



**June 2014**  
**TPCBAC Packet Guide**

We have discontinued the printing and mailing of paper packets.

1. BAC June 2014 Agenda  
Member Roster
2. Draft TPCBAC May 2014 Minutes
3. Sent approved BAC letters
  - a. 6th St road diet letter
  - b. Protected bike lane thank you
4. Attachments related to Agenda Items
  - a. BeforeAfterForgeusE
  - b. Before/After Kramer
  - c. Excerpts of AZ Post Lesson Plan
5. Consent Agenda Items
  - a. none
6. Articles of Interest:
  - a. May Newsletter TDOT
7. Local Events
  - a.
8. Other Bicycling Groups
  - a. SVCBAC minutes 4/2/14  
<http://scvbac.org/meetings/minutes.2014.5.1.pdf>



*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, June, 2014**

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

Meeting Time: **6:00 PM**

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

### Agenda

|  | <u>Projected Duration</u> |
|--|---------------------------|
| 1. <b>Call to Order</b> ; approval of April and May 2014 meeting minutes   | 5 min.                    |
| 2. <b>Call to Public</b><br><br>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. <b>Individuals are allowed three minutes each.</b> If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting. | 10 min.                   |
| 3. <b>Law Enforcement Staff Reports from TPD and PCSD</b>  | 10 min.                   |
| 4. <b>Targeted Enforcement: Balancing Wrong Way Riding against Motorist Inattention.</b>   | 10 min.                   |
| 5. <b>New Research on protected bike lanes</b>   | 15 min.                   |
| 6. <b>Downtown Links Presentation:</b>   | 15 min.                   |
| 7. <b>Broadway Report:</b>   | 15 min.                   |
| 8. <b>New parliamentarian:</b>   | 2 min.                    |
| 9. <b>Reupping all the ex-officios:</b>  | 2 min.                    |

10. **Cyclovia video:** <https://vimeo.com/91387552> **10 min.**

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 Reports** **10 min.**

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

13. **Announcements** **5 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.

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

www.BikeTucson.Pima.Gov

| <u>City of Tucson</u>                    | <u>Representation</u>                           | <u>Appointment Date</u> | <u>BAC Term Expires</u> |
|--|---|-------------------------|-------------------------|
| 1 Cameron Hummels                        | Representative for Mayor Jonathon Rothschild    | 12/27/2013              | 12/7/2015               |
| 2 Glenn Grafton                          | Representative for University of Arizona        | 4/23/2013               | 4/22/2017               |
| 3 Naomi Mclsaac                          | Representative for Ward 1                       | 6/12/2012               | 12/7/2015               |
| 4 Ian Johnson<br><b>Vice-Chair</b>       | Representative for Ward 2                       | 12/13/2011              | 12/7/2015               |
| 5 Kylie Walzak                           | Representative for Ward 3                       | 12/3/2013               | 12/4/2017               |
| 6 John Cousins                           | Representative for Ward 4                       | 12/5/2011               | 12/7/2015               |
| 7 Anne Padias                            | Representative for Ward 5                       | 2/4/2014                | 12/4/2017               |
| 8 Sam Sanford<br><b>Parliamentarian</b>  | Representative for Ward 6                       | 12/3/2013               | 12/4/2017               |
| <b><u>Pima County</u></b>                |   |                         |                         |
| 9 David Bachman-Williams<br><b>Chair</b> | Representative for Pima County                  | 7/12/2011               | 8/31/2015               |
| 10 Brian D. Beck                         | Representative for Pima County                  | 1/8/2013                | 1/31/2015               |
| 11 Raymond Copenhaver                    | Representative for Pima County                  | 5/2/2012                | 2/28/2014               |
| 12 Wayne Cullop                          | Representative for Pima County                  | 1/8/2013                | 1/31/2015               |
| 13 Collin Forbes<br><b>Secretary</b>     | Representative for Pima County                  | 8/19/2013               | 8/18/2015               |
| 14 Tom Hausam                            | Representative for Pima County                  | 5/21/2013               | 5/20/2015               |
| 15 Allen Kulwin                          | Representative for Pima County                  | 6/4/2013                | 6/30/2015               |
| 16 Tom Nieman                            | Representative for Pima County                  | 10/1/2013               | 9/30/2015               |
| 17 Eric Post                             | Representative for Pima County                  | 8/19/2013               | 8/18/2015               |
| 18 Robin Steinberg                       | Representative for Pima County                  | 12/17/2013              | 5/20/2015               |
| <b><u>Other Jurisdictions</u></b>        |   |                         |                         |
| 19 Glenn Pfeleiderer                     | Representative for Town of Marana               | 3/18/2014               | 3/18/2018               |
| 20 Adam Wade                             | Representative for Town of Oro Valley           | 6/19/2012               | 12/31/2013              |
| 21 Anthony Amos                          | Representative for Town of Sahuarita            | 6/22/2012               | 6/10/2014               |
| 22 Edward G. Yasenchack                  | Representative for Davis-Monthan Air Force Base | 3/7/2013                | 3/29/2016               |
| 23 Glenn Grafton                         | Representative for University of Arizona        | 4/23/2013               | 4/22/2017               |
| <b><u>Ex-Officio</u></b>                 |   |                         |                         |
| 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                |                         |
| Roy Schoonover                           |   | 5/6/2010                |                         |
| Gabriel Thum                             | Pima Association of Governments                 | 6/10/2010               |                         |
|  | Town of Marana                                  | 5/6/2010                |                         |
| Matt Zoll                                | Pima County Department of Transportation        | 1/1/2004                |                         |

**For questions or corrections, please contact Ann Chanecka at 837-6691 or [ann.chanecka@tucsonaz.gov](mailto:ann.chanecka@tucsonaz.gov)**

The Tucson-Pima County Bicycle Advisory Committee conducted a public meeting on May 14 2014 at the Himmel Park Library,

1. Call to Order — at 6:04 pm.

The minutes from the April 2014 meeting were not distributed with the BAC packet and could not be approved. We'll get them next month.

2. Call to Public

No members of the public wished to speak.

3. Law Enforcement Staff Reports from TPD and PCSD

Sergeant Fernandez reported there were 15 incidents involving bicycles and cars. 8 of them had the cyclist at fault — sidewalk or wrong way or failure to have a light. 7 of the incidents were from motorists being at fault, and they are paying attention to the motorists. He said the citations were about half & half. With the Governor's Office of Highway Safety (GoHS) grant, deployments start June 4 and run through September 16. There will be 16 deployments with hours between 6 a.m. to 10 a.m., 4 p.m. to 5 p.m. and some as late as 9 p.m. Each of the BAC-recommended areas will be hit at least once. The Downtown areas will be hit 4 times. Some deployments will also be at HAWK lights.

Deputy Roher reported about the Shootout: Sergeants set up video cameras to record the stop sign at Mission and Duvall Mine Road. From a law enforcement standpoint, the cyclists aren't stopping — The law doesn't say the first three can stop and the rest can follow. The expectation is that every rider needs to stop. The sergeant and those deputies are not going to go away. They are frustrated in Green Valley because it's a cycle — things get out of hand and then things get better. Then things get out of hand again. The sergeant and deputies have had enough. Deputy Roher's frustration is you can hear people shouting "car left" in the video and the riders still continue through the stop sign. Even when they have warned that there is a hazard coming!

Tony Amos asked about riders acting as a group, as if they were a trailer. Deputy Roher said the statutes say cyclists are vehicles and the cyclists are not connected to each other, and still have to stop. He understands it's hard to stop when you are in the giant pack and there's a large group of riders. It boils down to the legislation being changed rather than expecting lenience from law enforcement.

Tom Hausam suggested using the Green Valley Auxiliaries to help direct traffic around the intersections near I-10. Deputy Roher said someone needs to reach out to them to explore that and set it up.

The frustration coming from the deputies is to see the shootout out of control, see pictures of the shootout showing a cyclist across the yellow line. The group has run people in cars off the road. It should not be treated any differently than another car running a car off the road.

Mike McKisson asked about adding a traffic light. Matt Zoll said there aren't sufficient warrants. But the traffic engineer is into making small roundabouts, and that might work. Adding a roundabout drops the vehicular speeds a lot. There are other possibilities for traffic control as well.

Ray Copenhaver asked about the tack issue. Deputy Roher said deputies had received a report of a suspicious vehicle and a person "feeding chicken on the side of the road on Mount Lemmon." They are following up, but haven't been able to identify the person.

Wayne Cullopp asked if there was going to be any special enforcement along Snyder/Harrison/Mount Lemmon this weekend. Deputy Roher said the traffic/motor unit hasn't been tasked with that. They are doing graduation parties primarily. He has no knowledge of what the Rincon district is up to.

#### 4. Road Diet on 6th Street between Stone and Country Club

Resurfacing involves taking all the striping off and then putting it back on. Road Diet lane changes are easy to make then. There are different segments to consider: Stone to Euclid, Euclid to Campbell, and Campbell to Country Club. The Rincon Heights Neighborhood wants it and has written a letter in support of it. They say it will reduce traffic speeds and revitalize the businesses in the area. 45% of the people in their neighborhood walk to work every day. They'd like an easier crossing to get to the University.

Ann Chanecka said the width of the roadway varies. What Rincon Heights is proposing won't work for all the areas. But not every section needs the same treatment. Ian Johnson showed a chart of traffic totals in terms of thousands of cars: 6th Street through the University of Arizona has an Average Daily Traffic (ADT) of 21. The segment east of Campbell has 17. Above 20 is a gray area. Ann says FHWA says

ADTs of 20-25 should be "carefully considered".

David Bachman-Williams said having one travel lane in each direction is much safer for people crossing the street. Also people will be able to turn left easier.

Andrew Bailey: The road diet can change other ongoing projects and affect their design. Specifically the Broadway widening. Also reduced traffic on 6th may reduce the entry requirements into the Downtown Links project as well.

Ed Yassenchack: 6th street is good as any for road diets. It's one of the highest use areas for cyclists. He has a concern for where it ends and he doesn't want to lead a cyclist down a wonderful route and then put them into bad roads.

Ann said TDOT wants to do a study to see how it'll affect the traffic. Gabe Thum suggested instead of delaying paving, they could look at the national publications on road diets to make that decision.

Matt Zoll offered similar areas to compare: Prince between Campbell and Country Club. Orange Grove between La Canada and Oracle. These roads have ADT volumes in the 20s and two lanes.

Ian said Campbell to Country Club is a no-brainer. He would love to see it happen.

Motion: by David Bachman-Williams to write a letter asking the city to consider a road diet from Country Club to Stone with appropriate consideration for the different widths and the special needs of the University of Arizona and their stadiums. Seconded by Ray Copenhaver. Approved unanimously.

Andrew added that when you are talking about safety, adding bike lanes tends to increase accidents. But this is because more people are riding rather than it being more dangerous.

#### 5. GABA and Pima County Insurance Requirement Update

Wayne Cullopp: This is GABA's continuing conversation with Pima County Risk Management. The letter was in the packet. Last fall GABA had a lot of discussion with Pima County about the Silverbell ride. It took awhile for them to accept their \$2m insurance. This time for the Mount Lemmon Hill climb, they got a rejection letter for their permit and that they needed \$3m/individual and \$5m aggregate coverage. It boils down to two issues... one is the need for a permit. We are legal users of the road, profess to obey all the traffic signs and ride safely. They don't have mass starts or road closures or anything that would normally interfere with traffic. You can debate that issue for a long time, and the day of the ride will come and go.

GABA spent two weeks trying to get insurance. They sent out a letter to the registered riders saying the ride was in jeopardy. At the last moment, they were able to find insurance coverage and the ride is on. They have requested meeting with the Risk Management coordinator (Ms Ibe) to discuss the wording and the necessity of the permit.

The county cites the steep downhill as the need for additional insurance. The hill climb is putting 200 or 250 riders on the mountain. Any given weekend has hundreds of riders out there on their own without any problem. The risk management office is operating on generalities rather than specific risks. GABA has insurance for all their events for the rest of the year. But next year they are probably going to have the same problems because nothing is being fixed.

Eric Post said for Pima County to be successfully sued there needs to be a duty to rider and a breach of that duty to rider. Pima County owes the riders no more than any other user going down Mount Lemmon. The Gary Stube crash during El Tour was a different circumstance. The deputy had a duty to stop bike riders and didn't do that. GABA doesn't have sheriff's deputies on the ride.

Ian asked about GABA's insurance policies. GABA now has three policies. One is a basic policy, plus a second excess policy. Now they have a third umbrella policy for the third million. GABA isn't the policyholder, LAB is and their policy is very expensive. The keys to needing a special event permit are having a mass start, shoulder use and the debate about normal use of the roadway. The permit is triggered by putting food/water stands on the shoulder. In comparison, the Shootout interferes with traffic more than GABA, and is a mass start. But there's no organizer, so nobody to go after. Matt Zoll said the BAC could work to amend the special events ordinance to clarify who it applies to. Eric post responded that Barbara LaWall's letter suggested she would like to put it back to the Board of Supervisors for clarification.

Nancy Ellis said Oro Valley was jerked around by the county and cancelled a ride because the permit process was too much for them.

## 6. Downtown Links Updates

Downtown Links will connect Aviation Highway to the Interstate. There are three segments and the first part is done: drainage work under St Marys. Future segments are going to go under the railroad line which crosses 9th Ave. Ian Johnson showed renderings of intersections: 6th St & 6th Ave, Stone Intersection where Downtown Links will cross, Church & St Marys and Broadway & Aviation. He also showed the Tucson Velo article and video about the protected bike lane. David Bachman-Williams asked about street sweeping. Ann Chanecka said they are working on it as a pilot program. The Downtown Tucson Partnership has a mini street sweeper they will try. Also their existing street sweeping trucks have an extension arm. Or they'll just send people out with pushbrooms because this section is only ¼ mile long.

Wayne Cullop suggested adding a protected bike lane on Grant Road where they have 6 foot bike lanes.

Motion: by Eric Post to say "Go TDOT, we love this" in regards to the protected bike lane on 6th Street. Seconded by Ray Copenhaver. Approved unanimously. Ian Johnson indicated he would write a letter for the next meeting.

## 7. Bike Fest Report

Ian Johnson said there were some genuinely happy people to receive their awards and that it was a very successful event. David Bachman-Williams was glad to see a building full of people who had all come by bike.

## 8. Officer Elections

Motion: by Eric Post to accept the slate. Ray Copenhaver seconded. Vote by show of hands. 13 in favor, 0 against, 0 abstentions.

#### 9. Subcommittee Appointments

David Bachman-Williams appointed Ian Johnson as chair of the Urban Core subcommittee.

Ian said he's going to try to hold the meetings a little later to allow more people to come. It's a tradeoff, maybe they won't have Diahn Schwartz come to the meetings, but would have more people/participation.

#### 10. Summer Schedule

There will not be a BAC meeting in July, however subcommittee chairs are encouraged to hold subcommittee meetings to keep momentum into August.

David Bachman-Williams is throwing a social event at his house on the Saturday after Memorial Day: Saturday May 31, 7 p.m.. His address is in the BAC roster.

#### 11. Consent Agenda

Motion: by Ian Johnson to send the letter on the consent agenda. Seconded by David Bachman-Williams. Approved unanimously.

#### 12. Staff Reports

Ann Chanecka, City of Tucson:

- There are new bike racks in front of the library. Spelling "R" "E" "A" "D" and "Park Your Bicycle Here".
- The Jim Glock bypass is open and there are adjustments in front of El Centro Garage. It's okay to be on the sidewalk in front of Cadence, the sidewalk is extra wide and there are no driveways.
- There will be new lockers in front of City Hall to make cycling a little more visible. They are "bike locker 2.0" and much nicer than earlier lockers.
- "Bike Life Tucson" is a new magazine to humanize cyclists and make cycling more accessible. They'll have fun articles with safety tips. We're a pilot city for this. The city/county can work with the magazine to contribute content. They are open to suggestions.

Matt Zoll, Pima County:

- The county met with Sarah Prasek, the new coordinator for the Safe Routes to School program for the city. Matt said she's great and she's going to be excellent.
- Pima County installed two new green lane sections, one was at River Road & Alvernon Way in the county, the other was 29th & Alvernon in the city.
- Distributed 20,000 copies of The Loop Map in 2 months. The Kolb Road Trailhead is named after Ray Schoonover and they need to have that fixed.
- The bike classes are still going strong. The diversion program is also going strong.

- Summer camps are starting up soon: El Grupo and Junior El Tour. They are also working with Karen Greene to continue the Pima County Library Book Bike program.
- Pima County has added 140 new miles of bike lanes and pathways over the last 10 years. There are 103 miles of new bike lanes and 63 miles of pathways.

Nancy Ellis, Oro Valley:

- Nothing to report.

Gabe Thum, PAG

- 30,000 pocket bike maps have been distributed.
- They are working on a Road safety assessment of River Road between Oracle and First Ave. This will cover parts of Stone Ave as well.

### 13. Subcommittee Reports

Only one subcommittee report: Ian Johnson reported about RTP 2045. They are reviewing the results of the think tank sessions. There is public consensus about evaluating roads to benefit all users. There is excitement about renewing RTA and funneling money into pavement preservation.

### 14. Announcements

Wayne Cullop: The Ride of Silence will be on May 21, starting at Reid Park.

### 15. Adjournment — 7:57 pm.

Attending:

Anne Padias, Ward 5  
 Wayne Cullop, Pima County  
 Ed Yasenchack, DMAFB  
 Eric Post, Pima County  
 Robin Steinberg, Pima County  
 Tony Amos, Sahuarita  
 Tom Hausam, Pima County  
 Ray Copenhaver, Pima County  
 Adam Wade, Oro Valley  
 Collin Forbes, Pima County  
 David Bachman-Williams, Pima County  
 Ian Johnson, Ward 2  
 Allan Kulwin, Pima County  
 Tom Nieman, Pima County  
 Sergeant David Fernandez, TPD  
 Deputy Ryan Roher, PCSD  
 Matt Zoll, PCDOT  
 Andrew Bailey, Kittleson  
 Ann Chanecka, TDOT  
 Gabe Thum, PAG  
 Nancy Ellis, Oro Valley



Tucson-Pima Bicycle Advisory Committee

Monday, June 2, 2014

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

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

Dear Mr. Cole, Mr. Heineking,

I am writing today on behalf of the Tucson-Pima Bicycle Advisory Committee to urge your organizations to take the opportunity presented by the resurfacing of 6th Street between Stone and Country Club to consider re-striping these roads and changing their lane configurations to make them safer and more appealing to residents traveling on foot, by bicycle, or by car. There are, of course, very different configurations in place along this roadway, and we detail our thoughts about each below.

1. **Campbell to Country Club:**

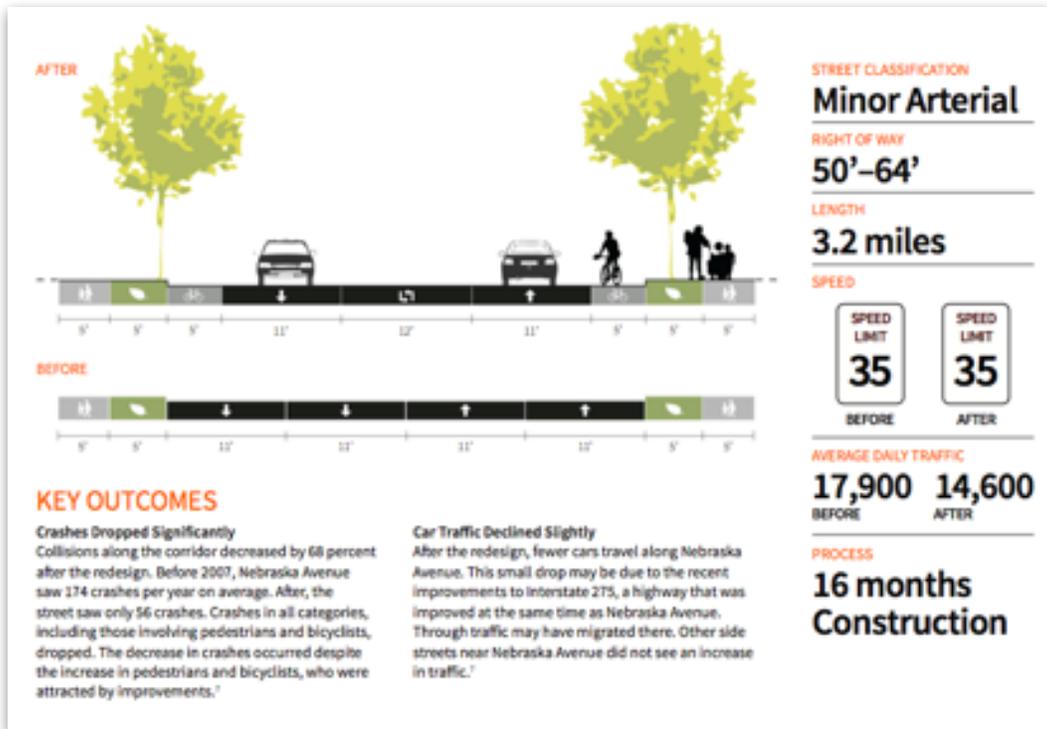
This segment, which is a four lane road with two lanes in each direction, seems like the most obvious candidate for a “road diet” or “right sizing.” **By converting from two lanes in each direction to one lane in each direction, bike lanes, and a center turning lane, we could provide dedicated space for cyclists, as well as provide a safe lane for motorists to wait for gaps in traffic to turn into the neighborhoods.** Studies seem to indicate that the ADT on this segment, 16565 trips per day, is well within the range in which lanes can be removed with minimal impact to travel time. It’s also similar to some segments that have recently undergone “road diets” in Ward 5 this year. This lane reconfiguration would also make it possible for residents attempting to cross 6th street in one of numerous marked crosswalks to only have to worry about traffic coming from one lane at a time.

**Research suggests that reconfiguring the road as suggested will make it safer for all users while minimally impacting travel times.**

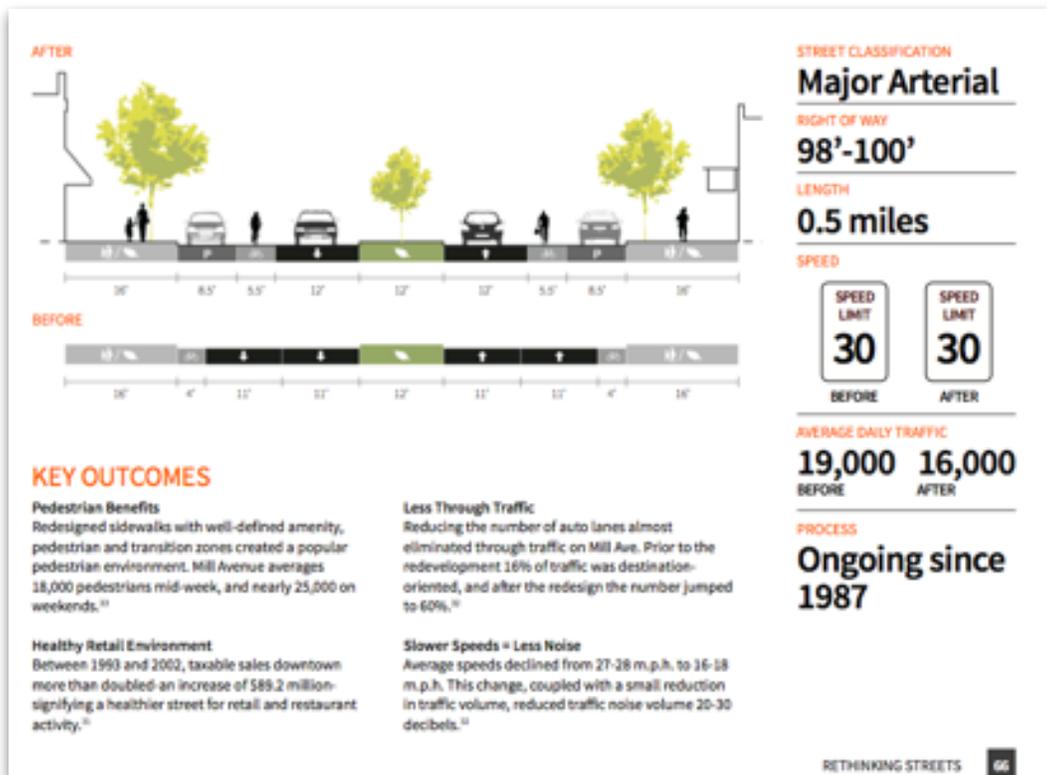
*Please see illustration below for an example of a similar re-striping project in Florida from the referenced study.*

2. **Euclid to Country Club:**

We’re certainly aware that the ADTs in this segment (20881 trips per day) are in the higher range of acceptability for lane reductions without impacting travel times. However, we urge to you to consider the position of the Rincon Heights Neighborhood Association in exploring the possibility of changing the configuration from two lanes in each direction with a center turn lane to one lane in each direction, a center turn lane, bike lanes, and a parking lane. We agree with neighborhood residents



Example of lane reduction similar to Campbell to Country Club (see referenced document, page 26).



Example of lane reduction somewhat similar to Campbell to Euclid (see referenced document, page 66).

that the impact on automotive throughput would be outweighed by the increase in livability and safety along this corridor. It's important to remember that nearly 45% of residents in the neighborhoods surround the UA walk to work each day, and we can assume that a large number walk to the UA — across five lane roads such as this one with heavy traffic and no bicycle facilities. We also feel that reconfiguring this road to make it more attractive to non-motorized travel would be consistent with the UA's traffic mitigation goals, and also consistent with the recent bicycle master plan created with Alta in 2012. Lastly, we agree with RHNA that reconfiguring this road could make it more of a destination and breathe life into the business district there.

**We ask that you conduct a feasibility study in this area to determine the benefits and impact.**

*Please see illustration below for an example of a generally similar re-striping project on Mill Avenue in Tempe.*

**3. Stone to Euclid:**

The higher traffic along this segment makes this a more challenging segment to consider. But considering the location of Tucson High School and the Fourth Avenue business district, as well as the potential traffic mitigation provided by a redesigned Broadway and Downtown Links, we feel it's worth at least considering this for a future road diet.

**We are aware that the resurfacing of some of these segments is imminent, and are asking that you delay long enough to provide time for your staff to consider these changes.** Making these changes during this resurfacing cycle makes them nearly free; the next opportunity will be years from now. Moreover, as evidenced during the Broadway Task Force's meetings over the last year, we feel that public sentiment is changing and that the time is right to start considering measures other than automotive throughput when redesigning our roads.

We understand that lane reductions can be controversial, and BAC members have done our best to provide support for TDOT during recent open houses related to the Ward 5 road diets. We will continue to support these changes and help explain the benefits to residents unfamiliar with "right sizing." Please let us know how we can help move these important safety changes forward.

Thanks, as always, for your help in making the Tucson area safer and more attractive for residents who choose to bicycle.

Sincerely,



Ian Johnson  
Vice Chair, TPCBAC

cc: Mayor Jonathan Rothschild, Councilperson Steve Kozachik, BOC Chair Steve Pageau, Colby Henley

*References:*

*Sustainable Cities Initiative, "Rethinking Streets: An Evidence-Based Guide to 25 Complete Street Transformations"*

[http://pages.uoregon.edu/schlossb/ftp/RS/RethinkingStreets\\_All\\_V2\\_high\\_wCover.pdf](http://pages.uoregon.edu/schlossb/ftp/RS/RethinkingStreets_All_V2_high_wCover.pdf)



Tucson-Pima Bicycle Advisory Committee

Monday, June 2, 2014

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

Dear Mr. Cole,

I am writing today to thank you and your staff on behalf of the Tucson-Pima Bicycle Advisory Committee for approving and installing Tucson's first protected bicycle lanes on St. Mary's between Church and the frontage road. Our committee voted unanimously to say thank you for a few main reasons:

1. **These relatively low-cost facilities make a huge difference to the perceived safety and attractiveness of cycling.** For just \$4350 in material costs, residents who bicycle along St. Mary's now have a highly visible facility that makes them feel welcome and protected from traffic at one of the few crossing points connecting the neighborhoods east and west of I-10. According to one major new study "96% of people riding in protected bike lanes felt safer on the street because of the lanes".
2. We also believe that facilities like this one will increase the number of residents who choose to leave their car at home and bicycle instead; according to one major study "**In its first year alone, a protected bike lane increases bike traffic on a street by an average of 72%**" (see references #1 and #3).
3. **Research seems to demonstrate that protected bike lanes are far safer than traditional painted bike lanes.** According to a study conducted in 2012, protected green lanes reduce non-fatal road injuries by 90 percent, and converting a painted bike lane to a separated cycle track would be twice as effective as painting the bike lane was (see reference #2)
4. **These protected bike lanes help drivers too:** according to a recent survey most drivers thought traffic became more predictable after protected lanes were installed, and most drivers said congestion and drive time didn't change. (see reference #1)

We hope that you will continue conversations with ADOT about extending the protected lanes under the freeway to provide a continuous and seamless protected route for residents crossing the freeway from neighborhoods on either side, as well as providing a way to reach the Urban Loop path along the Santa Cruz river.

We also hope that you will consider adding additional protected bike lanes where feasible and appropriate in other places in Tucson to provide safe and attraction options for cycling. Some possible locations that have been mentioned in previous BAC letters include Church Ave and Stone Avenue downtown; TDOT's "Green Lane" application lists a number of other good options.

Thanks, as always, for your help in making the Tucson area safer and more attractive for residents who choose to bicycle.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ian Johnson', with a long horizontal flourish extending to the right.

Ian Johnson  
Chair, TPCBAC

cc: Mayor Jonathan Rothschild, Councilperson Regina Romero, Councilperson Steve Kozachik, Richard Miranda, Tom Fisher, Sam Credio, Diahn Swartz, Ann Chanecka

References:

1. NATIONAL INSTITUTE FOR TRANSPORTATION AND COMMUNITIES, "Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S."

[http://ppms.otrec.us/media/project\\_files/NITC-RR-583\\_ProtectedLanes\\_FinalReportb.pdf](http://ppms.otrec.us/media/project_files/NITC-RR-583_ProtectedLanes_FinalReportb.pdf)

2. [PeopleForBikes.com](http://www.peopleforbikes.com), "PROTECTED BIKEWAYS ARE FAR SAFER THAN JUST PAINT, STUDY SHOWS"

<http://www.peopleforbikes.org/blog/entry/protected-bikeways-are-far-safer-than-just-paint-study-shows>

3. [PeopleForBikes.com](http://www.peopleforbikes.com), "BIKE SPIKE: MORE PROOF THAT RIDERS PREFER PROTECTED LANES"

## 36<sup>th</sup> Street Road Diet – At Forgeus looking east

Before



After



## 36<sup>th</sup> Street Road Diet – At Kramer looking east

Before



After



In May 2014, the Coalition of Arizona Bicyclists issued a Freedom of Information Act request on the AZPOST traffic law lesson plan and supplements/addendums regarding the teaching of bicycle traffic law. Here are excerpts of the lesson plan they received.

Full Document: <https://docs.google.com/file/d/0B-JhloZnHUlyTlpxWEdPOV9QY19uV2I5ZINJdGhpYW93MEIJ/edit>  
(ugly link shortened to <http://goo.gl/coZ53K>)

ARIZONA PEACE OFFICER STANDARDS AND TRAINING BOARD  
585 - HOUR BASIC CURRICULUM  
MODEL LESSON PLAN (EXCERPTED)

28-811 Parent and guardian responsibility.

- Shall not authorize or knowingly permit a violation on this chapter.

28-812 Applicability of traffic laws to bicycle riders.

- Riding on roadway or shoulder.
- Granted all rights and subject to all duties applicable to driver of a vehicle (if by their nature they apply).
- DUI laws do not apply to bicycles.
- Check agency's policy on minimum age to issue citation.

28-813 Riding on bicycles.

- Rider must have a permanently attached seat.
- Bicycle can only carry the number of persons it was designed for.

28-814 Clinging to vehicles – shall not attach bicycle, coaster, sled, toy vehicle or roller skates to vehicle.

28-815 Riding on roadway and bicycle path.

- Rider must operate as near to the right side of the road as practical.
- Riders cannot ride more than two (2) abreast (except in bike paths).
- Vehicle cannot use bike lane (except emergency vehicles).
- Shall not operate, stop, park or leave standing any vehicle in a bike lane.
- The edge of the roadway indicator is not a bike lane (has to be marked).

28-816 Carrying articles.

- Rider cannot carry anything which prevents him/her from controlling the vehicle – one (1) hand.

28-817 Bicycle equipment.

- Must have a white headlamp visible from 500 feet to the front, at night.
- Must have a red reflector visible from 50 feet to 300 feet to the rear at night.
- May have red lamp visible at 500 feet to the rear at night in addition to the red reflector.
- Must have a brake.

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This is the City of Tucson's Bicycle & Pedestrian Newsletter. It is designed to inform Tucson's bicyclists and pedestrians about current bike/ped happenings, how you can get involved, and how you can have fun on bike or on foot!

[View this email in your browser](#)



## Bikes and Books

The [Pima County](#) Joel D. [Valdez Main Library](#) has a brand new bike rack ready to use during your next visit! Designed by [Troy Neiman](#) of [BICAS](#), the bike rack spells out the word "READ," and is engraved with text that states "Park your bicycle here." The READ bike rack replaces a bike rack that was removed last year.

Getting the bike racks in place was a collaborative effort of the City Bicycle and Pedestrian Program (which purchased the bike rack), the Parks Department

(which installed the bike rack), and Pima County Main Library staff. Specifically, we'd like to give a special thanks to Peg Weber from Parks and Sandy White from Pima County.

Come check out this functional piece of public art that reminds everyone about life's great pleasures: riding bikes and reading books.



Bikes are already using the new READ bike rack.



Bike rack designer Troy Neiman, Tucson Mayor Jonathan Rothschild, and Living Streets Alliance Program Manager Kylie Walzak stand in front of the bike rack following the Bike to Work with the Mayor event during Bike Month.

# Tucson's 1st Protected Bike Lane

Tucson recently installed its first [protected bike lanes](#) on [St. Mary's Road](#) between I-10 and Main Avenue. Bicyclists and motorists traveling both east and west along St. Mary's Road will notice a two feet wide buffer lined with hardy plastic protectors - placed approximately 30 feet apart - between the six feet wide bike lane and the right-most vehicle lane.

The protectors aim to make the bike lane more visible to motorists and prevent motorists from drifting into the bike lane.

If you are happy biking along busy roadways without a physical barrier, you are probably a ["Strong and Fearless"](#) or "Enthusied and Confident" cyclist according to research done by Portland State University. But the City of Tucson Bicycle and Pedestrian Program wants to make it easier for a far larger segment of the population, "Interested but Concerned" bicyclists and would-be-bicyclists, to take to the streets on two wheels. We hope that protected bike lanes will help all bicyclists feel more secure as you ride - and encourage you to ride more often, too.

This first protected bike lane was part of the [Downtown Links](#) Phase II project, and it will help connect west-side residents with attractions downtown and at the University of Arizona. Additional protected bike lanes are in the works, including Stone Ave adjacent to the Courthouse and along Church Avenue between Cushing Street and St.Mary's Road/6th Street.

Have you ridden in the new protected bike lane? [Email Jessica](#) to tell us what you think.



A crew installs the plastic delineators along St. Mary's Road.

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# Meet the new Safe Routes to School Program Manager

We first told you about our new [Safe Routes to School](#) program in [February](#). Here is an Interview with Sarah Prasek, the Safe Routes to School Program Manager at [Living Streets Alliance](#) (LSA and [Toole Design Group](#) have been contracted by the Bicycle and Pedestrian Program to run the City's Safe Routes to School Program).

**Bike/Ped Program:** What experiences do you bring to the City of Tucson's Safe Routes to School program?

**Sarah:** I have a Bachelor's Degree in Sustainable Development Studies and a Master's Degree in Planning. I ran the Santa Cruz County Safe Routes to School Program for five years. The Santa Cruz County SRTS project was a brand-new initiative when I took the position, so I had the chance to build that program from the ground-up as well. This is an exciting opportunity to work with Tucson/Pima County schools!



Sarah Prasek, Safe Routes to School Program Manager

**Bike/Ped Program:** What will be your first steps as the Safe Routes to School Program Manager?

**Sarah:** My first step is to talk to a lot of people who work in the local schools to learn about needs and opportunities in the districts, and get suggestions for candidate pilot schools. I've also been meeting with other groups who support walking/biking to plan ways we might collaborate in the coming year.

**Bike/Ped Program:** What components of the program do you want our

readers to know about?

**Sarah:** Safe Routes to School does so many things. We can help parents/kids/communities map-out and improve their neighborhood routes; sponsor fun events like Kidical Mass rides; provide bike safety education and equipment; organize regular Walk to School events and bike trains, and more. One of the best things about Safe Routes to School is that it can adapt to an individual school's situation and really help them meet their specific needs and goals.

**Bike/Ped Program:** What are your plans to make the Safe Routes to School program sustainable? Do you envision the program growing over time?

**Sarah:** A key component to making SRTS programs sustainable is building support and capacity within a school community with the goal of schools ultimately taking ownership of programs that are successful and have momentum. Yes, we'd love for this program to grow and reach more schools over time.

**Bike/Ped Program:** Are there any big events that will be part of the Safe Routes to School Program?

**Sarah:** We have a few events in the works. We'll be promoting ongoing celebrations like International Walk to School Day, and will offer several other events to schools throughout the region. The summer is a great time to plan so stay tuned for more info.



Bikes outside City High School in Tucson's downtown. (Photo Credit: [City High School](#))

**Bike/Ped Program:** What advice would you give to parents who want their kids to walk and bike more?

**Sarah:** Give kids the tools they need so that they're safe (bike/ped education, helmets, and appropriate supervision), and then make it fun -- It IS fun! Be an example and walk/bike as a family; encourage kids to walk or ride in a group of friends; decorate your bikes; use your walk to school as a time to catch up, go

on an after-school neighborhood scavenger hunt, explore. Another idea is to find out what's motivating for your child (maybe tracking mileage, etc.), and help them set and achieve a goal.

**Bike/Ped Program:** What words of wisdom can you give to parents who are hesitant to let their kids walk and bike on their own?

**Sarah:** Parents can feel that their child is too young or their route too hazardous to walk/bike without supervision, and that's fair. A couple first steps to feeling more secure about letting kids walk/bike on their own are to teach them how to stay safe when traveling on/near streets, practice with them so you know when they're capable of traveling alone, and then do your homework to locate the best/safest routes to a destination. There are also a lot of creative ways to provide supervision when that's needed (walking/biking as a group with an older child or an adult; meeting neighbors along a route and asking for them to keep an eye out, etc.). It's important that parents feel comfortable before letting their kids walk/bike solo.

**Bike/Ped Program:** Thanks! We are very excited to see this program get rolling!

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## Ahora, puede tomar la encuesta en Español!

Thank you to the nearly 600 people who took our Bicycle and Pedestrian Program survey! You have provided us with valuable information regarding how to move the Bicycle and Pedestrian Program forward.

The survey is now available in Spanish. If you know any Spanish-speakers who would like to take the survey, please pass along this link:

<http://1.usa.gov/RsvoXA>



**Quiero tomar  
la encuesta!**

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**Coming Soon:**

- Want to nominate someone for bicyclist or pedestrian of the month? Email [Jessica](#).
- Thank you again to those of you who took our survey! Stay tuned for highlights from the results!



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