



August 2014
TPCBAC Packet Guide

*We have discontinued the printing and mailing of paper packets.
At the request of the city clerk, we are no longer including the TPCBAC roster in our packets.*

1. BAC August 2014 Agenda
2. Draft TPCBAC June 2014 Minutes
3. Member Roster
4. Letters TO the BAC
 - a. TDOT Response to 6th Street Road Diet request
 - b. UA Response to 6th Street Road Diet request
5. Letters FROM the BAC
 - a. Letter approved at June meeting regarding 6th Street Road Diet
6. Attachments related to Agenda Items
 - a. BAC Draft Recommendations for Moore Road
 - b. BAC Draft Bikes belong on the Streetcar Route
 - c. Church Avenue Summary
 - d. "Video: Is this a bait bike?"
<http://bicycletimesmag.com/video-is-this-a-bait-bike/>
7. Consent Agenda Items
 - a. Letter to TPD requesting continued warnings for streetcar-related bicycle infractions during first month of school
 - b. Letter to MADD regarding Kris Chambers incident
8. Press Releases and other Jurisdictional Communications
 - a. Open letter to cyclists using The Loop from Pima County
9. Articles of Interest:
 - a. [Watch out bike-friendly cities, Steve Clark is coming for you](#)
 - b. Tucson's current LAB Ranking sheet
 - c. "How Cyclists On Telegraph Mean Business: Oakland is working to make a major thoroughfare in the city more bike-friendly — and if the redesign is successful, local merchants will benefit."
 - d. "No Excuse" (for bad bike infrastructure) - AZ Bike Law
 - e. Bike SD Guest Post: "Guest Post: Notes from a new Long Beach resident, Michael Sullivan"
<http://bikesd.org/2014/06/guest-post-notes-from-a-new-long-beach-resident-michael-sullivan/>

- f. Arizona Daily Star: "Study: Young adults drive less; state must adapt"
http://tucson.com/news/local/column/study-young-adults-drive-less-state-must-adapt/article_04f9de6d-98ac-50df-8b10-401416838b96.html
- g. Smithsonian.com: "These Nice, Safe Bike Lanes Will Make You Want to Jump on a Bike: Protected intersections already exist in the Netherlands. Could they ever come to the States?"
<http://www.smithsonianmag.com/smart-news/if-your-city-had-bike-lanes-these-would-you-ride-more-1-180951812/>
- h. [medium.com](https://medium.com/p/9316abbd5735): "Why Bikes Make Smart People Say Dumb Things: An NPR journalist's fumbled tweet exposes a hole in the debate about urban cycling"
<https://medium.com/p/9316abbd5735>
- i. Streetsblog USA: "Contraflow Bike Lanes Finally Get Nod From U.S. Engineering Establishment"
<http://usa.streetsblog.org/2014/07/18/contraflow-bike-lanes-finally-get-nod-from-u-s-engineering-establishment/>



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, August 13, 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 June 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. Bait Bike Programs as Theft Deterrents	10 min.
5. Moore Road Safety Concerns	10 min.
6. PAG's 2045 RTP Update	10 min.
7. Post-Launch Streetcar Updates: Bike/Streetcar Interactions	10 min.
8. Pedestrian Advisory Committee: Introductions	10 min.
9. Church Avenue Right-sizing and Improvements	10 min.

10. BAC Appointments to Bike Share Evaluation Committee and Broadway Citizen's Task Force **2 min.**

11. BAC Election for Parliamentarian **2 min.**
Candidate: Robin Steinberg

12. Consent Agenda **2 min.**

- a. Letter to TPD requesting continued warnings for streetcar-related bicycle infractions during first month of school
- b. Letter to MADD regarding Kris Chambers incident

13. Staff Reports **10 min.**

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

14. Subcommittee Reports **10 min.**

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

15. Announcements **5 min.**

16. Adjournment

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



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **June 11 2014** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

DRAFT Meeting Minutes

Prepared by Collin Forbes

1. Call to Order; approval of April and May 2014 meeting minutes — 6:03 p.m.

Motion: by Eric Post to approve the April 11 minutes, Naomi Mclsaac seconded.
Approved unanimously.

Motion: by Ed Yasenchack to approve the May 14 minutes as amended, Glenn Pfeleiderer seconded. **Approved unanimously.**

2. Call to Public

David Bachman-Williams was contacted by Channel 4 news. There are unresolved issues with the streetcar, particularly with regards to parking in certain places along the streetcar route.

Naomi Mclsaac offered a possible future agenda item. On Mount Lemmon, there used to be a water spigot for cyclists at the Palisades. Damion Alexander has been organizing groups of people to hand out water. This is a major issue and we need to know when this is going to be fixed.

3. Law Enforcement Staff Reports from TPD and PCSD

Sgt Fernandez reported that in the month of May there were no bicycle fatalities. He had 5 calls referencing an injury with a bicyclist. The calls were not focused in any particular area, and citations went to the cyclist in about half the cases. They typically occurred between 9 a.m. and 3 p.m., although one occurred at 10 p.m.. One was a call about property damage.

They started the Governors Office of Highway Safety grant last week on Oracle between Speedway and Wetmore. 4 officers were deployed, and they made 52 contacts. Various citations were issued. They were concentrating on the HAWK light at Kelso and Oracle. Tomorrow they have a deployment planned for Grant & Alvernon. Later, they are planning to educate pedestrians downtown at the Second Saturday event.

Collin Forbes asked if Sgt Fernandez had any information about the people shooting at cyclists riding on the Rillito. He had no information, and offered to look up the specifics.

Deputy Roher reported the Pima County Sheriff's Department had one cyclist with a serious injury. The cyclist tipped over into the road and was hit by a car. He was probably intoxicated. He was in shock at the scene, transported to the hospital and had multiple fractures.

In Green Valley, a vehicle failed to yield at the stop sign, and struck a cyclist.

At Palo Verde and Irvington, a motorist felt a cyclist purposely rode into their car. The motorist said the cyclist threw a soda, yelled and then took off.

Deputy Roher did a presentation at Tri-Sports with Brendan Lyons about "Look Save A Life." During the Q&A session afterward, a lady who just moved to Tucson asked if there was a forum for the bicycling/non-bicycling community to get together and hash out their issues. He said the best way is to get the people who didn't ride bikes, to ride their bikes.

Cameron Hummels asked about the ticketing on the shootout ride. Deputy Roher said the weekend after the mass-ticketing, the deputies had a lot of other calls to deal with. He said the group needs to pay more attention to the rules of the road. On rides he has been in California, they always had a ride leader who was the enforcer. If you crossed him, you were off the ride. This would fix a lot of problems, but nobody wants to take responsibility.

Matt Zoll added that some of the most respected cyclists on the ride have tried to do some enforcement and had no luck. Also after the ticketing, he discovered Green Valley had a separate satellite courts system which wasn't a part of the diversion program. Those cyclists aren't eligible, but they will be in the future.

4. Targeted Enforcement: Balancing Wrong Way Riding against Motorist Inattention.

Collin Forbes: The most common crash type we have discovered is when a cyclist is riding the wrong way on a sidewalk and is struck by a motorist leaving a driveway. We have been pushing for the police to pay special attention to sidewalk and “wrong way” riding, but we also need to strike a balance. There is still a responsibility for the motorist to look out for sidewalk users.

Deputy Roher pointed out the law says the motorist must exercise due care for a pedestrian, but the statute doesn't say anything about due care for the cyclist. Cyclists are typically moving faster than pedestrians, and so the due care given by the motorist may not be enough for the cyclist. Sgt Fernandez has seen this situation at Broadway & Pantano. The kid was “hauling ass on a sidewalk” and left skid marks from the bike before the crash.

Eric Post would like to see more motorist accountability.

Matt Zoll asked if there are any other statutes that the county applies about riding with traffic on the sidewalk? Deputy Roher said a couple deputies have the interpretation that the sidewalk is not for vehicular traffic, and cyclists are to follow the same rules as motorists and use the catchall “failure to obey a traffic control device” for them. However, he does not agree with that interpretation.

Glenn Pfleiderer rides the bike path, and there's a certain responsibility of the BAC and the county and the planners, people are sometimes riding on the sidewalk to get to the bike path because there's no access for bicycles. We have a responsibility to add access for the bicycles as part of the design.

5. New Research on protected bike lanes

Ann Chanecka: This was the first academic study of protected bike lanes in the US. They used multiple bike lanes in multiple cities. The document is quite lengthy, but you can get the highlights if you read the executive summary.

The City of Tucson just put in their first protected bike lanes, and there is a lot of interest in putting in more.

The study has lots photos and goes into details on 9 different projects in the US. They describe what the cities had to give up to put in their protected bike lanes. Some lost a motor vehicle travel lane, others had a net loss of parking. The study talks about length and the number of intersections.

The research is a step in the right direction, but still limited. They have one year of existence and about 6 months of data. They used Video, bicyclist/resident Survey, count data, change of ridership, design evaluation, safety perception of residents, appeal to different groups and economic activity. There are limitations in the data.

The video data showed significant increase in ridership changes. Some streets had a bike lane, not so dramatic. Streets with no previous bike lane had dramatic increases.

With the cyclist intercept surveys, there were people who changed their travel mode because of the new bike lane.

There's a lot of information out there about how to handle intersection design, the most challenging pieces of bicycle safety. How to integrate them safely, while you have turning cars. All 9 cities had different treatments.

Mixing Zones vs Turning Zones. Mixing zones require a merge of motorists into the bike facility. Turning zones offer a bike lane left of the right turn lane to avoid a right hook. Some turning zones used a green patch in the left part of the lane. This showed fewer conflicts, although more research still needs to be done.

Video research on intersection design/safety showed whether the cyclist had to do any evasive maneuvers and very few had to do evasive maneuvers. Most of the time it was clear and all users followed what they were supposed to do.

Perception of safety Measurements were surveys to describe your feelings. Across the board, 96% said the protected bike lane increased the safety of biking and also increased the safety of all users.

There is a link to the study from the Green Lane project. The whole report is downloadable.

David Bachman-Williams added the perception of safety is almost identical regardless of concrete planters or flexible posts. The flexible posts are a lot cheaper than the concrete barriers. It cost Tucson about \$4000 to use the posts, and planters would have been a lot more.

Protected bike lanes really do increase ridership. 21% is still a significant increase.

6. Downtown Links Presentation

Kylie Walzak: The goal is to be at 90% plan approval by the end of the summer. Phase 3 begins/ends at Church Avenue and includes the deck park which covers the road as it goes under the railroad. Stone Ave/6th is being shifted north. 6th St will be decommissioned and terminate, with right of way going to the Union Pacific Railroad. They are fighting hard to maintain the multi-use path parallel to the railroad with access points at 7th Ave/6th Ave.

Kylie showed renderings of "future Broadway/Aviation Parkway". Downtown Links will parallel the railroad for a long and straight stretch to 4th Ave. Unfortunately, the multi-use path ends at the intersection without having a crosswalk to cross Broadway. They say the Rattlesnake bridge is close.

Bicycle access will be maintained at the 7th/7th crossing. It crosses the railroad at grade. The Downtown Links Bike/Ped subcommittee is still needing to look at it to make sure it's safe and intuitive and not weird.

At the 6th Ave intersection, they will need to build a bridge to preserve the viewshed of the historic railroad bridge. You still need to see the historic bridge from the road.

The 7th Ave intersection will have a HAWK light. We won that one!

The Stone intersection is going to be about twice the size of the existing intersection. There is going to be a bridge over the road for the multi-use path south of the intersection. The historic pumphouse can't be moved and you still need to preserve the viewshed.

At the Church Ave intersection, there are concerns about good north/south pedestrian crossings. First at Stone, second at the Deck Park, third at Church Ave. Having a crossing at Church Ave would be good, the people in the neighborhoods south would have needed to walk a huge loop to make their crossing.

At Church, there's a "Free Right Turn" lane and nothing to slow the cars down. Originally the intersection was going to be a square intersection, but they've added the free right turn.

The multi-use path ends at Ash Ave by BICAS. One way to go east is to go over the roadway and take 5th Street east to Main/Granada. What 6th street is now will basically be a quiet driveway. There will be protected bike lanes on the parkway, so more adventurous riders can take the bike lane.

The Bike/Ped subcommittee will be hashing out more in two weeks. The Citizens Advisory Committee meets in July and needs to have 90% by August. After that they start doing acquisitions.

David Bachman-Williams: Kylie deserves commendations, she's done a lot.

Slides are available on downtownlinks.info/cac/materials

7. Broadway Report

Naomi McIsaac: The good news, the 8-lane option is off the table. The bad news, a technical advisory committee met and decided that anything less than 6 lanes would not be funded. This removes the 4+2 transit lane option which some of the task members had been hoping for. The voters voted for an 8 lane project way back when. Currently Broadway is 5 lanes.

As a task force, do they move forward with a recommendation that the county and RTA decided not to fund? That would put the planning back many years. Company owners are waiting to find out what will happen.

Some people in the neighborhood are hoping the task force will recommend not making any changes. This is not an option, the city needs to make the sidewalks ADA-compliant, and any roadway surfacing would require that by ADA. They need more money to do that.

The task force is needing to be creative. They've been told they need to do 6 lanes, but they haven't been told the cross-width. They can try to keep the cross-section as narrow as possible, but the first parts lost when they narrow the road is bike lanes, sidewalks and green areas. Safety is still a factor to consider.

The original bond said that properties to the north would be demolished. Task force asking about weaving the road back and forth around historic properties to save them. South side businesses were told they were safe and now are being threatened.

The design team is doing a really good job about thinking about bicycle users. They are asking about putting in a cycle track and how to handle intersections. 5 members of the task force ride bikes. All of the task force members are really conscious of bicycle and pedestrian safety. The members representing neighborhoods are really concerned about the safety.

Mayor & Council are excited about light rail coming in the future. Moving the utilities would be a good idea now so they can expand in the future. The funding is possible to move the utilities now. It's not a definite no.

The Open House tomorrow has a 4 lane and a 6 lane model still on the table. Lots of things are still open and they are hoping to go block by block looking at properties to try to save them. The most effective way to make a public comment is to write it. There will be a board to write on as well as to submit comment cards.

8. New parliamentarian

We need a new parliamentarian. Sam Sanford got a transportation planning job at PAG. He has to step down from the BAC.

Robin Steinberg Volunteers! We will hold the election in the August meeting. Whether the person needs to be present to be elected is the role of the parliamentarian.

9. Reupping all the ex-officios

Motion: by Eric Post to re-up all the ex-officio members. Glenn Pfeleiderer seconded.
Passed Unanimously.

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

In the interest of time, we did not watch the video.

11. Staff Reports

Ann Chanecka, City of Tucson.

- 36th St road diet has been finished. Park Ave is done as well. The neighborhoods are still fighting but the road diets are in.
- They are hiring another person for the Bike/Ped program.
- Bike Life Tucson magazine is publishing. The first edition is out now. The fall edition will be coming in September or October. Ann wants to do an article about the WHo/What/Why about the BAC.
- Bike Share Feasibility Study and Implementation Plan is out to bid. It will be moving forward, and will help direct how bike share progresses.
- El Grupo Bike Camp is in it's second week, the city helped sponsor this.

Matt Zoll, Pima County

- A number of bike lane projects in construction and design. Pima County was just awarded a \$700,000 program SRS program for a school on the south side.
- Julian Wash construction, goes under Kino and connects to Park/Ajo. Should be done by November.
- Fantasy Island/Harrison connection finishing in the Spring. You will be able to go from Craycroft, to Harrison via the river, then back to the Pantano. By Springtime we'll be 95% complete with The Loop!
- CDO pathway tying in the Santa Cruz to Thornydale. Using the existing pathway to La Cholla and adding a section to connect to La Canada in Oro Valley.
- Finishing lane reconfig/road diet in Green Valley
- Working with Ignacio on Barrio/BMX track. This is the Arroyo Chico track. They need to reconfigure the track to calm risk management.
- Just received a notice of funding of an \$630,000 award for bike ambassadors, education and bike maps. Won't kick in for another year, but it takes that long for the process to get underway. Other nice grants for SRS.
- David Tang of Ordinary Bikes had a bad fall, cracked his head on the pavement and fractured his collarbone. It's the most painful injury he's ever had. He's going to wear a helmet. If you see Dave, send him a good message.

Matt from Marana.

- Second time here (Brian Varney was here last month) Moved here about a year and a half ago from Illinois.

Gabe Thum, Pima Association of Governments

- Sam Sanford is joining PAG, we'll still see Sam at meetings.
- Two Road Safety Assessments. Both on river road.

Amy Stabler, City of Tucson Ward 6

- Most of the council member's work has been going through the budget.
- Look at pinch points while the Streetcar is doing testing on June 25. Send concerns to Amy.

Glenn Grafton, University of Arizona

- The University is part of the 5th St bike corridor. It's a \$1 million project, and they are getting stakeholders to sign off. Hoping to get construction next summer.
- They've removed the "Walk your Bike" signs from the Warren St underpass. It's a big unknown of what the interactions will be like.

12. Subcommittee Reports

Urban core

- Meeting Tuesday at 6 at Maker House. Drink beers while you talk!

Enforcement

- We'll be going over the AZPOST lesson plan on June 26.

Executive

- Won't meet in June, because there is no July meeting to make an agenda for.

Facilities

- They have a meeting scheduled for Wednesday the 18th at the library downtown.
- At the last meeting, they went over the progress tracking sheet and are putting together a list of what we might like for possible RTA money. It's really great to be prepared.

GABA

- The July meeting is an ice cream social. Special Event Permits are getting a little easier now with the county. The permit hubbub is starting to slow down. The 3rd Million policy makes it easier.
- The GABA board is assisting with the book bikes. Another round of grant money is coming up. GABA holds the contract for the Bike Ambassadors and supports the diversion program.
- The August meeting is going to be about triathlons and being a triathlete. Tri-Sports will be helping.
- Nippy is not having his 4th of July ride this year. Not enough time to organize, and no advertising time. Two main reasons for why not — Nippy is worn out, and the permit process was not good last year. The permit process is shutting down events.

Santa Cruz Valley Advocacy Committee

- Matt Zoll said they were instrumental in getting the road diet on Esperanza to La Canada to the west.

13. Announcements

Nobody had any announcements.

14. Adjournment — 8:10 p.m.

Attendance

Collin Forbes, Pima County
David Bachman-Williams, Pima County
Kylie Walzak, Ward 3
Brian Beck, Pima County
Edward Yasenchack, DMAFB
Eric Post, Pima County
Robin Steinberg, Pima County
Tom Nieman, Pima County
Cameron Hummels, Mayor's Office
Glenn Grafton, UA
Naomi Mclsaac, Ward 1
Glenn Pfleiderer, Marana
Samuel Sanford, PAG
Andrew Bailey, Kittleson
Sgt David Fernandez, TPD
Ryan Roher, PCSD
Amy Stabler, Ward 6
Ann Chanecka, TDOT
John Cousins, Ward 4
Matt Zoll, PCDOT

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

www.BikeTucson.Pima.Gov

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

For questions or corrections, please contact Ann Chanecka at 837-6691 or ann.chanecka@tucsonaz.gov



CITY OF
TUCSON

DEPARTMENT OF
TRANSPORTATION

June 13, 2014

Ian Johnson, Vice Chair
Tucson-Pima Bicycle Advisory Committee
776 S. 9th Ave.
Tucson, Az 85701

Subject: 6th Street Lane Reconfigurations

Dear Mr. Johnson,

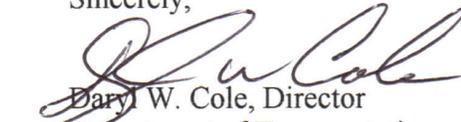
Thank you for your letter dated June 2, 2014 regarding the Bicycle Advisory Committee's request to consider lane configurations on 6th Street as part of the resurfacing of 6th Street between Stone and Country Club.

While we find the request to have some merits and is worthy of further scrutiny, we cannot perform our due diligence in short enough order to make the deadline for the Sixth Street re-paving. In order to adequately review this proposal, a Traffic Impact Analysis (TIA) will need to be prepared, complete with modeling of the new lane configurations to determine what will happen with traffic circulation in, through and around the University campus, as well as other east – west arterials to the north and south.

At this time, the Department of Transportation does not have the funding to conduct a TIA. We plan to request regional funds that are programmed through the Pima Association of Governments. The earliest those funds can be requested is in August, with final approval by the Regional Council at the end of September. The earliest we could start the TIA would be sometime in October, depending on our procurement process.

There will be a significant amount of coordination and study that will be performed for this reach of 6th Street. We will keep you posted on the availability of the TIA funding.

Sincerely,


Daryl W. Cole, Director
Department of Transportation

cc: Mayor Jonathan Rothschild, City of Tucson
Council Member Steve Kozachik, Ward 6
Matt Zoll, Pima County Transportation Systems
Ann Chanecka, TDOT Bicycle and Pedestrian Program
David Heineking, Director, Parking and Transportation Services, U of A
Steve Pageau, BOC Chair
Colby Henley, Rincon Heights Neighborhood
James Glock, West University Neighborhood Association

Mr. Daryl Cole
Director, Department of Transportation
201 N. Stone, 4th Floor
Tucson, AA 85701

Ian Johnson
Vice Chair, Tucson-Pima Bicycle Advisory Committee

Evren Sonmez
Vice President, Rincon Heights Neighborhood Association

June 12, 2014

Dear Director Cole, Vice Chair Johnson, and Vice President Sonmez:
I had the opportunity to review recent letters from the Rincon Heights Neighborhood Association and the Tucson-Pima Bicycle Advisory Committee, requesting "Road Diet" changes to 6th Street near the UA. I also reviewed correspondence with Council Member Kozachik requesting further study of the area prior to any decisions being made regarding the street's future. I am writing to notify you that we strongly agree that more study is needed before any decisions are made with regard to 6th St. in the UA vicinity.

The UA is committed to improving bike and pedestrian safety and circulation for students, employees and neighborhood members on and around the campus, and there are many complexities related to the use and conditions of this street that must be carefully considered. We agree that street design improvements should be seriously considered, but wish to note that any change to the street design could have far-reaching impacts, and should be analyzed thoroughly. And as a major stakeholder, we request that the UA be fully involved in any review of potential street redesigns.

Some of our planning concerns include:

- The crossings on 6th St. are no longer adequate for the number of people who traverse the street daily on bicycle and on foot, and must be reconsidered.
- A comprehensive look at bike routes should be included in this review.
- The impacts of a number of upcoming changes should be taken into account, such as the Downtown Links project, the Sunlink system, the new South Stadium Parking garage, and the opening of the ENR2 Building.
- All lanes of the street are heavily used during Stadium events, and traffic patterns, safety and operations plans could be significantly impacted by street design changes in the area.
- Some of the conclusions of the 1997 UA/City Planning Study should be further considered for potential ways to improve the 6th St. corridor.

We fully agree that we should explore possible changes to improve the use and safety of 6th St. and we look forward to being a part of upcoming studies related to this issue.

Best Regards,


David Heineking





Tucson-Pima Bicycle Advisory Committee

Monday, June 2, 2014

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

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

Dear Mr. Cole, Mr. Heineking,

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

1. **Campbell to Country Club:**

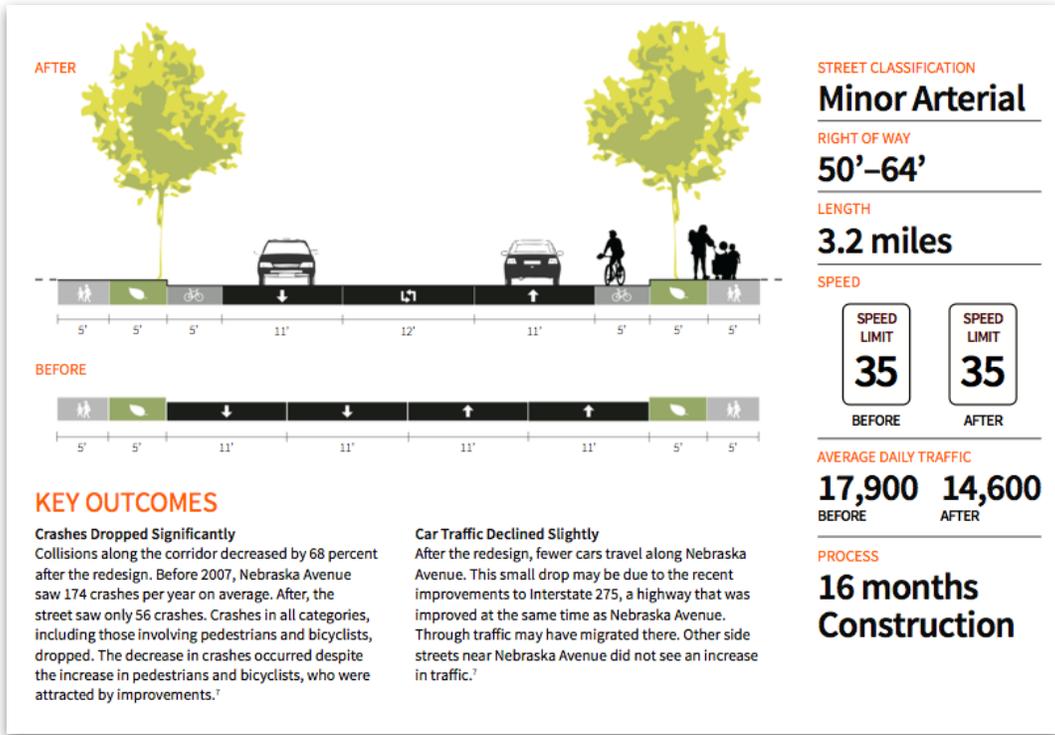
This segment, which is a four lane road with two lanes in each direction, seems like the most obvious candidate for a “road diet” or “right sizing.” **By converting from two lanes in each direction to one lane in each direction, bike lanes, and a center turning lane, we could provide dedicated space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

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

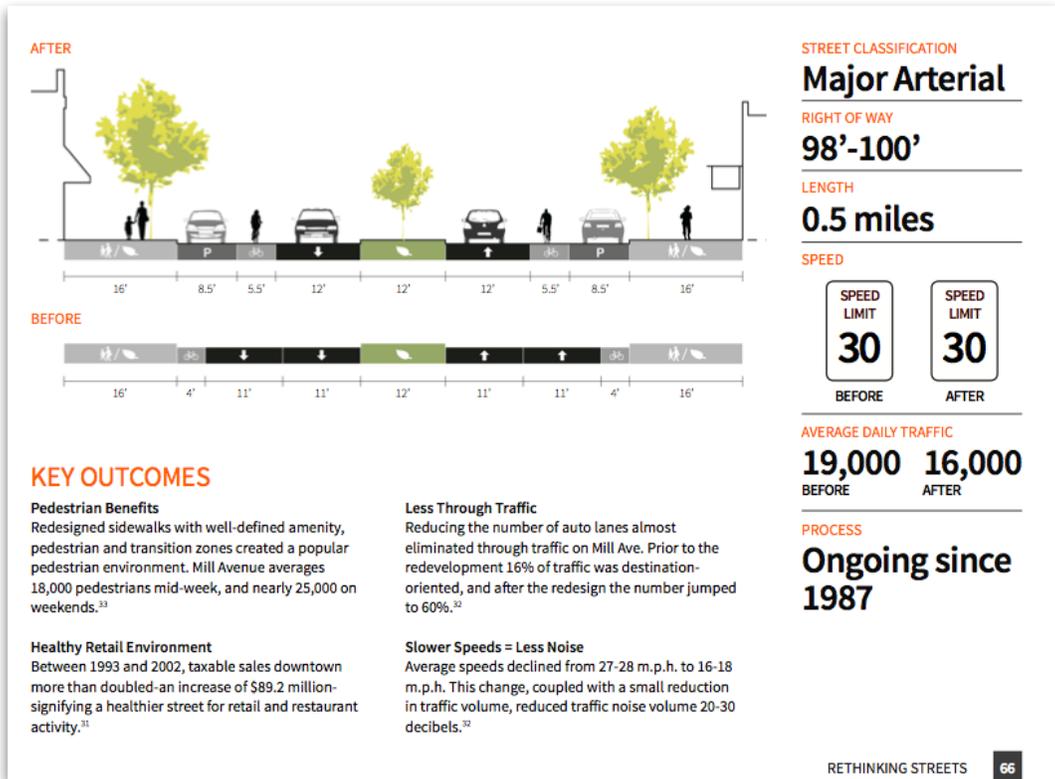
Please see illustration below for an example of a similar re-striping project in Florida from the referenced study.

2. **Euclid to Country Club:**

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



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



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

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

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

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

3. Stone to Euclid:

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

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

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

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

Sincerely,



Ian Johnson
Vice Chair, TPCBAC

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

References:

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

http://pages.uoregon.edu/schlossb/ftp/RS/RethinkingStreets_All_V2_high_wCover.pdf



Tucson-Pima Bicycle Advisory Committee

Wednesday, August 13, 2014

Recipients TBD:

Nancy Ellis and Paul Keesler, Oro Valley

Priscilla Cornelio, Pima County

Marana Staff

Committee

DRAFT

Attention RTA Bike and Pedestrian Committee,

The Tucson/Pima County Bicycle Advisory Committee (BAC) has been increasingly concerned with bicycle safety along Moore Road due to the high speed of vehicular travel (45 mph), high amount of bicycle traffic during the morning rush hour to work (see appendix A), and the lack of a bike lane. This situation is currently not critical due to the relatively small amount of vehicular traffic present. Moore Road is mainly used only by the small amount of residents that live along it and to the north. This is all about to change though.

Moore Road is currently dirt and gravel west of Thornydale and does not connect to Dove Mountain, but Marana will be working on a road project later this year that will pave this section of road, add a bike lane, and connect Moore Road to Dove Mountain Boulevard. While this is a very welcomed addition to the regional infrastructure, for cyclists and drivers, it will increase the amount of vehicular and bicycle traffic on a roadway without bike lanes.

This upcoming issue is only compounded by the looming construction along Tangerine Road. In 2016 major construction will begin along Tangerine between La Cholla Boulevard and Twin Peaks Road. This effort will consist of adding a dedicated shared-use path, bike lanes, and additional travel lanes. While this is yet again a very welcomed addition to the area, many Oro Valley residents use Tangerine for their work commute as a connector to I-10. The construction effort will significantly slow traffic and force residents to use Moore Road as their route of preference, especially since it will now connect all the way down to Dove Mountain Boulevard/Twin Peaks Road allowing for access to I-10 without using Tangerine.

Unfortunately, the PAG bike counts that have been ongoing for several years do not include any data along Moore Road. Included in this letter is data from both Strava and Garmin websites showing heat maps for where their members are riding. While these data do not give the number of riders in this region, they give a good representation of what areas recreational riders are using. Moore Road is an important east-west link for road cyclists seeking a long ride (as can be seen in the Garmin data, Figure 1)

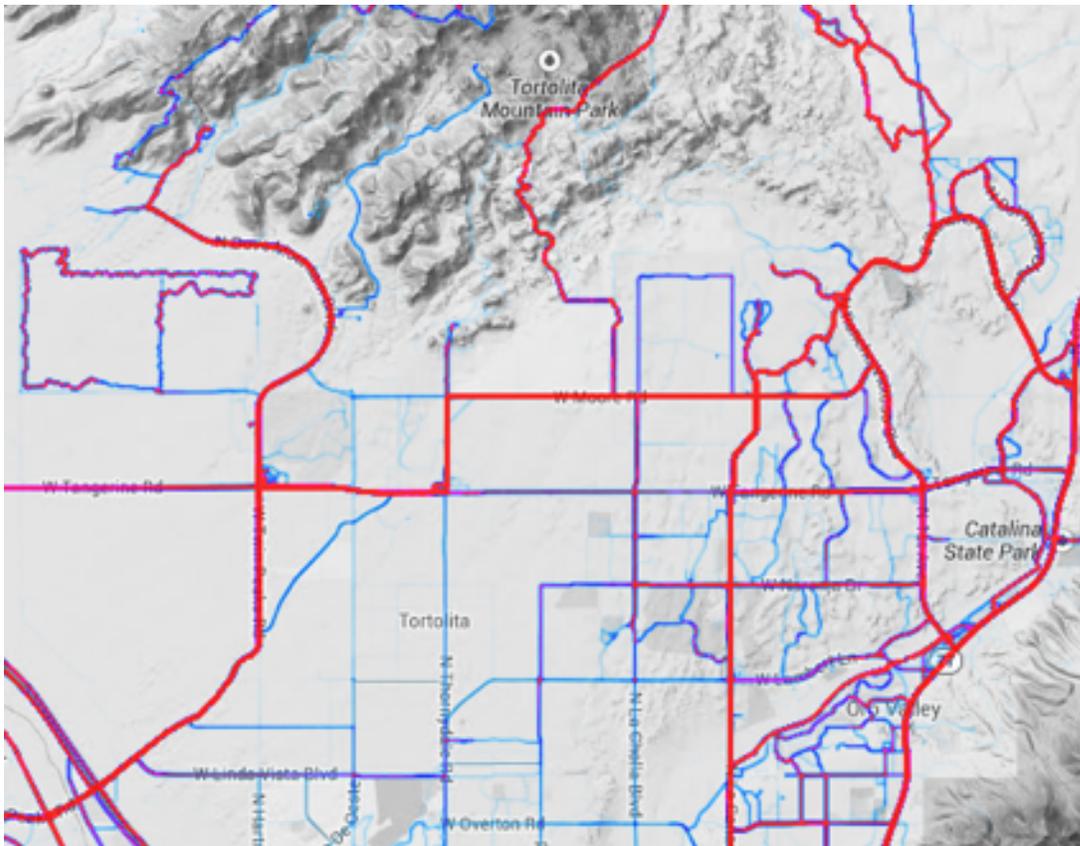


Figure 2: Strava Heatmap Example. Warmer colors indicate more bicycle traffic.

The Bad News: there is an unsafe situation looming that will put cyclists in harm's way as the number vehicles and bike users looks to increase along Moore Road in the near future.

The Good News: there are several ways to mitigate this unsafe condition and enough time to implement them if we start now. Nobody wants to see either of these road projects end since they will greatly benefit all residents in the area. The section of Moore Road in question has portions belonging to Marana, Pima County, and Oro Valley. While this can make it more difficult to formulate a risk mitigation strategy it also allows for the potential of collaboration.

The BAC strongly recommends that the three responsible parties look into a cost sharing effort as well as a unified approach toward seeking RTA and other monies to improve Moore Road between La Cañada and Thornydale with the addition of bike lanes.

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

Sincerely,

Adam Wade

Chair, Facilities Subcommittee

Lorid Bachman-Hillman

David Bachman-Williams
Chair, TPCBAC



Tucson-Pima Bicycle Advisory Committee

Wednesday, August 13, 2014

Recipients TBD:

DRAFT

Why bicycles belong . . . and should not be banned from city streets

In the Sunday, July 20, edition of the Arizona Daily Star there is a front page article about the exciting launch of the Tucson Streetcar, SunLink. Many, if not all, bicyclists are part of the population eagerly awaiting and welcoming this addition to our city transportation. We see it for what it is, another choice for people as they move around the downtown area. We are happy that we will be welcomed on the streetcar with our bicycles, adding specifically to transportation choices for cyclists.

Disappointingly, the article mentions that there is a possibility that bicycles will be either completely banned from Fourth Avenue and perhaps University Avenue, or at least encouraged to use parallel streets. We, the Tucson Pima County Bicycle Advisory Committee, strongly disagree with this notion. We feel the assumptions and logic behind this suggestion are fundamentally flawed.

The future of transportation is multi-modal. Most of the cities of the world that work well have a variety of transportation modes. These include private motorized vehicles, bicycles, busses, streetcars, light rail, subways and/or monorails. The one mode that is always available is walking. Extremely rare is the city street without sidewalks. The more modes available the better it serves the needs of the population. Variety accommodates the various levels of income, ability and disability better than systems with less than multi-modal choices.

Therefore, it is particularly flawed thinking to add one form of transportation and at the same time remove another. Fourth Avenue is a particularly good example of the improvement to mobility by a multi-modal transportation system. The street will work better the more choices there are. The streetcar will bring more customers with greater ease than was possible before the streetcar. With the addition of the streetcar more people will be able to shop, dine and bar hop without exacerbating the parking problem. People will be able to go anywhere from the Mercado district to University Medical Center without worrying about where to park their cars. They will be able to get from place to place as fast or faster than if they used a car.

What is true of the streetcar is also true of the bicycle. Many cyclists frequent the business along the streetcar line. We spend tens of thousands of dollars in the businesses along the way. And we do it without adding to the parking and congestion problems. And it is a green mode of transportation. Take

this option away and there will be a noticeable drop in business along the route. There will be added parking woes as more people try to access the area by car. Employees who currently get to work by bicycle will have to get there by other modes. Many of these employees work in the restaurant/hospitality sector which is notorious for relatively low pay. Bicycles are a good transportation choice for people in these circumstances. Employers, who value the business cyclists bring to them, also appreciate that parking is not reduced for customers as a result of employees parking in the limited available spaces. Cyclists are not a whimsical addition to the transportation system. We are an integral part of it, especially along the streetcar route. University students will see the streetcar as a way to get to campus, as well as nearby businesses, and then finish their trip by bicycle.

People using the streetcar or bicycles make it possible for a much larger clientele to patronize the businesses along the streetcar route. Why would it make sense to add the streetcar and simultaneously remove the bicycles? Both add to the mix. Removing bicycles while adding the streetcar would be at best a zero sum choice.

Those who would argue that bicyclists would still be able to patronize and work at the businesses along the route by using parallel streets ignore an obvious reality. Daily, hundreds of cyclists use Fourth Avenue and University precisely because the places we want to go are on these streets, not on Third Avenue or Fifth Street. The city has gone to the expense of putting bicycle corrals and inverted U-stands on these business streets to make it possible for cyclists to use these streets.

Finally, while it is true that the streetcar tracks are dangerous to cyclists, it is not a problem without solutions. In major cities all over the world bicyclists and streetcars co-exist. Please don't insinuate that Tucsonans cannot do what urban dwellers do in all these other places. Cyclists have to learn how to interact safely with the tracks. The city has worked hard at making it possible for this co-existence to work. We can and will make it work.

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

Sincerely,

A handwritten signature in blue ink that reads "David Bachman-Williams". The signature is written in a cursive, flowing style.

David Bachman-Williams
Chair, TPCBAC



Church Avenue Complete Street Concept

Page 26 ULI Report: “*Consider resizing streets consistent with known and anticipated levels of use. Some streets appear to be wider than needed. Church Avenue, south of Broadway Boulevard, is an example.*”

Scope of Project: Create a Complete Street on Church Avenue from St. Mary’s to Cushing Street (.75 miles)

- Reduce number of vehicle lanes where there is excess (retain turn lanes)
 - North of Congress traffic volume: 8,000-9,000
 - South of Congress traffic volume: 5,000

(FHWA indicates roads under 20,000 are ideal candidates for Road Diets)
- Improve walkability of the corridor
 - Create continuous sidewalks that promote walking
 - Enhancing pedestrian crossings (bulb outs, high visibility crosswalks etc.)
 - Increase shade and landscaping via water harvesting (i.e. Scott Avenue)
- Create a continuous bicycle facility along the whole corridor
- Add parking where possible

Project Benefits:

- Currently there are 8 different cross-sections along this corridor. This project will provide consistency for all roadway users.
- Converting a four-lane cross section to a three-lane cross section has been shown to reduce collisions by 29%.
- There are key destinations along Church including: Main Public Library, Historic Court House, Presidio Park, Government Offices, Tucson Modern Streetcar, Tucson Convention Center, Museum of Contemporary Art, etc.)
- Neighborhoods surrounding this project have high rates of walking and bicycling already. This project will increase the livability of the surrounding areas.



Work Complete To Date:

- Concept Developed (Currently being refined)
- Traffic Impact Considered
 - o New Developments along corridor (ie Parking lots on northern end of project)
 - o Events at TCC
- Identifying Potential Funding Sources

Next Steps:

- Gather support for the project; talk to key stakeholders
- Design Project
- Construct Project!

Questions? Suggestions?

Contact Ann Chanecka:

ann.chanecka@tucsonaz.gov

520-837-6691

Church Avenue Protected Bike Lane Rendering Conceptual

Church Ave Today



Church Ave After Protected Bike Lane Project





Tucson-Pima Bicycle Advisory Committee

Wednesday, August 13, 2014

Recipients TBD

DRAFT

To Whom it may Concern,

I am writing today on behalf of the Tucson-Pima Bicycle Advisory Committee to ask you and your staff to continue issuing warnings rather than tickets to bicyclists for streetcar related infractions during the first month of school for a couple reasons:

1. First, many students are coming from cities without streetcars, and even Tucson residents are generally unfamiliar with how to safely and legally interact with the streetcar and the streetcar tracks. In particular, the rule about not passing a streetcar while it's discharging passengers is new and will take some education efforts for the word to get around.
2. Second, it's our understanding that the laws as currently written are somewhat ambiguous when it comes to the streetcar and likely need to be updated. We have heard reports of cyclists being issued warnings for passing the streetcar when it was in motion in the Fourth Avenue underpass; as far as we can tell there is no reason why this would not be permitted, and we're hoping this was just a matter of confusion on the part of the ticketing officer.

We also hope you will consider distributing safety materials for cyclists when issuing tickets or warnings in the streetcar district. The tracks can be dangerous for riders who are unfamiliar with the best practices for traversing them, and we hope that every opportunity will be taken to prevent unnecessary accidents. TDOT and Pima County both have developed excellent educational brochures that we're sure they would be happy to share.

Last, we hope that you and your staff will also help enforce the no parking and no stopping provisions along the streetcar route, and that you will educate your officers as to the dangers posed to cyclists by illegally stopped vehicles such as delivery trucks that force cyclists to cross the tracks at unexpected or dangerous angles.

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

Sincerely,

David Bachman-Williams

David Bachman-Williams
Chair, TPCBAC



August 13, 2014

MADD National Office
511 E. John Carpenter Freeway
Suite 700
Irving, TX 75062

RE: Special Drug DUI

On behalf of the Enforcement Subcommittee of the Tucson-Pima County Bicycle Advisory Committee, I want to thank you for your efforts in providing education, victim assistance, and stronger advocacy regarding the drunk driving problems affecting the nation.

We write to you to bring to your attention a very disturbing fatality that occurred in Tucson, Arizona on the morning of June 18, 2014. Kathy Chambers was riding her bicycle for exercise and enjoyment when she was struck from behind by an impaired driver. We have enclosed the media release from the Tucson Police Department.

The unusual part of this crime is that the driver was under the influence of a special kind of drug called "Spice." This drug is designed to evade the definition of Dangerous Drugs under the definition in Arizona Revised Statute 13-3401. A person who chooses to take this substance most likely not only knows what it is, but what it is designed to do.

We would like to know if MADD has encountered this before and if so, what is the conviction rate? Are there any materials that MADD has produced to help educate and warn the public about this horrible new trend?

Thank you very much for your assistance.

Sincerely,

Collin Forbes
Enforcement Subcommittee Chair, TPCBAC.

cc: David Bachman-Williams, TPCBAC Chair.



FOR IMMEDIATE RELEASE

July 2, 2014

Contact: Nanette Slusser
Assistant County Administrator
(520) 724-8055
Nanette.Slusser@pima.gov

Open letter to cyclists using The Loop

Please help us prevent having to place prescriptive restrictions and regulations on your usage of [The Loop](#).

The Loop is a recreational, multi-use facility that should be enjoyed by all users of all abilities.

As cyclists, you are by far the most numerous users of The Loop; and you also travel at the highest rate of speed relative to the other Loop users.

The Loop is not intended to be a racetrack or serious training ground for cyclists, either singularly or in groups. If you're that good, or that fast, you should be on the road – not on a recreational facility.

Please be courteous by controlling your speed, particularly in congested areas or areas with limited sight distance.

Two practices will go a long ways towards ensuring the enjoyment and safety of all Loop users.

- 1) When you are overtaking any other path user, call out "PASSING" and, if you have one, ring your bike bell.
- 2) Do not overtake another path user if there is oncoming traffic/path users – same rules as if you were driving a car (i.e. you wouldn't pass into oncoming traffic on a two lane roadway, right?).

We do not desire to further regulate Loop usage by installing speed limit signs nor do we desire to have to redirect limited public safety resources to provide enforcement of speed limits – when all that is really needed is for path users to exercise a little trail etiquette and practice a little common courtesy.

Yes, we know some pedestrians and dog-walkers create problems, too, when they walk 3 or 4 abreast, abruptly change directions or don't control their dogs/dog leashes. We expect them to clean up their act, too, because they are no doubt reading this letter as well.

One final note to ALL Loop users – as much as all Loop users feel a sense of ownership and entitlement to use The Loop, The Loop path is first and foremost a maintenance access route for County service vehicles, particularly Parks department vehicles and Flood Control District vehicles. This has been the case since the mid-1980s when the Flood Control District installed the soil cement bank protection along many of the regional watercourses and then, working cooperatively with the Parks department, began establishing the riverpark system. In short – all users should yield the right of way to County service vehicles.

<http://bikeportland.org/2014/07/24/steve-clarks-ground-truthing-tour-108892>

Watch out bike-friendly cities, Steve Clark is coming for you

Posted by Jonathan Maus (Publisher/Editor) on July 24th, 2014 at 3:51 pm



Steve Clark in Portland last week.

If your city proudly proclaims its Bicycle Friendly Community designation, you might want to re-read your application and make sure you didn't exaggerate. That's because Steve Clark, the new staffer in charge of the program for the League of American Bicyclists, is on a three-year, 300 city tour to find out if they live up to the hype.

*"People will sometimes embellish things... These visits are a way to ground-truth what the applications are saying."
— Steve Clark*

Portland was Clark's 49th stop on the current tour. From here he headed north to Seattle. He'll visit 100 cities over the next three years thanks to a funding partnership with Trek Bicycle Corporation. He stopped into our office last week.

“People will sometimes embellish things,” Clark shared, “These visits are a way to ground-truth what the applications are saying.”

The League’s Bicycle Friendly Community (BFC) program — the one that designates cities as Bronze, Silver, Gold, or Platinum — started in 2003. Clark estimates they’ve gotten about 741 applications since then and have awarded just over 300 cities. The process to become a BFC is pretty straightforward: City staff submit an application detailing everything they do for bikes and the League uses a combination of a numbered scoring system, a panel of local reviewers, and an internal advisory board to make the decisions.

Having the manager of the program leave League headquarters in D.C. and visit the cities to get first-hand intel on bikeways and local bike culture is new, and Clark seems like the right person for the job. He founded the Minnesota Coalition of Bicyclists (now the Bicycle Alliance of Minnesota) in the early 1980s, then was the bike coordinator for the City of Boulder, Colorado. Then, after a consulting stint, he was program manager for Transit for Livable Communities, the Minneapolis-based non-profit that implemented the region’s participation in the federal Non-motorized Transportation Pilot Project.

Clark started his current tour in January and has so far visited Arizona, Texas, and California.

During his visit last week we discussed complacency, the League’s new Diamond rating, how Portland is faring, the importance of political champions, and more...

What stands out from all your visits so far?

A big issue is land-use. We’ve created so many communities since World War II around the needs of the automobile. We’ve got so many wide lanes and roads and things are so spread out.

What’s the deal with your new Diamond designation?

“And you can’t be afraid of opposition because without opposition you’re probably not doing anything. That’s your best barometer that you’re making a difference.”

To obtain Diamond we’re looking at models from northern Europe. I think it’s going to be a fairly high bar... The Diamond city will be closer to 20% mode share and if you look to Europe you see they’re much less afraid of making it more difficult to drive and making it easier to bike. They do as many short cuts [for bikes] as they can, they make auto parking expensive. In some cities you simply can’t get to the central city by car. We’re probably a long ways from having those kind of strategies in place.

When awards are obtained, it can lead to complacency. Is the League aware of this? Yes. I think there’s always that potential. We’ve heard from advocates who have felt like, ‘Well, this is great but now we’re hearing from our public works director, ‘Why are you guys complaining? We’re already gold or platinum.’ ‘ So we certainly don’t want to be the cause for complacency.

Have you ever downgraded a city?

Yes. But I'd have to look that up and get back to you. (Turns out they have: Denver, Colorado and Rockville Maryland were downgraded, but were re-instated after a subsequent application process.)

What about mountain-bike access? The League said in the past that access to singletrack trails is an important criterion for obtaining Platinum.

Mountain bike trail access is considered in the evaluation but it hasn't been a strong emphasis to me because my focus has been more on bicycles as transportation.

Could Portland lose Platinum over its lack of urban mountain bike trails?

It could. But there are 100 questions on the evaluation and it ultimately means they might lose like 8 points out of a total of 600 — there are so many other things we're looking at.

We're also trying say that, with Platinum cities, we want them to be truly models. There shouldn't be anything glaringly missing from a Platinum community... Like, if someone looked at Portland and said, 'Well, they don't have any mountain bike access.' But we also don't have anything in writing that says, 'If you don't have these specific components you're not going to be Platinum.'

And how has Portland looked to you so far?

Mostly very positive. The fact that I could put my bike on the Amtrak bus without it being in a box. That was nice. Then I get here and I see that Google tells me to take Broadway, a busy arterial street, yet it has a nice bike lane. It worked perfectly. I went all the way [from Union Station] to the other side of the interstate. Then, coming into town again, pretty much all the major streets I wanted to use had bike facilities. Then, coming here on SW Stark on the big, green, wide, lane [which had, in an amazing coincidence, been re-painted that same day!]. So far, for a major city, Portland is the best I've seen. And I know people who live in Portland don't want to hear that... But the reality is we have a long way to go in this country.

What about the importance for political champions? Portland is at a moment where we lack the political urgency we once had when former commissioner and mayor Sam Adams successfully campaigned for Platinum.

Every place has their own ebbs and flows with the politics. It really does depend on who's at the top. You need the vision thing happening at the top. Take Salt Lake City Utah Mayor Ralph Becker. He's a champion for bicycling that truly believes this is the way they're going to become a world-class city. So he brings in a public works director and a bike coordinator that's going to get the job done.

But who knows, two years from now, the mayor and those staffers might not be there. And that's where a strong advocacy group comes in.

It's really a three-legged stool. You have to have a strong advocacy group that empowers elected officials to have political capital the need to get things done. And you can't be afraid of opposition because without opposition you're probably not doing anything. That's your best barometer that you're making a difference. And then you need a dedicated city staff. Without any of those three ingredients things don't move forward as well as they should.

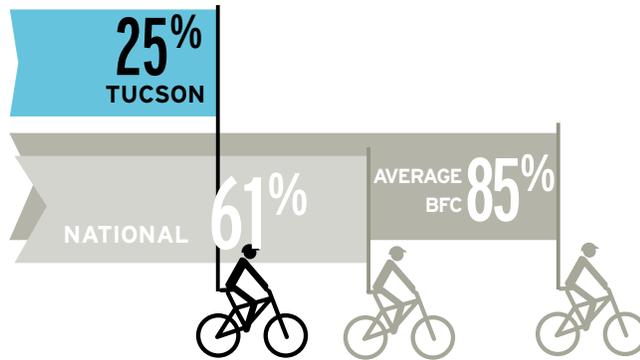
Portland last applied to maintain its Platinum status in 2013. That means we have four years before we are up for re-evaluation again in 2017. But with Clark at the helm, we shouldn't rest

on our laurels because the bar is being raised all over the country and the longer Portland simply maintains the status quo, the further we'll fall behind and risk losing our Platinum standing.

TUCSON IS A

BICYCLE FRIENDLY COMMUNITY

2000-2012
RIDERSHIP
GROWTH



COMMUNITY:

TUCSON
ARIZONA

TOTAL POINTS:

47 of 100



RIDERSHIP

2.8%
Commuting by bicycle



CRASH RATE

212
Per 10k daily cyclists



FATALITY RATE

2
Per 10k daily cyclists



PUBLIC RATING

Local cyclists
take on Tucson



Bicycle Friendly Community Category Ratings

ENGINEERING

Bicycling network and
connectivity



EDUCATION

Motorist awareness and
bicycling skills



ENCOURAGEMENT

Mainstreaming bicycle
culture



ENFORCEMENT

Promoting safety and
protecting bicyclists' rights



EVALUATION

Setting targets and having
a plan



KEY STEPS TO PLATINUM

Road diets and/or narrow travel lanes on arterials like Speedway to allow for continuous and wider bike lanes

Implement large bike sharing program with lots of marketing and downtown bike station to serve all major employers, including City of Tucson

Cyclovía on major downtown route; Encourage BFBs to help build bike culture

GET INVOLVED:

ANSWER 5 SHORT QUESTIONS TO IMPROVE BIKING AND GET CONNECTED TO LOCAL ADVOCACY!

» WWW.BIKELEAGUE.ORG/COMMUNITY-SURVEY





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How Cyclists On Telegraph Mean Business

Oakland is working to make a major thoroughfare in the city more bike-friendly — and if the redesign is successful, local merchants will benefit.

by [Sam Levin](#) @[SamTLevin](#) | June 11, 2014



[More Images](#)

Despite the fact that it has no bike lane, Telegraph Avenue is one of the most popular routes for cyclists in Oakland. According to city estimates, more than 1,200 cyclists ride Telegraph Avenue every day, competing with cars and buses for space on the busy street. As part of a substantial redesign of this corridor — a critical north-south route that connects downtown Oakland to the Temescal district to Berkeley — officials hope to make the roadway safer for biking. And if they do it right, it's not just cyclists who will benefit.

In recent years, research in the Bay Area and across the country has increasingly demonstrated the positive impact that new bike lanes bring to neighborhoods. Notably, an improved roadway for bikes often equates to increased business for local retailers.

"If people are avoiding riding on Telegraph, they are not going to pass through the business district and have that impulse stop," said Renee Rivera, executive director of Bike East Bay, the local cycling advocacy group that has been lobbying for improved bike infrastructure on Telegraph Avenue. "That's what's so great about biking. It's really easy to stop and shop. And that premise has been proven by studies in a number of different cities."

The positive correlation between biking and business may seem obvious to full-time cyclists.

But for business owners concerned about trading parking spaces for bike lanes, it's not always an easy sell. In Oakland, the so-called Telegraph Avenue Complete Streets Implementation Plan could involve any number of improvements, including the creation of a separated bike lane. The planning, however, is in a preliminary stage, with the city on track to release a concept design later this summer. The proposal would be subject to approval from the city council, said Kristine Shaff, Oakland Public Works spokesperson. Implementation would happen sometime after that, likely in phases, she said.

In the meantime, cycling advocates are working to convince merchants that their fears of bike lanes are unfounded. And they've got the numbers to prove it.

In February 2013, the Oregon Transportation Research and Education Consortium at Portland State University released a study demonstrating the economic value of supporting cyclists. The report examined the relationship between transportation modes and consumer choices based on extensive surveys in the Portland metro region. What the researchers found was that on a monthly basis, cyclists spend more money on average than those who drive. That's because cyclists generally make more trips than drivers, which means that, over time, they end up spending more than drivers at a range of different kinds of establishments.

"People who arrive by bike are competitive customers," said Justin Carinci, communications director for the consortium. "In some cases, they are spending more when you look at it on a monthly basis. What's really interesting is that they tend to make more trips. If you're a business owner, that means you have more chances to interact with a person ... and tell them about new products and build up loyalty to your establishment." In other words, Carinci said, when cities fail to make certain key roadways accessible and attractive to cyclists (and pedestrians, for that matter), "then we're missing out on a potentially larger chunk of spending per person."

In recent years, reports have also illustrated economic gains specifically associated with the construction of new bike lanes and parking corrals. Last week, the same research group at Portland State University released a report on five cities that have implemented protected biking lanes — that is, cycling roadways that are physically separated from vehicle traffic by a curb or another kind of buffer. Unsurprisingly, the researchers found that within one year of lane installation, these streets experienced a surge in ridership, ranging from 21 to 171 percent (jumps that are greater than overall increases in the number of cyclists in those cities during the same timeframe). The lanes attract new riders — people who otherwise would not have biked — as well as cyclists diverted from nearby streets, the study said.

And if a lane is built on a commercial corridor, it can potentially bring in a more diverse clientele. When protected lanes are implemented, it opens the doors to different types of cyclists, said Rivera. "It's not just that there are more people riding. It's a greater range of people ... more kids, a greater range of ages, much more diverse. It feels more like everybody." On a corridor like Telegraph Avenue, she added, bike lanes would reduce car traffic and speeds and "make the street feel more livable — make it more of a place where you want to stop."

The new Portland State survey of protected bike lanes highlighted several economic benefits in each of the study cities, including San Francisco. According to the study's surveys, 43 percent of residents said the lanes increased the desirability of living in their neighborhood, as opposed to 14 percent who said it decreased desirability. Additionally, 20 percent of residents who ride bikes on the identified streets said the installation of lanes increased the frequency of

their shopping, while a very small percentage said it decreased shopping trips. Most said it did not change their spending habits. The report echoes the findings of municipal research across the country. For example, a 2012 study by New York City's transportation department found that the implementation of protected bike lanes in one part of Manhattan correlated with a 49 percent increase in retail sales.

San Francisco has increasingly demonstrated the value of bike lanes and the growing interest in cycling. Two-thirds of Valencia Street business owners said that when the city reduced car lanes and installed bike lanes on the street, a main thoroughfare in the Mission District, their business improved, according to a San Francisco State University report. Only 4 percent said the changes hurt sales. Additionally, more than two-thirds of employers also said the Valencia bike lanes added convenience for their employees. This touches on another proven benefit to local economies: Companies located in downtown centers across the country attract younger employees better if their offices are easily accessible by bike, according to a recent joint report by PeopleForBikes and the Alliance for Biking and Walking.

When the debate about the Valencia Street bike lanes first began, "People were so worried it would decimate the businesses," said Kristin Smith, San Francisco Bicycle Coalition communications director. "Obviously, Valencia Street is not struggling." San Francisco installed those lanes in 1999, and since then perceptions have shifted in favor of bike lanes. "We do see much more support," she said, adding that there is, however, lingering resistance from merchants concerned about car parking.

But in a city like San Francisco, the reality is that sacrificing parking spots for a bike lane is a good bet for business, Smith argued, pointing to a recent survey of hundreds of people on Polk Street, a key north-south route. That study, conducted by the San Francisco Municipal Transportation Agency, found that more than 75 percent of people on Polk Street do not travel by car and that people who ride bikes or public transit or walk all spend more per week in the area than drivers. This benefit is clearly illustrated by the overflowing bike corrals that dot the city, Smith said. "Those people are going to the restaurants and shops. You just get more of a thriving, engaging commercial corridor." Improved cycling access on Polk Street is a matter of safety, too. On average, one pedestrian and one cyclist are hit by a car every month on Polk Street, according to the city.

The list of economic benefits of biking goes on and on. Better cycling opportunities can boost tourism, according to a 2012 report from the League of American Bicyclists and the Alliance for Biking and Walking, which reviewed a number of studies across the country demonstrating the value of "bicycling tourists." That report also argued that people on bikes save money on travel and thus have more money to spend on local businesses.

In Oakland, it remains to be seen how exactly the city will redesign Telegraph Avenue — and whether bike improvements will face any substantial opposition from merchants. In April, the city released a report outlining potential roadway design options, ranging from simply adding shared lane markings for bikes to removing car parking spots or a vehicle lane to make way for a dedicated bike lane. Shaff, the public works spokesperson, emphasized that cycling is just one consideration: "This project is really for roadway safety. Safer streets means safer for everybody and all uses. It's a major corridor, so it needs to be safe for drivers. It needs to be safe for pedestrians. And it needs to be safe and accessible for bikes."

Bike East Bay has been meeting with local merchants to discuss the potential changes and has already identified roughly eighty businesses on Telegraph Avenue that favor a new

bikeway on the corridor (see BikeEastBay.org/telegraph).

For Stephanie Sockel, general manager of Marc 49, a Telegraph Avenue wine bar, improved bike access is a no-brainer. For starters, it's a matter of safety: Two of her employees who bike to work have been hit by cars, she said. Sockel also predicted that a Telegraph bike lane would also improve business. "I really think it will give us better curb appeal, honestly. People riding bikes are able to see businesses a bit closer," she said, adding that a bikeway would enable more patrons to get to her bar. "That will increase the options for people who don't drive cars or are trying to drive their cars less."



Renee Rivera of Bike East Bay notes that it's easy for cyclists to stop and shop.

- Bert Johnson

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I wish these improvements had been completed a few years ago ... my decision to buy a car was influenced by the lack of adequate bike facilities on Telegraph, and my health has suffered since. Here's to a healthier, bike-friendly future!

report

8 likes, 0 dislikes like dislike

Posted by [Omar Yacoubi](#) on 06/11/2014 at 3:00 PM



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3 likes, 0 dislikes like dislike

Arizona Bike Law

BIKELAW

NO EXCUSE

JULY 25, 2014 | ARIZONABIKELAW | LEAVE A COMMENT

There is no excuse for improperly engineered bike infrastructure. It takes on two forms, 1) simple straight-up wrong, and 2) “fake” facilities, those which masquerade as something they’re not; they’re in reality nothing more than shoulders, yet they are intentionally tarted-up to appear to be bike lanes.

The reason there is literally no excuse is that there is no requirement ever to have dedicated bicycle infrastructure (for the purposes of this article, that means designated bike lanes). “Every lane is a bike lane” is more than a slogan — it’s true.

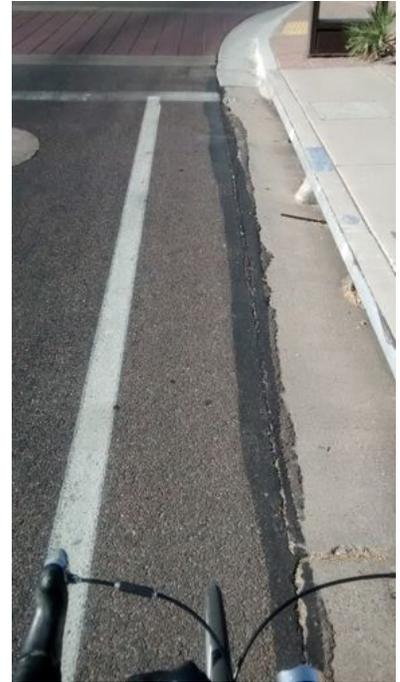
Thankfully, most egregious examples have been either eliminated or never built in the first place in the Phoenix metro area; e.g. placing a through bike lane to the right of a right turn only lane.

There are, unfortunately, isolated examples of poor engineering. Even in, or perhaps particularly in, “[Bicycle Friendly Communities](#)”. The LABs criteria for select and awarding the designation suggests they weight the “5 E’s” but anecdotally they appear to heavily weight in favor of *any* dedicated bicycle infrastructure.

Bad Bike Lanes

As I said, the designated bike lanes around here by-and-large [adhere to proper engineering standards](#). There are instances where this is not the case, however — this pictured designated bike lane, is southbound [McClintock Drive approaching Elliot Road](#), Tempe. This is not just a short distance, it extends from McNair to Elliot, perhaps 600’. The whole corner is odd, Tempe frequently drops the bike lane approaching intersections to provide space for a right-turn-only lane. On this corner, for some odd reason somebody decided that McClintock needed three through lanes in each direction, but only for a short distance.

The Warner Road bike lane is similarly, but not as badly, screwed up at Kyrene, see [should-warner-road-bike-lane-have-a-combined-turn-lane](#). Ironically the substandard width there seems to be due to a *widening* of the Warner Road ROW near the intersection with Kyrene; coupled with either engineering mistakes, or as-built problems.



This designated bike lane in Tempe is clearly dramatically sub-standard

Fake Bike Lanes

More pervasive and more insidious is placing stripes [where they shouldn't be placed in the first place](#). These stripes then look virtually indistinguishable from Bike Lane stripes. However if they are, for example, too narrow to be a bike lane (a typical situation) or any other defect the official answer is simple: they're not bike lanes. Motorists expect/demand bicyclists to use these fake bike lanes, though there is [no legal duty](#) to do so and best safety practices call for bicyclists to avoid them altogether.

Here's a few in City of Phoenix, who seems particularly fond of this, at least in my area of the city, these are Chandler Blvd near 24th St, and Ray Rd around Sun Ray Park area:



Here's a couple, the first from Guadalupe Rd at bridge over I-10, and the second at Rio Saldo Pkwy at the 101 in Tempe (dangerousness abounds at this mess). I believe both have something to do with ADOT. Rio Salado Pkwy has a designated bike lane both east and west of 101, that

stripe sure looks like a bike lane stripe:

