



**February 2014
TPCBAC Packet Guide**

We have discontinued the printing and mailing of paper packets.

1. BAC February 2014 Agenda
2. Current TPCBAC Roster
3. Draft TPCBAC December 2013 and January 2014 Minutes
4. 2013 BAC Letter regarding Item #5
5. Letters to BAC
 - a. Response from Pima County Attorney re: January letter regarding event permitting
 - b. Response from TDOT re: 3rd/Treat
6. 2013 BAC Member Attendance Form (Members please review)
7. Articles of Interest:
 - a. 10 Principles for Sustainable Urban Transport:
<http://prezi.com/7ufnp8crzc1l/10-principles-sut/>
 - b. City commission OK's 110 miles of neighborhood street repairs (Az Daily Star)
 - c. High-ranking Pima administrator seeks \$6M over bicycle-crash injuries (Az Daily Star)
 - d. New bike lane connects several schools and two Loop paths - Tucson Velo
 - e. Portions of Third Street and Treat Avenue to be repaved - Tucson Velo
 - f. Gaps abound in Portland's low-stress bikeway network - Bike Portland
 - g. PORTLAND'S NEW PROTECTED BIKE LANE HELPS SPUR A DEVELOPMENT BOOM - Bike Portland
 - h. Four Reasons Protected Bike Lanes Mean Business - People Powered Movement
 - i. Stop building black diamond bicycle facilities - Green Lanes Project
8. Jurisdictional Announcements and News
 - a. Open House Announcement (regarding item #5)
 - b. Pima Prospers Comprehensive Plan update seeks your ideas on new topics
 - c. Pima County, Flood Control District to maintain The Loop under agreement with City of Tucson
 - d. Loop improvements north of the Rillito from La Cholla to Campbell may cause temporary path closures
 - e. TDOT Bicycle & Pedestrian Program January Newsletter
 - f. TDOT Green Lane Proposal Map
 - g. BOC Residential Paving Map
9. SCVBAC Year-End Report
10. BAC Request for Nominations 2014



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

Meeting Date: **Wednesday, February 12, 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. Call to Order ; approval of Dec. 2013 and Jan. 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.	10 min.
3. Law Enforcement Staff Reports from TPD and PCSD	10 min.
4. BAC Input on TPD Bicycle-related Enforcement Priorities	10 min.
5. Potential Re-striping Projects in Ward 5	10 min.
6. BAC Annual Awards	2 min.
7. Warren Underpass Bicycle Dismount Zone	10 min.
8. Downtown Links Project Update	20 min.
9. BAC Input on Regional Transportation Plan Update	5 min.

10. Jurisdiction Year-End Reports (Pima County/Marana) 10 min.

11. Staff Reports 10 min.

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

12. Subcommittee Reports 10 min.

- a. Urban Core Facilities (David Bachman-Williams)
- b. Enforcement (Colin Forbes)
- c. Executive (Ian Johnson)
- d. Facilities (Adam Wade)
- e. GABA (Wayne Cullop)
- f. Downtown Links (Kylie Walzak)
- g. University of Arizona (Glenn Grafton)
- h. RTP 2045 (Ian Johnson)
- i. Broadway Task Force (Naomi McIsaac)
- j. Living Streets Alliance (Kylie Walzak)
- k. SCVBAC (Tony Amos)
- l. UABAC (David Bachman-Williams)

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.



Office of the City Clerk
BOARDS, COMMITTEES, COMMISSIONS
Bicycle Advisory Committee, Tucson-Pima County (TPCBAC)

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
Davis-Monthan Air Force Base	Edward G. Yasenchack 9415 E. Grapevine Spring Place Tucson, AZ 85710 Cell Phone: 817-688-3781 edward.yasenchack@dm.af.mil	3/7/2013	3/29/2016
Ex-Officio	Ann Chanecka Ex-Officio (Non-Voting) TDOT, Bicycle & Pedestrian Program 201 N. Stone Tucson, AZ 85701 Work Phone: 837-6691 Cell Phone: 444-1187 Ann.Chanecka@tucsonaz.gov	6/10/2010	
Ex-Officio	Nancy Ellis Ex-Officio (Non-Voting) Oro Valley Parks and Recreation Department Bilke Coordinator Oro Valley, AZ 85737 Work Phone: 520-229-5057 Cell Phone: 520-797-2202 nellis@orovalley.net	1/1/2004	
Ex-Officio	Dave Fernandez Ex-Officio (Non-Voting) Tucson Police Department 270 S. Stone Ave. Tucson, AZ 85701 David.Fernandez@tucsonaz.gov	5/16/2013	
Ex-Officio	Michael Grider Ex-Officio (Non-Voting) Pima County Sheriff's Department Tucson, AZ 85706 Work Phone: 351-6108 michael.grider@sheriff.pima.gov	6/10/2010	
Ex-Officio	Deputy Ryan Roher Ex-Officio (Non-Voting) Pima County Sheriff's Department Tucson, AZ 85706 Home Phone: 351-6108 Cell Phone: 351-4941 ryan.roher@sheriff.pima.gov	5/6/2010	
Ex-Officio	Roy Schoonover Ex-Officio (Non-Voting) 8701 S. Kolb Rd. #7-327 Tucson, AZ 85706 Cell Phone: 906-0981 rschoo2823@aol.com	5/6/2010	

* Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
Ex-Officio	Gabriel Thum Ex-Officio (Non-Voting) Pima Association of Governments Tucson, AZ 85701 gthum@pagnet.org	6/10/2010	
Ex-Officio	Brian Varney Ex-Officio (Non-Voting) Representative of the Town of Marana Tucson, AZ 85701 Home Phone: 520-382-2612 bvarney@marana.com	5/6/2010	
Ex-Officio	Matt Zoll Ex-Officio (Non-Voting) Pima County Transportation Systems Bicycle & Pedestrian Program Manager Tucson, AZ 85701 Work Phone: 520-740-6403 matt.zoll@dot.pima.gov	1/1/2004	
Ex-Officio	3 Vacant Position(s)		
* Mayor	Cameron Hummels 501 S. Fremont Ave. #1 Tucson, AZ 85719 Work Phone: 626-0086 Cell Phone: 646-678-0182 chummels@gmail.com	12/27/2013	12/7/2015
Pima County	David Bachman-Williams 350 E. 15th St. Tucson, AZ 85701 Work Phone: 520-622-6992 bachmanwms@gmail.com	7/12/2011	8/31/2015
Pima County	Brian D. Beck 1514 N. Cloverland Tucson, AZ 85712 Work Phone: 795-3000 x113 Home Phone: 326-9587 Message Phone: 326-9587 coyotes@cox.net	1/8/2013	1/31/2015
Pima County	Raymond Copenhaver 7805 N Via Atascadero Tucson, AZ 85743 Work Phone: 575-8001 Home Phone: 744-2126 ray.copenhaver@gmail.com	5/2/2012	2/28/2014
Pima County	Wayne Cullop 3925 N. Pantano Road Tucson, AZ 85750 Home Phone: 290-4321 Cell Phone: 977-3018	1/8/2013	1/31/2015
Pima County	Collin Forbes 3465 N. Richland Dr. Tucson, AZ 85719 Home Phone: 271-7954 Message Phone: 222-6681 collin.forbes@gmail.com	8/19/2013	8/18/2015

* Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
* Pima County	Tom Hausam 575 E Bent Branch Place Green Valley, AZ 85614 Work Phone: 724-8126 Home Phone: 777-8800 thaus01@aol.com	5/21/2013	5/20/2015
* Pima County	Allen Kulwin 1958 N Placita La Zarca Tucson, AZ 85745 Home Phone: 307-4137 ironal1@msn.com	6/4/2013	6/30/2015
Pima County	Tom Nieman Pima County Representative 8901 E. Bear Path Road Tucson, AZ 85749 tnieman@picor.com	10/1/2013	9/30/2015
Pima County	Eric Post Pima County Representative Tucson, AZ 85701 Home Phone: 520-870-3987 EricofAZ@cox.net	8/19/2013	8/18/2015
Pima County	Robin Steinberg 130 W. Congress Street 1st Floor Tucson, AZ 85701	12/17/2013	5/20/2015
Town of Marana	Glenn Pfleiderer 9467 N. Weather Hill Dr. Tucson, AZ 85743 Home Phone: 572-2292 civilmotion@comcast.net	2/9/2012	9/20/2013
Town of Oro Valley	Adam Wade 13037 N. Woosnam Way Oro Valley, AZ 85755 Home Phone: 308-5833 aofog5256@gmail.com	6/19/2012	12/31/2013
Town of Sahuarita	Anthony Amos 125 W. Calle De Las Tiendas #133 Green Valley, AZ 85629 Work Phone: (520) 393-7433 Cell Phone: (623) 388-7603 middlering66@gmail.com	6/11/2012	6/10/2014
University of Arizona	Glenn Grafton The University of Arizona, Parking and Transportation, 1117 E. 6th Street Tucson, AZ 85721 Work Phone: 626-2458 ggrafton@email.arizona.edu	4/23/2013	4/22/2017
Ward 1	Naomi Mclsaac 1132 E. Glenn St. Tucson, AZ 85719 Cell Phone: 207-752-7312 naomimcisaac@hotmail.com	6/12/2012	12/7/2015

* Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
Ward 2	Ian Johnson Chairperson 776 South 9th Ave. Tucson, AZ 85701 Home Phone: 248-9810 ian@moiagroup.com	12/13/2011	12/7/2015
Ward 3	Kylie Walzak Secretary 232 N. Melrose Ave. Tucson, AZ 85745 Cell Phone: 891-9094 Kwalzak@gmail.com	12/3/2013	12/4/2017
Ward 4	John Cousins 7861 S. Tarbela Ave Tucson, AZ 85747 Home Phone: 982-6115 jcousins@innsuites.com or jc0510@aol.com	12/5/2011	12/7/2015
Ward 5	1 Vacant Position(s)		
Ward 6	Sam Sanford 2758 N. Pacific Dr. Tucson, AZ 85705 Home Phone: 520-820-5673 ssanford@email.arizona.edu	12/3/2013	12/4/2017

**Tucson-Pima County Bicycle Advisory Committee Meeting Minutes
Wednesday, January 8th, 2014
Himmel Park Library
1035 N. Treat Ave. Tucson, AZ
6:00 PM to 8:00 PM**

Draft

Prepared and Submitted by Kylie Walzak

1. Call to Order – at 6:05 pm

Minutes from December 2013 not included in the packet. Approval moved to next month.

2. Call to Public –

No announcements.

3. Law Enforcement Staff Reports from TPD and PCSD –

Deputy Roher – three injury collisions in Pima County in December.

Sgt. Fernandez – all major incidents were with pedestrians in last month.

4. Difficulties Obtaining Permits for Pima County Special Events

Suggestion to change the last paragraph of letter written to address this situation to ask: is an organization with a certificate worth 1 million or more in compliance or does the County statute and/or does risk management have the authority to set the amount of liability? If so, **what is the criteria used** to set the amount of liability insurance?

Motion: made by Mr. Bachman-Williams seconded by Mr. Sanford to accept the letter as written with changes mentioned above to the last paragraph.

Passed by a vote of 15 to 17 with two abstentions, Mr. Kulwin and Mr. Post.

5. Subcommittee Annual Reports

a. Urban Core Facilities (David Bachman-Williams)

Mr. Bachman-Williams presents a summary of issues addressed by the Urban Core Facilities Subcommittee in 2013 and summarizes issues the Subcommittee anticipates working on in 2014. This subcommittee usually meets the third Monday of each month at 3:30 in the Public Works Building, 4th floor conference room.

b. Enforcement (Collin Forbes)

Mr. Forbes summarizes activities of the Enforcement subcommittee in 2013 and briefs the subcommittee on upcoming projects. Enforcement meets the day after the last Wednesday of the month – check the website or wait for the emailed agenda.

c. Facilities (Adam Wade) - not present.

6. Bicycle Licensing Issues

Chair of the BAC summarizes some of the major arguments against licensing or taxing either bicycles or bicycle riders.

Chair suggests writing a letter from the BAC stating the BAC's position on mandatory licensing just to have on record the next time this issue arises.

Ms. McIsaac suggests writing a letter to County Administrator Huckelberry and Mayor Rothschild commending them for the positions they took in the recent AZ Daily Star article exploring a tax on bicycles.

Motion: to write the letter as suggested by Ms. McIsaac made by Mr. Pfeleiderer, seconded by Mr. Post. Passed unanimously by a vote of 17 to 17.

7. Consent Agenda

Letter pulled by Mr. Post – suggestion: second to last sentence, change the word “poorly” to “turning unsafely” or “motorists often look left and not right, therefore turning unsafely”. Brings this up because cyclists are often cited riding the wrong way or riding where bi-directional riding is allowed and every time the driver is never cited.

Motion: to change the last sentence is approved unanimously by a vote of 17 to 17.

8. Staff Reports

- a. **Ann Chanecka, City of Tucson** – presents a summary of funding resources at the City in 2013 and looking forward to 2014.
- b. **Matt Zoll, Pima County** – Ignacio presents a summary of education and outreach efforts at the County over the last year.
- c. **Nancy Ellis, Oro Valley** – Funding search continues for bike/ped projects much like the rest of the region.
- d. **Brian Varney, Marana** – not present.
- e. **Gabe Thum, PAG** – Included in BAC packet is a comprehensive list of programs and projects related to bike/ped in the region. Gabe Thum presents a summary of some of the major programs.
- f. **University of Arizona** – Glen Grafton presents a summary of major projects and programs in and around UA campus and brings the committee up to date on plans for 2014.

9. Subcommittee Reports

- a. **Urban Core Facilities (David Bachman-Williams)** – summarized in Agenda

- b. Enforcement (Colin Forbes)** – no additional report
- c. Executive (Ian Johnson)** – no additional report
- d. Facilities (Adam Wade)** – no additional report
- e. GABA (Wayne Cullop)** – no report
- f. Downtown Links (Kylie Walzak)** – Please attend this next meeting on Monday, Jan. 13th at 5:30 pm at Hotel City Center, Granada and St. Mary's.
- g. Living Streets Alliance (Kylie Walzak)** – Kidical Mass is this Saturday, Jan. 11th 12 noon at Armory Park.
- h. Broadway Task Force (Naomi McIsaac)** – next meeting **Thursday, January 23** 5:30 p.m. Child & Family Resources, 2800 E. Broadway
- i. SCVBAC (Tony Amos)** – minutes in the packet
- j. UABAC (David Bachman-Williams)** – did not meet in December

10. Announcements –

Ian Johnson encourage members to attend the next meeting of the City Bond preservation program on Jan. 16th 5:30, Ward 6.

11. Adjournment – 8:06 pm

Attending:

Ian Johnson, Ward 2
Collin Forbes, Pima County
Naomi McIsaac, Ward 1
Samual Sanford, Ward 6
Gabe Thum, PAG
Ryan Roher, PC Sheriff
Ed Yasenchack, DMAFB
Kylie Walzak, Ward 3
Nancy Ellis, Oro Valley

Eric Post, Pima County
Brian Varney, Town of Marana
Cameron Hummels, Mayor's Office
Ann Chanecka, City of Tucson
Tony Amos, Town of Sahuarita
Matt Zoll, Pima County
John Cousins, Ward 4
Allen Kulwin, Pima County
Tom Hausman, Pima County
Anne Padias, citizen
Amy Sabler, Ward 6 Office
Robin Steinberg, citizen

Tucson-Pima County Bicycle Advisory Committee Meeting Minutes

Wednesday, December 11th, 2013

Himmel Park Library

1035 N. Treat Ave. Tucson, AZ

6:00 PM to 8:00 PM

Prepared and Submitted by Kylie Walzak

Draft

1. Call to Order – at 6:03 pm

Approval of November 2013 minutes.

Minutes approved with corrections unanimously, 13 to 13.

2. Call to Public –

Robin Steinberg – has been attending Broadway Task Force meetings. Urges the BAC to get more involved in the process.

Eric Post – Streetcar crash involved a person who believed she needed to ride five feet from the parked cars.

3. Law Enforcement Staff Reports from TPD and PCSD –

Deputy Roher – Reports on Facebook posts regarding thumbtacks.

Collisions = five over the last month, two of them involving cyclists running in to cars. Pedestrian fatality occurred at Valencia and Camino de Oeste. DUI Task Force is set up every Friday and Saturday evening from the Friday after Thanksgiving until the New Year.

4. Update from Broadway Project Task Force

Naomi McIsaac presents an update on the work of the Citizen Task Force for the Broadway project.

On the Bicycling Environment element as a performance measure in evaluating different roadway cross-sections, Naomi asks for input on other elements to be considered.

- Signal timing = consider bikes, not just cars

Discussion on cycle tracks and where they are appropriate, also intersection conflict points.

Strong recommendations that travel lanes be no wider than 10 or 11 feet. As narrow a travel lane as possible.

Naomi will return with frequent updates as the project progresses.

5. Difficulties Obtaining Permits for Pima County Special Events

Collin Forber Mot: forward the letter drafted by GABA to the Pima County Attorney, asking for definitions and including definitions written by organizations defining what constitutes a mass start, obstruction to the roadway.

Passes unanimously 12 to 13.

One abstention, Eric Post.

6. RTA Plan 2040 Task Force Appointment

Correction: RTP Plan 2040

Regional Transportation Plan

Chair moves that Ian Johnson nominates himself to serve on this task force with Sam Sanford expressing interest in serving as well.

7. Open Seats and Attendance Requirements for BAC Members

Ward 5 is open as is Mayor's office representation. If interested in City positions, contact Ann Chanecka.

By our Bylaws if you miss four meetings in a row, even meetings without quorum, automatic removal.

Additionally, if you miss 40% of meetings non-consecutive, also terms of removal.

8. Green Lane Application Update & BAC Ridership Goals

Ann Chanecka presents update on the Green Lane Project application submittal program. Discusses application process and candidates for streets that could be successfully converted into separated bicycle facilities.

Motion to approve a goal of increasing bike share by 3% in 2015 to 5% in 2020. Passed unanimously.

Motion to send the consent letter as amended with the stated goals adopted above. Passed unanimously.

9. Vulnerable User Conference Call Update

Minutes summarizing the meeting from Nov. 19th included in the packet. Minutes from Dec. 2nd meeting passed around at meeting. Eric Post presents a list of items committee determined were priorities in amending or adapting current laws as they apply to bicycle – motorist interactions. Ultimately, working group is interested in seeing greater enforcement of current laws that protect bicyclists.

Next meeting is Monday Dec. 16th, 9 am. See packet for info for joining the meeting.

10. Consent Agenda

- a. **Letter in support of COT Green Lanes Application** – passed unanimously in Agenda item 8.
- b. **Letter in support of 3rd/Treat Conversion to 4-way Yield** – pulled to address a clerical error.

Motion to approve the letter with changes as discussed.

Passes unanimously 12 to 13 with one abstention, Eric Post.

11. Staff Reports

- a. **Ann Chanecka, City of Tucson** – Bicycle Boulevard survey is live and encourages people to take it. Yesterday, encouragement and education campaign launched #Tucson on 2. Allstate Insurance Co. is partnering with the City of Tucson to install signs, messages, billboards, bus stop shelter ads, etc. Regional Council approved funding for feasibility planning for Bike Share, Ann will send out an RFP to do the study.
- b. **Matt Zoll, Pima County** – Many events, bike rodeos, middle school program growing. One SRTS project in construction with four in design. Several bike lane projects in design and construction and Loop segments. More info is available on the Loop website.
- c. **Nancy Ellis, Oro Valley** – no report.
- d. **Brian Varney, Marana** – In design for shared use path from El Rio Park to Avra Valley Road. Construction planned for 2015. Also awaiting approval from Bureau for Reclamation for dirt trail along CAP from Tangerine to Pinal County.
- e. **Gabe Thum, PAG** – RSA version 2 is coming. NACTO is available for design guidance and endorsed by federal government.
- f. **University of Arizona** – no report

12. Subcommittee Reports

- a. **Urban Core Facilities (David Bachman-Williams)** – Congress and 5th Ave loading zone pinch. Streetcar team will recommend the loading zones are removed to allow passage for streetcar – not just bikes. Next meeting is Dec. 16th 3:30 6th floor Public Works.
- b. **Enforcement (Colin Forbes)** – Report from Eric Post. Next meeting is January 30th, 2014.
- c. **Executive (Ian Johnson)** – Next meeting is December 30th, 2014. 3rd floor conference room at Main Public Library.
- d. **Facilities (Adam Wade)** – Inconsistency in striping from one jurisdiction to the next.
- e. **GABA (Wayne Cullop)** –
- f. **Downtown Links (Kylie Walzak)** – Jan. 13th next meeting
- g. **Living Streets Alliance (Kylie Walzak)** – no report
- h. **Broadway Task Force (Naomi McIsaac)** – report given earlier
- i. **SCVBAC (Tony Amos)** – no report
- j. **UABAC (David Bachman-Williams)** – Meets four times per year when it meets. Last meeting was cancelled, so now just three meetings per year. Large BAC.

13. Announcements –

Davis Monthan will have an Open House April 12-13, 2014 and will pass out information for bicycle safety. Open House is general public.

Matt Zoll is updating regional bike map – let Matt know of any updates. Same with Loop map.

Brendan Lyons teamed up with a group called Dear Motorist to produce a video which you can see on Look! Save a Life / Arizona Facebook page.

14. Adjournment – 8:08 pm

Attending:

Ian Johnson, Ward 2
Collin Forbes, Pima County
Naomi McIsaac, Ward 1
Samual Sanford, Ward 6
Brian Beck, Pima County
Gabe Thum, PAG
Ryan Roher, PC Sheriff
Ed Yasenchack, DMAFB
Kylie Walzak, Ward 3
Nancy Ellis, Oro Valley
Eric Post, Pima County
Brian Varney, Town of Marana
Cameron Hummels, citizen
Ann Chanecka, City of Tucson
Tony Amos, Town of Sahuarita
Matt Zoll, Pima County
John Cousins,
Brendan Lyons, citizen
Allen Kulwin, Pima County
Tom Hausam, Pima County
Chuck Giles, citizen
Anne Padias, citizen
Amy Sabler, Ward 6 Office
Robin Steinberg, citizen



Tucson-Pima Bicycle Advisory Committee

Wednesday, February 27, 2013

Dear Councilmember Fimbres,

We are writing today on behalf of the Tucson Pima County Bicycle Advisory Committee to express support for the proposed road diets in Ward 5 on South Park and 36th Street. We feel the proposed lane reductions would greatly improve safety for all road users while minimally impacting travel times for motorists.

We are convinced by the national research that TDOT staff presented at the January open house that demonstrates a reduction in crashes for cars, bicyclists, and pedestrians when roads are converted from four travel lanes to two travel lanes with a turning lane -- a reduction of as much as 30% on average. We are also convinced that the road segments under consideration are well below the traffic count thresholds for these treatments.

In other places in Tucson where this kind of "right-sizing" has occurred the city has had positive results; the lane changes on Granada between Congress and St Mary's were so well received that the Dunbar Spring Neighborhood Association has requested that the striping be continued all the way north to Drachman.

We believe the primary safety benefits of the proposed changes include:

1. Pedestrians attempting to cross these roads will be less likely to face the threat of being hidden behind a car stopped in one lane and struck by a driver heading in the same direction in an adjacent lane.
2. Bicyclists will no longer have to share the lane with car traffic; providing bicyclists with a dedicated travel lane increases the attractiveness of cycling along these corridors, increases the safety for residents choosing to bicycle, and makes it unnecessary for cars to slow down or change lanes to avoid bicyclists or give them the proper clearance.
3. Unsafe lane changes will be reduced when left-turning cars are no longer required to block a travel lane, increasing safety for all road users -- drivers, bicyclists, and pedestrians alike.
4. Sight lines will be increased for all road users, decreasing the likelihood of collision considerably.

We recognize that some residents have expressed concern that with traffic volumes potentially increasing due to construction projects that now might not be the right time to make these changes. However, we are convinced that the value of the safety improvements for pedestrians and bicyclists -- not to mention motorists -- will easily outweigh the uncertain possibility of delays during short rush hour periods. Furthermore, we believe that making the roads safer and more attractive for cyclists may, in fact, offset some motorist traffic since some residents may choose to leave their cars at home. In particular, providing safe corridors for bicyclists will likely reduce the number of students in the new student housing who choose to drive their cars through the neighborhoods as UA students have the highest rates of bicycle ridership in Tucson.

We want to commend the Department of Transportation staff for proactively looking for ways to increase the safety of our roads for all the different modes of travel while minimally impacting automobile trip times. We recognize that it would be easier to simply keep the striping patterns as they are, but it would negatively impact pedestrian, bicyclist, and automobile safety for years to come. Furthermore, these safety improvements will come at no additional cost to the ward as these roads are being re-striped as part of routine maintenance. We hope that this rare opportunity to make a dramatic improvement in safety for Ward 5 residents at no additional cost is not missed; if the current striping is retained it may be years until these changes are again on the table.

Thank you for your help in making Tucson a safer place for residents who choose to bicycle.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Robinson".

Larry Robinson
Chair, BAC Facilities Subcommittee

A handwritten signature in black ink, appearing to read "Ian Johnson".

Ian Johnson
Chair, TPCBAC

cc: Daryl Cole, Director Tucson Department of Transportation

Tucson-Pima County
Bicycle Advisory Committee
January 31, 2014
Page 2

changes to the Ordinance, and I certainly encourage you to participate in that activity should the opportunity be presented.

With respect to the requirement for insurance, Section 10.45.080 of the Code requires Commercial General Liability insurance with limits not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate covering claims that are alleged to have been due to the special event. But that section of the Code allows the County's Risk Manager to require additional insurance depending on the nature of the event. Therefore, if you have not already done so, you should address your concerns regarding insurance with Pima County's Risk Manager, Lauren Eib.

I hope this information is of some assistance to you and the TPCBAC. While my office generally does not insert itself in policy discussions during the ordinance review process, we will render legal advice as may be necessary to assist the Department in its review of the Ordinance. To the extent that your comments and the issues highlighted in your letter raise legal issues, our Civil Division attorneys will address those with the Department of Transportation

Sincerely,



Barbara LaWall
Pima County Attorney

cc: Pricilla Cornelia, Director, Pima County Department
of Transportation
Lauren Eib, Pima County Risk Manager

/cjw

**ATTENDANCE REPORT/RECORD FOR CITY
BOARDS, COMMISSIONS AND COMMITTEE MEMBERS**

Tucson Code Section 10A-134 (e) provides that: "A member of a body who misses four (4) consecutive meetings for any reason or who fails to attend for any reason at least forty (40%) percent of the meetings called in a calendar year is automatically and immediately removed as a member of the body".

Please keep a cumulative attendance record by entering "P" for present and "A" for absent in the column corresponding to the month of the meeting. Include **each meeting called**, even if no quorum was present. This form need not be prepared for meetings cancelled for reasons other than lack of a quorum (holiday recess, summer schedule, etc).

Submit this record to the City Clerk as soon as possible following the last meeting of each calendar year, or no later than January 15.

Additionally, forward a copy of this record to the City Clerk **IMMEDIATELY** whenever it indicates that a member is not in compliance with Section 10A-134(e).

NAME OF PUBLIC BODY: Tucson-Pima County Bicycle Advisory Committee												
MEMBER'S NAME	DATE OF MEETING (2013)											
	J	F	M	A	M	J	J	A	S	O	N	D
Tory Syracuse - Mayor	A	A	P	P	A	A		A	A	A	A	A
Naomi McIsaac - Ward 1	P	P	P	P	A	P		P	P	A	P	P
Ian Johnson - Ward 2	P	P	P	P	P	P		P	P	P	P	P
Kylie Walzak - Ward 3	P	P	P	P	P	A		P	P	A	P	P
John Cousins - Ward 4	P	P	P	P	P	A		P	P	A	P	P
Ibrahim Guven - Ward 5	A	A	A	A	A							
Gloria Munoz - Ward 5						P		A	A	A	A	A
Sam Sanford - Ward 6								P	P	P	P	P
Beth Scott - Ward 6	A	P	P	P	P	P						
Bryan Blue DM	P	P										
Ed Yasencheck			P	A	P	P		P	P	A	P	P
David Bachman-Williams - PC	P	P	P	P	P	P		P	A	A	P	P
Brian Beck - PC	P	P	P	P	P	P		P	P	A	P	P
Ray Copenhaver - PC	P	P	P	P	P	P		A	P	P	P	A
Wayne Cullop - PC	P	P	P	P	P	A		A	P	P	P	A
Collin Forbes - PC	P	P	A	P	P	P		P	P	P	P	P
Martha Lemen - PC	A	A	A	A	A	A						
Allen Kulwin - PC						P		A	P	A	A	P
Tom Neiman - PC										P	P	
Tom Hausam										P	P	P
Jean Gorman - PC	P	A	A	A	A	A						
Eric Post - PC	P	P	P	P	P	P		A	P	P	P	P
Karilyn Roach - PC	P	A	A	A	A	A		A	A	A	A	A

Larry Robinson - PC	A	P	P	P	A	A		A	A	A	A	A
Glenn Pfeleiderer - Marana	P	P	A	P	P	P		P	P	A	P	P
Adam Wade - OV	P	P	P	P	A	P		A	A	P	P	A
Charles Franz - UA	A	A	P									
Glenn Grafton - UA					P	A		P	P	A	P	A
Tony Amos - Sahuarita	P	P	A	P	P	A		P	A	A	P	A



Chairperson

XXXXXXX

Date

Arizona Daily Star

City commission OK's 110 miles of neighborhood street repairs



9 HOURS AGO • BY [JOE FERGUSON](#)

A small, relatively unknown city commission has signed off on \$6 million in repairs over the next two years for neighborhood roads that would otherwise be unlikely to get fixed.

The directive approved by the city's Bond Oversight Commission gives the green light for the city to spend \$3 million a year on Tucson-area neighborhood streets and roads as part of the voter-approved Proposition 409.

Residential and industrial streets often get the short end of the stick when it comes to repair priorities, as planners give preference to main streets that have larger traffic volumes and faster speed limits.

The \$100 million bond program sets aside \$15 million — \$3 million a year — to fix residential streets.

City transportation officials, who pitched five scenarios on how to spend the millions of dollars, said the first two years of road repairs will fix roughly 110 lane miles of roads in Tucson neighborhoods.

The bad news, however, is the city needs hundreds of millions of dollars to bring all city streets up to a relatively good standard.

Steve Pageau, chairman of the Bond Oversight Commission, said the streets in his neighborhood are cracked and generally in poor shape.

They are not in the commission's two-year plan. Nor did they appear in preliminary five-year proposals from the city's staff.

Pageau said that despite some lobbying by friends and neighbors for their streets, politics largely stayed out of the process to decide which streets should be repaired.

"There was surprisingly little lobbying," Pageau said.

Bike advocates did win some concessions from the commission, which agreed to spend as much as \$300,000 in the next two years on critical bike routes.

East Third Street, a popular bike route, will likely see most of those repairs.

Pageau said the commission, which met for five months before weighing in on various staff proposals, was able to lobby the staff to include more bicycle- and pedestrian-friendly

repairs.

The final proposal, he said, probably wouldn't have been approved by the staff six months ago.

The \$6 million in road repairs will tackle streets in various conditions — from relatively good to relatively poor — although he conceded that some neighborhood streets were in such bad condition that they would cost too much to fix.

High-ranking Pima administrator seeks \$6M over bicycle-crash injuries

9 HOURS AGO • BY [JOE FERGUSON](#)

The second-most-powerful person in the Pima County administration has filed a claim against the county, asking for \$6 million in damages.

Martin Willett, the chief deputy county administrator, was seriously injured in June when the front wheel of his bike got stuck in a “drainage gap” on the Dodge Boulevard Bridge.

Willett, who was wearing a helmet and other safety gear, shattered a number of bones in his back, requiring nine surgeries over the last six months, the claim says.

Hundreds of pages detailing Willett’s medical procedures and subsequent bills, filed with the letter of claim, already total more than \$700,000.

His attorney, **Earl “Sam” Daniels**, said, given the extent of Willett’s permanent injuries, that his medical bills will continue to mount.

“In simple terms, he has shattered his spine at multiple levels. His surgical fusions are in the infancy of healing. Martin’s associated pain is constant, unrelenting and permanent,” wrote Daniels.

The claim, a precursor to a lawsuit, seeks to settle with the county for \$5 million for his injuries as well as \$1 million for the suffering of Willett’s wife.

Shortly after the accident, county officials closed the bridge to cyclists and work was performed to make the area safer for those traveling on two wheels.

County Administrator **Chuck Huckelberry**, who is close friends with Willett, said he has asked the head of the county’s risk management division, **Lauren Eib**, to appoint an outside consultant and attorney to look into the claim.

He said while the report will eventually come to his office for review, Huckelberry is distancing himself from the ongoing investigation.

The Board of Supervisors, he said, will eventually discuss the claim or subsequent lawsuit in executive session and make a decision on how to proceed.

Huckelberry said it is rare for the county to receive claims related to bicycle accidents, noting the county has been involved in a high-profile lawsuit only related to an accident during the Tour de Tucson.

A spokeswoman for Pima County Attorney **Barbara LaWall** had no comment on the claim, stating that the office has a policy not to comment on ongoing legal matters.

[New bike lane connects several schools and two Loop paths](#)

January 6, 2014 â€¢ Posted by: [Michael McKisson](#)



Pima County is finishing work on new six-foot bike lanes along Camino De La Tierra, which will serve several schools and provide connections between the Rillito River and CDO Wash.

Pima County's bicycle and pedestrian program manager Matt Zoll said the county is completing work on bike lanes from the north side of the Rillito River path to just north of Orange Grove Road. The new lanes will connect to existing shoulders that will take cyclists all the way to the CDO path.

The intersection at Camino De La Tierra and Orange Grove had to be widened to accommodate the bike lanes.

Cyclists Paul Steffen said by email that the lanes are a welcome addition.

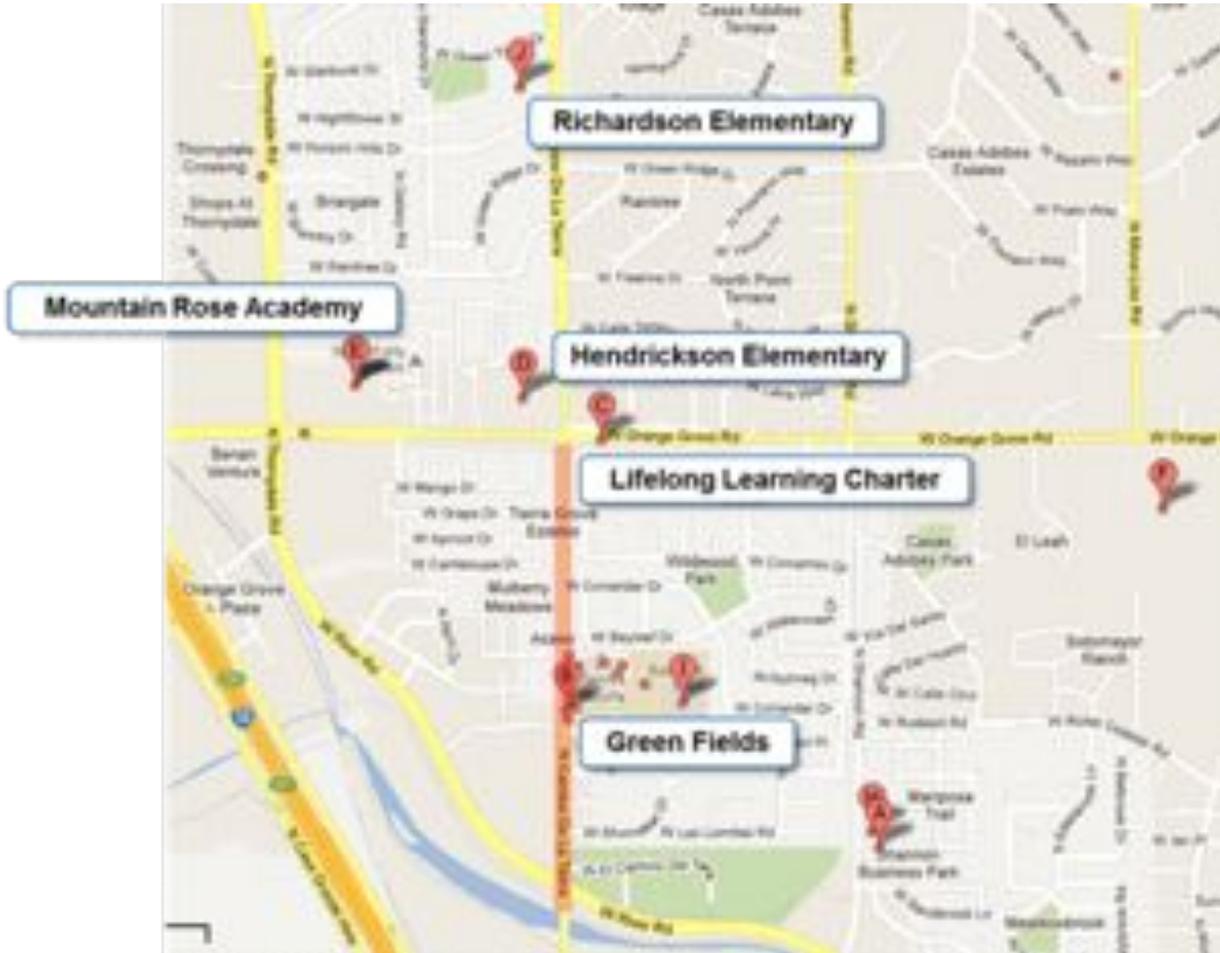
"This is such a great gift to the community because there are five schools within a few blocks to the path," Steffen wrote. "There are many families who bike on occasion to my daughter's school along the path and we all dread the short ride from the path up to school. There is a white ghost bike commemorating someone who was killed on that stretch within a block north of the path on the East side."

Zoll said the addition of the bike lanes up to the intersection cost about \$50,000 and the widening up the intersection would cost about \$150,000.

"The nice thing is, it is a new connection not only to the loop, but between the city and the county and

provides a connection between the two pathways," Zoll said. "Then we have three schools located along the route so that helps staff as well as some school folks getting to and from."

Check out a map of the schools within a few blocks of the new bike lanes that Paul Steffen put together:



Portions of Third Street and Treat Avenue to be repaved

January 28, 2014 € Posted by: [Michael McKisson](#)



A teeth chattering commute will be a thing of the past for thousands of cyclists who pass through sections of Third Street and Treat Avenue, which were selected to be repaved in the next year.

Third Street between Campbell and Tucson Boulevards and Treat Avenue between Speedway Boulevard and Grant Road both made the list of repaving projects as part of the city's road repair bond.

Voters approved a \$100 million street repair bond in 2012. \$85 million of that is going to arterial streets across the region. The remaining \$15 million for residential streets were picked by the commission.

The popular bike routes were among dozens of streets selected to be repaved in the coming year by a group of citizens appointed to a commission to determine how to best spend \$15 million in repaving funds earmarked for residential streets.

Tucson-Pima County Bicycle Advisory Committee chair Ian Johnson was selected to be on the citizen's commission. He suggested that popular bike routes be given more weight in the rankings because more people use them than the average residential street.

Tucson transportation director Daryl Cole said bike use was a topic the commission talked a lot about and he was pleased with the way they thought through the decisions they had to make.

"They looked at all the issues inside out and upside down." Cole said. "They asked the tough questions and

created a good process."

Cole said there is a massive amount of information that goes into deciding which streets should be repaved because extending the life of decent pavement can be more beneficial from a cost perspective than repaving streets that are already failing.

The transportation department spent several meetings educating the commission about road maintenance to help them understand what would provide "the most bang for the buck."

"I know more about asphalt than any non-traffic engineer should," Johnson said.

Cole said the commission assessed neighborhood streets to see which streets were priorities based on the road conditions and the cost-benefit of repairing them.

Then the commission looked at the five most heavily used neighborhood bike routes and and rated those separately.

They looked for any overlap to see where they could improve bike routes and hit the other residential streets that needed work around them.

It turned out that Third Street and Treat Avenue were in neighborhoods with other streets that the commission identified as priority streets.

Johnson said if there is extra money from lower than anticipated construction costs, the sections of Third Street and Treat Avenue slated for repaving will expand.

The \$100 million bond is not nearly enough money to fix Tucson streets, however.

"You could throw a dart at a map of Tucson and find a street that needs help," Johnson said. "We are in really terrible shape."

Cole said the city needs between \$750-800 million to bring up all the streets to an excellent quality, but is excited about what they are getting started with the \$100 million.

Cole said the city is going to spend more money on more costly treatments for the bike routes because the cheaper alternatives like chip sealing will not offer a smooth ride for bicyclists.

Additional residential streets will be identified for the following years of the bond, which calls for \$3 million to be spent on residential streets over five years.



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[Gaps abound in Portland's low-stress bikeway network](#)

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on January 15th, 2014 at 1:45 pm



Portland's network of existing and funded bikeways looks impressive; but what does it look like to cautious or inexperienced riders?

A map caught my eye at the monthly meeting of the PBOT Bicycle Advisory Committee last night. It was a prepared by PBOT bike coordinator Roger Geller and it showed all of Portland's existing and funded bikeways (as of this month). It included four categories of facilities: "Better lanes" (protected bike lanes like cycle tracks and buffered bike lanes), "lanes" (standard bike lanes), "greenways" (residential bike boulevards), and "off-street paths" (like the Esplanade and Springwater).

Some of you might recall that [I have a thing for bikeway network maps](#). We tend to focus so much on individual projects that I find it inspiring and informative to step back and see the network from a wider angle. These maps offer a quick way to assess things like network density, geographic equity, and connectivity.

Before I give our bike network a stress-test, let's review our current facility inventory. According to PBOT, here's the breakdown of our 368 miles of existing (331 miles) and funded but not yet built bikeways (37 miles) as of July 2013:

- Standard bike lanes: 180 miles (49% of total)
- Neighborhood greenways: 92 miles (25% of total)
- Off-street paths: 85 miles (23% of total)
- Protected bike lanes (a.k.a. "better lanes"): 11 miles (3% of total)

Seen on a map showing those four bikeway types, Portland's network is quite impressive. But something struck me last night: Much of our network relies on standard bike lanes, many of which aren't very pleasant to ride on. It's almost become an accepted fact in bike advocacy, planning and engineering circles that standard, 4-5 bike lanes are not the type of bikeways that encourage new riders to start bicycling. Not only do they put people just inches from motor vehicle operators, they are also often in door zones or filled with debris (see image at right).

To reach the City of Portland's bike usage goal of 25% of all trips by 2030, we must attract the legions of Portlanders who are too afraid to pedal alongside auto traffic with nothing more than a stripe of paint to protect them. Put another way, bike lanes are 1990s technology that do little to encourage cycling. They're certainly not conducive to the "low-stress" conditions PBOT is striving for and the fact that they comprise 49% of our network might have something to do with [our current plateau in ridership numbers](#). (And the fact that we're [falling behind in building protected bike lanes](#) doesn't help either.)

Back to the map from last night. So, if we agree that bike lanes aren't adequate for the elusive "8-80" demographic, what would our low-stress network look like?

I asked Geller to create a new map without the "Lanes" layer. The result confirmed my hunch: If you want to ride in a low-stress environment, it's nearly impossible to get from point A to point B. Gaps abound in Portlandia.

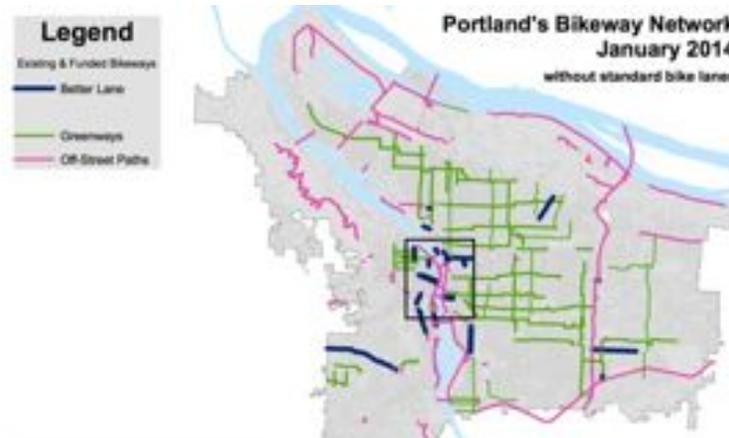
See for yourself. Here's the full network map again...



This bike lane on NW St. Helens Rd (Hwy 30) appears as a major connection on our bike network map; but for obvious reasons, only experienced riders dare to use it.

(Photo by J. Maus/BikePortland)

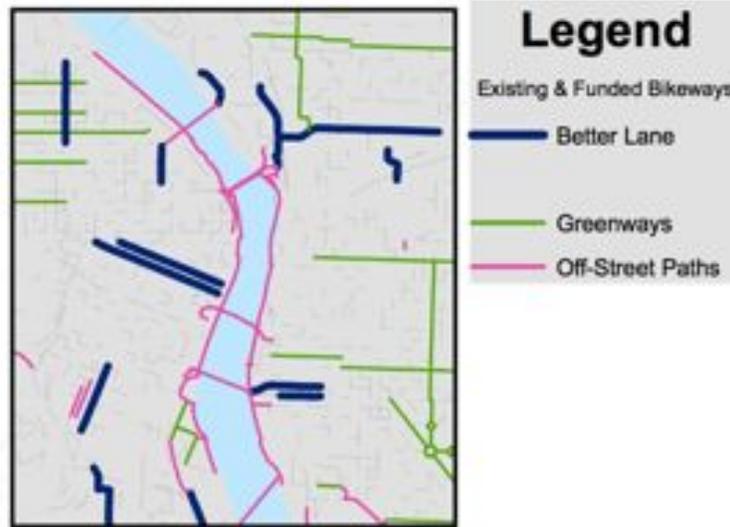
And here's the same map without the bike lanes showing (I've started calling it the "gap map")...



And here's an up-close view of the central city *with* bike lanes...



And without...



Seeing all these gaps in our low-stress network really helps explain why more Portlanders don't choose to ride bikes on a daily basis.

Another thing you notice when we remove bike lanes from the equation is how crucial our neighborhood greenway system is. PBOT's exemplary work on these cross-town, residential routes has created an important foundation for our network.

Now we need to build on that network. And we need to do it with more protected bike lanes that connect from neighborhoods to destinations. The good news is that PBOT is aware of this. They've already got \$6 million in the hopper for network of protected bike lanes downtown, and you can bet there will be some big protected bike lane projects prioritized in the upcoming transportation funding package.

One reason Portland has stagnated in ridership and bold bike projects recently is the political and public perception that our bike network is already world-class. It's not. Hopefully, Transportation Commissioner Novick, PBOT Director Leah Treat and other local leaders can start making the case that we have a long way to go and we need to more — and more connected — high-quality bikeways to get there.

— Reading this from outside of Portland? Give your bike network the low-stress test and see what it looks like.

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Posted on January 15th, 2014 at 1:45 pm. Filed under [Front Page](#), [Infrastructure](#) and tagged with . You can skip to the end and leave a response. Pinging is currently not allowed.

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medium-fat tyres January 15, 2014 at 1:52 pm

we are literally riding in the gutter... simple physics dictates that we ride among all debris cast aside by moving cars and natural debris collected in the bike lane by rainfall. avoid the log only to run over a broken bottle...

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Carl (BTA) January 15, 2014 at 1:53 pm

Brilliant. I have a pretty good mental map of those network holes but making this map is such an obvious way to illustrate them. Wish I'd thought to do it! Nice work.

This is also the best illustration I've seen yet of the need for a NE 7th / SE 9th neighborhood greenway.

PORTLAND'S NEW PROTECTED BIKE LANE HELPS SPUR A DEVELOPMENT BOOM

January 14, 2014

Michael Andersen, Green Lane Project staff writer



A new 657-apartment development adjacent to Multnomah Street's new protected bike lane will include 1,200 bike parking spaces, the largest in North America, and 328 auto parking spaces. Image: GBD Architects.

Over the last few months, the protected bike lane project on Portland's Multnomah Street has been quietly becoming more or less the transportation project of any city's dreams.

Perhaps surprisingly for the country's most bike-friendly large city, Portland hasn't been a national leader in creating protected bike lanes, adding just one such facility during their two-year stint with the Green Lane Project. (Another is on the way in 2014.)

But what a success this one project has been.

As recently as last May, it [seemed like a bizarre choice](http://bikeportland.org/2013/05/13/bike-score-ranks-lloyd-1-most-bikeable-portland-neighborhood-86659) (<http://bikeportland.org/2013/05/13/bike-score-ranks-lloyd-1-most-bikeable-portland-neighborhood-86659>) when WalkScore.com [tapped the office-buildings-and-parking lots Lloyd District](http://www.peopleforbikes.org/blog/entry/analytics-for-cities-why-bike-score-rankings-actually-matter) (<http://www.peopleforbikes.org/blog/entry/analytics-for-cities-why-bike-score-rankings-actually-matter>), home to the half-mile Multnomah Street

project, as the best neighborhood for biking in the country's bike-friendliest big city (<https://docs.google.com/a/portlandafout.org/spreadsheet/ccc?key=0AtsiMKIWupv0dF9KSm9INvdYUDVQdWg5TnFGNjFBVWc#gid=0>).

There was even a bit of local bike-culture folklore about the area's poor connectivity: "avoid the Lloyd," experienced Portland bikers have advised new riders for years.



The new protected bike lane along the parking garage of the Lloyd Center Mall, whose owners are weighing a huge remodel to face the redesigned street.

Seven months later, it's looking as if the Bike Score folks were on to something. Here's what's happened along Multnomah since the city converted two general travel lanes to parking- and post-protected bike lanes:

- Bike ridership on the new protected bike lanes jumped 15 percent in their first year. (<http://bikeportland.org/2013/10/14/bike-trips-up-15-on-ne-multnomah-after-installation-of-protected-bike-lane-95551>)
- The new owners of the city's largest shopping mall began planning a redesign to replace a 50-year-old parking garage with a new "grand entrance" to the mall (<http://bikeportland.org/2014/01/02/lloyd-center-mall-owners-weigh-remodel-to-face-multnomah-street-99223>) facing the redesigned Multnomah Street.
- The CEO of a major local landowner announced plans to redevelop 16 city blocks in the area (http://www.oregonlive.com/front-porch/index.ssf/2013/11/lloyd_district_development_has.html), something that would fulfil the 80-year-old vision of the district's creator to create a "second downtown" on Portland's east side.
- The same developer announced that its first phase, a 657-apartment project now in construction, will include the largest bike parking

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project in North America

(<http://bikeportland.org/2014/01/14/portland-project-will-have-1200-bike-parking-spaces-most-in-north-america-and-it-might-not-be-enough-99812>): a 1,200-space system that far exceeds the city code requirements for bike parking.

Did a pair of protected bike lanes singlehandedly create all these investments? Of course not. But everyone in the neighborhood, including the developers betting tens of millions on the neighborhood's future (<http://www.peopleforbikes.org/blog/entry/how-economic-growth-sold-portland-landlords-on-a-bikeway>), seems to agree that the key to maximizing the value of the Multnomah corridor is to create a pleasant environment for spending time on the street.

That's something something that Multnomah couldn't do when it was an underused four-lane automotive thoroughfare. But the protected bike lanes fixed that, improving local access while reducing auto speeds and buffering the sidewalks from moving traffic.



A rendering of Hassalo on Eighth, seen from 7th Street. Developers are planning a permanent bike parking valet on site that could serve both residents and shoppers.

"Being on the crossroads of the Streetcar and the MAX line, we have bike traffic traveling down 7th and bike traffic traveling down Multnomah, and putting in a pedestrian street" through the middle of the development, architect Kyle Andersen said in an interview with BikePortland about the new project, called Hassalo on Eighth (<http://www.gbdarchitects.com/portfolio-item/lloyd-blocks-2/>). "You can imagine bikes riding down that and people walking. It's just a hub of activity."

That was exactly the city's goal, Portland Bureau of Transportation spokesman Dylan Rivera said in an interview Tuesday.

"We think making complete streets that make it safe for people to bike, walk or take transit enables this sort of development to occur," Rivera said. "And will hopefully promote more of this sort of development in the future."

[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.

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Four Reasons Protected Bike Lanes Mean Business

By *Mary Lauran Hall* on January 15, 2014



It's easy to see that we're living in a changing country.

The economy is slowly bouncing back after the biggest slowdown since the Great Depression. For the first time in two generations, Americans are moving to cities in record numbers. And during all this, more and more people are expressing a preference for living in places where bicycling is easy and comfortable.

City leaders and business leaders alike are taking note. And, in responding to these trends, they have discovered an unexpected tool to create opportunities in growing downtown economies: the protected bike lane.

In a **new report** from **PeopleForBikes** and the Alliance for Biking & Walking, 15 entrepreneurs and business leaders from major U.S. cities explain how protected bike lanes — on-street lanes that are physically separated from automobile traffic by curbs, planters, parked cars or posts — has meant big benefits for their companies.

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1. Americans — especially young people — are driving less and biking more.

A SHIFT TO CAR-LITE LIFE

The average young person is driving less and biking and taking transit more. ⁴



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Employers say their headhunters get a competitive edge by locating in areas with great biking networks, so savvy companies are locating near protected bike lanes to attract and keep Millennials and Gen X-ers. [Learn more.](#)

2. Americans are flocking to urban areas, congesting city streets and creating market demand for solutions that increase street flow without adding gridlock.

\$510

For every quarter mile nearer to an off-street bicycle trail, the median home value in Minneapolis-St. Paul increases by \$510. ¹



The demand for great bike networks is nicely illustrated in the housing markets near protected bike lanes. Studies show that homes near bicycle infrastructure appreciate in value more than equivalent houses away from bike lanes. [Learn more.](#)

3. With health care costs at an all-time high, companies are scrambling to get more employees exercising regularly.

BETTER SAFETY, MORE BIKING

Physical fitness improves work. ¹¹ People who ride their bike regularly benefit in many different ways.



Newsflash: healthcare is expensive. Companies benefit when more employees find it pleasant to bike to the office, because workers who exercise regularly are less expensive to insure. [Learn more.](#)

4. In shopping districts, the most valuable customers are those who stop by often.

BIKE SHOPPING: SMALLER TRIPS, MORE VISITS

People who arrive to a business on bike spend less per visit but visit more often, resulting in more money spent overall per month. ¹²

In Portland, OR, people who traveled to a shopping area by bike spent 24% more per month than those who traveled by car.

Studies found similar trends in Toronto and three cities in New Zealand.



People who shop by bike tend to buy less in a single visit, but stop by more often. When space is at a high premium, these regulars make for great customers. [Learn more.](#)

IT'S TIME TO STOP BUILDING BLACK DIAMOND BIKE LANES

January 06, 2014

Martha Roskowski, Green Lane Project director

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Photo: [Andrew Catellier \(http://www.flickr.com/photos/whltexbread/3345415107/sizes/z/in/photostream/\)](http://www.flickr.com/photos/whltexbread/3345415107/sizes/z/in/photostream/).

Imagine if every ski trail at Vail was a black diamond advanced run. Gone would be the easy runs marked with green circles and the intermediate blue square runs.

Expert skiers would rejoice. Every trip down the mountain would be an adrenaline-charged workout -- unfettered by kids, beginners or out-of-shape vacationers from the flatlands.

The only problem is that Vail Resorts would probably go out of business, because as only about 20% of skiers are skilled enough to navigate advanced runs. Instead of hosting more than 1.6 million visitors a year, they'd attract one skier in five. It would be a terrible business decision and the smart people at Vail Resorts would never consider it.



Photo: [Brian Wilson \(http://www.ski-epic.com/2007_mini_ski_epic/index_2.html\)](http://www.ski-epic.com/2007_mini_ski_epic/index_2.html).

In most U.S. cities, riding a bicycle is a black diamond adventure. A combination of skill, daring and training is necessary to feel comfortable riding in traffic on big busy streets.

Of course, not all city riding is challenging. There are a lot of greens and blues in the system, including quiet neighborhood streets, greenway paths and rail-trails. But they often don't connect, and that's a problem.

Let's go back to the top of a ski hill for a moment. Imagine you could start out on your choice of easy greens and intermediate blues -- but then halfway down the mountain, every run dumped you into a section of steep and bumpy expert terrain. Once you reached the bottom, you'd likely opt for hot chocolate at the lodge and look for a different vacation spot.

The same holds with biking. A potential journey is judged by the most challenging section of the route. Riding a bike down a quiet neighborhood street is easy and fun, but if you have to cross a busy road without a safe intersection, or you have to ride in heavy traffic before you get to a greenway path, it's not a green circle experience and less-confident riders are not going to do it more than once.



Photo: [John Luton \(http://www.flickr.com/photos/61906357@N00/301124711/\)](http://www.flickr.com/photos/61906357@N00/301124711/).

Most people don't have green or blue routes from their front door to work, play, shopping or school. And even the best efforts of cities haven't solved the problem. For years, cities have been adding conventional bike lanes on their big busy streets – it's what the engineering manuals say to do. But for a lot of people, a single stripe of white paint and some bike symbols isn't enough to change the street into a comfortable place. It's still a white-knuckle ride.

Cities are realizing that making it easier to ride a bike is a smart business decision. Today's cities are working to become more vibrant, sustainable places that attract employers, move people efficiently and serve the growing desire for bikeable and walkable places. One of their key tactics is to beef up the bike lanes on busy streets, adding physical separation between the bike lanes and moving traffic. New protected lanes (often painted green) are coaxing more people out on bikes, with numbers [doubling on Dearborn Ave in Chicago \(http://www.peopleforbikes.org/blog/entry/bike-spike-more-proof-that-riders-prefer-protected-lanes\)](http://www.peopleforbikes.org/blog/entry/bike-spike-more-proof-that-riders-prefer-protected-lanes) and [tripling on 15th Street NW in Washington, DC \(http://dc.gov/DC/DDOT/Publication%20Files/0n%20Your%20Street/Bicycles%20and%20Pedestrians/Bicycles/Bike%20Lanes/DDOT_BicycleFacilityEvaluation_ExecSummary\)](http://dc.gov/DC/DDOT/Publication%20Files/0n%20Your%20Street/Bicycles%20and%20Pedestrians/Bicycles/Bike%20Lanes/DDOT_BicycleFacilityEvaluation_ExecSummary).



15th Street NW in Washington, DC.

Most people won't ever be black diamond skiers and they won't become black diamond bikers. While technique can be honed through training and experience, nerves of steel and quick reflexes aren't easily taught.

The expert bikers don't necessarily welcome beginners, kids and out-of-shape visitors intruding on their terrain. Some even oppose proposals for protected bike lanes, saying "I'm a cyclist, and I don't want these." When cities understand that these highly skilled riders make up about 1 percent of the population, it helps them move projects forward that serve a much broader range of people.

The experts, meanwhile, can take solace that plenty of city streets will offer black diamond biking for years to come.

[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.

[See all Green Lanes blog entries \(/blog/category/green-lanes\)](/blog/category/green-lanes)



City of Tucson Department of Transportation
Informational Open House
Wednesday, February 26, 2014

Ward 5 Council Member Richard G. Fimbres and the City of Tucson Department of Transportation (TDOT), invite you to an informational Open House with TDOT staff.

Quincie Douglas Neighborhood Center
1575 E. 36th Street (36th St., West of Kino Pkwy.)
5:30 - 7:00 p.m.
5:45 – Brief Presentation

Join City of Tucson Transportation Department staff to learn about proposed striping changes to two road segments in the area:

- 36th Street between Campbell and Country Club
- Park Avenue between Irvington and Valencia

With the ongoing Pavement Preservation Program, the Department of Transportation has an opportunity to improve traffic safety through the re-striping of roadways. There will be an informational presentation and staff will be available to answer any questions.

For accommodations, materials in accessible formats, foreign language interpreters, and/or materials in a language other than English, please contact Michael Graham at (520) 837-6686 or (520) 791-2639 for TDD at least 5 business days in advance of this scheduled event.



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www.PimaProsper.com
201 N. Stone Avenue
Tucson, AZ 85701
(520) 724-9000

FOR IMMEDIATE RELEASE

Jan. 6, 2014

Contact: Arlan Colton
Planning Director, Development Services
520-724-6791
Arlan.Colton@pima.gov

Weigh in on new Pima Prospers Comprehensive Plan update topics

Pima County thanks the hundreds of residents of all ages who have attended community meetings or contributed to the online conversation about [Pima Prospers](http://www.PimaProsper.com), the 10-year update of the County's Comprehensive Plan. It's great to hear from you.

We got more than 500 ideas from you at Tucson Meet Yourself in October, held 11 community meetings around Pima County since then, and will be working on the update through 2014.

Today, we're unveiling six new topics that we hope will inspire you to join our online conversation at www.PimaProsper.com. If you haven't done so yet, click on the "Sign up to participate" button. Your participation through March earns you points toward such rewards as tickets to the Arizona-Sonora Desert Museum, the Pima Air & Space Museum, Old Tucson, and an FC Tucson soccer match.

- Let's talk about **transportation**. What's the best way to get around the region? How do you get around? How can Pima County encourage more walking, biking and transit?
- 20-somethings, you're critical to Pima County's future. **What would keep you here?** If you're 20-plus-plus..., what do you think would make Pima County more attractive to the younger generation?
- What does being a **pet friendly community** mean to you? What should Pima County do to improve the quality of life for our companion animals?
- Name three ways our community can better support **our aging population**.
- What is the single most important thing Pima County could do to support **your family's health**?
- How do we keep **housing** safe, decent and affordable for all? What do you think stands in the way of creating more types of affordable housing?

Just in case you're thinking of something that doesn't fit one of these topics, we're still asking: **What's your big idea for building a better, brighter future for Pima County?**

More than 1,000 people have visited the site since it launched in October. Most of the participants are in ZIP codes 85641, 85716 and 85719. Most are over 45. We hope to hear from more of you. All ages. All over Pima County.

We will use your input to draft the plan update. Watch for open houses later this spring to give us feedback on the draft.

Together, we can make sure Pima prospers.



FOR IMMEDIATE RELEASE

Jan. 8, 2014

Contact: Suzanne Shields
Director, Pima County Regional Flood Control District
520-724-4681
Suzanne.Shields@pima.gov

Pima County, Flood Control District to maintain The Loop under agreement with City of Tucson

Pima County and Pima County [Regional Flood Control District](#) will maintain segments of [The Loop](#) and flood control facilities within Tucson city limits under an agreement with the City of Tucson that the Pima County Board of Supervisors approved Tuesday.

According to the agreement, “the City grants to the County and District easements to provide maintenance for river park improvements and flood control on the lands owned or controlled by the City.”

The result will be a more consistent, standardized level of development and maintenance of The Loop and more efficient management of flood control infrastructure for the protection of public safety and property.

The City will continue to own its property. The County and Regional Flood Control District (RFCD) will maintain the river park and flood control facilities at their own expense.

The County already maintains segments of The Loop within Tucson city limits including:

- The north and south banks of the Rillito River from the Santa Cruz River to Craycroft Road.
- Julian Wash Greenway from the Santa Cruz River to Rita Road.
- Harrison Greenway from Pantano Wash at Sellarole Road to the Julian Wash.
- Portions of the west and east banks of the Santa Cruz River.

The intergovernmental agreement gives the County and RFCD responsibility for maintenance of The Loop and all flood control infrastructure:

- Along the Santa Cruz River from the Rillito River to Valencia Road excluding:
 - o The Garden of Gethsemane at 670 W. Congress Ave. and Bonita Park at 660 W. Alameda St.
 - o The Plaza at 1 North Freeway, which is owned by the state of Arizona.
- Along Pantano Wash from Craycroft Road to Harrison Road excluding:
 - o Fort Lowell Park
 - o Stefan Gollob Park
 - o Michael Perry Park

The County and RFCD will be responsible for routine and annual maintenance of asphalt and decomposed granite pathways, sediment removal, weed and erosion control, litter and graffiti control, landscaping and irrigation, in addition to flood damage repairs and maintenance of bank protection.

The City will maintain street bridges, comfort stations, playgrounds and other recreation facilities on its property adjacent to The Loop. It will also maintain the Santa Cruz River and river park between Irvington and Drexel roads until improvements approved by the County and RFCD are made.

Pima County has been developing The Loop around metro Tucson with links to Marana, Oro Valley, and South Tucson for residents and visitors on foot, bikes, skates, and horses.

When completed, The Loop will total 131 miles and connect the Rillito, Santa Cruz, and Pantano River Parks with the Julian Wash and Harrison Greenways. The Loop connects to parks, trails, bus and bike routes, workplaces, schools, libraries, restaurants, hotels and motels, shopping areas, and sports and entertainment venues.

Visit [The Loop online](#) for more information and the latest maps and news about The Loop.



FOR IMMEDIATE RELEASE

Jan. 21, 2014

Contact: Andy Dinauer
Division Manager, Regional Flood Control District
520-724-4687
Andy.Dinauer@pima.gov

Loop improvements north of the Rillito from La Cholla to Campbell may cause temporary path closures

Beginning this week, Pima County will be undertaking a river park improvement project on the north bank of the Rillito River from La Cholla Boulevard to Campbell Avenue. This 4.5 mile section of river park is the oldest and most highly used section of The Loop.

This improvement project will include widening and resurfacing of the existing asphalt path, geometric improvements to the path alignment, handrail modifications, path restriping, shoulder grading and vegetation maintenance/augmentation.

During this two-month improvement project, path users can expect to encounter occasional complete path closures in areas with active construction activities. This will be a very dynamic and fast-moving construction project so closure locations along the river park may vary throughout the course of each day.

Path users should exercise caution along this segment of The Loop and adhere to any advisory, detour or construction signing. Your patience during this project is very much appreciated.

Pima County has been developing The Loop around metro Tucson with links to Marana, Oro Valley, and South Tucson for residents and visitors on foot, bikes, skates, and horses. When completed, The Loop will total 131 miles and connect the Rillito, Santa Cruz, and Pantano River Parks with the Julian Wash and Harrison Greenways.

Visit [The Loop online](#) for more information and for the latest maps and news about The Loop.



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!

Want More Shade Trees on Tucson's Bike Routes?

The City of Tucson Bicycle & Pedestrian Program is partnering with Watershed Management Group to pilot a program intended to create beautiful and sustainable biking and walking routes!

Have you noticed shady trees and other plant life along some of Tucson's streets? What about the openings in the curb (called curb cuts) that allow water to flow from the street into specially-created basins? These features and others are known as green infrastructure improvements, and we are working on increasing green infrastructure on our popular residential bike routes.

Watershed Management Group and the City of Tucson are working together on a pilot project to place more trees along Treat Avenue between Broadway Avenue and Aviation Parkway. This pilot project will be a model for capturing rain water and getting more shade on our popular residential biking and walking streets.

According to Watershed Management Group, green infrastructure utilizes stormwater as a resource to grow trees, shrubs, and flowers that cool streets, beautify neighborhoods, improve wildlife habitat, and increase property values. You can see great examples of green infrastructure in the Dunbar Springs Neighborhood and along Scott Avenue between Broadway and 14th Street.

Get involved!

If you want to learn more about green infrastructure and learn how to start a green infrastructure project in your neighborhood, consider attending Watershed Management Group's interactive Green Infrastructure Walking Tour and Info Session. [Click here to register.](#)

What: Green Infrastructure Walking Tour and Info Session

When: Wednesday, January 22; from 4:30 to 6:00

Where: Meet at the corner of South Treat Ave & E 18th St at Robison Elementary (2745 E 18th St).

If you live or own a business on Treat Avenue between Broadway Boulevard and Aviation Parkway, you can apply to have your site considered for a green infrastructure retrofit. [Download the application here.](#) Applications are due by January 31st.

You can contact Kieran Sikdar at ksikdar@watershedmg.org or 520-396-3266 x3 for more information about the walking tour or the retrofit application.

City of Tucson Sees Local Support for Protected Bike Lanes and Applies to be a Green Lane Project Focus City

Protected bike lanes physically separate bicycles from motorized traffic using planters, parked cars, concrete or plastic barriers, and other innovative materials. Installing protected bike lanes encourages individuals and families who are not comfortable riding alongside traffic to bike more often.

Research shows that a lot of people – motorists, pedestrians, and cyclists – like protected bike lanes because they create order and predictability on the street. Businesses along streets with protected bike lanes also tend to do well because bicyclists and bike lanes make the area more vibrant and attractive.

The City of Tucson is planning to install up to four protected bike lanes by the end of 2015. One of these protected bike lanes is planned for a span of Church Avenue between Cushing Street and St. Mary's Road/6th Street. Another protected bike lane planned for St. Mary's Road between I-10 and Cushing Street will help individuals and families living west of the Interstate bike to downtown and other popular destinations.

In order to receive technical and financial support for protected bike lanes in Tucson, the Bicycle and Pedestrian Program is applying to be a Green Lane Project Focus City. The Green Lane Project is run by the non-profit People for Bikes, who chose six original Focus Cities in 2012. These original six Focus Cities saw tremendous progress in protected bike lane construction and increased ridership, despite local and national challenges. If Tucson is chosen as a Focus City, we hope to see similar results.

The Bicycle and Pedestrian Program wants to publicly thank Mayor Jonathan Rothschild, the Downtown Tucson Partnership, Living Streets Alliance, The Gadsden Company, Pima Association of Governments and the Bicycle Advisory Committee for writing letters of support for our Green Lane Project application.

#Tucson on 2's Bus Stop Shelter Ads Remind Tucsonans to Look Twice

Tucson's newest bicyclist and pedestrian safety campaign, Tucson on 2, now has over a dozen bus stop shelter advertisements around Tucson reminding everyone to look twice for bicyclists and pedestrians.

The Tucson on 2 campaign is a collaboration of the City of Tucson, Allstate Insurance, and the Living Streets Alliance. The Tucson on 2 campaign is the first step on a journey toward zero pedestrian and cyclist deaths and a safer, more live-able and walk-able city. The Tucson on 2 Campaign will also include education in the schools, public service announcements, reflective gear giveaways and more!

Tucson Department of Transportation Honors Jean and Jim Gorman in Bike Church Sanctuary Appreciation Ceremony

Join us for an appreciation ceremony at Tucson's Bike Church on Friday, January 24 at 12:30 p.m. This ceremony will honor Jean and Jim Gorman's tireless efforts to enhance the Bike Church and improve cycling safety for all Tucsonans. Jean's and Jim's son, Brad Gorman, was killed by a motorist while biking in September 1999. The ceremony will be on what would have been Brad's 55th birthday.

Some of the Gormans' most recent work includes selling engraved personalized brick pavers and installing the pavers at the Bike Church with the assistance of local contractors. The proceeds from the bricks go directly to the B.R.A.D. Fund, which is dedicated to extending bike

lanes, educating both cyclists and motorists of their rights on the road, and teaching people of all ages how to share highways and roads as equals.

Ward 1 Councilmember Regina Romero will present the letter of appreciation to the Gormans. Councilmember Romero and her staff, as well as TDOT staff and local community members, have worked to beautify the Bike Church surroundings with landscaping and benches.

The Bike Church was designed and produced in 2009 by artists Joe O'Connell and Blessing Hancock and eight youth assistants as part of a summer youth art program.

What: Bike Church Sanctuary Appreciation Ceremony

When: Friday, January 24 at 12:30 p.m.

Where: The Bike Church (the southwest corner of West Davis Street and North Main Avenue)
Bicycle and Pedestrian Program Survey

Don't forget to take our survey. We want to hear from you!

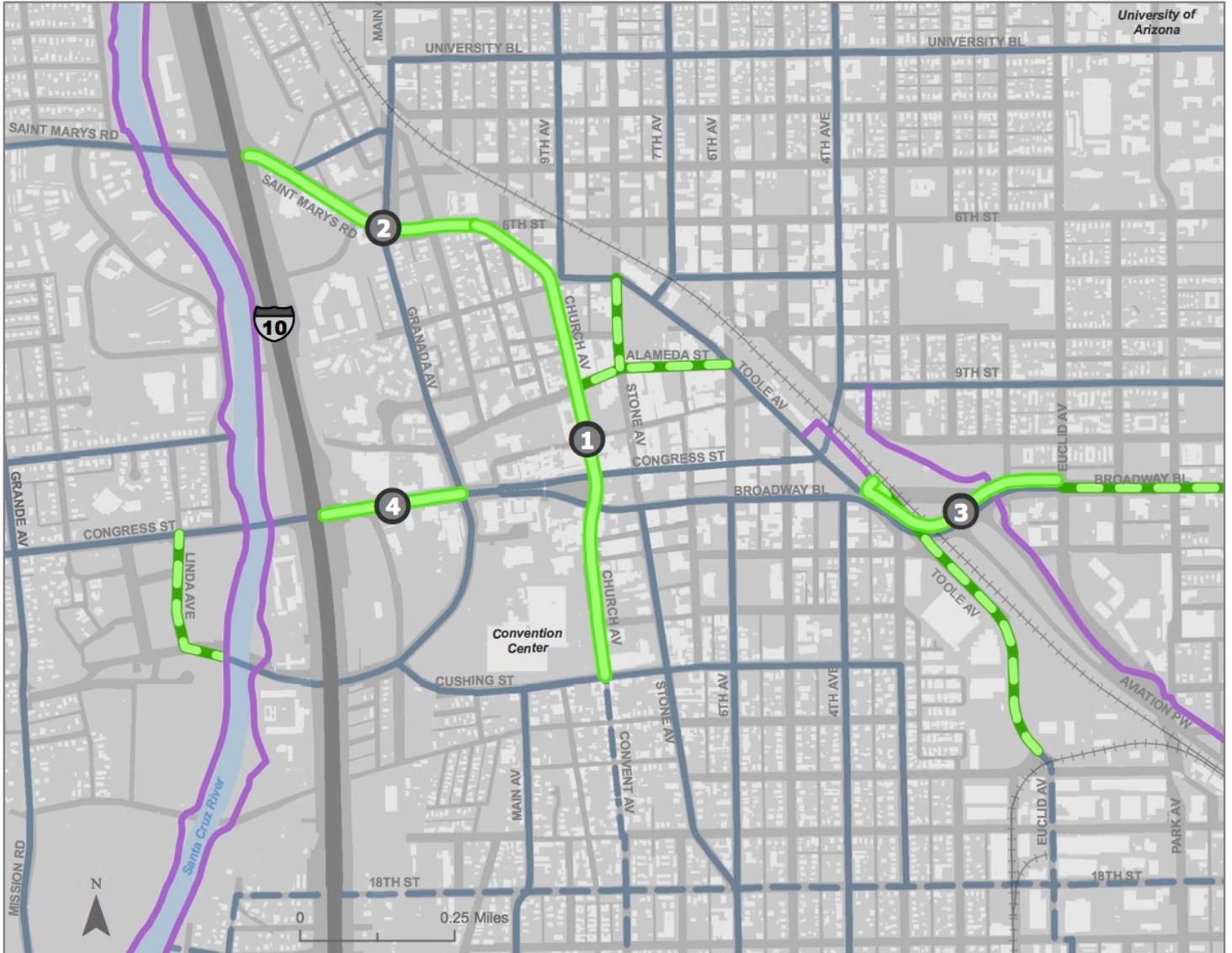
Coming Soon:

- The Bike and Pedestrian Program website is undergoing major renovation.

Check back soon for a more beautiful and user-friendly site!

- Cyclovia Tucson is happening in a few months! Stay tuned for opportunities to get involved!

City of Tucson Protected Green Lane Projects



1 Church Ave (St. Mary's to Cushing)

Church is a top priority of the bike community. Despite it lacking any type of bike facility there is already high bike usage because it connects neighborhoods to many key destinations including government offices, the County Courthouse, the flagship Tucson YMCA, the main library, a commercial plaza, art museums and the Tucson Convention Center. There is a design to implement a road diet to this road and install protected bike lanes.

2 Saint Mary's (I-10 to Church)

This roadway expansion project will be finished this month and includes the installation of 6-foot wide bike lanes with a two-foot buffer. However, there is interest in adding a physical barrier to make it a truly low-stress facility. In a future phase of the roadway expansion, this proposed Cycle Track segment will connect to a shared-use path in downtown.

3 Broadway Blvd (Euclid to Jim Glock Bypass)

Broadway is a main eastern gateway into downtown and the current roadway design results in high speeds making bicycling uncomfortable for all but the very confident riders. There is funding and a conceptual design to install a two-way cycle track leading in/out of downtown on this corridor. This project is funded through federal Highway Safety Improvement Program funding.

4 Congress St (I-10 to Granada)

While this is a very short segment, it currently lacks bike facilities and therefore is a major gap that makes biking from the neighborhoods west of the freeway extremely challenging and scary. Installing a protected lane here would provide a key linkage in the Tucson bikeway network.

Existing Off-Street Pathways



Additional Protected Bike Lane Projects



Existing Bike Lanes or Shared Traffic Bikeways



Planned Bike Lanes or Shared Traffic Bikeways

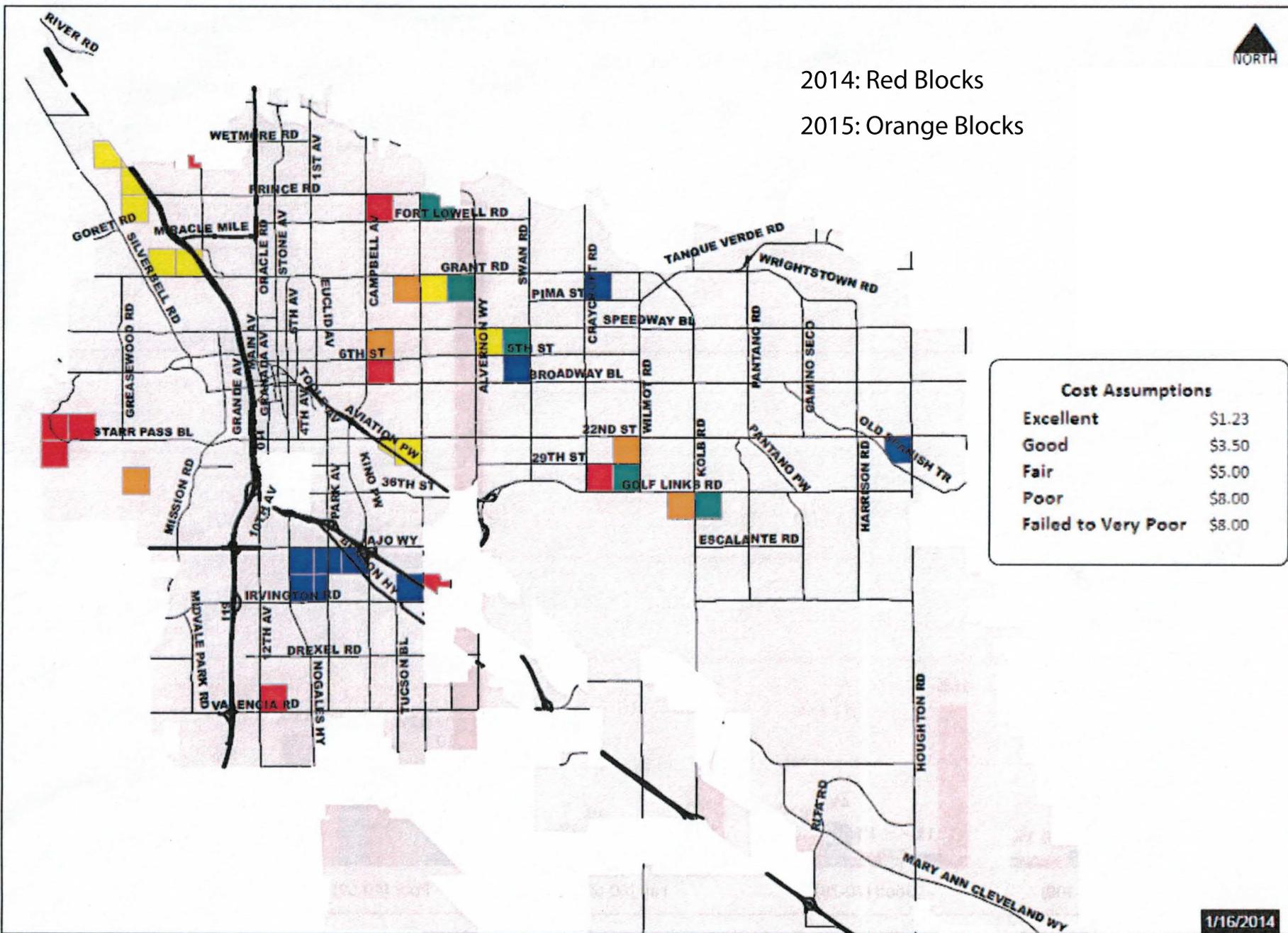


Pavement Preservation Residential Paving Map



2014: Red Blocks

2015: Orange Blocks



To our bike advocate friends,

We want to express to our appreciation for your continued overall advocacies, and particularly for your support of the SCVBAC in continuing to make improvements in bicycling safety and enjoyment in our Green Valley/Sahuarita region. Our past year highlights and this year's objectives are listed below:

SCVBAC 2013 HIGHLIGHTS

1. ADOT SECURED FUNDING FOR THE I-19 EFR PAVED SHOULDER GAP
2. FITNESS LOOP TRAIL FOR WALKING, RUNNING & MTN BIKING BEING CONSTRUCTED AT CANOA PRESERVE PARK
3. PROPOSED TRAIL LINK TO ANZA TRAIL FROM CANOA PRESERVE PARK MARKED FOR CONSTRUCTION
4. TRAIL LINK TO ANZA TRAIL FROM HISTORIC CANOA RANCH DEFINED
5. "THE LOOP" TRAILHEAD AT JULIAN WASH DEDICATED TO ROY SCHOONOVER
6. ANZA TRAIL ALIGNMENT THRU GREEN VALLEY/SAHUARITA CONTINUING TO BE WORKED
7. RIDE OF SILENCE – HELD 8TH ANNUAL RIDE
8. I-19 WFR SIGNS INSTALLED FOR BIKE SAFETY AND MOTORIST AWARENESS
9. CONTINUED COORDINATION, PLANNING, AND ADVOCACIES WITH:
 - a. PCDOT, SAHUARITA, ADOT, PAG, GREEN VALLEY COUNCIL
 - b. TUCSON-PIMA COUNTY BAC, COALITION OF AZ BICYCLISTS
 - c. PC SHERIFF OFFICE & SHERIFF AUXILLARY VOLUNTEERS (SAV)

SCVBAC 2014 OBJECTIVES

1. BIKE LANES & TRAILS PROJECTS
 - a. CONSTRUCTION OF ESPERANZA BIKE/CART LANES (ABREGO-LA CANADA)
 - b. CONSTRUCTION OF BIKE LANES/PAVED SHOULDERS IN I-19 EFR SHOULDER GAP
 - c. REPAVE & RESTRIPE ESPERANZA (LA CANADA – DESERT BELL)
 - d. CONSTRUCTION OF ANZA TRAIL NORTH FROM ABREGO TRAILHEAD TO SAHUARITA RD
 - e. COMPLETE CONSTRUCTION OF SAHUARITA RD (LA VILLITA – NOGALES HWY)
 - f. COMPLETE CONSTRUCTION OF THE FITNESS LOOP
 - g. CONSTRUCT THE TRAIL LINK FROM CANOA PRESERVE PARK TO THE ANZA TRAIL
2. ADVOCACIES
 - a. PIMA MINE RD BIKE LANE GAP
 - b. LA VILLITA SHARED LANE MARKINGS
 - c. ANZA TRAIL CONNECT TO TUCSON LOOP
 - d. REPAVE CAMINO DEL SOL (ENCANTO – ESTELAR)
 - e. DUVAL MINE RD BIKE LANES (LA CANADA – RIO ALTAR)
 - f. BIKE SAFETY IMPROVEMENTS FOR CAMINO DE LA CANOA
 - g. IMPROVED ACCESS TO WEST DESERT TRAILS FROM CONTINENTAL
3. EDUCATION
 - a. BIKE SAFETY CLASSES HELD IN GREEN VALLEY AND/OR SAHUARITA
4. CONTINUED COORDINATION – SAME AS 2013

With your support we have now completed 10 years of bicycle advocacy, and we are proud of our accomplishments listed on our website, <http://scvbac.org/plan.html>. Since safety improvements will be continually needed, our updated Master Plan is also listed on the website.

Thanks for your continued support,
Bill Adamson, Co-Chair
SCVBAC
www.scvbac.org



**“Bike Commuter of the Year”,
“Bicycling Advocate of the Year”, and “Bicycle Friendly Business” Awards**

The Tucson-Pima County Bicycle Advisory Committee is seeking nominations for its fifth annual Bicycling Advocate of the Year and Bicycle Commuter of the Year awards. These awards will be presented at the kick off celebration of Pedal the Pueblo (formerly “Bike to Work Week”) in April 2014.

The Bicycling Advocate of the Year award will be presented to an individual, organization or agency that has worked diligently and effectively over the past year (or years) to promote bicycling as a means of transportation and/or recreation in Eastern Pima County.

The Bicycle Commuter of the Year award will be presented to an individual who resides in Eastern Pima County whose determination and dedication to using the bicycle as a means of transportation serves as a role model and inspiration for others in the community.

The Bicycle Friendly Business of the Year award will be presented to a business or organization based in Eastern Pima County that has made extraordinary efforts to make their business more friendly for those customers arriving by bicycle, or has made special efforts to make bicycle commuting easier and more attractive for their employees.

Nominations for these awards can be sent to T-PCBAC Chair Ian Johnson at ianjohn27@gmail.com. **Please include a couple of paragraphs in support of your nomination, along with your contact and your nominees’ information in case more information is needed.** The deadline for nominations is Wednesday, February 26, 2013.

The T-PCBAC Executive Subcommittee will determine the honorees and will work with TDOT Bicycle and Pedestrian Program Manager Ann Chanecka to create a suitable award and presentation ceremony.

Sincerely,
Ian Johnson
Chair, Tucson-Pima County Bicycle Advisory Committee