



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

Meeting Date: **Wednesday, January 13, 2016**

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

Meeting Time: **6 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

Agenda Item	Projected Duration
1. Call to Order; approval of October 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	10 min
5. Loop Update	15 min
6. Correspondence with PAG	15 min
7. Sub Committees	5 min
8. Arizona Bicycling Summit	10 min
9. Vehicularists and Infrastructurists (Read article for discussion)	15 min

10. Staff Reports **10 min**

Ann Chanecka or Andrew Bemis, City of Tucson;
Matt Zoll, Pima County;
Nancy Ellis, Oro Valley;
Brian Varney, Marana;
Adelina Martin, Sahuarita
Sam Sanford, Pima Association of Governments,
Vacant, UA

11. Subcommittee and Related Entities Reports **10 min**

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

12. Announcements **2 min**

13. Adjournment **15 sec**

Next Meeting date is Wednesday, February 10.

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.

TPCBAC Rolling Attendance Chart

Name	Rep	Jan 2015	Feb 2015	Mar 2015	Apr 2015	May 2015	Jun 2015	Aug*** 2015	Sep 2015	Oct 2015	Nov 2015	Dec 2015
Josephina Ahumada	South Tucson				✓	✓	✓		✓	✓	✓	✓
David Bachman-Williams	Pima County	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
Brian Beck	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Raymond Copenhaver	Marana	✓	✓	✓	✓	✓		✓	✓	✓		✓
John Cousins	Ward 4	✓	✓			✓	✓	✓			✓	
Wayne Cullop	Pima County	✓	✓	✓		✓	✓		✓	✓	✓	✓
Ryan Fagan	Ward 6								✓	✓		
Collin Forbes	Pima County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Tom Hausam	Pima County	✓	✓	✓	✓	✓	✓		✓	✓		
Ian Johnson	Ward 2	✓	✓			✓	✓	✓	✓	✓	✓	✓
Aaron Lien	Mayor's Rep								✓	✓		✓
Elaine Mariolle	Pima County						✓		✓	✓	✓	✓
Anne Padias	Ward 5		✓	✓		✓		✓	✓	✓	✓	✓
Eric Post	Pima County	✓	✓		✓	✓	✓		✓	✓	✓	✓
John Rossman	Pima County						✓				✓	
Darlane Santa Cruz	Ward 1		✓	✓			✓		✓	✓	✓	
Robin Steinberg	Pima County	✓	✓	✓	✓	✓			✓		✓	✓
Adam Wade	Oro Valley		✓	✓		✓		✓	✓	✓	✓	
Kylie Walzak	Ward 3	✓	✓	✓	✓		✓		✓	✓	✓	✓
Ed Yasenchack	DMAFB	✓		✓		✓			✓	✓		✓
Sgt David Fernandez	TPD	✓	✓	✓		✓		✓	✓	✓	✓	✓
Deputy Ryan Roher	PCSD	✓	✓	✓	✓	✓	✓	✓			✓	✓
		<p>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.</p>										
		<p>*** We Did Not Make Quorum in August 2015. Attempts to attend still count!</p>										



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **December 9, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes, NOT APPROVED

prepared by Collin Forbes

1. Call to Order; approval of November 2015 meeting minutes.

David Bachman-Williams called the meeting to order at 6:06 pm.

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

2. Call to Public

No members of the public wished to address the committee.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Fernandez reported for the Tucson Police Department.

There were two incidents known to him since the last meeting:

- An injury at 6th Ave/44th St. A right hook, no major injuries. The driver was cited.
- A Hit & Run at the residential streets of Bellevue St and Richey Blvd. No major injuries, but no description of driver or vehicle either. The cyclist submitted a report through the online tool and did not include many specifics. Sgt Fernandez observed saying "it's a red car" isn't good enough.

Year to Date: 4 Fatalities. We had 4 Last Year.

Deputy Roher reported for the Pima County Sheriff's Department

An incident with El Tour de Tucson at Escalante and Houghton, riders were getting out of hand and the deputy assigned to the intersection was trying to redirect riders away from oncoming traffic. One of the cyclists ran into the parked motorcycle! The rider wasn't hurt and the motorcycle wasn't damaged, however they made the rider stick around for liability purposes.

- A Hit & Run at Bilby and Cardinal, November 13, 9:30 pm. No good description of the vehicle or driver.
- Injury at River & Camino Royale. It was 4:30 afternoon. Rider in Bike lane. The motorist didn't stop at a stop sign and struck the rider.
- Valencia and Swan. Rider was just off the bus, and was crossing in crosswalk. The car driver knocked the cyclist over. The cyclist was transported to a hospital with a cut over his eye.
- Oracle & Rudasill, about 5:30pm. A motorist was watching a cyclist weave and swerve and then fell over. Chalk it up to drunkenness.

We had some discussion about that last crash — you can't arrest a cyclist for DUI in arizona. The statute is specific about motor vehicles. Although if you have a motor on the bicycle and it's running, you can be cited for the DUI. There are a bunch of other statutes which can apply though, including endangerment because getting on a bicycle while drunk can pose a danger to others. Also, you can get a DUI in an electric wheelchair!

Eric Post asked the Law Enforcement Officers what the BAC can do to help cut down on hit & runs. What can the public do for that matter? Sgt Fernandez responded that we can educate cyclists to have them to be more aware of their surroundings to be able to get a better description of the car and driver. For the public, perhaps we could have a Hit & Run focused PSA which says you are turning a civil citation into a felony charge by leaving the scene.

4. City of Tucson Bicycle Boulevard Master Plan

Andy Bemis presented Tucson's Bicycle Boulevard Master Plan

To begin, the feedback we receive from the League of American Bicyclists is the single best thing to focus on is to increase ridership in the region. Bike Boulevards are a great way to do that. They appeal to the people in the "interested by concerned" population.

Bike Boulevards are a shared roadway using local/residential streets which prioritize bicycles and connect with other bikeways for regional connectivity.

National Standards for Bike Boulevards. NACTO has 8 design guidelines.

- Route Planning. Network and hit the key destinations.

- Signs & Pavement Markings. Only one corridor in Tucson is signed at present.
- Speed & Volume Management (3 & 4). Speeds low, ideally under 20mph. Speed tables, traffic circles. Chicanes to slow traffic. Don't want more than 5K cars per day on corridors. Ideally around 3K.
- Major and Minor Street Crossings (5, 6 & 7). You can't expect people to use the route without having help crossing the major streets. We do this with BIKE Hawks and Toucans.
- Green Infrastructure (and Public Art). Water Harvesting and stormwater management. Street lights as possibility.

Master Planning Process

- Public Participation, survey of responses. About 600 responses in 2012.
- Refine Planned Network — 64 corridors, 193 miles. There are sometimes opportunities to shift corridors to take advantage of existing facilities. A better crossing for instance.
- Prioritize Corridors in the network. When funding is available. Not enough money to build all of it at once.
 - Past Investment — in progress corridors. Taking advantage of previous funding.
 - 5th Street
 - Treat Ave
 - 3rd Street
 - Copper/Flower Streets
 - 9th Ave/Castro
 - 9th/8th Streets
 - Sahuara Ave
 - Bicycle Demand Model — Adapted from the PAG pedestrian demand model. The facilities get points depending on different factors
 - Bicycle Generators and Attractors. Destinations known to attract.
 - Current Biking/Walking to Work Rates. Taken by census tract to Identify areas where people are already biking/walking and where investments would encourage more.
 - Urban Context: population density, employment density, The jobs/housing ratio. What will attract more cyclists?
 - Vulnerable Users, or more dependent on biking/walking. Schools, low income households or car-less households.
 - Cost Estimates
 - Pavement Markings
 - Wayfinding Signage
 - Traffic Calming
 - Major/Minor Intersection Treatments

- Landscaping
- Contingency
- Existing Infrastructure
 - Total Miles: 193 — 64 corridors
 - Total Cost \$31,753,050
 - Total Cost Per Mile: \$164,523
- Develop an implementation process specific for the bike boulevard network.
- City of Tucson Mayor & Council Adopt Bike Boulevard Master Plan

Challenges

- Pavement, Pavement, Pavement
- The process to implement can be complicated. They are looking to develop an implementation process to streamline amenities for bike boulevards.
- There's never enough funding

What's the best term for a bike boulevard?

- Neighborhood Greenways
- Bicycle Priority Streets
- Quiet Streets
- Neighborhood Connectors
- Neighborhood Byways
- Bicycle Friendly Streets/Corridors
- Bicycle/Neighborhood Parkways
- Bike/Walk Streets
- Local Bicycle Streets
- Green Connections
- Something Unique to Tucson?

Josefina Ahumada had a really good suggestion: “Old Pueblo Greenways”

David Bachman-Williams suggested presenting the bicycle boulevard plan to the Bond Oversight Committee. Having them “get it” might make pavement upgrades easier.

Gabe Thum commented on one of Andy's charts — PAG looked at bicycle facilities and compared crash rates. The differences are pretty stark between arterial bike lanes versus bicycle boulevards. Crash rates are 4.24 on standard bike lanes. versus 0.97 for enhanced bike lanes (8ft) versus 0.45 on residential bike boulevards (per 1000 bicycle miles travelled)

5. Report on Dialogue with Mr. Farhad Moghimi, Director of PAG

David Bachman Williams opened by saying Mr. Moghimi was not happy with our communications. He said Mr. Moghimi feels that we were unfairly characterizing him and says there is a lot of other money available. He also felt that we were criticizing something that had been decided 2 years ago. David pointed out this was the first we had heard about it.

It is important to acknowledge that PAG has done a lot. They have funded bicycle helmet and bike light giveaways. They run PSAs for bicycle/pedestrian safety and have made numerous other contributions toward bicycle/pedestrian safety in the community. They also do the bike crash analysis with the numbers we had just seen in the Bike Boulevard Master Plan.

Gabe Thum said he was specifically asked to point out that the item was discussed in numerous PAG meetings in 2014 and in the “Call for Projects” in August 2015. Mr. Moghimi is surprised that we were surprised. David Bachman-Williams pointed out the high level PAG meetings were way above our level. The “Call for Projects” is where we are at, and that was the first time we were aware of this.

In the past, PAG had been funding a lot of things. But they aren’t funding them now. There’s no comparable amount of spending now. Gabe said their direction is to prioritize projects from their board. This would be RTA projects.

David pointed out PAG said \$1.3 million of STP funds are available. The specific word “available” does not mean “allocated.” “Allocated” is very specific and “available” is amorphous. What is “available?” If it’s “available,” has it been “allocated?” We need to ask how it’s going to be allocated and what part we can play to advise PAG.

Gabe said there’s no \$1.3 million pot that’s sitting out right now. It’s in smaller continuing projects, which are allocated. Which means it’s not really available.

David said the basic point is that money that has been traditionally been used for projects we’ve had input on has been co-opted into the RTA. In 2006, the voters didn’t vote to use TAP money for the RTA projects. They voted to use the sales tax to fund the projects. Eric added his agreement, saying that voters did not vote to terminate funding for non-rtA projects. He would like to encourage the PAG legal team to look at whether they can “misappropriate” the funds that way.

We will talk to Mr. Moghimi again.

6. El Tour Recap

Elaine Mariolle said this year’s ridership was just a tad under 7000 — 6926 riders.

- 104 miles: 2837 riders
- 75 miles: 700 riders
- 55 miles: 1329 riders
- 45 miles: 1292 riders
- Fun Ride: 695 riders (a record!)
- Indoor rides: a little over 2000

With the indoor riders, the whole thing is a little under 9000.

About 2000 people were from out of state and there were a little over 3000 new riders this year.

They raised over \$14 million. The money is still coming in.

7. Thanking ex-chair Ian for his five years on the BAC

Ian Johnson spent 5 years on the BAC and he spent 2 years as chair. He decided to step down to spend time with his kids and other commitments. This is his last meeting tonight. Thank you!

Ian said he's going to continue to serve for Ward 3 on the Bond Oversight Commission and be strong advocate for bicycling there.

8. Staff Reports

Andy Bemis, TDOT

- The Safe Routes to School program wrapped up WALKtober. They had 45 schools, 10000 schools participated nationally.
- There have been two "Light The Night" events since the last meeting. Last one was with Mr. Moghimi of PAG and Tucson's Mayor Rothschild.
- A new issue of Bicycle Life Tucson magazine is available.
- An Update on the Aviation Bike Path Bridge. They've asked PAG for funding. Mayor & Council have to approve it. They hope to have money allocated in February.
- There are two new bike parking corrals going in this week. One is at the La Cocina/Old Town Artisans complex with space for 12 bikes. The other is in front of Street Taco on Church/Congress.
- The bike corral in front of Food Coop has been removed for the 4th Ave Street Fair. It's in the fire lane during the street fair and can't stay there all the time. Also the anchoring mechanism is deteriorating and can't be reinstalled. There's no room to drill new holes in the concrete pads. Need a different solution and it's going to take some time to bring it back.

- For the February BAC Meeting, we have a conflict with the Himmel Library. Our options are the Ward 6 Offices or the Tuesday after the regular meeting date. David Bachman-Williams thinks it'll be better to hold the meeting at Ward 6 on the right date.

Brian Varney from the Town of Marana and Nancy Ellis from Oro Valley had nothing to report.

9. Subcommittee and Related Entities Reports

Facilities, Brian Beck

- Oro Valley projects coming to fruition
- Tanque Verde on East side
- Contact Adam if you want to be involved via phone

Urban Core, Ian Johnson

- Didn't meet this month
- He would be delighted to help transition the subcommittee chair position. The subcommittee definitely needs a new chair.

Platinum Challenge, Wayne Cullop

- Met last Monday. Have met twice in the last month and are probably going to meet every other week until February.
- People are providing all their inputs. People are responsive to what needs to be done.
- When all is done, the BAC should write a letter of appreciation to the people who headed up each of the "E"s

GABA, Eric Post

- January is board elections.
- There are rumblings to produce GABA jerseys this year. They haven't had any for a few years.

CASA, Wayne Cullop

- Making progress on establishing a web site. A volunteer outside of CASA has agreed to make the site and pick up domain name/hosting costs.
- They are continuing to pursue letters for the yield signs in green valley.
- Elaine Mariolle is working on signs for a protected crossing at Pantano and 29th. This will help people get to the Pantano bike path.
- Coalition of Arizona Bicyclists will be holding a summit on April 1. They want to bring bicycle advocacy as a statewide thing.

Living Streets Alliance, Kylie Walzak

- Tucson won the Everyday biking Challenge. It was contest run by People For Bikes based on city participation. We competed against 10 different cities. Counts were using different themes on the last Thursday of the month. The “People with beards” count put us over the top.
- The Last two years, we’ve applied for Green Lanes projects. The Everyday Biking Challenge is run by the same people. Having a win with the challenge may help our Green Lanes application next time around.

10. Announcements

No announcements.

11. Adjournment — 7:39 pm.

Attendance:

Josefina Ahumada, South Tucson
 David Bachman-Williams, Pima County
 Brian Beck, Pima County
 Ray Copenhaver, Marana
 Wayne Cullop, Pima County
 Collin Forbes, Pima County
 Ian Johnson, Ward 2
 Aaron Lien, Mayor’s Rep
 Elaine Mariolle, Pima County
 Anne Padias, Ward 5
 Eric Post, Pima County
 Robin Steinberg, Pima County
 Kylie Walzak, Ward 3
 Ed Yasenchack, DMAFB

Audience:

Nancy Ellis, Oro Valley
 Ann Chanecka, TDOT
 Andy Bemis, TDOT
 Amy Stabler, Ward 6
 Gabe Thum, PAG
 Brian Varney, Town of Marana
 Ryan Roher, PCSD
 David Fernandez, TPD
 Howard Strause, Cactus Cycling Club



ARIZONA BICYCLING SUMMIT 2016

Presented by: **Coalition of Arizona Bicyclists** and the **City of Mesa**

With Support from: **Perimeter Bicycling Association of America**

Other Participants: **IMBA, ADOT Bike/Ped, GABA, CASA, MAG, City of Tucson, Flagstaff Biking Organization, Valley Metro** and more...

Save the Date: Friday, **April 1, 2016** Time: 9:00 am – 5:00 pm

Location: **Mesa Convention Center**, 263 North Center St., Mesa, AZ 85201

Topics Addressed by Expert Speakers and Panels Include:

- Bicycling Safety for the Road, and Rider Education Resources
- Mountain Biking in Arizona: New Parks, Trail Access and more
- Sources of, and Access to, Infrastructure Funding
- ADOT: Policy, Bicyclist Resources and US Bicycle Route System
- Law Enforcement: New Training Program and Enforcement Priorities
- Keys to Successful Bicycling Advocacy with Examples from Yuma, Verde Valley, Prescott, Tucson, Flagstaff, Mesa, Phoenix and more...

Look for Registration Information in Mid-January at:

www.cazbike.org and the Coalition of Arizona Bicyclists FB page...

Meet with AZ Bicycling Advocates and Key Public/Industry Representatives

Be there...be informed...be involved!!!

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

January 19, 2015

Marven Norman, board president, Inland Empire Bicycling Alliance

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Photos from Dutch suburbs and countryside by Marven Norman.

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

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

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

Here's what that might look like.

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



Photo from Indianapolis: Michael Andersen, PeopleForBikes.

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

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

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

2) When true Dutch designs are adopted, "protected bike lanes



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

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



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

However, those looking to bike far in The Netherlands are not left out of luck. They didn't give them fancy names (<https://www.youtube.com/watch?v=b0FLdka9EW8>), but the Dutch have been building 'bicycle superhighways' for years. Stuff like (<https://www.youtube.com/watch?v=338HvMI9cGI>) this (https://www.youtube.com/watch?v=Bmoj_XKRi8Q) stretches across the country to connect the villages, towns, and cities.

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

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

After getting people to bike short trips, those same people will be more inclined to not only ride more and farther, but to also be a more vocal partner in getting more improvements elsewhere, including R4-11s (<https://www.google.com>

Team Bike: How vehicularists and infrastruc...
/search?c=PA-11&hiw=786&hih=749&thm=isch&tho=e&source=univ&sa=X&ei=Ci-9VLzHs6myATeIDAD&ved=OCDIQsAQ) and sharrows. Biking advocates in the United States are already few enough. We'll get farther and faster by sticking together.

SHARE



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

Marven Norman is president of the [Inland Empire Cycling Alliance](http://iebikingalliance.org/) (<http://iebikingalliance.org/>). He lives in Loma Linda, Calif. This post was developed from a [series of comments](http://usa.streetsblog.org/2015/01/07/as-protected-bike-lane-design-evolves-new-lessons-emerge/#comment-1786477172) (<http://usa.streetsblog.org/2015/01/07/as-protected-bike-lane-design-evolves-new-lessons-emerge/#comment-1786477172>) he wrote on [Streetsblog USA](#).

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

SHARE ON FACEBOOK



(<https://twitter.com>)

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(<https://www.facebook.com/sharer/sharer.php?u=http://www.peopleforbikes.org/blog/entry/team-bike-how-vehicularists-and-infrastructurists-could-join-up-to-fix-u.s.>)

(<https://twitter.com/home?status=Team%20Bike:%20How%20vehicularists%20and%20infrastructurists%20could%20join%20up%20to%20fix%20U.S.%20suburbs%20http://t.co/8eA1PVZPaS%20http://t.co/EiptcWdmcS>)

[See all Protected Bike Lanes blog entries \(/blog/category/protected-bike-lanes\)](/blog/category/protected-bike-lanes)

- I. Members in attendance: Damion Alexander, Doug Bauman, Brandon Lyons, Susan Reed, Bill Adamson, Randy Waterman, JP Pilger, Wayne Cullop
- II. Bike Summit discussion: the formal announcement of the State Wide Bicycle Summit will be distributed once it comes out from CAzB. The City of Tucson and Pima County will have presentations on bike boulevard plans and The Loop respectively. Several members present at the meeting stated they will be there. We agreed to have a table and share it with others at the Summit.
- III. “Share the Road” presentation: is about getting a share the road vanity plate in Arizona. The presentation was postponed to the February meeting.
- IV. Bike Friday Donation Status: plans are in place to visit several bike friendly places along 4th avenue and have them fill out a short survey. The bike will be given to one of the business to use as they see fit. The award is planned for the bike month of April.
- V. Issues in work:
 - A. Bike Yield Sign Status: This issue deals with the request from SCVBAC to have an R4-4 sign, “Begin Right Turn, Yield To Bikes” place near the new hospital on the North Bound I-19 East Frontage Road. ADOT has stated they will not do it but it would be willing to let PDOT do it. It is believed the County will not do it because of additional liability on placing the sign on ADOT right away. Note: The County did place a sign on East Bound side of Esperanza where the Chase Bank is as it is in the County right away.

After some discussion of what to do to get ADOT to act on the sign request, it was brought up as to what is ADOT’s policy on placing such signs. Since this is a state wide issue, Wayne took the action to bring to CAzB’s attention at their next monthly meeting.
 - B. 3rd and Treat Intersection Issue: a letter is being drafted to recommend removing Stop signs on 3rd Street.
 - C. Cattle Guards at Fantasy Island: in some opinions at the meeting the rounded style of cattle guards creates an unnecessary increase in the risk of a cyclist having an accident. Additionally, riding across them is more jarring than other cattle guards in the County, especially if the rider is on a trike or recumbent. The County has gone to great lengths to provide cyclist a way to ride out of traffic and not have to stop or get of their bike. So why was this design put in place?

The recommend actions are to generate a formal letter regarding the safety aspects of the cattle guards.
 - D. Cycling near the intersection of 6th Ave and Broadway: need additional information regarding the intersection and the trolley drivers in the area.
- VI. CASAz meeting schedule: a proposed change the meeting date to the third Tuesday of the month was held. Do to conflicts of some members, the meetings will remain on the First Tuesday of the month. Wayne will contact CAzB and determine if CASAz members can participate in the CAzB monthly telecons and be on the agenda distribution email list.
- VII. Promote CASAz: several ideas were discussed including getting something in the local paper, links on other websites and into GABA’s Paceline. The consensus is to start small by putting in small articles for GABA’s newsletter and getting the website filled out before linking to other websites.
- VIII. Website Status: Randy has a proposed plan for possible our website (www.casaz.org) tabs. They include: “Get Involved”, “Education/Info”, “Events”, “Resources/Links”, “Rides” and “Advocacy”.
- IX. What happens when the Platinum Challenge committee is complete: The Platinum Challenge committee’s work will be completed by mid-February when the application is submitted. CASAz would like to take a look at what things in the application that could be improved.



- X. Ride of Silence: Damion will discuss a plan with Look-Save-A-Life, GABA and possibly PBAA and report at the next CASAz meeting.
- XI. Next Meeting
 - A. Date February 2, 2016 [First Tuesday of the Month]
 - B. Time: 5:30 – 7:00
 - C. Location:
 - i. Eric Post's Law Office
 - ii. 651 N Swan Rd
 - iii. Tucson, AZ 85716
 - iv. Teleconference Information:
 - 1. Phone Number: (866) 906-7447
 - 2. Conference Code: 3172409#

DRAFT