

## BAC Packet Guide

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2. November minutes
3. Current Roster of Members
4. Enforcement Cte. Letter of Disappointment
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6. Oracle RSA letter
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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, December 10 , 2014**

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

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. Please lock your bikes outside the meeting room. If front door is locked, please use rear entrance.

## **Agenda**

Projected time

1. **Call to Order**; approval of November 2014 meeting minutes 5 min
2. **Call to Public** 10 min  
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.
3. **Law Enforcement Staff Reports from TPD and PCS** 10 min
4. **Honored Speaker Roy Schoonover** 15 min
5. **Retreat** 10 min
6. **Matt Zoll Australia Review** 20 min
7. **Disappointment of Public information request denial** 10 min
8. **Consent Items** 5 min
  - a. Thank you for Speedway road diet letter
9. **Staff Reports**  
Ann Chanecka, City of Tucson  
Matt Zoll, Pima County

Nancy Ellis, Oro Valle  
Matt Christman, Marana  
Gabe Thum, Pima Association of Governments  
Glenn Grafton, UA

**10. Subcommittee Reports**

Urban Core Facilities (Ian Johnson)  
Enforcement (Colin Forbes)  
Facilities (Adam Wade/Brian Beck)  
Executive (David Bachman-Williams)

**11. BAC representative and liaison reports**

GABA (Wayne Cullop/Eric Post)  
Downtown Links (Kylie Walzak)  
RTP 2045 (Ian Johnson)  
Broadway Task Force (Anne Padias)  
Living Streets Alliance (Kylie Walzak)  
SCVBAC (Tony Amos)

**12. Announcements**

**13. 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 **November 12, 2014** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

## **DRAFT Meeting Minutes, Not Yet Approved**

Prepared by Collin Forbes

### **1. Call to Order; approval of September 2014 meeting minutes — 6:01 p.m.**

**Motion:** by Adam Wade to approve the minutes. Seconded by Ray Copenhaver.  
**Approved unanimously.**

### **2. Call to Public**

Don Hunt spoke in support of the proposed Bike Ranch development. The development would consist of 49 one-room casitas for cyclists to rent, a training facility and dining room for residents. In addition, they are planning a juice bar and bicycle shop for the general public. It is going before the Pima County Board of Supervisors on the 18th, but there has been surprisingly large resistance against it.

Mr. Hunt's Concern is if the Bike Ranch is not put in, it will be developed into 13 residential homes with increased noise and associated traffic. The Bike Ranch proposal is sound and will be environmentally sensitive rather than adding to suburban sprawl.

### **3. Law Enforcement Staff Reports from TPD and PCS**

Deputy Roher's report for the Pima County Sheriff's Department:

There were two incidents in October where they didn't know the reasons for the crash.

- On Oct 16, an "old lady" crashed by herself. Deputy did investigation there was no vehicle involved. The woman passed away about a week later from complications. They reopened the investigation, still no vehicle involved.

- A second incident happened on the backside of Gates Pass. The rider passed out for no apparent reason.

On the crash involving an off-duty sheriff's deputy, Deputy Roher is the lead investigator. The cyclist, Deputy Gutierrez had been a long time rider. A witness said he was cruising in the bike lane and the witness saw the motorist drift over into him and did not hit her brakes. The witness was able to yell because she could see the situation developing.

Was the motorist impaired? No. Was she texting? No. Deputy Roher looked at the motorist's phone, and the last text was about 2 hours earlier, and hadn't even been read. Is it possible she was looking at the radio? We don't know. Lots of us could do this. We need to keep an open mind, and don't just assume that everybody is distracted. The motorist was cited for driving in the bike lane, the 3ft rule, and for causing serious injuries from not being in the proper lane position.

On the fatal crash just a few days ago in La Paloma. This was on a private road. The laws for stop signs don't really apply on a private road. The witness saw the elderly gentleman riding at a good clip, cruising along. He was a snowbird who had just arrived. The motorist was a young lady making deliveries, saw the cyclist and was trying to stop.

There was a Hit & Run reported on South Palo Verde around 4am. The cyclist saw a suspicious looking vehicle approach and was struck or hit as it was passing. He was able to make it into work. He got the license plate, but there's a suggestion the driver of the truck was a coworker of the cyclist.

Finally, there was a story of the Foggy Mount Lemmon Cyclist. This story was brought to the Sheriff's Office by Eric Post earlier in the month. The cyclist was climbing Mountain Lemmon and found fog partway up. He continued, hoping the fog would clear. After realizing it wasn't going to clear, he decided the safest plan would be to continue to the top and call for a ride home. A passing sheriff's deputy stopped the cyclist, threatened the cyclist with a ticket for not having a rear light in the fog and ultimately insisted the cyclist turn around and immediately descend the mountain in the low visibility of the fog. Deputy Roher and Eric Post did research and found no statutes requiring a rear light in the fog. At best, it would be an equipment violation, not having a vehicle equipped for the circumstances. However, Deputy Roher said he wouldn't feel comfortable writing that ticket. Eric's email actually went through the ranks of the Pima County Sheriff's Department and may have resulted in some disciplinary action against the deputy.

Sgt Fernandez began his report with a clarification — you can still get a ticket on private property, just not for running the stop sign. Citations for endangerment would apply though.

There was a cyclist fatality last month with an officer driving an unmarked police car from the Tucson Police Department. The officer was travelling northbound on 1st Ave and trailing a suspect in convenience store robberies. The cyclist was crossing the road from west to east, was struck and eventually died after being transported to the hospital.

Eric Post asked for a clarification in the Hit & Run Crash referenced in the Enforcement Subcommittee minutes. He said the driver slowed down, the boy saw the whites of the drivers eyes and was sure they had eye contact. However, the driver gassed it and then fled. Sgt Fernandez doesn't know what the status of the investigation is. He said in his experience as a motorcycle driver, seeing the whites of a person's eyes isn't enough. You won't don't know what else the person is thinking about and you need to look for other indications.

#### **4. Platinum Challenge, Richard DeBernardis**

Richard DeBernardis spoke to the BAC about the importance of restarting a Platinum committee for the Bicycle Friendly Community application by the League of American Bicyclists.

We had great platinum committee meetings for about 12 years, particularly with the help from Ann Chaneka when she was with PAG. The meetings originated from the BAC and they helped us envision a better Tucson. Even without Platinum status, it helped us pool resources and to get together to talk about bicycling in Tucson. When visiting, Andy Clark from the League of American Bicyclists said he was impressed that we're the only region with regular and ongoing Platinum meetings.

The Facilities Subcommittee discovered the next application deadline is in February 2016. It's a massive amount of knowledge to put together. If we start in January 2015, that's probably enough time. A committee should have monthly meetings after that to put things together.

Gabe Thum said PAG is not planning on leading the Platinum committee. Any meetings will need to happen outside of the PAG structure. Richard DeBernardis said the BAC is a credible organization and we can use our credibility to help with this. We represent the whole region and all cyclists. If PAG is not going to do it, we should.

Ian Johnson said the feedback document from the last Platinum application would be good to go over and look at what our chances are separately versus together. It would be premature to form a committee without finding out what the jurisdictions want to do on their own.

Eric Post said Andy Clark from LAB warned a long time ago that regional applications are hard. But because of the way we are organized and the way the region is viewed by cyclists from outside, we may need to keep our application at the regional level.

Brian Beck asked Ann Chanecka if the City of Tucson was thinking about doing the application on their own. Ann said she doesn't know, hasn't heard anything about it from the Mayor & Council. She is wary of the time commitments.

Adam Wade asked if it would make sense to have it as an ongoing item on the agenda. David Bachman-Williams said it would more sense to have a motion to form a new committee to find people and build support.

- That committee could make decisions about going regional or separately.
- As a subcommittee, we may have to deal with quorum issues. However, we still have to meet the other meeting laws.
- We need to resubmit to even keep our Gold status. If we don't submit, our application goes away. You apply for the "Bicycle Friendly Community" rating, and they give us what they give us. It isn't a separate application for Platinum versus Gold.

Richard DeBernardis suggested getting support from the jurisdictions. The first order of business would be to get in touch and find out what they want to do. If the rest of the region wants to go region, but one town wanted to go it alone, that would be up to the committee to decide. It's not something we could decide at this meeting.

Wayne Cullop would like to have the representatives come back with some indication of what they would prefer. Whether each jurisdiction favors a city or county-wide application. For instance, Adam Wade said the Town Council of Oro Valley has a general plan, with a specific question of whether they should apply. The Parks & Recreation department has looked into it and started asking questions. No decisions have been made though. Adam Wade thinks Marana is in the same place.

**Motion:** by Eric Post to create a task force to begin the process of the platinum application, with Eric Post as the provisional chair. Seconded by Wayne Cullop. **Passed by unanimous voice vote.**

Note, the task force is not committed to recommending a regional application. The communities can still do separate applications or join together for a regional one.

## **5. Bicycling Celebrations Julian Wash and Cyclovia**

At the Julian Wash opening ceremony at the beginning of November, Pima County gave out bicycle bells and water bottles. At least 200 people were in attendance. The new path goes under three underpasses and has one new bridge. It's 16 feet wide and the new bridge is 12 feet wide. Also, there's the very first section of "cycletrack" in the region, about 150 yards on a raised "sidewalk" next to the roadway.

David Bachman-Williams praised the genius of Chuck Huckleberry. There's health money available and he used it. Tucson Medical Center and the Carondelet group applied for a \$3 million grant and a lot of that went into the Julian Wash. Huckleberry was able to track the money down without using local bicycle infrastructure dollars. He and his staff deserve kudos.

Matt Zoll pointed out this new section was only 3 miles long, but brings together 17 miles of path and connects a lot of parks and schools. They still need a lot of wayfinding signs, and if you get lost, it's not your fault.

Kylie Walzak presented Tucson Cyclovia's Top 10 Greatest Hits

- Streetcar Education by Friends of the Tucson Streetcar and Suntran.
- 600 youth helmets given away
- A new route to Keeling Neighborhood along a Bike Boulevard
- So many pedestrians! It was a walkable route.
- Displays of Pop Up Art & Camels on Trikes. Walruses
- There were great partners like UA Cycling & GABA Bike Swap
- The Amphi High School Marching Band was a big hit
- Over 200 volunteers helped out
- All ages participated. Old People, Animals & Babies, Oh My!
- Attendance: 30,000 people

Kylie said each Cyclovia costs about \$60,000. They need about half in cash, and the rest in in-kind donations. There's lots of coordination and staff time needed. Tallying it

all together, it's about \$100,000 per event. But at 30,000 people, that's about \$3/person and is very cost-effective and a worthwhile investment. She said in-kind donations were from PAG, City of Tucson, Pima County, UMC and other corporate sponsorships.

**Motion:** by David Bachman-Williams to write letters of support to thank the governments for supporting these events. Seconded by Tom Hausam. **Passed by unanimous voice vote.**

Letters should go to Pima County, City of Tucson and the Pima Association of Governments for their financial support as well as a letter to GABA for their participation and support.

## **6. RTA cuts decision and reaction**

Gabe Thum said the agenda item name is kind of misleading.

The RTA is powered by sales tax and they look every year at the incoming taxes and look at their commitments and balance them against the money. The last estimate for sales tax was 83% of what it was before. The Bicycle/Pedestrian Categorical funding is 3% of all of RTA, and that's 3% of total funding. Low estimates only make the 3% somewhat lower.

All projects were cut by 17%, but existing and finished projects couldn't be cut. They are hoping to use backfill funds from STP and HERF to fill in the 17% shortfall. However, claiming that certain projects are being cut unfairly is still a misconception.

The original sales tax estimates were actually quite conservative. When the economic bubble popped, it hit everywhere hard, including Tucson. There's room for slight adjustments, but not for something of this size.

David Bachman-Williams said we should revisit this on a yearly basis as new projects are being funded. Writing letters now to complain would be questioning reality.

## **7. United States Bicycle Route System in Arizona**

The BAC was contacted by a company associated with the Adventure Cycling Association about hoping to set up a map of connected bike routes across the US for bicycle tours.

Matt Zoll said they are working on routing through and around Tucson for bike touring. Their current plans are to use I-10 frontage roads, plus the loop to get around Tucson and Old Nogales Highway to get to south to Sonoita and Nogales.

The company was asking if we could help with support after the route is identified. This could be as basic as just supporting that there will be a route through the Tucson region without being specific about the routes. Or we can help identify other routes for specific purposes, camping and ways to get to the different areas around Tucson.

Matt Zoll will help put together a letter to present at the next BAC meeting.

Eric Post said Arizona already has a state bicycle route map, is this related? Matt Zoll: No, this is from Adventure Cycling Association to help route bicycle tourists around and through the state. They are trying to make sure there is reasonable connectivity between the states. Other organizations are also going to be involved.

## **8. Consent Items**

**The letters on the consent agenda were approved by a unanimous voice vote.**

- Ninth and Euclid Letter (Urban Core)
- Public Records request on GoHS Grant (Enforcement)

## **9. Staff Reports**

Matt Zoll, Pima County

- Loop projects: Pantano, the CDO and Santa Cruz
- There were about 80 diversion program participants last month, and lots of regular bike safety classes.
- Starting a Safe Routes to School Project in Flowing Wells and the Sahuarita school district
- “Burma Shave Outreach” on November 15. They are teaming up with The Loop Bike Shop.
- Connection of the Santa Cruz between Silverlake and Ajo with an underpass at Ajo is under construction. It should be done by Early April.

Ann Chanecka, City of Tucson

- Thank you to the BAC! Our letter about Speedway between Silverbell & Greasewood worked, it’s getting resurfaced and restriped to include bike lanes. There was an article in the paper on Monday about it and the public information officer specifically mentioned bike safety.

- On the Third Street resurfacing, it's going to be milled and completely reconstructed. Because of the UA and disruption to students they are looking to do that next summer.
- The Bike Share feasibility study is continuing. There's a survey and WikiMap to suggest bike share stations. You can comment on the suggested stations.
- Revamping the design of Bike Corrals and looking to install 2 more by the end of the year.

Gabe Thum, PAG

- The Bike/Ped RTA Subcommittee met and recommended 4 projects, 3 fully and one partial. They were Safe Routes to School projects and Bike Share.

## **10. Subcommittee Reports**

Ian Johnson, Urban Core

- They had been sharpening pitchforks for Gabe, but put them away.
- Talked about 9th/Euclid Hawk light.
- Next Meeting: Tuesday the 18th at Maker House.

Collin Forbes, Enforcement

- Talked about Hit & Run crashes and how to address them in the media, we needs more support and ideas from the committee to be able to do anything meaningful.
- Started to look into the costs and funding of the Diversion Program
- The Public Records Request for the Streetcar was denied.

Adam Wade, Facilities

- Jessica Hersh-Ballering from TDOT came to their last meeting, which was nice.
- They are looking at River Road at Oracle and trying to tie a connection into The Loop.
- Planning to write a letter in support of the findings of the RSA for the next meeting.

## **11. BAC representative and liaison reports**

Wayne Cullop, GABA

- Wayne is stepping down as president on January 1.
- They have an event planned for December 6. It's a Toys For Tots Ride with the South Tucson Fire Department.

- Working on the January 1 Loop Ride. It was popular in the past and they want to restart the tradition. This year they will have two starting points, one at Udall Park and the other at the Loop Bike Shop. The ride will run from 9am to 3pm.

Kylie Walzak, Downtown Links

- The next meeting will be reviewing the result of the 90% design plan plus the RSAs from areas along the route, plus reviewing the reports from various subcommittees.

Anne Padias, Broadway Task Force

- Last meeting was a conclusion-type of meeting. People put in their say and gave the marching out orders for the engineers. Our bike recommendations were included.

Kylie Walzak, Living Streets Alliance

- The Velociprints Art show is Saturday and there will be a Tweed Ride to ride there as a group.
- LSA will be out at the Rillito Food Festival all day on Sunday. They'll have a Bike Valet parking run by LSA. They hope to encourage biking to events with the valet parking.
- Tuesday Night, Light The Night. East Pima Street & North Columbus Blvd.

Richard DeBernardis, Perimeter Bicycling

- EI Tour is a week from Saturday. November 22.
- Registration is low, probably because of the rain from last year.
- They are raising money for 46 charities.
- Kids and Schools are participating with the Indoor EI Tour
- Come and see it! It's Fun!

## **12. Announcements**

Tom Neiman has resigned from the BAC and his county position is open. Contact Matt Zoll to apply.

Contact Eric Post if you are interested in helping with Platinum.

## **13. Adjournment — 8:05 p.m.**

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

www.BikeTucson.Pima.Gov

<b>City of Tucson</b>	<b>Representation</b>	<b>Appointment Date</b>	<b>BAC Term Expires</b>
1 Cameron Hummels	Representative for Mayor Jonathon Rothschild	12/27/2013	12/7/2015
2 Darlane E. Santa Cruz	Representative for Ward 1	8/13/2014	12/7/2015
3 Ian Johnson <b>Vice-Chair</b>	Representative for Ward 2	12/13/2011	12/7/2015
4 Kylie Walzak	Representative for Ward 3	12/3/2013	12/4/2017
5 John Cousins	Representative for Ward 4	12/5/2011	12/7/2015
6 Anne Padias	Representative for Ward 5	2/4/2014	12/4/2017
7 David Bui	Representative for Ward 6	12/3/2013	12/4/2017

<b>Pima County</b>			
8 David Bachman-Williams <b>Chair</b>	Representative for Pima County	7/12/2011	8/31/2015
9 Brian D. Beck	Representative for Pima County	1/8/2013	1/31/2015
10 Raymond Copenhaver	Representative for Pima County	10/7/2014	10/31/2016
11 Wayne Cullop	Representative for Pima County	1/8/2013	1/31/2015
12 Collin Forbes <b>Secretary</b>	Representative for Pima County	8/19/2013	8/18/2015
13 Tom Hausam	Representative for Pima County	5/21/2013	5/20/2015
14 Allen Kulwin	Representative for Pima County	6/4/2013	6/30/2015
15 vacant			
16 Eric Post	Representative for Pima County	8/19/2013	8/18/2015
17 Robin Steinberg <b>Parliamentarian</b>	Representative for Pima County	12/17/2013	5/20/2015

<b>Other Jurisdictions</b>			
18 Glenn Pfeleiderer	Representative for Town of Marana	3/18/2014	3/18/2018
19 Adam Wade	Representative for Town of Oro Valley	10/7/2014	12/31/2015
20 Anthony Amos	Representative for Town of Sahuarita	6/22/2012	6/10/2014
21 Edward G. Yasenchack	Representative for Davis-Monthan Air Force Base	3/7/2013	3/29/2016
22 Glenn Grafton	Representative for University of Arizona	4/23/2013	4/22/2017

<b>Ex-Officio</b>			
Ann Chanecka	City of Tucson Department of Transportation	6/10/2010	
Nancy Ellis	Oro Valley Parks and Recreation Department	1/1/2004	
David Fernandez	City of Tucson Police Department	5/16/2013	
Deputy Ryan Roher	Pima County Sheriff's Department	5/6/2010	
Roy Schoonover		5/6/2010	
Gabriel Thum	Pima Association of Governments	6/10/2010	
Matt Christman	Town of Marana	5/6/2010	
Matt Zoll	Pima County Department of Transportation	1/1/2004	

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



December 10, 2014

Tucson City Council  
255 West Alameda  
Tucson, Arizona 85701

**RE: Disappointment over a Denied Public Records Request**

Honorable Mayor and Members of the Tucson City Council,

On behalf of the Tucson-Pima County Bicycle Advisory Committee (TPCBAC), I wish to express feelings of disappointment over a recent interaction with the management of the Sunlink Streetcar and to ask if there is anything you can do to help make the situation right.

On September 10, 2014, the TPCBAC sent a public records request to the Tucson Department of Transportation asking for a copy of “any training materials for operators of the Sunlink Streetcar concerning interactions with cyclists along the streetcar route.” This request was prompted by an August incident where a streetcar passed a cyclist in an unsafe manner, in violation of Arizona Revised Statutes 28-735 and Tucson City Code 20-402. In our request, we explained the purpose of our request was to better understand the streetcar’s safety procedures pertaining to cyclists.

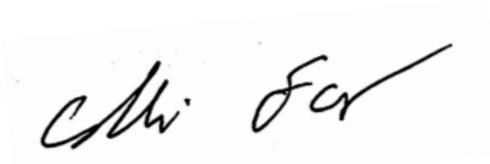
This was an opportunity for the Tucson Department of Transportation and the Sunlink Streetcar to shine and show us their commitments to excellence. In their response to our request, they could have sent us materials showing the streetcar operators were taught how to properly pass cyclists, and they also could have also shown us operator training materials showing the many narrow “pinch points” along the streetcar route, explaining the dangerous “door zone” adjacent to parked cars, and why, for safety reasons, cyclists sometimes need to ride closer to the streetcar tracks than a streetcar operator would normally expect.

Instead, our request was denied with a curt message explaining the company that manages the Sunlink Streetcar does not share any documents and feels it does not fall under the requirements of Arizona’s Public Records law. This was very disappointing.

Safety is an ongoing process. As cyclists, we are very concerned about safety around the streetcar and the levels of training the streetcar operators receive. As members of an advisory committee, asking about safety is an important part of our role. Hiding training and safety materials behind the policies of a private management company has the effect of cutting the public out of the process.

Is there anything you can do to help?

Thank you for your attention.

A handwritten signature in black ink, appearing to read "Collin Forbes". The signature is written in a cursive style with a long, sweeping tail on the letter "s".

Collin Forbes,  
TPCBAC Enforcement Subcommittee Chair



December 10, 2014

Mr. Daryl Cole  
Director, Tucson Department of Transportation

Re: Repaving and Road Diet of Speedway Blvd.

Dear Mr. Cole,

The Tucson Pima County Bicycle Advisory Committee would like to thank you, the city and your department for the recent work on Speedway from Silverbell to Greasewood. The restriping that gives ample room for bicycles on both sides will be of great value to those who use them in their daily lives. Along with the left turn lane we feel strongly that this will make the road much safer for all users without impeding the regular flow of vehicular traffic. The new surface is wonderful, too.

Sincerely,

David Bachman-Williams,  
Chair, TPCBAC

Ian Johnson  
Chair, TPCBAC Urban Core Sub-Committee

Scott Beck  
Regional Traffic  
Arizona Department of Transportation  
1221 S. Second Ave.  
Tucson, AZ 85713

cc: Daryl Cole, Director, Tucson Department of Transportation

Dear Mr. Beck,

The Tucson-Pima County Bicycle Advisory Committee appreciates the efforts of the Arizona Department of Transportation and its partner municipalities in attempting to address safety issues through the recent Road Safety Assessment of River Road from Oracle Road to First Avenue.

While we support all of the RSA report's suggested recommendations, we particularly hope that ADOT will make it a priority to implement improvements to the Oracle/River intersection and south to Roger Road.

The RSA report notes three "short- to medium-term recommendations" at the Oracle/River intersection of special interest to the TPCBAC:

- Install a skip line transition for the southbound Oracle Road shoulder transition to bike lane and install a Begin Right Turn Lane Yield to Bikes sign.
- Restripe the northbound approach for three (3) 11-foot lanes and a 5-foot bike lane.
- Restripe Oracle Road south of the intersection to provide bike lanes from River Road to Roger Road.

These improvements will greatly enhance safety for bicyclists, as well as improve bicycle access to the Loop multiuse path and Tucson Mall—two important and popular destinations. And, as the RSA report notes, the addition of bike lanes to this stretch of roadway will eliminate "the only gap for bicyclists in over 40 miles along Oracle Road."

The TPCBAC encourages the continuation of 5-foot bike lanes the entire distance on Oracle from River Road to Roger Road. We would like to work directly with you regarding the details of this and other suggested improvements.

Thank you very much for your attention to this matter, and for your continuing help in making bicycling in Pima County safer and more attractive for all our residents.

Sincerely,

David Bachman-Williams,  
Chair, TPCBAC

Adam Wade  
Chair, Facilities Subcommittee, TPCBAC



201 NORTH STONE AVENUE, FOURTH FLOOR  
TUCSON, ARIZONA 85701-1207

PRISCILLA S. CORNELIO, P. E.  
DIRECTOR

(520) 724-6410  
FAX (520) 724-6439

September 9, 2014

Mr. Daryl Cole  
Director, Tucson Department of Transportation  
201 N. Stone Ave., 6<sup>th</sup> Floor  
Tucson, AZ 85701

**Re: Bicycle Diversion Program**

Dear Mr. Cole:

I recently sent you a letter advising you that Pima County Department of Transportation (PCDOT) would no longer be handling the Bicycle Diversion Program for City of Tucson (attached) after January 1, 2015. After subsequent discussions with your staff and the Pima Association of Government (PAG), we have arrived at an accepted compromise. PCDOT will continue to manage the program through July 1, 2015, using approved regional STP funds. During this transition period PAG, COT, PCDOT and other jurisdictions will initiate discussions regarding PAG taking over the regional program by the start of the next fiscal year. This time extension will allow PAG to include the diversion program in the FY 15-16 Overall Work Program (OWP) and develop appropriate management processes.

Please advise if you have any questions.

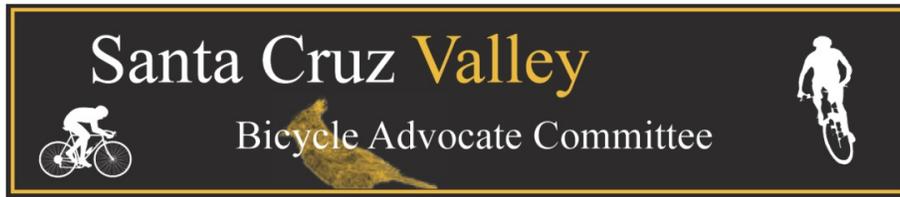
Sincerely,

Priscilla S. Cornelio, P.E.  
Director

PSC:dg

Attachment

c: Farhad Moghimi, Executive Director, RTA/PAG  
John Liosatos, Transportation Planning Director, PAG  
Ben Goff, Deputy Director for Transportation Systems, Support and Operations  
Matt Zoll, Bicycle and Pedestrian Program Manager



[www.scvbac.org](http://www.scvbac.org)

Meeting Minutes Nov 5, 2014

Attendance: John (JP) Pilger, Tony Crosby, Tom Hausam, Jim Jordan, Chuck Hill, Bill Adamson, Basil Baker, Hank Deutsch, Dale Sonnenberg.

- 1) JP called the meeting to order promptly at 3:00 PM.
- 2) The minutes of Thursday May 1, 2014 meeting were approved.
- 3) Status of Projects and Advocacies:
  - a) Town of Sahuarita - Bill reported. The widening of Sahuarita road to Country Club is almost finished, Matt Zoll will look at improving the chip sealed shoulder on this road between Country Club and Alvernon, and Rick Robinson will look at closing the shoulder gap on Pima Mine Rd near the Desert Diamond Casino.
  - b) TPCBAC - The last two meetings either canceled or Tom out of the country.
  - c) Tubac - JP said he hopes Armor Todd will be attending for Tubac.
  - d) GVC T & A/ADOT - Bill reported for Jim. He had concern that the planned shoulders on EFR south of the hospital site may not meet the desired 5 foot width. (GVC T&A requested ADOT clarification that has not yet been received.) Tom is still concerned over the lack of revegetation along White House Canyon Rd now that work is complete. Jim said he has voiced this problem several times at the T & A meeting. Bill suggested pushing for shoulders on Camino de La Canoa, particularly on the curve section at the north end. Tom said the HOAs in that area would support that request. Jim said the Esperanza I-19 design will be done in Jan, 2015 and construction should begin in spring or early summer and that the road diet striping of Esperanza west of La Canada should be completed this year.
  - e) Mountain Biking Issues - Chuck is concerned about riders straying from established WDT trails and will contact Richard Ducote about possible signage.
  - f) WDT - Chuck will also inquire about any progress on additional man gates to the WDT.
  - g) Bicycle Ambassador - JP reported on a lightly attended Walk and Roll at La Posada recently. The event lacked publicity and Bill added that there may be a better time for future events. JP will confer with Mary on this.
  - h) Santa Cruz Valley Cyclists - Basil will be leaving for the holidays shortly but Al Miller will likely be organizing rides.
- 4) Publicity/Events/Education/Website:
  - a) Bill covered his effort to gain support for the purchase of Marley Ranch for open space. BAJA and GVC have been asked to send letters of support. The SCVBAC letter is attached. The Pima County website had information of the bond proposal. Bill, Chuck, and JP will attend the open space bond committee meeting on Friday.
  - b) ROS Critique - Chuck said the main problem was that a large split developed in the line of riders. Using the SAV riders to provide internal policing and to advise the leader of problems was discussed.
  - c) Anza Trail - Bill reported. The town of Sahuarita met recently with Robson but there is still no progress on the desired right of way. Abrego Trailhead to Sahuarita Rd easements should be completed this year. The raccoon trail easement with FICO is still in work.

Mark Flynn and tractor will come out later this year or early next year for trail work. The easement under the railroad could take 6 months.

- d) School Programs - Bill and JP has been working with Sahuarita school administration, the Sahuarita PD, and Matt Zoll of PC to implement bicycle safety programs in the grade and middle schools. Bill was pleased that things seems to be coming together.
- 5) Public Concerns:
- a) Tony brought up the proposed Bike Ranch planned for near Saguaro East NP. This plan will be brought up before the Pima County BOS on Nov 18th for approval and needs public support. Links to the Bike Ranch will be sent out to SCVBAC members.
  - b) The Sahuarita needs to appoint a new representative to the TPCBAC. Bill will send a letter to the town and the BAC as a reminder.

The meeting was adjourned at 4:15 PM. The next meeting will be held on Wednesday Dec 3, 2014 in the GVC conference room.

Tony Crosby, Scribe



[WWW.SCVBAC.ORG](http://WWW.SCVBAC.ORG)

10/28/14

Mr Larry Hecker, Chair  
Pima County Bond Advisory Committee (BAC)

Subject: Open Space Acquisition Funding in 2015 Bond Election

Dear Mr Hecker and Committee Members,

The Santa Cruz Valley Bicycle Advocate Committee (SCVBAC) recommends substantial funding for Open Space in the next Bond Election.

Pima County has been very progressive in acquiring Open Space to protect our environment and quality of life, and also in recognition that Open Space can provide economic benefits through tourism and increased property values. However, much remains to be done to acquire more Open Space as our population continues to grow in the future.

A lot of Open Space used by the Public for hiking, bicycling, and enjoyment of the natural environment is actually privately owned or State Trust Land that can be sold for development. An example of this is the Marley Ranch area that is adjacent to the Southwest side of Green Valley. Pima County in recognition of this important Open Space has purchased a small portion, and has an option to purchase the rest. But this cannot be done without substantial funding for Open Space in the 2015 Bond Election. The acquisition of Marley Ranch alone may cost \$70M.

Bicyclists have been riding the ranch roads and hikers have been hiking the trails in the beautiful and diverse Marley Ranch area for years. Please save Marley Ranch for Public Open Space by providing the funding needed.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Bill Adamson".

Bill Adamson, Co-Chair



# MEMORANDUM

## Public Works Administration

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**DATE:** November 21, 2014

**TO:** C. H. Huckelberry  
County Administrator

**FROM:** Nanette M. Slusser   
Assistant County Administrator

**RE: The Loop Update**

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This memorandum is a monthly update on activities and responds to several recent memorandums related to The Loop.

### Loop Segments

#### Santa Cruz River Park

1. Drexel Road to Valencia Road

The archaeology is complete. Design scope is in development. Construction start is programmed for spring 2015.

2. Paseo de las Iglesias, Silverlake Road to Ajo Way

Project is on schedule. Ribbon-cutting event programmed for May 1 or 2, 2015.

3. Nodal Park

The old septic disposal pit has been filled in. Concrete cap was poured. A walk-through review was held October 22, 2014. Job Order Contracting is in process for reclaimed water line to the ponds.

4. El Corazón Bank Protection

The Regional Flood Control District (RFCD) is designing two bridges (one for the CDO, the other at Rillito) and will construct the abutment. Future bond funds proposed for El Corazón will be used for the bridges, which are expected to cost \$850,000 to \$1,000,000 each.

#### Rillito River Park

1. The Regional Wastewater Reclamation (RWRD) North Rillito Interceptor (NRI) project's GMP 1 was approved by the Board of Supervisors on November 18, 2014. The NRI project and the "Relief" project (i.e. the sewer crossing of the Rillito) are currently coordinated to minimize disruptions to the north and south bank path users. Construction start is programmed for December 1, 2014.

2. The RWRD South Rillito Interceptor (SRI) was completed three weeks ago and in the closeout process.

3. Camino de la Tierra Bridge, south bank design continues. ADOT approved Final Project Assessment. Environmental clearances underway. Construction remains programmed for mid-2015.

#### Pantano River Park

1. Broadway Boulevard Underpass is under construction.
2. 5<sup>th</sup> Street to Speedway Boulevard (east bank) design plans are at 100 percent. Construction start is programmed for early 2015, pending ADOT's approval to construct.
3. Pantano Wash, Craycroft Road to Tanque Verde Road, design is underway. RFCD is proceeding to final design for the segment between Tanque Verde Road and Glenn Street. Access from Glenn Street to the Rillito Pathway will be by roadway.

#### Harrison /Julian Wash Greenways

1. Harrison Greenway

Project design is at 50 percent, adequate for job order delivery. Construction cannot commence until after the Arizona State Land Department (ASLD) auction. The auction is scheduled for February 2015. The ASLD agreed to allow the easement to be paved. The NPPO was sent to ASLD on November 5, 2014. ASLD made an error in its cost estimate, benefitting the County. The most recent cost estimate is now more reflective of the County's original estimate. However, this puts the project in a significant deficit. Additional information will be presented on options for advancing some or the entire project after the auction.

2. Julian Wash – TMC/Carondelet Foundation Projects

Construction is completed; the opening event was very successful. Final closeout and punch list items are continuing in November. A video of the event is posted on the County's Loop page: <https://www.youtube.com/watch?v=sMvd0uA-7tU>. Land acquisition continues on a couple of parcels.

#### **The Loop Links and Extension**

##### Cañada del Oro River Park

1. La Cañada Drive to La Cholla Boulevard design is nearly complete. Construction start is late fall 2014 and is expected to last approximately six months. The ribbon-cutting event for this project may be combined with the project below and held next fall 2015.
2. Thornydale Road to Interstate 10 project is underway with an anticipated completion date of late winter 2014.

### **Other Loop Activities**

1. The Pima County Sheriff's Department Foothill's District has established three projects for periodic checks at parking areas along The loop. The assigned locations are at River Road near La Cañada, 6916 N. Thornydale, and 8831 N. La Cholla. We are waiting to hear if other Sheriff's Districts will follow suit with similar spot checks.
2. Pathway sign installations continue.
3. Burma Shave Safety Outreach

In September, the Bicycle and Pedestrian Program, with the help of the Bike Ambassadors, launched a safety campaign on The Loop. To encourage path users to understand each other's needs and promote sharing of the path, the County placed temporary, movable signs with humorous safety messages in specific locations along The Loop on Saturday mornings. The signs are inspired by the Burma Shave signs along U.S. roadways from the 1920s through the early 1960s that encouraged safe driving and promoted the company's shaving products. For example:

- Ride the roads / if you gotta fly fast. / The Loop is for cruising / not hitting the gas! / Ease the speed!
- Walking the dog / on a leash too long / will lasso the bike / and both will be gone! / Keep Fido close.

So far, the signs have been placed along the Rillito north bank path at Brandy Fenton Memorial Park, the Mountain Avenue Bridge and Children's Memorial Park, and along the Rillito south bank path east of Alvernon Way.

At each of the outreach events, staff has given away 50 to 100 bicycle bells and safety brochures to promote safety on The Loop. The outreach will continue one to two times per month and will expand to the Santa Cruz/Loop bike shop and Pantano/Michael Perry Park. The signs were displayed on the Julian Wash at Augie Acuña Los Niños Park as part of the November 1 Julian Wash Greenway celebration event.

#### **4. The Loop Vendor Program**

This program will complete the six-month pilot this month and appears to be successful with Loop users. There is little to no additional draw on Natural Resources, Parks and Recreation's resources. The program will continue. Additional information on the program will only be included in future Loop Updates only when there is new information.

#### **5. Loop Feedback**

The Loop webpage and Facebook page have a feedback link for users to send request for information or alerts to Pima County on any issue relating to The Loop or adjacent parks. The

C. H. Huckelberry, County Administrator

**The Loop Update**

November 21, 2014

Page 4 of 4

Communications Office collects and shares this information with The Loop team for resolve. Once the issue is researched and addressed, a response is sent to the sender. This information is catalogued and provided as an attachment to this report. Also attached is list of news releases and postings the Communications Office distributed over the past 30 days.

**Facebook**

Pima County's Facebook page for The Loop, <https://www.facebook.com/ridetheloop>, has 1,055 likes, up from last month's 948 likes. In addition, The Loop mobile app is accessible at <http://gis.pima.gov/pimamaps>.

NMS:lsm

**Attachments**

c: John M. Bernal, Deputy County Administrator, Public Works  
Priscilla Cornelio, Director, Department of Transportation  
Suzanne Shields, Director, Regional Flood Control District  
Linda Mayro, Director, Office of Sustainability and Conservation  
Chris Cawein, Director, Natural Resources, Parks and Recreation  
Neil Konigsberg, Manager, Public Works Real Property Services  
Jeff Nordensson, Director, Communications Office  
Chris Nanos, Chief Deputy, Sheriff's Department  
Mark Evans, Communications Specialist, Communications Office

**The Loop Team:**

Bill Satterly, Acquisition Agent, Public Works Real Property Services  
Nancy Cole, Program Manager, Public Works Project Management Office  
Sandi Garrick, Program Manager, Public Works Project Management Office  
Arthur Gibbs, Program Coordinator, Public Works Project Management Office  
Roger Anyon, Program Manager, Office of Sustainability and Conservation  
José Merino, Communications Coordinator, Communications Office  
Diane Luber, Communications Coordinator, Communications Office  
Dave Burnham, Graphics Specialist, Communications Office  
Matt Zoll, Bicycle and Pedestrian Program Manager, Department of Transportation  
Annabelle Valenzuela, Program Manager, Department of Transportation  
Steve Whitney, GIS Manager, Information Technology  
Joy Mehulka, Program Coordinator, Natural Resources, Parks and Recreation  
Jennifer Psillas, GIS Analyst, Natural Resources, Parks and Recreation  
Valerie Samoy-Alvarado, Natural Resources, Parks and Recreation  
Steve Anderson, Planning Division Manager, Natural Resources, Parks and Recreation  
Greg Hagen, Planner, Natural Resources, Parks and Recreation  
George Kuck, Operations Manager, Natural Resources, Parks and Recreation  
Sherrie Barfield, Assistant Operations Manager, Natural Resources, Parks and Recreation  
Andy Dinauer, Division Manager, Regional Flood Control District  
John Spiker, Civil Engineering Manager, Regional Flood Control District  
Sandy Bolduc, Project Manager, Regional Flood Control District  
Noel Ortiz, Civil Engineering Manager, Regional Wastewater Reclamation Department  
Ann Chanecka, Bicycle and Pedestrian Coordinator, City of Tucson

Nov. 19, 2014

## **COMMUNICATIONS OFFICE ACTIVITY FOR THE LOOP SINCE OCT. 13**

### **1. 1,055 “like” The Loop Facebook page, up from 912!**

<https://www.facebook.com/ridetheloop>

### **2. News releases sent to media, local officials, chambers of commerce and bike groups and/or posts on The Loop page, Pima.gov and The Loop Facebook page**

Nov. 14: Repaving resumes Nov. 18 on Santa Cruz River west bank path between St. Mary's, Grant roads

Nov. 12: Free bicycle bell giveaway on The Loop on Saturday, Nov. 15

Nov. 5: Order the new Loop T-shirt through Friday, Nov. 14

Nov. 9: Heirloom Farmers Market photos (Loop Facebook page)

Reached **810** people

Nov. 6: Story about the Julian Wash Greenway in Spanish in La Estrella (Loop Facebook page)

Nov. 3: Julian Wash Greenway celebration photos (Loop Facebook page)

Reached **705**

Nov. 3: KGUN9 video of Julian Wash Greenway celebration (Loop Facebook page)

Reached **882**

Nov. 3: Please use Rillito River south bank path Nov. 6-7 during Rillito Regional Park restroom installation

Nov. 1: Photo of new Julian Wash Greenway path east of the new bridge (Loop Facebook page)

Reached **904**

Oct. 30: Please use Santa Cruz River east bank path during west bank paving, rehabilitation

Oct. 29: Pima County extends pilot program for vendors on The Loop

Oct. 28: Please avoid Julian Wash segment of The Loop during construction

Oct. 27: Don't miss the Julian Wash Greenway celebration on The Loop on Nov. 1

Oct. 20: Please use The Loop on the Santa Cruz east bank during west bank path replacement and repaving

Oct. 16: Check out bike and pedestrian safety signs Oct. 18 on The Loop

Oct. 15: Celebrate completion of Julian Wash Greenway segment of The Loop on Nov. 1

### **3. Coming up**

New Loop maps

CDO-Santa Cruz connection

Broadway to Kenyon on the Pantano

Paseo de las Iglesias

### **4. Loop annual report**

### **5. Loop feedback**

We had 12 Loop comments or conversations via Loop or Pima.gov Feedback Forms, emails to County Administrator and staff, The Loop Facebook page and the City of Tucson since Oct. 13.

10/15/2014

**Damion Alexander** (via email)

I spent some time last night and on Monday on the Santa Cruz from Silverlake almost up to Camino Del Cerro.

There were signs up, but they were confusing. At one point I saw a "road closed- use East Bank" sign and passed it heading south to see what the construction looked like. There was no construction work on the "closed" section. It made me wonder if the closure was the section to the North I had just been on. I found this in a few areas as I rode. Random signs with no noticeable construction and where it was not clear if the closed section was to the North or South of the sign. Also, the signs were placed in locations where you could miss them if you were accessing the Loop from that street.

I'm not just here to complain. I actually have some solutions;-) On the signs, put more info. Ideally, info on the entire project. Second, specifics of why each particular barricade is up. For example: Wet Tar 10.17.14 Grant to Speedway or Construction crews, heavy equipment 10.17.14.

On the whole, it seems like the construction crew is making a good effort to notify the public, but that little extra touch would go a long way.

**Response:**

Andy: Complaint noted.

They are doing a variety of spot work throughout the 11.5 miles of the project. The locations vary on an hourly basis so moving barricades and preparing individual notices for every element of the work is simply not practical – in many cases it is just easier to direct users to the other bank (which is a nice luxury to have and really requires very little effort of a path users). Much of the work that is occurring right now really isn't causing a need for complete/hard closures – unlike what was done for the major seal coating. The work that is currently underway includes, but is not limited to, spot repairs, handrail and gate modifications, asphalt patching and grading – all in preparation for long line paving work. Additionally, there will be touch-up work on the seal coated areas that will be on-going up until the final restriping occurs.

Thanks again for the input.

10/16/2014

**Karen Paton Frye** (Loop Facebook page)

Went to the open house last night (Pantano Wash project) and am really impressed with how county officials work so hard to look out for the best interest of park-goers, property owners, and the environment. Thanks!

10/16/2014

**Blair Finkelstein** (Loop Facebook page)

I too went to the open house last night, and left not quite as optimistic. A very vocal minority have severely cut back on the plan. The new plan has narrowed the path significantly and reduced the horse plans and removed any and all bathrooms and I assume drinking fountains on the route. So nothing between 22nd and Craycroft. The new bridge will be a work of art, but much of the path is now a narrow, straight shot. The neighborhood seems to be only interested in minimizing the Loop, not maximizing their and everyone's enjoyment. Hope special interest can be placated in such away that the path is still interesting and fun.

The planning staff did do well, professional in the face of a few, hostile folks in the audience.

10/20/2014

**Yuliyana Rossman**

The recent flooding has caused some serious damage to the Pantano River Park section of The Loop. About halfway between Kenyon and 22nd St. on the eastside of the path, flooding has caused the earth to wash away at the north end of a section that already washed out and had to be repaired. This new damage is at the downhill end of the repair where there is no curb or riprap. I am happy to email some photos if you would like.

**Response:**

Suzanne Shields and Colby Fryar via Diane: Thanks for your message about flood damage on The Loop. The Pima County Project Management Office is going to take care of this as part of the linear path improvements between Kenyon and Broadway (<http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=163168>). The area is currently roped off with flagging and barricades for passing bicyclists and pedestrians. Thanks again for alerting us.

10/21/2014

**Mary McKenzie** (Loop Facebook page)

What about the east side between Star Pass and Congress? It is really bad. There are cuts in the asphalt that are about 2 inches wide and 2 inches deep, left over from the last time patch work was done on the Santa Cruz.

**Response:**

Andy Dinauer: At present our limited funding is only allowing us to address the west bank of the Santa Cruz River. The east bank section will be one of the first sections scheduled for pavement maintenance should new funding become available in this next fiscal year. It should be noted that the County just recently took over these sections of the City's riverpark system and there is quite a backlog of maintenance needs in some of the more neglected sections. Pima County is working to remedy these deficiencies but it will take some time to get all these sections up to a good level of service.

10/21/2014

**Julie Ramsey** (Loop Facebook page)

Is there a way to get directly onto the path from within Silverbell Crossroads park? The only way I've found so far is to ride around on the street and hop the curb before the Santa Cruz bridge, I feel like I'm missing something. Thanks!

**Response:**

Tom Ellis via Diane: There is a connection at Ramada 5 directly behind the Wheeler Taft Abbett Memorial Library. It is a compacted granite path from the park sidewalk to the asphalt path.

10/27/2014

**Charles Corson** (via NRPR website feedback)

Terrific job on the Santa Cruz River Park. It's really helped to transform the area as I remember it many years ago. It's great to see so many people out using it. Question: I've been digging through Pima Co's websites and pages on the Santa Cruz River Park and the Julianne Greenway projects. Both have segments still under completion work (as I understand it). I'm curious for work commenting purposes, the status of the Santa Cruz River Park between 29th & Ajo way, west side of the river. Also, there is a long segment of the Julianne Wash greenway that is to be completed, roughly in the area of Country Club. When can we expect completion? What is the timeline? Also, I noted between Congress and 22nd, Santa Cruz River Park, a construction project abandoned that was intending to use reclaimed water, a short running segment of water and planted landscape. This is located on the west side, up high, just in line with 18th street. What has happened with this effort?

**Response:**

George Kuck: The Santa Cruz River Park from Ajo to 29th St. is scheduled to be completed by May 2015, and the Julian Greenway section is scheduled to be dedicated this upcoming weekend. We have no updates at this time on the reclaimed water project on the Santa Cruz River Park at this time.

10/28/2014

**Tim Murphy** (Loop Facebook page)

(comment on post asking Loop users to avoid the Julian Wash segment under construction): I'd be more concerned with the apparent sink hole that is starting to form between Kolb and Wilmot. (When I asked him if the sink hole was near the Julian Path, he replied:) On the path actually. I ride it several times a week and have noticed the pavement is starting to sink and crack in the area I highlighted in the last two weeks. (He posted a map.) It has dropped a couple of inches at least.

**Response:**

Diane: Tim, thank you so much for bringing this to our attention. We're working on a temporary fix while we explore a permanent one. Please let us know any time you see something on The Loop that concerns you -- or that you love!

11/3/2014

**Mike Bourne** (via Ann Chanecka at CoT)

Please forward construction schedule for the Harrison Greenway link of the loop between Valencia and Irvington roads. The wife and I can hardly wait for it to be done to connect us with the Julian Wash Greenway.

**Response:**

Nanette via Diane: Pima County is planning to purchase a 50 foot easement along Davis-Monthan Air Force Base property from Irvington to Valencia at a state trust land auction this month. There is no construction schedule because no funds have been allocated for construction as yet. It's a very step-by-step process, and the budget is tight. But stay tuned...

11/7/2014

**Chris Pfeffer** (Loop Facebook page)

I couldn't believe it. Riding home yesterday I saw three pedestrians actually walking on the correct side of the path. I could see them and they could see me. It was great! Reminiscent of the early days when conventional rules of the road prevailed. I actually can't remember when the County first created the current dangerous situation, but I'm glad to see a few people aren't fooled.

**Response:**

Diane: Not sure what you're referring to, Chris. What do you think is the "correct side of the path"? And why do you think the County created a dangerous situation?

**Chris again:**

Well, The Loop, by the tone of your response it appears that you did not take my comment seriously. I can play childish too. The rules of the path are simply in defiance of the customary 'rules of the road' that everyone are taught when growing up. It is simply that all pedestrian traffic must keep to the left side of the roadway facing traffic. The little pictures painted on the path showing pedestrian and bicycle traffic on the same side of the path is artificially creating a dangerous situation. Bicycles are vehicles, plain and simple, and it is just short sighted to adopt a random and baseless rule putting the public in jeopardy when the workable solution is to revert back to the original traffic flow that was in place when the first linear parks were opened.

**Response:**

Diane: Chris, certainly did take you seriously. I'm looking online for usage guidelines for shared-use paths, and [http://www.pedbikeinfo.org/planning/facilities\\_ped\\_paths.cfm](http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm) says "All users should be encouraged to stay right." I think the County is trying to follow generally accepted shared-use path travel guidelines.

**Chris again:**

My apologies, I'm as good as Sheldon Cooper at reading sarcasm apparently. I have seen this before and there is no basis for their guideline. Just because they say it doesn't make it a safe situation. The fact still remains that pedestrians and bicycles on the same side is exceedingly dangerous. You will be hard pressed to find any serious cyclists who would disagree and as I witnessed yesterday pedestrians too. The County needs to immediately reverse their policy before someone is seriously injured or killed.

11/11/2014

**Chris Pfeffer** (Loop Facebook page)

I saw where the restroom is going. On the south side of the path, across the the path from the Farmers Market area. Are you guys Insane? People (a lot of people) will now have to cross the asphalt path directly into the kill zone of a blind curve to get to the restroom. If your goal was to add congestion to one end of an already dangerous bridge, then kudos, you succeeded. I hope the County has really good Liability Insurance. Are there any adults in charge of your planning?

**Response:**

Nancy via Diane: The restroom location was chosen with the knowledge that a new bridge, which will be both wider and placed more directly in line with the existing bike path, will be installed after being funded by the future bond election. This will result in a wider bridge, without blind curves, located south of both

the restroom and farmers market. This future plan dictated the location of the restroom. However, in the meantime, it will require users to ride slow, keep their eyes open and be responsive to all path users in this congested area.

**Chris again:**

The timing for these phases is a bit odd at best. I certainly hope that the bridge work and path realignment is set to begin soon, like in the next month or two at the latest. I'm taking a guess in my attached photo. How'd I do, am I close? In the meantime there will be potential for very serious accidents. So much so, that I would recommend that the north path be closed to through bicycle traffic during times that the Farmers Market is open. And, I would like to reiterate my previous recommendations that pedestrians be put back on the left side of the path. It will make for a safer and more civil experience for everyone.

**Response:**

Diane: Thanks, Chris.

11/12/2014

**Norman Cochrane**

I was raised with the teaching that you always walk facing traffic. A quick search of the web will confirm this. So why is it you want us to walk with our backs to the bicycle traffic on the Loop? I have now been clipped twice. Something that would not have happened had I been walking FACING TRAFFIC.

**Response:**

Matt via Diane: Thank you for your email and comments. The County and other area jurisdictions decided some years ago to have pedestrians walk in the same direction as cyclists on pathways within the region for the following reasons:

1. National guidance by the Federal Highway Administration indicates that pedestrians should walk on the right in the same direction of bicycle traffic when using off-street shared use pathways:

[http://www.pedbikeinfo.org/planning/facilities\\_ped\\_paths.cfm](http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm)

2. Other pathways within the region such as the Santa Cruz path, the Old Spanish Trail path, and the David Bell path around Reid Park provide guidance for pedestrians to walk on the right in the same direction of bicycle traffic. The Rillito was converted approximately 8 years ago to also have pedestrians walk on the right in the same direction of bicycle traffic to be in conformance with the other regional pathways.

3. The road statutes do not apply to paths, only to highways (ARS 28-796

<http://www.azleg.state.az.us/FormatDocument.asp?inDoc=/ars/28/00796.htm&Title=28&DocType=ARS>).

Plus as indicated in the statute, it's not an absolute requirement for pedestrians to walk facing traffic on highways either (the flexibility is indicated by the "when practicable" language). Regardless of the side that pedestrians walk on, the key is to try to make sure all users are paying attention to each other and doing their best to share the paths.

4. The closing speed between bicyclists and pedestrians is much greater if pedestrians are walking facing traffic. This becomes especially problematic around corners and in underpasses or on narrow bridges.

Higher closing speed means less ability for the bicyclist to see the pedestrian and to react to avoid a collision. Another issue is that when the County did have the Rillito with pedestrians facing traffic, sometimes pedestrians didn't see cyclists anyway when it appeared they should have. In addition, it often set up a confrontational "hold your ground" attitude between both the pedestrians and cyclists.

5. The safety data so far, at least from what we have recorded, is that with pedestrians walking in the same direction as bike traffic it doesn't seem to be resulting in many reported crashes. With 2,300 people using The Loop on a weekday at the Rillito and Mountain Avenue and 3,400 using it through that location on a Saturday, the pathways are functioning as intended.

6. We will continue to promote awareness through our education classes and "Burma Shave" safety sign campaign. Safety guidance for cyclists when coming up behind pedestrians is to 1) slow down as necessary; 2) move left as far as practicable; 3) call out "passing" or ring a bell; 4) "skinny up" and go single file when passing, and 5) be prepared for pedestrians who may suddenly turn in the path, especially children or people distracted by music on their personal music devices or by phones. Safety guidance for pedestrians is to 1) walk as near to the right as practicable; 2) be predictable and don't suddenly turn in the path; 3) "skinny" up and walk single file when crossing narrow bridges, going through narrow underpasses or when walking along narrow segments of pathway; and 4) keep the music down so

that you can hear other path users coming up from behind.

**Norman again:**

I have debated a response to this lengthy letter you have written and decided its absurdity requires it. Your points in order.

1. You use the Feds as a source for the decision and even give a link to a web site to back your claim. On visiting the site I found no reference as to why bicyclists and pedestrians should stay on the same side together. What you have said is, They said so, so we say so. Trust us, we are the government. The same government that spies on the press and suppresses political non-profits.
2. In this point it comes down to a simple case of everyone else is doing it. Reminds me of my mother and something about jumping off a bridge.
3. Nowhere in my question did I mention any laws or statutes. I find your use of the statute insulting. It reads as if you are saying - Look how smart I am, I know the law.- I also know the law and purposely did NOT refer to it as it does not apply here. My question was about safety.
4. It appears math is not your strong suit. Let's not assume a casual -beach cruiser- kind of rider but a cyclist as the likes I have twice had a negative encounter with. The average walking speed of humans is 3.1 mph. It can vary but a quick google search will confirm this. This gives a differential of 6.2 mph advancing vs. retreating. Contrast that to a good clip of a non-casual cyclist being closer to 20 mph. This would mean a cyclist approaching a pedestrian going the same direction has an adjusted speed of 16.9 mph vs 23.1 mph if the pedestrian is going the opposite direction. That translates to the cyclist having 27% less time to react. In contrast the pedestrian with his back to a cyclist has 100% less time to react. You also state that "sometimes pedestrians didn't see cyclists when it appeared that they should have". So it seems that your solution is to ensure that no pedestrians see cyclists. I guess it is only fair that if one person is blind all should be blind. You also refer to holding your ground. If I am on the edge of the pathway with nowhere to retreat to, then bracing for impact would be interpreted as holding my ground. I can only assume that you would prefer I be a hapless victim than proactive in my safety.
5. I notice you don't include what your data says about bicycle vs. pedestrian crashes. And you did not say there were zero crashes. You also have no way to know how many unreported crashes there are. So if "functioning as intended" includes pedestrians being blindsided, then you very well may be correct.
6. You are with the Pima County Communications Office. Your complete misuse of quotation marks is an indication of Pima County government. Pay for the best and get mediocre.

11/17/2014

**Charles Corson**

Can you give an estimated completion date for the Tanque Verde Wash trail (shown on 'The Loop' trail map as "in planning"). Is there a link or information for any/all under construction or under planning completion dates ? That would be very useful. I'm using the Santa Cruz, Rillito, and Julian Wash trails/paths a great deal, love it. It's terrific planning and execution by Pima Co and Staff.

**Response:**

Andy via Diane: Andy: Tanque Verde Creek is on our radar. As part of the initial planning efforts for a potential riverpark extension project, we have been doing a right-of-way investigation along the Tanque Verde Creek from Craycroft Road to Tanque Verde Road. These extension projects are very long term projects and we are in the very early stages of what amounts to a feasibility study. Funding is very limited so at this point we are simply doing property research and surveys to identify right-of-way and easement needs (which are turning out to be fairly extensive and expensive). It should be noted that when we do these riverpark extension projects we typically start at the end of the existing riverpark and move up or downstream from that location – i.e. in the case of the Tanque Verde Creek, we'll likely start at Craycroft Road and progress upstream towards Sabino Canyon Road and then on to Tanque Verde Road. As some folks may be aware, we are also having to attempt to coordinate our activities with certain private development activities in that area and this can present significant challenges. Additionally, not all property owners adjacent to the Tanque Verde Creek are fully on-board with the idea of a riverpark/path adjacent to their property so sometimes project timelines can be significantly delayed; and in some cases projects are simply shelved.

Presently we are very focused on closing one of the missing links on the Loop in this area – that being the Pantano Wash from Craycroft Road to Tanque Verde Road and once that is completed we hope to turn more of our focus towards seeing what can realistically be accomplished along the Tanque Verde Creek.

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
11/17/2014	Charles Corson	<a href="mailto:chcorson@me.com">chcorson@me.com</a>	Yes	Tanque Verde Wash Trail	<p>Can you give an estimated completion date for the Tanque Verde Wash trail (shown on "The Loop" trail map as "in planning"). Is there a link or information for any/all under construction or under planning completion dates? That would be very useful. I'm using the Santa Cruz, Rillito, and Julian Wash trails/paths a great deal, love it: it's terrific planning and execution by Pima Co and Staff.</p>	Nanette, Larry Robison	<p>Andy: Tanque Verde Creek is on our radar. As part of the initial planning efforts for a potential riverpark extension project, we have been doing a right-of-way investigation along the Tanque Verde Creek from Craycroft Road to Tanque Verde Road. These extension projects are very long term projects and we are in the very early stages of what amounts to a feasibility study. Funding is very limited so at this point we are simply doing property research and surveys to identify right-of-way and easement needs (which are turning out to be fairly extensive and expensive). It should be noted that when we do these riverpark extension projects we typically start at the end of the existing riverpark and move up or downstream from that location – i.e. in the case of the Tanque Verde Creek, we'll likely start at Craycroft Road and progress upstream towards Sabino Canyon Road and then on to Tanque Verde Road. As some folks may be aware, we are also having to attempt to coordinate our activities with certain private development activities in that area and this can present significant challenges. Additionally, not all property owners adjacent to the Tanque Verde Creek are fully on-board with the idea of a riverpark/path adjacent to their property so sometimes project timelines can be significantly delayed; and in some cases projects are simply shelved.</p> <p>Presently we are very focused on closing one of the missing links on the Loop in this area – that being the Pantano Wash from Craycroft Road to Tanque Verde Road and once that is completed we hope to turn more of our focus towards seeing what can realistically be accomplished along the Tanque Verde Creek.</p>

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
11/17/2014	Norman Cochrane	<a href="mailto:norman66diana22@gmail.com">norman66diana22@gmail.com</a>			<p>I have debated a response to this lengthy letter you have written and decided its absurdly requires it. Your points in order.</p> <ol style="list-style-type: none"> <li>1. You use the Feds as a source for the decision and even give a link to a web site to back your claim. On visiting the site I found no reference as to why bicyclists and pedestrians should stay on the same side together. What you have said is, "They said so, so we say so. Trust us, we are the government. The same government that spies on the press and suppresses political non-profits.</li> <li>2. In this point it comes down to a simple case of everyone else is doing it. Reminds me of my mother and something about jumping off a bridge.</li> <li>3. Nowhere in my question did I mention any laws or statutes. I find your use of the statute insulting. It reads as if you are saying - Look how smart I am, I know the law - I also know the law and purposely did NOT refer to it as it does not apply here. My question was about safety.</li> <li>4. It appears math is not your strong suit. Let's not assume a casual -beach cruiser- kind of rider but a cyclist as the likes I have twice had a negative encounter with. The average walking speed of humans is 3.1 mph. It can vary but a quick google search will confirm this. This gives a differential of 6.2 mph advancing vs. retreating. Contrast that to a good clip of a non-casual cyclist being closer to 20 mph. This would mean a cyclist approaching a pedestrian going the same direction has an adjusted speed of 16.9 mph vs 23.1 mph if the pedestrian is going the opposite direction. That translates to the cyclist having 27% less time to react. In contrast the pedestrian with his back to a cyclist has 100% less time to react. You also state that "sometimes pedestrians didn't see cyclists</li> </ol>		

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
11/17/2014 (Continued)	Norman Cochrane	<a href="mailto:norman66diana22@gmail.com">norman66diana22@gmail.com</a>			<p>when it appeared that they should have". So it seems that your solution is to ensure that no pedestrians see cyclists. I guess it is only fair that if one person is blind all should be blind. You also refer to holding your ground. If I am on the edge of the pathway with nowhere to retreat to, then bracing for impact would be interpreted as holding my ground. I can only assume that you would prefer I be a hapless victim than proactive in my safety.</p> <p>5. I notice you don't include what your data says about bicycle vs. pedestrian crashes. And you did not say there were zero crashes. You also have no way to know how many unreported crashes there are. So if "functioning as intended" includes pedestrians being blindsided, then you very well may be correct.</p> <p>6. You are with the Pima County Communications Office. Your complete misuse of quotation marks is an indication of Pima County government. Pay for the best and get mediocre.</p>		

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
11/12/2014	Norman Cochrane	<a href="mailto:norman66diana22@gmail.com">norman66diana22@gmail.com</a>	Yes	Walking direction	I was raised with the teaching that you always walk facing traffic. A quick search of the web will confirm this. So why is it you want us to walk with our backs to the bicycle traffic on the Loop? I have now been clipped twice. Something that would not have happened had I been walking FACING TRAFFIC.	Matt Zoil	Thank you for your email and comments. The County and other area jurisdictions decided some years ago to have pedestrians walk in the same direction as cyclists on pathways within the region for the following reasons: 1. National guidance by the Federal Highway Administration indicates that pedestrians should walk on the right in the same direction of bicycle traffic when using off-street shared use pathways: <a href="http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm">http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm</a> 2. Other pathways within the region such as the Santa Cruz path, the Old Spanish Trail path, and the David Bell path around Reid Park provide guidance for pedestrians to walk on the right in the same direction of bicycle traffic. The Rillito was converted approximately 8 years ago to also have pedestrians walk on the right in the same direction of bicycle traffic to be in conformance with the other regional pathways. 3. The road statutes do not apply to paths, only to highways (ARS 28-796 <a href="http://www.azleg.state.az.us/FormalDocument.asp?inDoc=/ars/28/00796.htm&amp;Title=28&amp;DocType=ARS">http://www.azleg.state.az.us/FormalDocument.asp?inDoc=/ars/28/00796.htm&amp;Title=28&amp;DocType=ARS</a> ). Plus as indicated in the statute, it's not an absolute requirement for pedestrians to walk facing traffic on highways either (the flexibility is indicated by the "when practicable" language). Regardless of the side that pedestrians walk on, the key is to try to make sure all users are paying attention to each other and doing their best to share the paths. 4. The closing speed between bicyclists and pedestrians is much greater if pedestrians are walking facing traffic. This becomes especially problematic around corners and in underpasses or on narrow bridges. Higher closing speed means less ability for the bicyclist to see the pedestrian and to react to avoid a collision. Another issue is that when the County did have the Rillito with pedestrians facing traffic, sometimes pedestrians didn't see cyclists anyway when it appeared they should have. In addition, it often set up a confrontational "hold your ground" attitude between both the pedestrians and cyclists.

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
11/12/2014 (Continued)	Norman Cochrane	<a href="mailto:norman66diana22@gmail.com">norman66diana22@gmail.com</a>					5. The safety data so far, at least from what we have recorded, is that with pedestrians walking in the same direction as bike traffic it doesn't seem to be resulting in many reported crashes. With 2,300 people using The Loop on a weekday at the Rillito and Mountain Avenue and 3,400 using it through that location on a Saturday, the pathways are functioning as intended. 6. We will continue to promote awareness through our education classes and "Burma Shave" safety sign campaign. Safety guidance for cyclists when coming up behind pedestrians is to 1) slow down as necessary; 2) move left as far as practicable; 3) call out "passing" or ring a bell; 4) "skinny up" and go single file when passing, and 5) be prepared for pedestrians who may suddenly turn in the path, especially children or people distracted by music on their personal music devices or by phones. Safety guidance for pedestrians is to 1) walk as near to the right as practicable; 2) be predictable and don't suddenly turn in the path; 3) "skinny" up and walk single file when crossing narrow bridges, going through narrow underpasses or when walking along narrow segments of pathway; and 4) keep the music down so that you can hear other path users coming up from behind.
11/12/2014	Chris Pfeffer (via Loop Facebook page)				The timing for these phases is a bit odd at best. I certainly hope that the bridge work and path realignment is set to begin soon. Like in the next month or two at the latest. I'm taking a guess in my attached photo. How'd I do, am I close? In the meantime there will be potential for very serious accidents. So much so, that I would recommend that the north path be closed to through bicycle traffic during times that the Farmers Market is open. And, I would like to reiterate my previous recommendations that pedestrians be put back on the left side of the path. It will make for a safer and more civil experience for everyone.		Diane: Thanks, Chris.

Loop Feed Back

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11/17/2014	Chris Pfeffer (via Loop Facebook page)				I saw where the restroom is going. On the south side of the path, across the the path from the Farmers Market area. Are you guys insane? People (a lot of people) will now have to cross the asphalt path directly into the kill zone of a blind curve to get to the restroom. If your goal was to add congestion to one end of an already dangerous bridge, then kudos, you succeeded. I hope the County has really good Liability Insurance. Are there any adults in charge of your planning?	Nancy and Nanette	The restroom location was chosen with the knowledge that a new bridge, which will be both wider and placed more directly in line with the existing bike path, will be installed after being funded by the future bond election. This will result in a wider bridge, without blind curves, located south of both the restroom and farmers market. This future plan dictated the location of the restroom. However, in the meantime, it will require users to ride slow, keep their eyes open and be responsive to all path users in this congested area.
11/17/2014	Chris Pfeffer (via Loop Facebook page)				3) My apologies, I'm as good as Sheldon Cooper at reading sarcasm apparently. I have seen this before and there is no basis for their guideline. Just because they say it doesn't make it a safe situation. The fact still remains that pedestrians and bicycles on the same side is exceedingly dangerous. You will be hard pressed to find any serious cyclists who would disagree and as I witnessed yesterday pedestrians too. The County needs to immediately reverse their policy before someone is seriously injured or killed.		
11/17/2014	Chris Pfeffer (via Loop Facebook page)				2) Well, The Loop, by the tone of your response it appears that you did not take my comment seriously. I can play childish too. The rules of the path are simply in defiance of the customary 'rules of the road' that everyone are taught when growing up. It is simply that all pedestrian traffic must keep to the left side of the roadway facing traffic. The little pictures painted on the path showing pedestrian and bicycle traffic on the same side of the path is artificially creating a dangerous situation. Bicycles are vehicles, plain and simple, and it is just short sighted to adopt a random and baseless rule putting the public in jeopardy when the workable solution is to revert back to the original traffic flow that was in place when the first linear parks were opened.		Diane: Chris, certainly did take you seriously. I'm looking online for usage guidelines for shared-use paths, and <a href="http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm">http://www.pedbikeinfo.org/planning/facilities_ped_paths.cfm</a> says "All users should be encouraged to stay right." I think the County is trying to follow generally accepted shared-use path travel guidelines.

Loop Feed Back

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11/7/2014	Chris Pfeffer (via Loop Facebook page)				1) I couldn't believe it. Riding home yesterday I saw three pedestrians actually walking on the correct side of the path. I could see them and they could see me. It was great! Reminiscent of the early days when conventional rules of the road prevailed. I actually can't remember when the County first created the current dangerous situation, but I'm glad to see a few people aren't fooled.		Diane: Not sure what you're referring to, Chris. What do you think is the "correct side of the path"? And why do you think the County created a dangerous situation?
11/3/2014	Mike Bourne (via Ann Chanecka at Co T)	<a href="mailto:mbourne1@live.com">mbourne1@live.com</a>	Yes	Harrison Greenway	Please forward construction schedule for the Harrison Greenway link of the loop between Valencia and Irvington roads. The wife and I can hardly wait for it to be done to connect us with the Julian Wash Greenway.	Nanette	Nanette via Diane: Pima County is planning to purchase a 50 foot easement along Davids-Monihan Air Force Base property from Irvington to Valencia at a state trust land auction this month. There is no construction schedule because no funds have been allocated for construction as yet. It's a very step-by-step process, and the budget is tight. But stay tuned...
10/28/2014	Tim Murphy (via The Loop Facebook page)				(comment on post asking Loop users to avoid the Julian Wash segment under construction): I'd be more concerned with the apparent sink hole that is starting to form between Kolb and Wilmot. (When I asked him if the sink hole was near the Julian Path, he replied:) On the path actually, I ride it several times a week and have noticed the pavement is starting to sink and crack in the area I highlighted in the last two weeks. (He posted a map.) It has dropped a couple of inches at least.	Nanette, who referred it to Nancy, who began addressing the problem	Diane: Tim, thank you so much for bringing this to our attention. We're working on a temporary fix while we explore a permanent one. Please let us know any time you see something on The Loop that concerns you -- or that you love!

Loop Feed Back

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10/27/2014	Charles Corson (via NRRP)	<a href="mailto:chcorson@me.com">chcorson@me.com</a>	Yes	Santa Cruz and Julianne Wash Greenway	Terrific job on the Santa Cruz River Park. It's really helped to transform the area as I remember it many years ago. It's great to see so many people out using it. Question: I've been digging through Pima Co's websites and pages on the Santa Cruz River Park and the Julianne Greenway projects. Both have segments still under completion work (as I understand it). I'm curious for work commenting purposes, the status of the Santa Cruz River Park between 29th & Ajo way, west side of the river. Also, there is a long segment of the Julianne Wash greenway that is to be completed, roughly in the area of Country Club. When can we expect completion? What is the timeline? Also, I noted between Congress and 22nd, Santa Cruz River Park, a construction project abandoned that was intending to use reclaimed water, a short running segment of water and planted landscape. This is located on the west side, up high, just in line with 18th street. What has happened with this effort?	George Kuck, Nancy Cole	George Kuck: The Santa Cruz River Park from Ajo to 29th St. is scheduled to be completed by May 2015, and the Julian Greenway section is scheduled to be dedicated this upcoming weekend. We have no updates at this time on the reclaimed water project on the Santa Cruz River Park at this time.
10/21/2014	Julie Ramsey (via The Loop Facebook page)				Is there a way to get directly onto the path from within Silverbell Crossroads park? The only way I've found so far is to ride around on the street and hop the curb before the Santa Cruz bridge. I feel like I'm missing something. Thanks!	Tom Ellis	Tom Ellis via Diane: There is a connection at Ramada 5 directly behind the Wheeler Tarr Abbott Memorial Library. It is a compacted granite path from the park sidewalk to the asphalt path.
10/21/2014	Mary McKenzie (via The Loop Facebook page)				What about the east side between Star Pass and Congress? It is really bad. There are cuts in the asphalt that are about 2 inches wide and 2 inches deep, left over from the last time patch work was done on the Santa Cruz.	Andy Dinauer	At present our limited funding is only allowing us to address the west bank of the Santa Cruz River. The east bank section will be one of the first sections scheduled for pavement maintenance should new funding become available in this next fiscal year. It should be noted that the County just recently took over these sections of the City's riverpark system and there is quite a backlog of maintenance needs in some of the more neglected sections. Pima County is working to remedy these deficiencies but it will take some time to get all these sections up to a good level of service.

Loop Feed Back

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10/20/2014	Yuliyana Rossman	<a href="mailto:Yuliyana@cox.net">Yuliyana@cox.net</a>	No	Flood damage on Pantano River Park	The recent flooding has caused some serious damage to the Pantano River Park section of The Loop. About halfway between Kenyon and 22nd St on the eastside of the path, flooding has caused the earth to wash away at the north end of a section that already washed out and had to be repaired. This new damage is at the downhill end of the repair where there is no curb or riprap. I am happy to email some photos if you would like.	Suzanne Shields, Nanette Susser	Suzanne and Colby Fryar via Diane: Thanks for your message about flood damage on The Loop. The Pima County Project Management Office is going to take care of this as part of the linear path improvements between Kenyon and Broadway ( <a href="http://webcms.pima.gov/cms/One.aspx?portalId=169&amp;pageId=163168">http://webcms.pima.gov/cms/One.aspx?portalId=169&amp;pageId=163168</a> ). The area is currently roped off with flagging and barricades for passing bicyclists and pedestrians. Thanks again for alerting us.
10/16/2014	Karen Paton Frye (via The Loop Facebook page)				Went to the open house last night (Pantano Wash project) and am really impressed with how county officials work so hard to look out for the best interest of park-goers, property owners, and the environment. Thanks!		
10/16/2014	Blair Finkelstein (via The Loop Facebook page)				I too went to the open house last night, and left not quite as optimistic. A very vocal minority have severely cut back on the plan. The new plan has narrowed the path significantly and reduced the horse plans and removed any and all bathrooms and I assume drinking fountains on the route. So nothing between 22nd and Craycroft. The new bridge will be a work of art, but much of the path is now a narrow, straight shot. The neighborhood seems to be only interested in minimizing the Loop, not maximizing their and everyone's enjoyment. Hope special interest can be placated in such away that the path is still interesting and fun. The planning staff did do well, professional in the face of a few, hostile folks in the audience.		

Loop Feed Back

DATE	SUBMITTER'S NAME	SUBMITTER'S EMAIL ADDRESS	RESPONSE REQ.	MESSAGE SUBJECT	MESSAGE	REFERRED TO	NOTES/RESPONSE
10/15/2014	Darnion Alexander (via email)	<a href="mailto:darnion@darnionalalexander.com">darnion@darnionalalexander.com</a>			<p>I spent some time last night and on Monday on the Santa Cruz from Silverlake almost up to Camino Del Cerro.</p> <p>There were signs up, but they were confusing. At one point I saw a "road closed - use East Bank" sign and passed it heading south to see what the construction looked like. There was no construction work on the "closed" section. It made me wonder if the closure was the section to the North I had just been on. I found this in a few areas as I rode. Random signs with no noticeable construction and where it was not clear if the closed section was to the North or South of the sign. Also, the signs were placed in locations where you could miss them if you were accessing the Loop from that street.</p> <p>I'm not just here to complain. I actually have some solutions:-) On the signs, put more info. Ideally, info on the entire project. Second, specifics of why each particular barricade is up. For example: Wet Tar 10.17.14 Grant to Speedway or Construction crews, heavy equipment 10.17.14.</p> <p>On the whole, it seems like the construction crew is making a good effort to notify the public, but that little extra touch would go a long way.</p>		<p>Andy: Complaint noted.</p> <p>They are doing a variety of spot work throughout the 11.5 miles of the project. The locations vary on an hourly basis so moving barricades and preparing individual notices for every element of the work is simply not practical – in many cases it is just easier to direct users to the other bank (which is a nice luxury to have and really requires very little effort of a path users). Much of the work that is occurring right now really isn't causing a need for complete/hard closures – unlike what was done for the major seal coating.</p> <p>The work that is currently underway includes, but is not limited to, spot repairs, handrail and gate modifications, asphalt patching and grading – all in preparation for long line paving work. Additionally, there will be touch-up work on the seal coated areas that will be on-going up until the final restriping occurs.</p> <p>Thanks again for the input.</p>

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

[View this email in your browser](#)



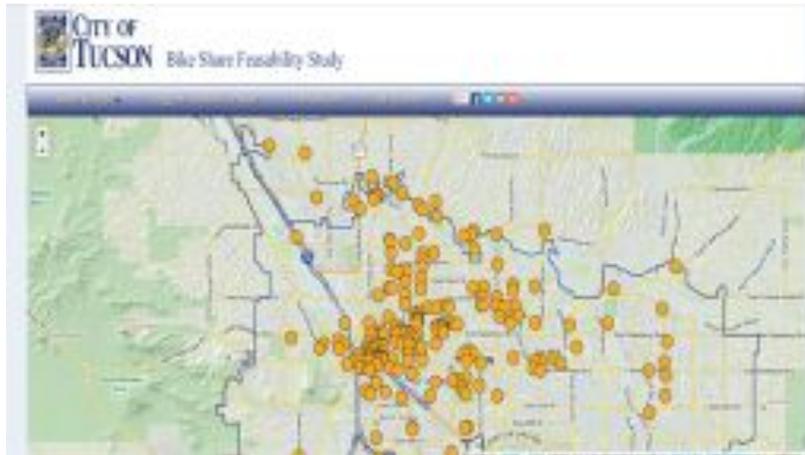
## Share Your Opinions Regarding Tucson Bike Share

As you may know from previous newsletters, the City of Tucson is exploring the feasibility of a bike share system with the help of [Toole Design Group](#). Right now, you can go to our [bike share website](#) to offer your opinion via a short survey and suggest bike share station locations on an interactive map.

In short, bike share is a new public transportation system that allows users to "check out" a bike from any self-serve bike rental station, then return the bike to any station within the system's service area. Users access the system with a low-cost subscription that may range from a few dollars for a single trip to a larger fee for an unlimited annual membership. Bike share is ideal for short trips and, in many instances, can provide a last-mile connection between transit and your final destination.

More than 30 cities in the U.S. have launched bike share systems – including our

neighbors in Phoenix – and several more are underway. A bike share system in Tucson will build upon bike investments already made, complement investment in the Sun Link Streetcar, and enhance the bike-friendliness of our region.



*Use the map to identify potential locations for bike share stations.*

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## Improvements for Bicyclists Along Speedway Blvd

If you travel along Speedway Boulevard between Greasewood Road and Silverbell Road, you will notice a few improvements for all road users. Once a four-lane road (two travel lanes in each direction), this portion of Speedway Boulevard has undergone a "road diet" and is now a svelte three-lane road (one travel lane in each direction and a center turn lane) with fashionable, five-foot wide bike lanes in both directions and smooth new pavement. The new roadway configuration also allows for additional turn lanes which enhances the safety of the corridor.

"Road diets" – also referred to as "right-sizing" a roadway – involves narrowing or eliminating travel lanes to better accommodate bicyclists and pedestrians. Over a decade of research by the Federal Highway Research Administration and others strongly support the use of "road diets" on roadways that carry less than 20,000 motor vehicles per day; this section of Speedway Boulevard is estimated to carry 13,000 vehicles per day. According to the research, "road diets" reduce the number of crashes on a roadway, reduce the severity of those crashes, and increase bicycle and pedestrian access – all without impeding travel for motor vehicle users.

The Speedway Boulevard resurfacing was funded by the [Road Recovery Program](#), a voter-approved bond program.



*Speedway now has another mile of bike lanes to the west!*

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## How to Avoid being Crushed by a Garbage Truck's Hydraulic Arm

If it's bad luck to walk under a ladder, it's even worse to ride your bike under the extended arm of a garbage truck.

Many Tucson garbage trucks are equipped with a hydraulic arm that picks up your garbage bin, dumps the contents into the truck, and returns the bin to the curb. Those hydraulic arms are very powerful and can crush things (or people!) who are underneath them.

City sanitation workers have voiced concerns that cyclists are zooming under these hydraulic arms, putting themselves at great risk of being crushed.

Next time you encounter a garbage truck in the bike lane, do not be tempted to ride under it. Look over your shoulder to make sure there is no vehicle traffic, merge into the adjacent travel lane when is safe to do so, and pass the garbage truck on the left to prevent your tombstone from reading, "Crushed by a garbage truck arm..."



*It's bad luck - and a bad idea - to ride under the arm of the garbage truck.*

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## November Bicyclist/Pedestrian of the Month

November's Bicyclist/Pedestrian of the Month is **Justin Spilker**. Two years ago, Justin became frustrated with the UA parking fees and decided to try riding his bike to work at the University of Arizona Astronomy Department. The six mile trip quickly became part of his daily routine, and now Justin also enjoys biking to events in downtown Tucson and on longer recreational rides in the hills west of town.



*Justin Spilker is our November Bicyclist of the Month*

**What made you start riding regularly?** Justin says, "I was tired of paying UA outrageous sums for parking." [editors comment: While we understand why it may seem high to UA students, UA actually has relatively low parking costs compared to most college campuses.] Justin still owns a car, but by biking instead of driving for every trip, he saves a lot of money. Justin also said that a running injury pushed him to bike more: "I thought this[biking] would be a good way to keep healthy when my knee started to hurt while running."

**What advice would you give to other Tucsonans who want to start biking more often?** Justin said, "I'm sure you hear this answer a lot, but just go for it! You don't need a fancy road bike and all sorts of gear to get going. Start with a ride that's doable at your comfort level and go from there."

**Where in Tucson would you like to see more investment in biking and walking?** Justin recognizes that with their potholes, Tucson roads can be a bit rough. However, he said, "It's been nice to see some of the payoff from the bond issue we passed a couple of years ago. That's mostly focused on the major arterial streets, but it'd be nice if there was also an effort to improve the neighborhood streets dedicated as "bike boulevards," which help keep bicyclists off the busy main roads." We agree, Justin! Look to future newsletters for more information on efforts to improve and expand the bike boulevard network.

**Why do you think Tucson is a good place to bike and walk?** Justin says, "Tucson has made more of an effort to make cycling to and from places a possibility than anywhere else I've lived, which I appreciate a lot. There aren't a lot of places where nearly every main road has bike lanes, where businesses have bike racks as a matter of course, and where bicyclists have our own paths and routes. Basically, I appreciate the city's efforts to normalize getting around by bike." Well, you're making us blush!

Thanks for answering our questions, Justin! Enjoy the ride!

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## Coming Soon:

- Want to nominate someone for bicyclist or pedestrian of the month? Email [Jessica](#). (You can nominate yourself, too!)
- Lots of great events coming up! Check out our Facebook page to let us know if you'll be attending.

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November 25, 2014

2014

## SEEING & BELIEVING IN BIKE EQUITY

EQUITY

by Adonia Lugo



The policing of communities of color has always had a large impact on **HOW** we get around our communities.

SEEING & BELIEVING  
bikeleague.org/equity  
#Bikes4All

What does the League believe?

We believe that bicycling brings people together. We believe that, when more people ride bikes: Life is better for everyone; communities are safer, stronger and better connected; and our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

One year into working on the Equity Initiative at the League, I see “bike equity” taking shape in two ways.

**Bike advocacy is a civic engagement opportunity.** As advocates and planners, we should get more people involved in the push to fund and design complete streets because they are a public resource that everyone should be able to access. The planning decisions that shaped the built environments we live in today were not made to serve everyone equally, and low-income families and people of color have had to bear the burdens of pollution, isolation, and disinvestment in urban areas. Equitable bike advocacy accepts this history as a starting point, and grows through building coalitions with other movements focused on mobility and equity. We’re working on defining best practices for equitable bike advocacy in policy and planning.

**The bike movement grows stronger when we affirm that all ways of experiencing bicycling and streets matter.** For too long, the bike movement chose an “either/or” strategy: either you bike my way, or don’t bike at all. More and more of us are choosing a “both/and” path, where we welcome a diversity of perspectives on bicycling, even when we don’t have the answers to all the questions new voices raise. We’ve been demonstrating this through projects like the Future Bike conference and ongoing discussions on the Bike Equity Network email list, and now we’re giving it a name: Seeing & Believing.

Bike equity means believing the stories people have to share about what it’s like for them to be in the street. There’s more to safety than being seen, and we need to believe when people tell us about insecurity beyond traffic violence.

*Bike equity means believing the stories people have to share about what it’s like for them to be in the street.*

This week, in the wake of a Missouri grand jury's decision not to indict Officer Darren Wilson for killing unarmed teenager Michael Brown, millions of Americans are struggling with sorrow and frustration over the continued criminalization of black bodies. Brown caught Wilson's attention on August 9 in Ferguson, Missouri because he was walking in the street rather than on a sidewalk.

We don't know if Brown felt safe in that street, but he was a young black man in the United States of America, where young black men are 21 times more likely to die due to police violence than young white men. Sadly this country remains divided about whether people like Brown should be seen as victims or predators. In calling for widespread police reform in a statement last night, President Obama acknowledged this lack of consensus when he prefaced his remarks by affirming that "communities of color aren't just making this problem up."

The reality of police mistrust matters to the League's Equity Initiative because more cities and advocacy organizations are developing plans for Vision Zero projects, which hinge on increased police enforcement of traffic laws. Vision Zero is absolutely coming from the right place, and it provides a much-needed common cause across the many different kinds of traffic violence. It intersects, though, with the painful reality that not everyone in this country feels safe looking to law enforcement for help.

Can we build common cause for safe streets that includes the fears of racial discrimination keeping so many people in their cars? What do enforcement-based approaches to traffic safety look like when they respect and address the realities of police mistrust? We're going to start exploring how to answer these questions with insights gathered from bike/ped advocates this fall. Using their quotes, Dr. Echo Rivera has crafted images that shed light on why race matters in active transportation.

*Download the images here.*



#### **League of American Bicyclists: Seeing & Believing from carolynbike**

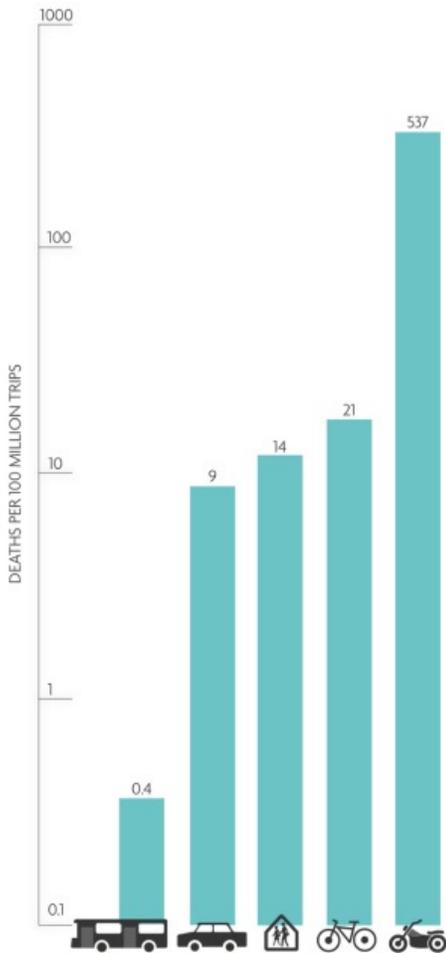
As a national organization, we have a role to play in convening tough conversations. We're going to keep Seeing & Believing as we shed light on complex barriers to active transportation. But as bike advocates often remark, all transportation is local. Let me know how the Equity Initiative can be a resource.



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# 5 reasons why riding a bike is safe

**In North America,** concerns about safety consistently rank as the top deterrents to bicycling. But does the way we perceive the relative safety of bicycling, driving, motorcycling, transit, and walking make sense? Do our perceptions about these modes of travel match the data? **Learn more at:** [momentummag.com/cycling-is-safe](http://momentummag.com/cycling-is-safe)

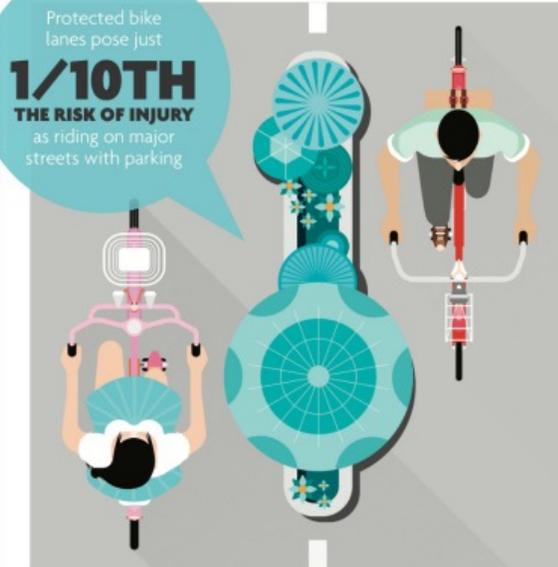


## 1 CYCLING IS NO MORE DANGEROUS THAN DRIVING OR WALKING

Bicycling is similar in safety to driving and walking. If you want to maximize safety alone, then transit is the travel choice you should make.

## 2 BICYCLE INFRASTRUCTURE AND LOW TRAFFIC STREETS MAKE CYCLING EVEN SAFER

The design of streets greatly influences the overall safety of cycling. The most safe are streets with cycling-specific infrastructure, especially those with protected bike lanes.



## 3 THE HEALTH BENEFITS FAR OUTWEIGHT THE RISKS

Cycling – like walking – has health benefits due to the physical activity involved: reductions in heart disease, diabetes, stroke, dementia, and even certain cancers.

# 9:1

(some estimate as high as 96:1)

## 4 CYCLING IS VERY SAFE WHEN COMPARED TO SPORTS TOO

Bicycling is also often compared to sports, but injury numbers, not rates, are reported. A survey from Quebec, Canada found that while bicycling had the 6th most reported injuries, due to it being such a common activity the injury rate was one of the lowest.



VERSUS



2 TO

# 6X

THE INJURY RATE

was reported in common sports, such as skiing, tennis, basketball, running, baseball, football, soccer, and hockey, compared to cycling.

Achieving the same overall traffic safety in the US and Canada as in the Netherlands would save

# 20,000 LIVES A YEAR



## 5 PLACES WITH SAFER CYCLING ARE SAFER FOR ALL MODES OF TRAVEL!

Research has shown that cycling is much safer in the Netherlands. Perhaps less well known is that walking and driving are much safer there too. Achieving the same traffic safety level in the US and Canada would save 20,000 lives a year.

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November 19, 2014 6:30 pm • [By Alan Solot Special to the Arizona Daily Star 98](#)

“Arrogant bicyclists feel they own the road” is a common lament of motorists. Since El Tour de Tucson is on Saturday, I think it’s a good time for this discussion. To state the most important point: All road users — motorists, cyclists, pedestrians — must comply with the law, and use the road safely.

Many motorists perceive arrogance and rudeness in cyclists’ behavior. Of course, it’s possible that such perception correctly describes cyclists’ behavior. But I don’t think that it does.

Rather, cyclists’ behavior can be better explained by understanding that their motivation is safety, not arrogance or ownership. Riding on the edge of the roadway invites unsafe, close passes by motorists. Riding in the middle of the lane (which may appear arrogant) is safer since such lane position communicates to overtaking motorists that there’s not room in the lane to pass. The motorist should then do what is legally required: slow down, and pass when safe and legal. The cyclist is under no legal obligation to move over until the cyclist is being followed by five or more vehicles and even then only is required to move over when safe. Arizona Revised Statutes Section 28-704 is the law that I am describing.

For example, a cyclist is legally permitted to be in the middle of the lane on Speedway east of Houghton. Or, on Picture Rocks Road west of the Tucson Mountains. That’s because those lanes are too narrow to legally permit a bike and a motor vehicle to be side-by-side within the lane. Arizona Revised Statutes Section 28-815(A)(4) is the law that I am describing.

Many motorists seem to believe (I may be incorrect in saying this) that cyclists’ use of the road is not as important as motorists’ use. But, the law doesn’t provide that any road user’s reason for being on the road is more important than others’, unless it’s a police car, fire truck or ambulance responding to an emergency. Cyclists and motorists have equal right to use the road; that right has nothing to do with why they are using the road.

As many motorists and cyclists already know, it’s “same roads, same rules, same rights and responsibilities” for cyclists and motorists. And, yes, cyclists do not always follow the rules. They run stop signs or red lights and otherwise violate the law. Motorists also speed, run red lights, tailgate or the like. Traffic laws are among the most widely violated laws around.

It is, in my observation, apparent that lots of motorists believe that “share the road” means that cyclists must move to the right to permit motor vehicles to pass. But, that’s NOT what “share the road” means. As users of the road, all of us should be courteous and respectful of other users. For cyclists, that means moving over to permit motor vehicles to pass but not until it’s safe to do so. For motorists, it means pass safely.

I don’t argue that lots of drivers are very annoyed by cyclists, just like they might be annoyed by snow birds driving too slowly or farm vehicles using the road. Drivers are not permitted to be unsafe or violate the law, though.

I suggest that all motorists take the following steps when overtaking a cyclist. First (this is optional), get annoyed. Second, slow down. Third, pass when legal and safe.

Cyclists DO own the road, along with motorists and pedestrians, all of whom are allowed to use the road in a manner that is safe and legal. And all should do so in the manner that is courteous and respectful to other users.

Alan Solot is a native Tucsonan, UA law graduate and avid cyclist. Contact him at [arsolot@gmail.com](mailto:arsolot@gmail.com)

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Interesting article on long term value

<http://bikeportland.org/2014/11/19/study-dollar-dollar-bike-infrastructure-pays-better-road-maintenance-113616>