognize people who want to speak and they could try to keep the problem person in-line. David said it can be tough to manage that situation. Robin thinks having a person on the agenda is an invitation for them to speak at other times during the meeting.

Motion: by Eric Post to request the city and county to amend the enabling legislation so that we can have ex-officio staff members from all jurisdictions and possibly additional

honorary ex-officio members. Seconded by Tom Hausam. **Passed with unanimous voice vote.**

Ian Johnson added that we should look at our other documentation (bylaws and such) to make sure those are up to date as well.

6. Camino de la Canoa Safety Concern

Tom Hausam spoke about Green Valley's "Deadman's Curve."

The first park they've developed near Green Valley has created a safety problem. The park is three baseball fields, pickleball courts, a dog park and a little league baseball field. However, the only way to get here is on Camino de la Canoa which has a curve. People in the neighborhood call it "Deadman's Curve."

There are 94 houses in the area and 200 members of Born Again Jock Association (BAJA) who bike down there. The ball players are there 3 days a week. The estimates are 350-400 trips from residents each day. There will be more and more biking in the area because there are developers building homes along the road.

SCVBAC has isolated an area where bike lanes are needed. Around the curve, there are very poor sight lines. Going south, there's a nice hill and people can pick up a lot of speed as they approach. Most drivers are barely in control of their vehicles.

There's a lot of crumbling curb on the shoulder, so there's no room for a bicycle to bail out on the shoulder. Tom showed a slide of a UPS driver trying to pass a cyclist by crossing the double yellow line and finding a white SUV coming the other way. It's a very dangerous looking situation.

Their proposal is to add a bike lane for the ½ mile stretch and remove some trees on the curve to improve the sight lines.

Safety Improvements Requested by local residents, BAJA, and SCVBAC:

To Do Now:

- Increase Sight Lines
- Repair Road Surface
- Add Paved Shoulders

For The Future:

- Resurface Road
- Add Bike Lanes elsewhere.

There's a letter in the packet to this effect.

Matt Zoll said Pima County would like to do a fuller project. Just ending the bike lane at White House Canyon Road would cause problems elsewhere when the bike lane ends. Their goal is to do the first part from White House Canyon Road through the curve to the next residential street. Perhaps they could go all the way to the park, which is 2-3 miles further. He cautions against just supporting a ½ mile bike lane.

Ian Johnson asked if there was anything else that can be done there other than adding a few feet of asphalt? Matt said the park was built recently, so traffic is increasing. They could use some psycho-perceptive markings which encourage drivers to slow down because they think they are going faster than they are.

Andrew Bailey said having a median in the corner could help slow things down and keep things kind of tight for the driver. In addition to the striping, they could use transverse rumble strips, leaving space for cyclists to avoid them. The rumble strips would hit 2 wheels rather than all 4. With the rumble strips, the potential disadvantage is noise for the neighbors.

Bill Adamson said they presented their request to Pima County which is looking into it. Camino De La Canoa is a 45 mph road going in, and people aren't slowing down. He's very concerned about raising a new project of the bike lanes and having it be so expensive that it wouldn't be done. Their ½ mile request is a compromise based on cost, but they didn't realize that going ⅓ of a mile further would let them hook into White House Canyon Road with better facilities. They should connect to Whitehouse Canyon Road and perhaps recommend going further to the park.

The letter in the packet recommends a multi-use path parallel to Camino De La Canoa. This would attract a lot of casual cyclists who would be also using the park. Bill said he thought of multi-use path as well, but would still like to have bike lanes along that route as well.

Motion: by David Bachman Williams to send the letter to Pima County with tweaks to define the beginning and end of the bike lane from Whitehouse Canyon road to the first side street after the curve. Seconded by Eric Post.

In discussion, Eric Post added as that this is a place where the rider should take the lane until additional facilities are built. Matt said it's a tough situation. On Gates Pass, a cyclist should be checking behind and listening to take the lane and slow people down where needed. But this road is different than Gate's Pass. The traffic is going 40 or 45 around a blind curve. Unfortunately, his best recommendation is not to be there. Use a different road or do it in a different time of day with less traffic.

Motion: by Adam Wade to table this letter and have the facilities subcommittee take this up instead. Seconded by David Bachman Williams. **Voice vote: 15 in favor, 1 opposed. Passed.**

7. Platinum Task Force Report

The Platinum Task Force held their first meeting last month on the 26th of January. They will be meeting on the 4th Monday of every month at 2 p.m. in the PBAA (Perimeter Bicycle Association of America) Conference Room.

Eric Post said they had a good, robust discussion whether we should apply “City by City” or as the Eastern Pima County Region. They ultimately decided to renew the regional application. In 2017 the City of Tucson might apply on their own, Oro Valley may do so as well. But those won’t affect the regional application at all.

The task force needs more members, and they are hoping to get someone from South Tucson.

They’ve been looking at the old application and the critique from LAB. However, the new application is online and they need to be able to access it. It’s password protected at LAB. You can’t just go get it without logging in first.

They are following the five E’s of LAB because the application is broken into those categories. Volunteers were chosen to head up each section:

- Encouragement — Richard DeBernadis
- Enforcement — Eric Post
- Education — Matt Zoll
- Evaluation — Nancy Ellis
- Engineering — David Bachman-Williams

They concluded the meeting by electing a chair. It’s Wayne Cullop. There was no opposition. Eric said it’s as if they’ve switched tasks with him becoming president of GABA and Wayne heading Platinum. But Wayne says he knows Platinum has a definite ending.

Thanks to Eric for being the convener and to Wayne for taking on the task for the rest of the year!

8. Retreat Theme and Timing

We ran out of weekends in February for a retreat.

In March, the theme for the LAB Bike Summit is “Low Stress Bike Facilities”. They have a good speaker to talk about discovering where you need facilities. This is not just the national trend, but an international trend as well. For our retreat, it’ll work be an appropriate theme and we may attract some additional members of the public.

Thus, we want to change the theme of the retreat to “Low Stress Bike Facilities.” Ann Chanecka may be able to find some money for a speaker. Could we ask for money from Pima County as well?

Ian Johnson would be interested to see how we can get the remote jurisdictions excited about low stress bikeways. We’re not just downtown Tucson and need to think of the region.

Eric Post said he will be at the bike summit and will take a video camera, ample notes and try to learn everything he can at the summit.

Wayne Cullop thinks we should make a recommendation to the county so the map also shows all the low stress facilities in a distinctive color. Eric said low stress markings don’t necessarily mean “safe.”

Robin brought us back onto topic by reminding us this is about the retreat rather than the low stress routes. We need to set a date and look for a location. It’ll be great to have a real hands-on work meeting.

Motion: by Robin Steinberg to have the retreat at a selected date in June. The theme should be “low stress bikeways.” Seconded by Kylie Walzak. **Passed with unanimous voice vote.**

9. Letter to PAG concerning diversion program

In lieu of writing a letter, Collin Forbes reported what he learned after his meeting with Gabe Thum about the PAG diversion program.

The Pima County Diversion program will be ending on June 30. PAG has the curriculum from Portland’s Legacy Health “Share The Road Safety Class” as well as the existing Pima County Diversion Program. They’ll be going through and taking the best parts from each to make their program. But they are planning to use a lot of the Pima County material.

The target is to have the PAG program up and running for July 1. By May they’ll have something to present to the BAC. Ideally we’ll have a nice seamless shift from the county program to the PAG program.

Motion: by Ian Johnson, that the enforcement subcommittee should write a letter in general support of a combined bicycle and diversion program and we look forward to see what PAG has to say on the subject. Seconded by John Cousins. **Voice Vote: 15 in favor, 1 opposed. Passed.**

10. Consent Agenda

The letter was approved by a unanimous voice vote.

- Thank you letter to Diahn Swartz and Esther Cruz

11. Staff Reports

Matt Zoll (PCDOT)

- Pantano Wash: 5th to Irvington. They've had some delays, but did a final walk through for signs and markings. This means 6.5 new miles of path between 5th St and Irvington.
- Pantano Wash: Irvington to Valencia: Construction should start in May. This will include a section near Fantasy Island.
- Pantano Wash: Speedway to 5th. Should start construction in May.
- The CDO Wash path is proceeding. It'll connect the Santa Cruz River to Thornydale. It's about a month from completion.
- They are planning to have additional bike lanes on Anklam Road from the city limits west to Speedway. The road itself will be repaved and they will raise the shoulder, and then pave over the road and match the grade.
- At the Santa Cruz River, they are building an underpass at Camino Del Cerro on the west bank. People will have more choices to get across the road and not always have to cross "at grade."
- There were 702 diversion participants in 2014. 80 were signed up through February. They are ramping up classes because they are expecting larger numbers because of the UA and TPD GoHS grants.
- Ignacio is going strong with the classes and they are very busy. They ordered 90 bicycles and other equipment for the elementary and middle school bicycle classes.

Ann Chanecka (TDOT)

- Grant Road is getting 5 feet bike lanes as part of its resurfacing
- Stone north of Speedway doesn't have bike lanes now, but it will get bike lanes as part of a new project. Diahn is really good at reviewing places where there are bike lanes less than 5 feet.
- There's a new posting for a Bike/Ped planner. Hopefully they'll get another staff person onboard

- The Technical Advisory Committee for Bike Share is making progress. The first working paper goes into detail on bike share in the US and the second is a lot of detail for Tucson. Those will be online in a couple weeks.
- Toole Design group will be back in Tucson to develop school travel plans for four schools. They'll get a lot of attention and engineering solutions.
- The Broadway/Treat Bike HAWK is going to construction soon. It has been desired for a long time. There are seven other HAWKS that are 90-100% design. Ann expects lots of project completions in 2015 and 2016.
- The 5th St Bike Boulevard design is complete. This includes the TOUCAN across Euclid and into the UA. In March, there will be an open house with the West University neighborhood and other interested people.

Brian Varney (Marana)

- Oro Valley and Marana joined forces for an article in BikeLife Tucson article. The goal is to let more people know what they are doing for cycling in their region.

Gabe Thum (PAG)

- Revamping their Bike Map. Looking at creating a Bike Map App. It's fun to say.
- Also working on the regional safety plan. Doing crashes and looking into trends.
- Working on the new Diversion program

Glenn Grafton (UA)

- Ignacio from the county did a training session with the CatTran drivers about how they interact with cyclists.
- The Spring Fling will be on the Mall again in April. It will mean blocking off the mall again. Members of the committee thought there were some problems with the detour routing last year.

12. Subcommittee and Related Entities Reports

Reports given by Collin Forbes (Enforcement), Adam Wade (Facilities), Ian Johnson (Urban Core), Eric Post (GABA), Kylie Walzak (Downtown Links and again for LSA), Tom Hausam (Green Valley), and a representative from PBAA.

Enforcement subcommittee (Collin Forbes)

- In addition to the diversion program, they reviewed left turns as box turns. Matt is redoing the Pima County Share the Road Guide and had a concern about one of the scenarios. We recommended to remove the second scenario, which has the bicyclist veering to the right to stop in the right lane. It doesn't work for large intersections, and isn't needed as much for small ones. Describing how to do it right was going to be too much for a paragraph in a 3x5" booklet.

Facilities Subcommittee (Adam Wade)

- Talked about Tangerine. Also talked about routing through construction projects.
- They lost two members recently. Need more members for a strong committee.

Urban Core (Ian Johnson)

- Discussed a potential Stone Ave cycle track. There are questions of whether cyclists will be allowed to cross the plaza in front of the courthouse.
- Also discussed James Rogers Way on the UA Campus. They are trying to get the thought process for how they did it.

GABA (Eric Post)

- Their budget is set for donations for the year and they are going to be supporting PBAA with donations.
- They have a new press person to do press releases.
- The next major event coming up is the GABA Swap Meet, April 12.

Downtown Links (Kylie Walzak)

- The committee met Monday, they are at 90% design and will be at 100% soon. They had the most productive bike/ped subcommittee ever and are hammering out the last three pinch points.
- At the next meeting in April they hope to get to 100%. There will be an open house afterward.
- It's a huge project, but Kylie thinks they've mitigated most of the impacts. There will be crossings at 7th/7th and the 6th Ave underpass has a lot more options. 9th Ave by the Citizens Warehouse has a lot of bicycle traffic and will probably be the best bicycle facility downtown when it's complete.

Broadway Citizens Task Force (Anne Padias)

- She has been reading disturbing newspaper articles and gossip.
- The Citizens Task Force was very clear they wanted 6 lanes, including two bus lanes. The last part was left out when it came from Mayor and Council.
- Also they are backing off on having the bike lanes routed behind the bus stops. The argument is that the "fast and fearless" bikers won't go around the bus stops. It's crazy to allow the bike detour to disappear.
- The next meeting is scheduled for March 19.

Living Streets Alliance (Kylie Walzak)

- TUSD board members are coming to the safe routes to school planning.
- A Light The Night program will be happening on Tuesday. 5pm giving away bike lights and helmets at Treat/copper.
- There will be a Kidical Mass ride on Valentines day at Blenman Elementary school, Country Club and Elm.

- Working hard to get Bike Fest and Cyclovia up and running. Cyclovia is April 19.

SCVBAC (Tom Hausaum)

- They are looking forward to working with the Facilities subcommittee on the Camino De La Canoa letter.

PBAA (Elaine Mariolle)

- Beginning an after school bike program for kids in grades 5-7 in South Tucson.

13. Announcements

BICAS is running Camping Trip to Colossal Caves on March 7 & 8. They are also having Bike Camping workshops ahead of time to prepare.

14. Adjournment — 8:11 p.m.

Attendance:

David Bachman-Williams, Pima County
 Brian Beck, Pima County
 Raymond Copenhaver, Pima County
 John Cousins, Ward 4
 Wayne Cullop, Pima County
 Collin Forbes, Pima County
 Glenn Grafton, UA
 Tom Hausam, Pima County
 Cameron Hummels, Mayor's Office
 Ian Johnson, 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

Audience:

Sgt David Fernandez, TPD
 Deputy Ryan Roher, PCSO
 Bill Adamson, SCVBAC
 Jessica Hersh-Ballering, TDOT
 Ann Chanecka, TDOT
 Paul Minnis, Citizen
 Gabe Thum, PAG
 Andrew Bailey, Kittelson & Associates
 Howard Strause, Cactus Cycling Club
 Jesse Boudart, Kittelson & Associates
 Nancy Ellis, Oro Valley
 Matt Zoll, PCDOT
 Brian Varney, Town of Marana
 Elaine Mariolle, PBAA

Tucson-Pima County BICYCLE ADVISORY COMMITTEE
12 Members Necessary for Quorum

www.BikeTucson.Pima.Gov

City of Tucson				
	Representation	Appointment Date	BAC Term Expires	
1	Cameron Hummels	Representative for Mayor Jonathon Rothschild	12/27/2013	12/7/2015
2	Darlane E. Santa Cruz	Representative for Ward 1	8/13/2014	12/7/2015
3	Ian Johnson	Representative for Ward 2	12/13/2011	12/7/2015
	Vice-Chair			
4	Kylie Walzak	Representative for Ward 3	12/3/2013	12/4/2017
5	John Cousins	Representative for Ward 4	12/5/2011	12/7/2015
6	Anne Padias	Representative for Ward 5	2/4/2014	12/4/2017
7	David Bui	Representative for Ward 6	12/3/2013	12/4/2017
Pima County				
8	David Bachman-Williams	Representative for Pima County	7/12/2011	8/31/2015
	Chair			
9	Brian D. Beck	Representative for Pima County	1/8/2013	1/31/2015
10	vacant	Representative for Pima County		
11	Wayne Cullop	Representative for Pima County	1/8/2013	1/31/2015
12	Collin Forbes	Representative for Pima County	8/19/2013	8/18/2015
	Secretary			
13	Tom Hausam	Representative for Pima County	5/21/2013	5/20/2015
14	vacant	Representative for Pima County		
15	vacant	Representative for Pima County		
16	Eric Post	Representative for Pima County	8/19/2013	8/18/2015
17	Robin Steinberg	Representative for Pima County	12/17/2013	5/20/2015
	Parliamentarian			
Other Jurisdictions				
18	Raymond Copenhaver	Representative for Town of Marana	3/18/2014	3/18/2018
19	Adam Wade	Representative for Town of Oro Valley	10/7/2014	12/31/2015
20	Anthony Amos	Representative for Town of Sahuarita	6/22/2012	6/10/2014
21	Edward G. Yasencheck	Representative for Davis-Monthan Air Force Base	3/7/2013	3/29/2016
Staff				
22	Glenn Grafton	Representative for University of Arizona	4/23/2013	4/22/2017
	Ann Chanecka	City of Tucson Department of Transportation	6/10/2010	
	Nancy Ellis	Oro Valley Parks and Recreation Department	1/1/2004	
	David Fernandez	City of Tucson Police Department	5/16/2013	
	Deputy Ryan Roher	Pima County Sheriff's Department	5/6/2010	
	Gabriel Thum	Pima Association of Governments	6/10/2010	
	Matt Christman	Town of Marana	5/6/2010	
	Matt Zoll	Pima County Department of Transportation	1/1/2004	
Ex-Officio				
	Roy Schoonover		5/6/2010	

TPCBAC Rolling Attendance Chart

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

Note: there are 3 empty seats for Pima County and an empty seat for Sahuarita.

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.



SECOND DRAFT

March 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 Advocate Committee regarding Camino de la Canoa. We feel that there are dangerous conditions for persons who choose to bicycle on this road that need to be addressed.

Specifically, the sharpest curve just to the south of the Madera Shadows adjacent to the Farmers Investment Co. airplane landing strip, 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. At the very least, this specific corner needs addressing. Cautionary signs, lower speed limits, share the road signs, warning rumble strips should all be considered. Sight lines should be addressed by removing visual obstructions such as trees and bushes.

We note that there is a park at the end of the road which persons driving vehicles as well as riding bicycles are using. We also note that there are residences there as well as speculation of other development along Camino de la Canoa. We think this is a good location for a future multi-use path from White House Canyon Road to the park. The most logical location for this multiuse path would be in the flat land area parallel to the railroad and the Santa Cruz River. 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.

On Camino de la Canoa itself we urge you to consider adding bicycle lanes from White House Canyon Road to the park. We agree with the Santa Cruz Valley Bicycle Advocate Committee that fixing the one corner is very important. However, we are reluctant to suggest a either a half mile or 0.8 miles of bicycle lanes that begin at Whitehouse Road and end after the curve or at the first side street. We believe such facilities should go all the way to a logical end destination, in this case, the park. Having bicycle lanes suddenly disappear leaves bicyclists frustrated and causes potential conflict as bicyclists suddenly merge back into travel lanes.

We urge you to consider what can be done immediately as well as in the long term at this location. The safety of cyclists in this area should be a priority.

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.



To: Jennifer Burdick
Broadway Widening Project Manager

March 11, 2015

Dear Ms. Burdick,

The Tucson Pima County Bicycle Advisory Committee would like to make the following comments on the Broadway Widening Project.

First and foremost we are unhappy that the Broadway Task Force's recommendation of four lanes of traffic and two dedicated transit lanes was transmogrified into six lanes of traffic and more bus pullouts. This decision was not in the best interest of bicyclists, and, we believe, all users and stakeholders involved. We do not endorse the project as proposed.

Not all BAC members support the Broadway Widening project in principle or in specifics, and several of our members have concerns about how the public process has gone, in particular the short period that public comments will be accepted. This letter will only address the bicycle issues that we can all agree on.

Assuming the project does move forward, the specific concerns from the BAC are:

- We strongly suggest 10 foot lanes for left and center lanes. Numerous studies and implementations of these 10 foot lanes around the country have shown that they do not impact the traffic flow, but that they improve safety. And we realize that the 11 foot lanes are needed for the right lanes to accommodate the buses.
- We need to ensure the bike lanes are elevated; just a painted line separating traffic from bicyclists is absolutely insufficient. This elevation difference should be maintained as much as possible.
- The BAC is highly in favor of guiding the bike lanes around the back of the bus stops. This part of the design is great, and should be maintained.
- As has been stated before, we are adamantly against dedicated free right turn lanes at the larger intersections. They prioritize automotive speed and throughput over safety and comfort for pedestrians and bicyclists in a dense urban setting. The free right turns are only appropriate for parkways and freeways, but not for a major thoroughfare right in the middle of the city.
- We would like clarity on how the cycle track on Broadway is going to connect with the new bike lanes being planned in conjunction with the Downtown Links project. We need more details, and hope that dedicated signals are being considered.
- We are concerned about minimizing driveways and curb cuts as they create conflict zones for bicyclists, and when there are heavy conflict zones we hope the

raised bikeway will make it clearer to drivers that they're crossing the bikes' right of way and that they need to use additional caution.

- We really appreciate the toucan and hawk crossings that are planned, both helping to ensure the safety of the pedestrians and the cyclists.

Respectfully submitted,

Anne Padias,
TPCBAC representative to the Broadway Widening Project Task Force

David Bachman-Williams,
TPCBAC Chair

**Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project**

Passed unanimously in RHNA meeting 3 March 2015

This resolution seeks to reaffirm our resolutions of September 16, 2014 and September 21, 2010.

4. There is a Significant Threat to the Rincon Heights Historic District, Destabilizes the Neighborhood, and Places at Risk Historic Buildings in the affected area.

The proposed alignment threatens the Rincon Heights historic district by eliminating a significant number of contributing and potentially contributing properties. Further, by increasing the exposure of homes on 10th Street to an altered urban traffic corridor, the alignment puts owner occupancy at risk, destabilizing the neighborhood and making more contributing historic properties vulnerable to alteration or demolition.

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

**Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project**

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.

This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is

not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.

We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.

Input Has Been Requested

The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

This resolution affirms that we do not want and do not support the current plan.

Reason for This Position

Here is why the current plan for widening Broadway to 3 lanes in each direction should be opposed:

1. Evidence is Lacking for the Need to Widen Broadway

Current growth projections indicate that past traffic estimates were overstated. Data the Citizens Task Force has received indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly increased traffic on Broadway projected for 2040 (the justification for the project) must now be viewed skeptically. If the serious traffic problem meant to be solved by this widening does not exist, then why do it? We need evidence-based decision making.

2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint

This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

2. Public Input is Not Reflected in the Current Design Options

Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

3. The Project Does Not Enjoy Wide Support and There Was No Voter "Mandate"

The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

4. There is a Significant Risk to Historic Buildings

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

5. The Sense of Place of Broadway as a Destination is at Risk

Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely “pass through”. At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

6. The Area’s Economic Vitality is at Risk

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the

“Sunshine Mile.” Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

7. Transit

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

8. Other Issues

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.

Spring Fling Alternate Bicycle Route Suggestions

These suggestions were compiled by David Bachman Williams and Ian Johnson, Chair and Vice Chair of the Tucson-Pima County Bicycle Advisory Committee. They have not been vetted or reviewed by that committee, though we will be discussing them at our next main meeting on March 11, and the committee may choose to take action at that time.

University/3rd Street is the single most heavily used bicycle facility in all of Tucson, used by over 5,000 cyclists each day. Much of its appeal comes from the fact that it isn't intimidating to average users — people who don't feel comfortable driving next to heavy traffic and faster cars such as those on Campbell. Having Spring Fling on campus is a great improvement for the event, but it poses challenges as it blocks this vital route and discourages cyclists from riding their bikes for an entire week by making it inconvenient or frightening to ride their bicycles as they usually would. This results in people taking unpredictable and/or illegal routes, or simply not riding at all, leading to increased parking pressure and congestion on campus when it's already at a peak.

We are proposing a couple of alternate solutions. We feel that providing the kind of turn-by-turn detour signage typically provided for cars would lead to more people continuing to ride their bikes, and taking a consistent route during the festival.

The key part of this detour is signing the sidewalk along Campbell as "Bikes OK on sidewalk — yield to pedestrians". First, we find that many riders are already taking the sidewalk, with or without signage. Formalizing this will hopefully lead to better behavior and attune pedestrians to use extra caution. Also, it will not penalize cyclists who aren't willing to ride on Campbell by making their behavior legal during this brief window of time.

East Bound Route (Red)

We have proposed a single east bound route shown in red on this map. The only tricky bit is where Enke meets Campbell — cyclists will need to use caution crossing the westbound car traffic lane to get up on the sidewalk here. This could be facilitated in the style of bike hawk crossings by encouraging bikes to cross well before the intersection and providing traffic cones to create a safe buffer space and better visibility along the northern curb. Closing Enke at Campbell would be even better if that was possible.



Enke and Campbell intersection



Sidewalk on Campbell between 3rd and Enke, showing plenty of space for bikes and pedestrians to share.

West Bound Route A (Blue)

We have proposed two west bound routes. The first is showing in blue, and is essentially a reverse of the east bound route. Bikes are encouraged to use the bike lane on Campbell for the brief distance to Enke. It's not ideal — providing additional demarcation like cones to make a temporary protected bike lane would be better — but bikes will typically have a head start of the south bound Campbell traffic and should be ok.

West Bound Route B (Green)

Our second proposed west bound route is marked in green. It also requires bike riding along the sidewalk on Campbell. This sidewalk is somewhat narrower, and the free right off of Campbell onto the mall makes for some tricky maneuvering for cyclists attempting to get onto the sidewalk. We're assuming that traffic will be blocked from entrance here. Once the cyclist is safely onto Second Street it's a very straightforward route, though it does require many riders to ride in the narrow space next to the tracks on Second Street, and to make a left across tracks to re-enter the main route near Old Main.

I (Ian Johnson) personally prefer the westbound route A, as I believe that forcing so many riders onto the streetcar route will necessarily lead to additional crashes, and it would also require additional signage compared to having a single bidirectional route.



Tricky sidewalk entrance ramp north of 3rd street.
Typical profile on 2nd, showing tight pinch between curb and tracks.





★ Detour Route Signage

— West Bound A

— East Bound

— West Bound B

"Use Caution when crossing streetcar tracks"

Use bike lane to Enke street

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

"Use Caution entering roadway. Yield to pedestrians"

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

"Use Caution entering roadway. Yield to pedestrians"



Thursday, February 26, 2015

The **ENFORCEMENT SUBCOMMITTEE OF THE TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE** conducted a meeting February 26 at 6:00 p.m., at the Law Office of Eric Post, 651 North Swan Road, Tucson, AZ 85711

DRAFT Meeting Minutes, Not Yet Approved

1. Call to order / Roll call — 6:11 p.m.

Collin Forbes, John Cousins, Eric Post and Sgt David Fernandez.

2. Approve Minutes from the January 29 Meeting.

While reviewing the minutes, regarding box turns, Eric noted that in a crosswalk, once the person stops and puts a foot down they aren't blocking the crosswalk as a bicycle because they are now a pedestrian.

Motion: by John Cousins to approve the minutes. Seconded by Eric Post. **Unanimous voice vote.**

3. Call to Public / Announcements

John is planning to do his 4th "Tour De Cure" on Sunday. There's a 60% chance of rain so he may get wet.

Eric asked for a standing agenda item to talk about about the Platinum Task Force. He is going to bring some enforcement questions from the application to each meeting and we can process through them.

Collin noted that Matt Zoll had expressed concern about the UA's GoHS grant for Bicycle & Pedestrian Safety. Matt would like to see some of their efforts go toward motorist education.

4. PAG and the Bicycle Diversion Program (again)

Collin shared three documents he has regarding the diversion program. One was a set of notes from a phone interview provided by the Pedestrian Advisory Committee in their exploration for a diversion program for pedestrians, and the other are documents from the Portland and Pima County Programs.

Phone Interview about Portland's Pedestrian Diversion Program

<https://drive.google.com/file/d/0B-JhloZnHUIyaVh2LVlyWFFRcEk/view?usp=sharing>

Portland's Share The Road Safety Class Slides

<https://drive.google.com/file/d/0B-JhloZnHUlyZ3dLOHlzUHEtY1U/view?usp=sharing>

Pima County Bicycle Diversion Manual

<https://drive.google.com/file/d/0B-JhloZnHUlybGdIVDFORGxRYWM/view?usp=sharing>

PAG's diversion program is going to be a blend of the best ideas from Pima County diversion program as well as some from Portland's Share The Road Safety Class. They are planning to have both pedestrians and cyclists in the same classes. This benefits everyone, because pedestrians will get some understanding of cyclists needs, and cyclists will understand what pedestrians need. Further, because most cyclists and pedestrians also operate motor vehicles from time to time, we'll be able to educate some motorists about the needs of cyclists and pedestrians.

PAG is not planning to run the program by themselves. Once they have developed the program, they are planning to contract traffic schools to run the program. This means they'll have classroom space available, but it will increase the cost. A side benefit is that traffic school instructors will need to read the material and won't be so quick to disparage cyclists and pedestrians in their regular traffic classes.

Eric's concern about using traffic schools is that they won't use LCIs as instructors and won't be teaching by LCI rote. If the instructor is not an experienced cyclist and thinks taking the lane is unsafe, they aren't going to teach that. LCIs will know the reason for taking the lane and won't encourage an unsafe pass. There are 100 things an LCI will tell a bicycle rider to do that other instructors won't. The key is to be predictable, visible and follow the rules of the road.

Collin suggested forming a small committee of LCIs to go over the training materials. They can give it a thumb of approval and help anticipate questions and safety discussions for the instructors. We will need to ask PAG about this.

Eric also noted the head of the Governor's Office of Highway Safety is a very nice guy. In the past, he has been very accommodating and helpful about safety information and printing literature for cyclists. We could contact him about getting a grant to help pay for the diversion program. This would be separate from the GoHS grants for bicycle/pedestrian safety.

5. Set Date of Next Meeting

We will meet again on March 26, at Eric's new office, 651 N Swan Road. Eric will have internet set up by then.

6. Adjournment — 7:05 p.m.

Wed, Feb 18 2015
FACILITIES SUBCOMMITTEE
OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY
COMMITTEE

MEETING Minutes

The **FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Wed, Feb 18th, 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 Adam Wade, Brian Beck, Bill Adamson, Tom Hausam

2. Approval of Minutes (Jan 2015) Brian moved and David seconded to approve the January minutes. Unanimously approved

3. Update and Review of Projects Nothing new.

4. Tangerine Road Project Letter
Update by Adam: Skip stripping will be used throughout on the multi-use path. Adam is concerned that both Marana and Oro Valley are going against putting bike symbols on the shoulders. In the future we need a letter from BAC in support of bike symbols.

5. Potential letter and action regarding Anklam repaving project Need more information on whether there is or will be a request from the county for the city to pay for the shoulders within city limits. We want this to happen. We should write a letter if appropriate.

6. S Camino De La Canoa Rd discussion and possible action
County traffic engineering is looking at this at the request of Nanette. We want Matt to look at what they come up with. Our thoughts: Need to have a clear beginning and end. So, start at Whitehouse Canyon Road. It is .8 mile to the first side street. We should recommend a multi-use path on the flat area from Whitehouse to the Park. Our letter should include traffic calming, a lower speed limit, and bicycle shoulders all the way, first choice, or, at least to the first side street. Tom will see if one of the two HOAs owns the corner and would be willing to donate land if necessary to take down the embankment for sight line reasons. Use the point of a school on Whitehouse Canyon to the Park at the other end as

logical destinations on both ends.

Brian makes motion to adjust letter to include the above thinking. David seconded. Motion approved Unanimously. David will rewrite letter.

7. BAC Facilities Chair and membership Need a main BAC agenda item to review the work of each of the sub-committees. Do recruiting to the sub-committees. Include a google map of approximate home locations to see where people live to help recruit.

8. Topics for future agendas Anklam. More connectors to the Loop.

9. Staff Reports and Announcements

10. Adjournment 7:19

The **URBAN CORE FACILITIES SUBCOMMITTEE** conducted a meeting at **6:00 P.M., Tuesday, February 17, 2014** at Cartel Coffee Lab, 210 East Broadway Boulevard, Tucson, AZ 85701.

AGENDA

1. Call to Order / Roll Call / Call to the Public Present: Ian Johnson, Anne Padias, Ann Chanecka, Robin Steinberg, David Bachman-Williams, Jackie Kain, Gabe Thum, Kyle Walsak

Jackie told us of her accident on the streetcar tracks. She wanted to talk about Presidio Park, a memorial for January 8 by TPAC. Wants to know what bicyclists would want in such a memorial.

2. Approval of minutes from previous meetings David moved and Anne seconded approval of the January minutes.
3. Update on Stone Avenue Cycle Track near new Courthouse Pima county decided to move ahead with the more expensive option. But there is a hitch, it is a drainage area that will extend construction for more time. This affects only 100 feet. Discussion. We strongly support the curb solution. There are stop for pedestrian signs in the road and drivers are actually stopping.
4. Spring Fling Diversion Routes Need to make sure that bicycles coming west on 3rd St. should be allowed to cross Campbell using the regular signals. Then they should be given clear detour signs for both North (name 2nd St. on the detour sign) and South (name Enke drive on the detour sign). They need to be able to use the sidewalk going north or south on Campbell. Low stress riders should not be told to ride on the street on Campbell. Going west bicyclists need to be able to use the regular signals to cross Campbell, too. The U of A needs to take into consideration the 4000 bicyclists that use this intersection every day. We need detour reminders throughout the entire route past Spring Fling. We, Ian and David, need to meet with Glenn to see what the plans are and give our input.

5. Overview of downtown bicycle connectivity Left turns on Congress are a problem because of the tracks. This is why we need to make sure that pivot box turns are legal and available.

Jackie tells us that Presidio Park has a policy of welcoming everyone, skateboarders, bicycles, everyone. We recommend not putting obstacles to bicycles or pedestrian. We would love to see plans for the January 8 plans. We feel that anything that makes the park more inviting makes it safer because there are more eyes on what is happening. church may be road dieted in 2016 or 2017.

6. Staff/Member Updates Broadway engineer plans will be made available February 20th, this Friday. Comments need to be in by March 11 which is the date of the next BAC meeting. We need this on the main BAC meeting. Ann: this is for alignment only so they can let businesses know and plan. David needs to write a letter saying our input will come after the March 11 meeting.
7. Topics, Date and Location for Next Meeting
8. Adjournment 7:16



NEWS RELEASE

FOR IMMEDIATE RELEASE
March 4, 2015

CONTACT: Beth Gorman – (520) 724-7446

Walk n' Roll to School Day Friday, April 10th, 2015

Pima County, Ariz.– Join thousands of families across Pima County walking, riding bikes, skating or scooting to school on Walk n' Roll to School Day Friday, April 10. The event is held each year during Bike Fest to encourage active ways for children to get to school and to improve air quality around schools and in neighborhoods.

A record number of local schools are expected to participate this year in Pima County's Walk n' Roll to School Day. Many of these schools received special bike and pedestrian safety training from the Pima County Department of Transportation Bicycle and Pedestrian Program, a program that works to enhance child safety. The Pima County Department of Environmental Quality is also assisting with this popular event by providing presentations to classes about air quality, health and actions we can take for cleaner air.

Walking, bicycling and using other active modes of transportation improves health through physical activity, helps reduce obesity, reduces traffic congestion and provides family members with an opportunity to spend quality time with each other and to connect with neighbors.

Schools registering before April 1 will receive a prize for every student actively commuting to school and a scooter (while supplies last) to raffle off to one lucky student. For more information, contact Olga at (520) 724-BIKE or Olga.Valenzuela-Ochoa@pima.gov. Olga can provide information on how to register and which schools are participating in the event.

The Pima County Department of Transportation and Department of Environmental Quality are working together to encourage children, parents and guardians to take part in Walk n' Roll to School Day to improve the quality of life for residents throughout our region.

Visit: www.pima.gov/deq and www.bikeped.pima.gov

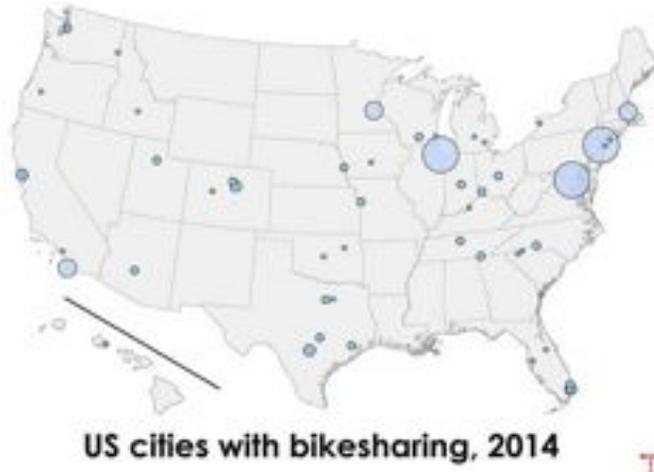
Greater Greater Washington

The Washington, DC area is great. But it could be **greater**.

Here are America's largest bikesharing systems as of 2014

by [Dan Malouff](#) • February 12, 2015

As US bikesharing continues to boom, it's fun to look back [each year](#) and see how systems have grown. Now that we're into the grind of 2015, let's look back on 2014 and see what changed.



2014 was a modest year for US bikesharing expansion, compared to the [incredible boom of 2013](#). Overall, the number of bikeshare stations nationwide increased about 20%, from 1,925 in 2013 to 2,345 in 2014. ~~San Diego~~ Seattle launched the largest new system, with ~~417~~ 49 stations.

Washington's Capital Bikeshare regained its crown as largest overall network, growing from 305 stations to 347 stations. Last year's champ, New York's Citibike, actually lost two stations and dropped from 330 to 328. Chicago rounds out the top tier, with the same number of stations it had last year: 300 exactly. No other system tops 200 stations.

~~Fourteen~~ Thirteen new bikesharing systems opened nationwide, and four small existing ones closed, bringing the US total up to 49 active systems.

Here's the complete list of all US systems. New ones are marked in **bold**. [Previous years](#) are available for comparison.

Rank	City	2013 Stations	2014 Stations
1	Washington (regional)	305	347
2	New York	330	328
3	Chicago	300	300
4	Minneapolis (regional)	170	169
5	Boston (regional)	132	140
6	San Diego	0	117
7	Miami Beach	97	94
8	Denver	81	83
9	San Francisco (regional)	67	70
10	San Antonio	51	53
11	Seattle	0	49
12	Austin	11	45
13	Boulder	22	38
14(t)	Fort Worth	34	34
14(t)	Miami	0	34
16	Chattanooga	33	33
17	Columbus	30	30
18(t)	Madison	32	29
18(t)	Cincinnati	0	29
20	Houston	29	28

Here are America's largest bikesharing systems as of 2014 - Greater Greater Washington

21	Indianapolis	0	26
22	Omaha	8	25
23(t)	Nashville	22	24
23(t)	Charlotte	21	24
23(t)	Phoenix	0	-24
26	Ft Lauderdale (regional)	25	21
27(t)	Kansas City	12	20
27(t)	Salt Lake City	12	20
29	Aspen	12	15
30	Long Beach, NY	13	14
31	Washington State Univ (Pullman, WA)	9	11
32	Milwaukee	0	10
33	Greenville, SC	6	8
34(t)	Oklahoma City	7	7
34(t)	Tampa	0	-7
36(t)	Des Moines	6	6
36(t)	Ann Arbor	0	6
38	Univ of Buffalo (Buffalo, NY)	4	5
39(t)	Univ of California Irvine (Irvine, CA)	4	4
39(t)	Spartanburg, SC	4	4
41(t)	Tulsa	4	3
41(t)	Louisville	3	3
41(t)	Stony Brook Univ (Stony Brook, NY)	3	3
44(t)	Kailua, HI	2	2
44(t)	Roseburg VA Hospital (Roseburg, OR)	2	2
44(t)	Hailey, ID	2	-2
44(t)	Rapid City	0	2
44(t)	Savannah	0	2
44(t)	Dallas	0	2
44(t)	Orlando	0	-2
	Fullerton, CA (closed)	10	0
	Georgia Tech (Atlanta, Ga) (closed)	9	0
	George Mason Univ (Fairfax, VA) (closed)	7	0
	Lansing (closed)	4	0

Systems marked with a ~ are stationless bikeshare networks, in which each bike contains a lock and can be docked anywhere. The number of "stations" listed for three of these four systems (Phoenix, Tampa, and Orlando) is approximate and was calculated by dividing the overall number of bicycles by eight. The fourth system, Hailey, has only six bikes but they're located in two distinct clusters, so it seems most appropriate to report two stations.

Counting the number of bikes rather than stations would be a more accurate way to rank systems, but that information is more difficult and time-consuming to obtain.

Correction: This post originally reported that San Diego's bikeshare network opened in 2014. It was originally scheduled to do so, but delays pushed its opening to 2015.

BEYOND DC Cross-posted at [BeyondDC](#).

27 comments 



Dan Malouff is a professional transportation planner for Arlington County, but his blog posts represent only his own personal views. He has a degree in Urban Planning from the University of Colorado, and lives car-free in Washington. He runs [BeyondDC](#) and contributes to the [Washington Post](#). 

Comments [Add a comment »](#)

High vis clothing doesn't make cars pass you more safely, says new study

Small but potentially lethal number of drivers will pass too close whatever you wear

by John Stevenson November 26, 2013

Previous News
Godfrey Bloom says speeding "nothing to do with accidents"

Next News
Cyclehoop launch Bikeself indoor bicycle rack

If you feel like some drivers will pass too close no matter that you wear and that you're being given less space on the road than you used to, a new study says you're right, and indicates very strongly that you're not safer if you wear high-vis in the daytime.



Cyclists in high-vis (CC licensed image by garryknight)

Researchers from the University of Bath and Brunel University found that no matter what clothing a cyclist wears, around 1-2% of drivers will pass dangerously close when overtaking. They also found that compared to Transport Research Laboratory findings in 1979, drivers today on average pass 61cm (2ft) closer to cyclists - 118cm compared to 179cm.

The researchers conclude that there is little a rider can do, by altering their outfit or donning a high-visibility jacket, to prevent the most dangerous overtakes from happening. Instead, they suggest, if we want to make cyclists safer, it is our roads, or driver behaviour, that need to change.

The research was conducted by Dr Ian Garrard from Brunel University and the project led by Dr Ian Walker from Bath University. Ian Walker is famous as [the sometime wig-wearer who discovered in 2006 that cyclists are afforded more space](#) by drivers if they appear to be female or are not wearing a helmet.

In this study, the two Dr Ians were trying to find out if drivers gave cyclists more room depending how skilled and experienced they looked. They expected that drivers would give more space to a rider who seemed inexperienced and less space to a rider who looked highly skilled.

Related stories

- [Sussex Police chief appeals to all road users to take care as casualties rise](#)
- [IAM calls for road safety to be part of National Curriculum](#)
- [Cyclist starts strict liability petition - calling for drivers to prove they weren't at fault in a collision](#)
- [European Parliament sounds beginning of the end for brick-shaped killer trucks](#)
- [Video: Houston cyclist uses flagpole to enforce often-ignored passing law](#)

Tags

Ian Walker

Today's top stories

- [RTW cyclist killed in front of family as he neared end of five-year record breaking journey](#)
- [Peloton's appetite for innovation is a sign that doping is on the wane says Vaughters](#)
- [Video: Boston bike path blocked by wall of snow - so cyclists tunnel through it](#)
- [Trans Am Bike Race documentary Inspired to Ride gets world premiere in April \(+ video\)](#)
- [Sandstorm, wind and heat force Tour of Oman stage cancellation \(+ video\)](#)
- [Brian Cookson: Long-awaited report on doping will be "uncomfortable reading"](#)
- [Condor Fratello Disc road bike](#)
- [Prime Minister to meet fiancées of two cyclists killed in drink drive collision](#)
- [Tech Roundup: Featuring Giant, Zipp, Velobici, Ding, Schindelbauer Bikes and more](#)
- [VIDEO: Daredevil unicyclist cheats death to cycle along 166m dam in Romania](#)

Latest comments

- Love my Fratello. Such a nice bike to ride. If it got nicked, I'd be lining up the disc version. ... [in Condor Fratello Disc road bike](#)
- Seems odd that Lefevre is making these comment so early in the season when it hasn't really even ... [in Cavendish needs big wins says Patrick Lefevre](#)

Road Safety



The range of outfits worn during the research

Dr Garrard used an ultrasonic distance sensor to record how close each vehicle passed during his daily commute in Berkshire and outer London. Each day, he chose one of seven outfits at random, ranging from tight lycra racing cyclist clothes (signalling high experience) to a hi-viz vest with “novice cyclist” printed on the back (signalling low experience).

He sometimes also wore a vest that said he was video-recording his journey, or a vest modelled on a police jacket but with “POLITE” printed on the back. He rode the same bike, in the same way, every day and over several months collected data from 5690 passing vehicles.

The vest that mentioned video recording persuaded drivers to pass a little wider on average, tallying with anecdotes from helmet-cam users that drivers behave better when they know they are being recorded. However, there was no difference between the outfits in the most dangerous overtakes, where motorists passed within 50 cm of the rider. Whatever was worn, around 1-2% of motorists overtook within this extremely close zone.

Dr Ian Walker said: “Many people have theories to say that cyclists can make themselves safer if they wear this or that. Our study suggests that, no matter what you wear, it will do nothing to prevent a small minority of people from getting dangerously close when they overtake you.

“This means the solution to stopping cyclists being hurt by overtaking vehicles has to lie outside the cyclist. We can't make cycling safer by telling cyclists what they should wear. Rather, we should be creating safer spaces for cycling – perhaps by building high-quality separate cycle paths, by encouraging gentler roads with less stop-start traffic, or by making drivers more aware of how it feels to cycle on our roads and the consequences of impatient overtaking.”

The researchers point out that while they found that wearing high-visibility clothing made no difference to the space left by overtaking drivers, they did not try to find out if it made cyclists more visible at junctions or at night.

However, they note that there is surprisingly little evidence that high-visibility clothing for cyclists and motorcyclists offers any safety benefits in daytime. This would further support the idea that there is no easy fix for riders' safety from asking them to wear bright clothing.

The reduction in average passing distance between 1979 and today



Just drop it a few down the block staying in the inner ring, then once the cadence builds up as you ...
in [Changing gears](#)



1,2,4,5,9,18 plus hugh carthy last man home
in [Ruta Del Sol - Stage 5](#)



I'd swap my 5-year-old Brooks B17 Narrow for a brand new one but since it has at least 20 more years...
in [Wanted : Old Leather Saddle](#)



Also the salt roads are like sheet ice when it gets wet.
in [Round the world record cyclist killed in front of family](#)



Me and a mate did ToBC last year, and he also did CCC. Well organised rides, and the parcours ...
in [Cheshire Cobbled Classic - Anyone Done It?](#)



Screw those gulf countries and their abominable human rights records, I don't want to know anything ...
in [Sandstorm, wind & heat force Tour of Oman stage cancellation](#)



You are right about the campags but the purchase has been made! Thanks for the confirmation that ...
in [Gipiemme 60/40 Clincher Wheelset vs. RS81 C24](#)



Absolutely - to both of those.
in [Cookson: Report on doping will be "uncomfortable reading"](#)

Latest blogs

[Paper And String](#)
VecchioJo, February 18, 2015

[Riding together, to spend time apart](#)
Dave Smith, February 14, 2015

[The bike, the clock and I](#)
Stuart Kerton, February 4, 2015

[Odd Down Cat 4s: a doomed bid for glory](#)
Dave Atkinson, January 31, 2015

[Getting straight to the Point\(s\)](#)
Dave Atkinson, January 25, 2015

On the Forum

[A bunch of embarrassing first-time questions](#)

[Changing gears](#)

[Ruta Del Sol - Stage 5](#)

[Wanted : Old Leather Saddle](#)

[Cheshire Cobbled Classic - Anyone Done It?](#)

[Gipiemme 60/40 Clincher Wheelset vs. RS81 C24](#)

[Mio 305HC](#)

[Problems with Eurosport Player - Help!!](#)

[Changing road bike wheels?](#)

“could be a result of greater traffic volumes since the 1970s,” say the researchers, “or reduced levels of bicycling which mean that the average motorist is less likely to have experience of bicycling themselves, and so is less understanding of a bicyclist’s needs.”

It occurs to us that it could also be linked to the increased width of modern cars. A 1979 Ford Escort Mk II was 1570mm wide (5ft 2in) while the modern equivalent Ford Focus is 1823mm wide (5ft 11 1/2in). However, Ian Walker points out that there was no difference in passing distance between wide four-wheel drive vehicles and standard cars in his 2007 study.

The paper - [The influence of a bicycle commuter’s appearance on drivers’ overtaking proximities: An on-road test of bicyclist stereotypes, high-visibility clothing and safety aids in the United Kingdom](#) - will be published in the journal *Accident Analysis and Prevention*.

[Update on first bike](#)

[Fantasy Cycling 2015 - game changes \(and report issues\)](#)

[Yet more cyclist-bashing in the press...](#)

[Is this Repairable?](#)

[Ruta Del Sol - Stage 3](#)

[Trek domane 4.5 or Emonda sl5](#)

[Canyon Endurance or Ultimate CF SL](#)

[Badges](#)

[Tour of Oman stage 5](#)

[Budget wheelset - Fulcrum R7, Mavic Aksium, Shimano RS31, Campagnolo Khamsin G3. Which ones?](#)

[Spring Classics 2015](#)

[more](#)

Also on road.cc



REVIEW

Myprotein Whey Protein Plus

Pleasant tasting, brilliantly effective recovery drink for even the most hectic training week; worth 45p a serving



FEATURE

Brits abroad: riding in Mallorca with Chris Hoy

Mat heads off to the Med to find out about the new Hoy Vulpine range of bike clothing



BLOG

Coldfinger: the man with the Raynaud's touch

A small breakthrough in the search for the perfect winter glove

Events coming up

[East Anglian CC 75 mile reliability ride](#)
February 22, 2015 - 08:00

[Beds Road CC Reliability Ride](#)
February 22, 2015 - 08:00

[The Rawlinon Bracket](#)
February 22, 2015 - 08:30

[Hell of the Ashdown 2015 22nd February](#)
February 22, 2015 - 09:00

[Mid Shropshire Wheelers Reliability Trial](#)
February 22, 2015 - 09:00

[Strava](#)

[road.cc](#)

Week of Feb 16, 2015 - Feb 22, 2015

road.cc
pedal powered

Search

Want to advertise? [Click here](#)

trophy cabinet

Best Cycling Website, Cycling Media Awards 2014

BikeBiz Best Consumer Website, 2010–2012

BikeBiz Best Use of Social Media 2012, 2013

Social Brands 100 2012

the site

Home
News
Tech
Reviews
Features
Buyers guides
Forum
Fantasy Cycling
Video
Blogs
Fitness
Travel
Events
Classifieds
road.cc team

All content

other stuff

facebook

twitter

Google+

YouTube

flickr

Pinterest

our friends

Singletrackworld

the team

Editor: Tony Farrelly

Web guy: Dave Atkinson

Designer: Oli Pendrey

News Team: Simon MacMichael, Sarah Barth, John Stevenson, Alex Bowden, Elliot Johnston

Tech editors: Mat Brett, Dave Arthur

Advertising queries: Elaine Curtin and Simon Stansfield
[Click here to see our media pack](#)

Contributors: VecchioJo, Stuart Kerton, Dan Joyce, Shaun Audane, Dan Kenyon, Leonie Jennings, Iwein Dekoninck, Jez Ash, Rob Simmonds, Adam Loretz, Liam



CITYFIXER

America's Infrastructure Crisis Is Really a Maintenance Crisis

Here's what we can do about it.

ERIC JAFFE | [@e_jaffe](#) | Feb 12, 2015 | [Comments](#)



[Washington State DOT / Flickr](#)

It's long been time to focus more on maintaining America's existing roads and less on building new ones. The National Highway System already connects virtually all of the areas worth connecting. Driving [peaked circa 2004](#)—and even earlier [in some states](#). Traffic remains bad in many metros, but by itself

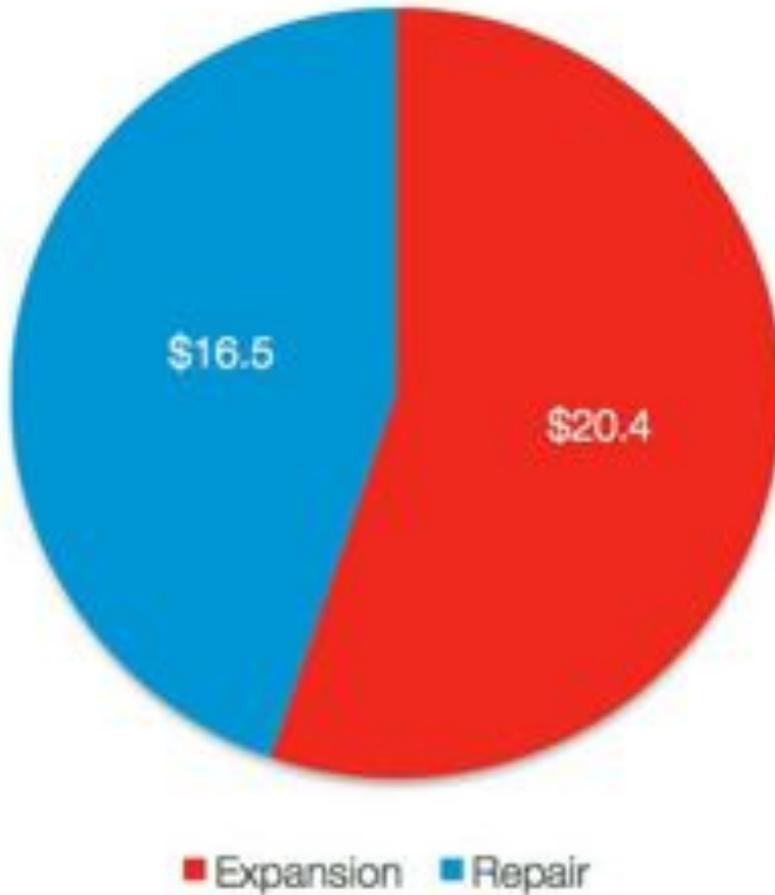
expanding road networks can only [temporarily alleviate the problem](#), and over time might even increase it.

And yet we build. We build without seeming to appreciate that every mile of fresh new road will one day become a mile of crumbling old road that needs additional attention. We build even though our pot of road funding requires increasingly creative (and [arguably illegal](#)) solutions to stay anything other than empty.

The numbers tell the story best. From 2004 to 2008, states dedicated just 43 percent of their road budgets to maintain existing roads despite the fact that they made up [nearly 99 percent](#) of the road system. The other 1 percent—new construction—got more than half the money. From 2009 to 2011 states did only marginally better, spending 55 percent of their road money (\$20.4 billion) on expansion and just 45 percent on maintenance (\$16.5 billion):

Annual state spending on road expansion versus repair, 2009–2011

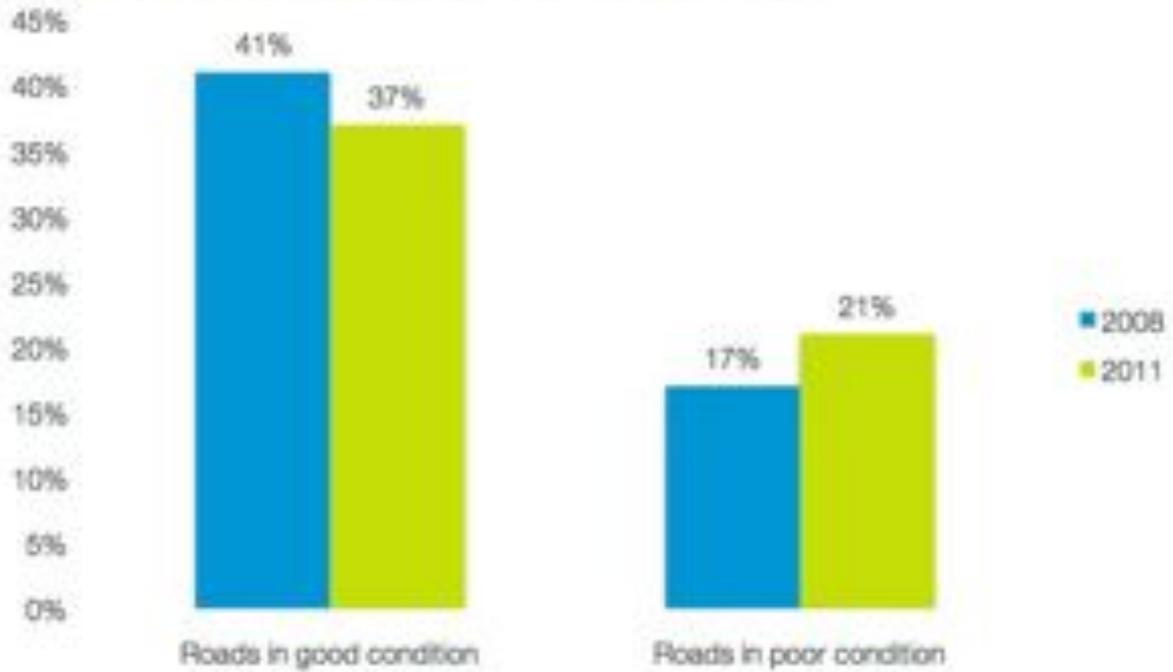
All dollar figures in billions.



Smart Growth America

Predictably, over that same period, the country's roads got worse:

Nationwide change in road conditions, 2008–2011

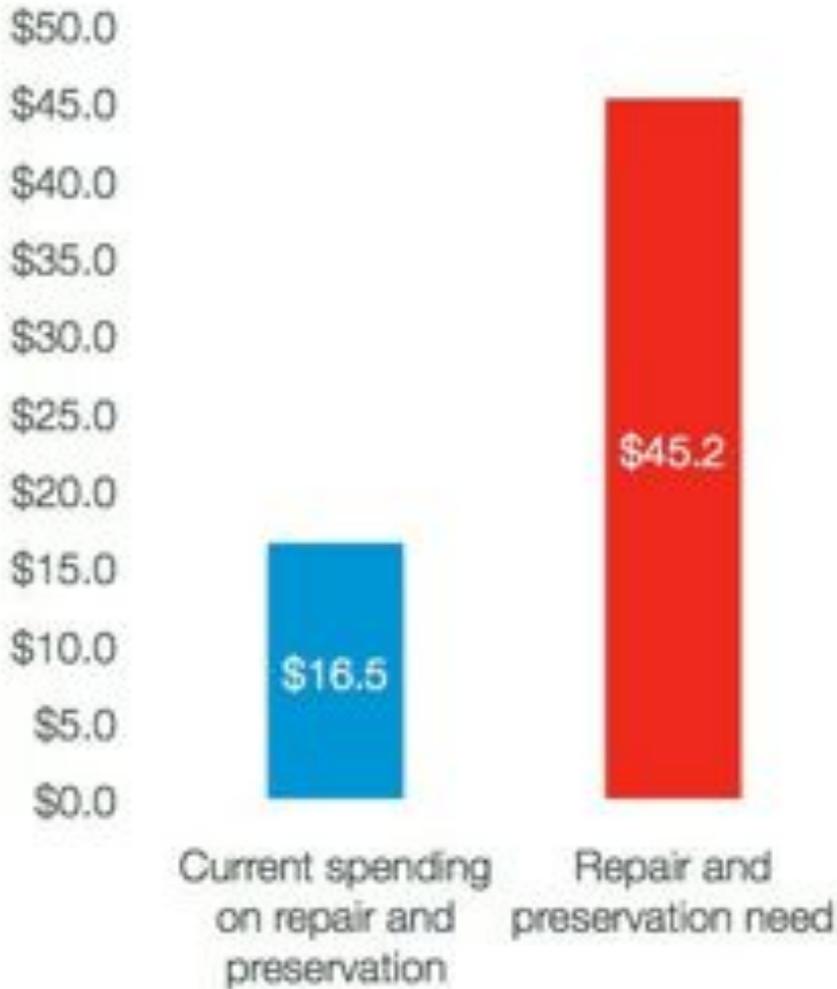


Smart Growth America

To keep the nation's roads in good repair would require about \$45.2 billion a year, rather than the \$16.5 currently spent on maintenance:

Outstanding road repair need, nationally

How much do we currently spend on road repair and preservation? How much would we need to spend to get America's roads into a state of good repair and keep them there? All dollar figures in billions.



Smart Growth America

In other words, we need to use all the available road money each year to fix our roads, and then some, to prevent them from falling into a state of disrepair that endangers public safety. And the more roads we build, the more we need to one day fix.

Some States Do Better Than Others

The above charts come from a [2014 Smart Growth America report](#) spotted by *Streetsblog's* Angie Schmitt in a [thoughtful recent post](#) on America's maintenance crisis. On average the situation is bleak. Though some states do better than others, some do much, much worse.

Washington state, for instance, spent 84 percent of its road funding on expansion between 2009 and 2011. Over that same time period the condition of its existing roads unsurprisingly fell. The share of its roads in poor condition went from 12 percent in 2008 to 27 percent in 2011.

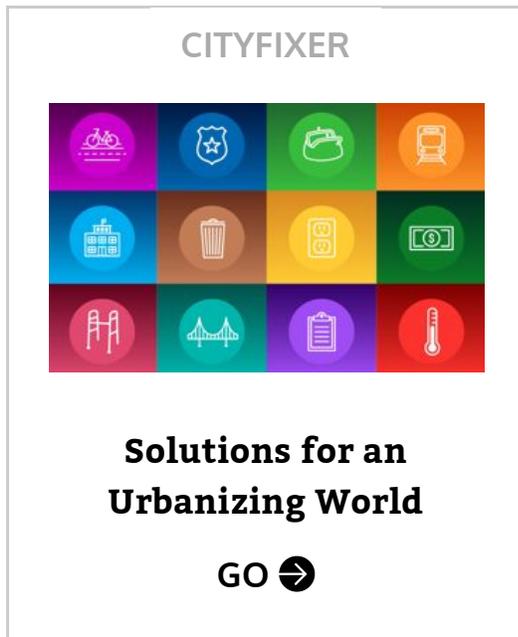
And Washington isn't the worst offender. According to the Smart Growth report, Mississippi spent 97 percent of its money on expansion. Utah wasn't far behind at 93 percent. Arizona, Nevada, North Carolina (all 83 percent), and Texas (82 percent) were in a similar ballpark.



CityLab

Over that same period, road quality in each of these states declined in one form or another. The share of roads in poor condition in Mississippi rose from 18 to 30 percent, and in Utah from 7 to 11 percent, and in Arizona and North Carolina by a couple points each. Nevada's share of poor roads actually fell—

but so did its share of road in "good" condition, from 62 percent all the way down to 24 percent.



Compare these numbers to those for states that spend as much in road repair as they should. In 2011, California spent \$1.44 billion to maintain roads, against a need of \$1.3 billion—a habit that seems to pay off in road quality. California improved its share of "good" roads from 2008 to 2011, and decreased its share of "poor" ones. New Jersey followed a similar course: spending \$1.1 billion in repairs against \$225 million in needs, while watching road quality improve.

That's not to say places like California or New Jersey don't have infrastructure problems. They do. But, at least circa 2011, they'd also recognized that maintenance counts as infrastructure, too.

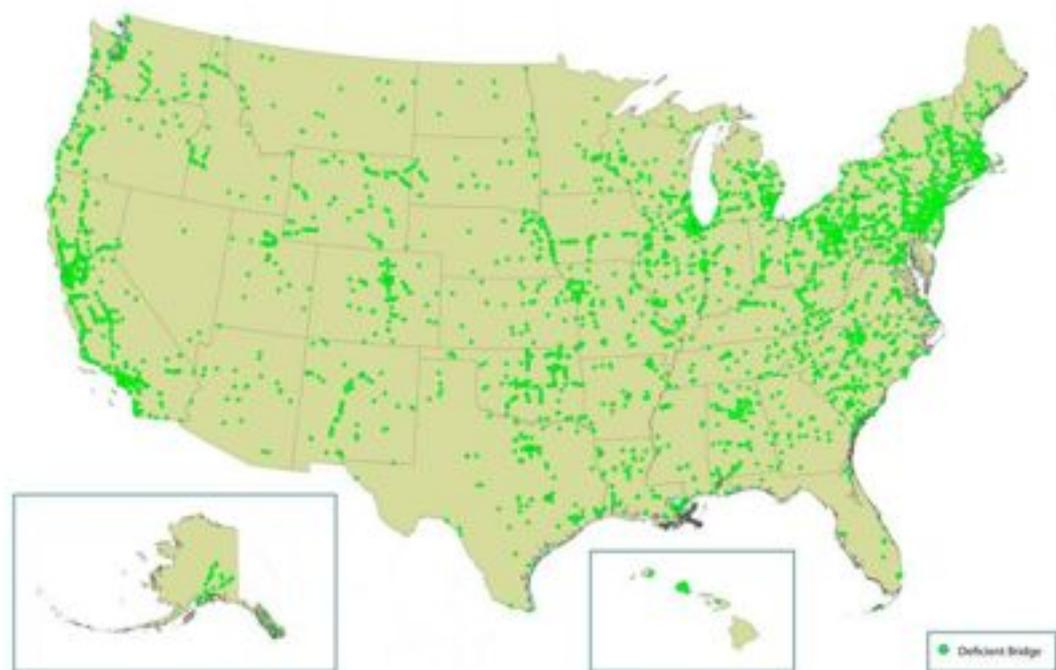
What To Do About It

The most logical plan to address the problem—one we've [pointed out before](#), and Brad Plumer at *Vox* [raises again this week](#)—is the "[Fix It First](#)" approach outlined in 2011 by transport scholars David Levinson and Matthew Kahn. Under this philosophy federal highway money would be directed away from new construction and used instead to "repair, maintain, rehabilitate, reconstruct, and enhance existing roads and bridges."

There are loads of reasons to like this plan. The sooner repairs are made, the cheaper they are: every \$1 in preventive maintenance saves between \$4 and \$10 in future repairs, according to Levinson and Kahn. The funding system could be weighted by road condition to favor those in the worst shape (below, a map of structurally deficient U.S. bridges). On the whole, preserving a road is "less-risky" than building a new one, because the demand for its use is far more certain.

FIGURE 4

Structurally Deficient Bridges on the U.S. National Highway System



DOT via "Fix It First"

Another great thing about this plan is that by making it harder to expand roads, metro areas gain an incentive to charge drivers for congestion. As we've pointed out before, Americans don't pay nearly enough in gas taxes [to offset the social costs of driving](#)—of which time lost to traffic is a biggie. As driving became more expensive over time, local agencies could meet additional mobility demands with new investments in public transportation.

Speaking of transit, prioritizing maintenance is just as important here, too. The recent deadly electrical malfunction on the D.C. Metrorail system seems to have stemmed, at least in part, from infrastructure in [need or repair or replacement](#). Delayed maintenance also played a role in [recent incidents](#) on the Metro-North commuter railroad outside New York City.

Writing recently at the *Transportationist*, Columbia planning scholar David King suggested that local government should have to [meet certain criteria](#) before receiving money for new transit projects. These include promoting smarter development, limiting parking, and dedicating street space to car alternatives. Agencies should also recover a minimum threshold of transit costs through fares—ensuring that they have enough money to run and maintain an

existing system before lobbying to build a shiny new one:

If cities do the hard political work they should be rewarded. If all they do is raise taxes based on specious claims, they should be held accountable. We currently have this backwards.

Tyranny of the Ribbon

The hard political work begins with the tyranny of the ribbon. Of the many reasons infrastructure repairs get snubbed for construction, big public ribbon-cutting ceremonies that come with fresh projects—but not with stale maintenance—is near the top of the list. By the nature of their limited tenure and uncertain futures, politicians care more about attaching their name to a new project than extending the life of someone else's old one.

Smart Growth America suggests we "raise the profile of repair and preservation projects." That's easier said than done, and when done wrong the results can be disastrous. Take that time, [in 2005](#), when then-Governor Arnold Schwarzenegger tried to call public attention to road maintenance—[by having a crew dig a pothole only to fill it](#):

[The Daily Show](#)

Get More: [Daily Show Full Episodes](#), [Indecision Political Humor](#), [The Daily Show on](#)

[Facebook](#)

In general, public ceremonies for maintenance just end up drawing little attention. During [my recent conversation with MARTA chief Keith Parker](#), he said the Atlanta transit system had a tunnel ventilation project underway that may cost upwards of \$200 million, and a radio system upgrade that will cost up to \$50 million, and of course regular track enhancements and repairs—investments that, while necessary, will prevent the agency from doing what Parker called "sexier" expansion projects.

"When we tell people, 'hey, come out because we're going to have a celebration for the Clayton County expansion,' we expect a long line of people," he said. "When we say, 'hey look, we want to celebrate the tunnel ventilation project,' I don't think we'll get so many."

The media isn't blameless here. Just as politicians are loath to cut ribbons for infrastructure repairs, news organizations and bloggers prefer to hype new and shinier projects in the pipeline—or to wait until deferred maintenance causes a high-profile tragedy. There's no single or simple way to reverse America's growing infrastructure crisis, but reframing it as a maintenance crisis is a good place to start.

About the Author



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

ALL POSTS | [Twitter](#) @e_jaffe