



November Packet Guide

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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, October 8, 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 September 2014 meeting minutes	5 min
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	10 min
3. Law Enforcement Staff Reports from TPD and PCS	10 min
4. Platinum Challenge Richard DeBarnardis	25 min
5. Bicycling Celebrations Julian Wash and Cyclovia	10 min
6. RTA cuts decision and reaction	20 min
7. United States Bicycle Route System in Arizona	5 min
8. Consent Items	5 min
a. Ninth and Euclid Letter (Urban Core)	
b. Public Records request on GoHS Grant (Enforcement)	
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 **October 8, 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 — 6:03 p.m.

Motion: by Robin Steinberg to approve the minutes. Seconded by Ed Yasenchack.
Approved unanimously.

2. Call to Public

No members of the public wished to speak.

3. Law Enforcement Staff Reports from TPD and PCS

Sgt Fernandez reported about the bicycle fatality September 25 on Oracle Rd near west Jacinto Street. Witnesses followed the vehicle and the driver has been arrested and charged with second degree murder.

Also there was a fatal pedestrian crash on October 7 on Irvington Road near Park Ave. The pedestrian was not in the crosswalk and was wearing dark clothing.

The 2014 Governor's Office of Highway Safety grant ran from June 1 to September 30. There were 1595 stops and 1464 citations and 425 warnings given. 25 stops resulted in mandatory impounds and there were 3 DUI arrests. 99 citations were given to cyclists, 265 to pedestrians and 1525 citations to motorists.

David Bachman-Williams said he was very close to witnessing a crash at the HAWK at 9th Street and Euclid. The cyclist was going west on 9th, saw the HAWK was in the "wig-wag" phase and tried to make it across. A van in the median lane clipped the cyclist and there were sizeable lacerations. David talked to the officer at the scene,

there were no broken bones but cyclist looked very grey. They transported him to UMC to check him out. David also spoke to employees of the Ace Hardware on that corner and they said there are a lot of crashes of all types. He is going to ask the Urban Core subcommittee to look into it further.

Eric Post said there's not a lot of compliance for vehicles at HAWK crossings because a stop is needed. The wheels are still moving. Sgt Fernandez said they do enforcement at HAWKs, particularly for enforcement at school zones. He said compliance is good when there's a visible officer. When the officer leaves, everybody blows through the light.

Anne Padias asked if the westbound cyclist was protected by the HAWK even if the crosswalk was on the south side. The crosswalk is only convenient for eastbound cyclists. Sgt Fernandez said it should cover the entire intersection.

Robin Steinberg said what she has seen is motorists stopping for the cyclist and then continuing. If there's a second cyclist, the motorist won't see them because they'll assume there was only one cyclist. Sgt Fernandez said he has stopped people in that situation and it's about public awareness.

Ann Chanecka remarked that the 9th/Euclid intersection was where the bike HAWK concept was born. They watched the cyclists at the HAWK. In places where they anticipate more bike traffic, they are planning to leave the solid red longer and minimize the wig-wag phase.

4. Bike Share Program: TDOT consultant

Ann Chanecka, City of Tucson and Adrian Wittey, Toole Design Group.

Bike Share is

- Automated Self Service Bicycle Rentals
- Short One way Trips
- Fare Structure
 - Unlimited ride passes, from yearly subscription
 - Walk Ups — tourists and shorter term passes
 - “Bonus time” — first 30 minutes are free, beyond that there are fees.
- Dense network of stations located conveniently.

There are over 30 Bike Share systems in operation, more in procurement phase. They started in large cities, and after the successes there, smaller cities are getting interested.

Tucson has done "Bike Share" in the past. Orange Bikes, City Cycle and Cat Wheels. The use of technology has put the accountability on the user. City Cycle/Cat Wheels are more like a bike library rather than a bike share.

Smart Dock System has an advertising/information panel; a solar powered dock for the bikes; an automated kiosk (all the smarts are here); RFID cards & bicycles.

Smart Bike system has GPS Unit, Bike Rack, Lock & Bicycle. It uses newer technology beyond regular bike share. The smarts go on the bike rather than the station. They give you more flexibility because you can park the bike anywhere rather than specific stations. Phoenix is looking at "green racks" for smart bikes.

Why do bike share?

- Increased mobility options
- Spontaneous bicycle trips
- Complement transit and other modes... for Tucson, this helps to expand the reach of the streetcar. A 5 minute trip on the bike is a lot further than a 5 minute walk to the streetcar.
- Environmental, social, economic and health benefits
- Reduced traffic congestion
- High Profile, fast and inexpensive way to change a transportation infrastructure
- What can you buy for \$5 million? 1000 bikes, 100 stations. Compared to very few buses and not much pavement.

Safety

- Very low rates of reported thefts
- Helmet use encouraged. Not provided though. Annual members have higher helmet use rather than casual users. Helmet usage has been low in all systems
- Bicycle design (heavier, slower, highly visible) 40-50 lbs, upright, brakes & lights
- Education information on websites and at kiosks, you can put that on the information panel or put safety messages right on the bike
- Links to bicycle safety resources and training

Case Studies

- Phoenix Grid Bike Share

- Cyclehop/Social Bicycles
- No funding (but a vendor decided to pick it up)
- Delayed Launch
- Will visit as part of this project
- Salt Lake City Greenbike
 - 140 bikes, launched 2013
 - High ridership
 - Downtown Business Improvement District
 - Multiple funding sources, including Rio Tinto
 - Strong expansion plan. Have already expanded from 145 bikes, looking to expand to 1000 bikes.

Different Options

- Miami Beach Bike Rental is totally private. It's doing well, but it's not really bike share.
- New York City's Citibike is partially funded by advertising. While it is doing well with ridership, it's not doing very well financially. The fare box only accounts for 40-50% of the costs.
- What to do depends on the goals of the program. What does Tucson want it to be? Commuters? Tourists on bike paths?

Process

- Phase 1 is September to December 2014. A system review, what size and where should the stations be? Stakeholder outreach: Elected Officials, City Staff, University of Arizona, Regional Partners, Economic Development, Tourism, Public Health, Bicycle Advocates, General Public
- Phase 2 is January to March 2015. business plan and policy review.

The Project Website is not live yet, but it will be live next week. Project updates, information, interactive map (ability to suggest stations) and comments.

- Adrian Witten, Toole Design Group awitte@tooledesign.com
- Alison Cohen, Toole Design Group acohen@tooledesign.com
- Ann Chanecka, City of Tucson Ann.Chanecka@tucsonaz.gov

John Cousins asked what is a "Tucson sized" launch. Adrian is looking at about 20-30 stations. If you start with too few stations, nobody will ride. There's a certain critical mass needed.

Robin Steinberg asked if there have been any discussions about whether the Cat Wheels program will continue after the bike share launch. Ann said UA is interested and says they want to participate. Their current system is very limited. To check out a bike, someone needs to be at the parking garage to give you the keys. Bike share kiosks will be 24 hours. Adrian said other universities have changed their own programs to be more like long term lending.

Cameron Hummels asked what challenges are there for residential sprawl? Adrian: We'll start in denser areas and spread out. It can be along the streetcar route as a way to extend the reach of the streetcar trips. In a mixed use area, you can do different things with stations. With sprawl, it becomes more destination based and they like to put bike stations near destinations.

Gabe Thum added that government gives so much money to transit. If bike share expands transit so much, have they looked into federal grants to help the system? Sometimes money can be used for capital purchases, but they need to use other money for operations & management. This is fare box and user revenues.

Sgt Fernandez asked what makes the bikes theft proof? Adrian said they use internal components, and need specialized tools for disassembly. Theft hasn't been a big issue. Smart Bike systems have a GPS system to be able to find the bike. They use GPS and station data to track trip data and redistribute bicycles.

Ray Copenhaver suggested combining the transit fares with the bike share. Adrian said nobody is doing it yet, but the technology is almost there. However it'll take a program in a big city to start doing that and to drive it forward.

Robin asked if fare box recovery is so low, how do they grow the system. Adrian said they use sponsorships, and there's a number of reasons for sponsors to get involved beyond name recognition. For instance, health care providers can have a public health incentive to grow the system.

Ann Chaneka said one of the next steps is to define system goals. What should Tucson have? What do you want to see?

- Ian Johnson: Load shift.
- Adam Wade: Expandability for the UA and The Loop.
- Ed Yasenachak: parking lots, to be able to park further out and ride downtown.
- Ann Padias: A combination of residential and downtown as well as The Loop.

- Robin Steinberg: Downtown is still not so dense compared to other cities. The main commute was the university and downtown. But the streetcar covers that. She's worried about the streetcar tracks. Wants bike share stations in destination areas, for instance in the Miramonte area near Whole Foods.
- Eric Post wants studies to get people out of cars. We can help encourage business owners that cyclists matter and can carry merchandise. Also, the bike share will help with our platinum application.

Coming back to Robin's question... The tires are usually pretty thick and don't get stuck so easily. Denver actually tried to get their tires stuck in their streetcar tracks and had difficulty. Madison WI has a fleet of trikes as a part of their system.

Kylie Walzak would like to know more about Philadelphia's experiment to not use credit cards for better access. Also whether they can have bilingual options for information. Adrian said vendors offer multiple languages on the website and materials. It is a RFP point (request for proposal) to address it. However, not much energy being put into equity, the bike share goals have been to get ridership and up in business which didn't match low income areas. To do this, you need a three pronged approach... 1) stations in low income areas 2) lowering the barrier to entry and 3) market to the communities.

Getting back to the CC issue. Some cities are working with credit union or a bank to sponsor a rider. Rather than the requiring the credit card for accountability, the bank provides the accountability with the relationship with individual. Philadelphia had a grant to be a test case to make direct connections with the riders.

Eric Post asked if the kiosks can show safety videos. Adrian said Phoenix used a Galaxy tablet to run videos at a station. The screens can show fare information and safety information.

5. Broadway Task Force Recommendation Tomorrow

Broadway task Force... Anne Padias.

The recommendation is going to mayor & council on Oct 9.

The task force is a mix of the neighborhoods around the area. About half the people are from the neighborhoods and about half are business owners. The task force works on a consensus agenda and everybody has to agree. Neighborhoods and business owners are buying into this. There are some minority views though.

The recommendation is 6 lanes. They can't say "4+2" because of the way the bond was written. Instead it's 6 lanes, with two lanes reserved for public transit. The committee says, "if we do it, we have to do it right the first time." They are trying to be flexible to be able to put light rail in the bus lanes in the future.

Anne showed slides of the planned maps from the 8/26 meeting. The neighborhoods are very interested in good crossings across Broadway. The maps showed the bike lanes going to the right of the bus stops. The bike lane will be separated by an additional median so bikes aren't crashing into people stepping off the bus. But we still want to know why there are pullouts for dedicated bus lanes. Perhaps it's for express buses? Bus lanes can be used for right turns, although they have tried to limit the right turn points. There are alternate plans with the transit stops in the middle.

The Campbell intersection is 9 lanes across! The intersection skews north a little bit, probably to avoid the gas station in front of Safeway. It's very expensive to move a gas station. One of their plans has free right turn lanes, which can be bad for cyclists.

Anne showed examples of the bicycle bypasses around the right side of the bus. There's a sidewalk to separate the bus riders from the cyclists. Tucson already has some of these for the streetcar.

All 13 Broadway committee members are in support of future high capacity transit. Long bus lines to the east side. 7 are in support of improving local bus service by dedicating lanes to buses in current roadway design.

Eric Post had a concern about bicycles weaving out from the side of the bus after going around. We want to avoid the right hook collision as a driver pulls across the bus lane trying to do a right turn.

David Bachman-Williams has a list.

- Free right turns on Campbell are a giant "No." They are bad for pedestrians, bad for bikes and bad for mass transit. Only good for speeding cars.
- Future light rail, center versus outside. From a bike point of view, having the rails in the center is much better.
- Parking. Make parking lots near stores on city-owned property. For bicyclists, this cuts down on the number of right hook places.
- He likes the elevated bike lanes.
- The bike lanes behind the bus stops, if there's a driveway right after that, it needs to be addressed.

Looking at the Campbell map, Ian Johnson suggested having a leading bike signal. Robin Steinberg said how traffic is handled with the signals will mean a lot for bicyclists.

Are we in favor of supporting the process and want to see it continue with our input? Alternately, there's a minority report which says the traffic counts are going down and we can leave it be. Eric Post was in favor of Ian's Johnson's suggestions for the process. We want to say go ahead and continue planning, but we want to have a voice in this.

Motion: by David Bachman-Williams to support the trend of the design they have with the caveats discussed here and very specifically that we want to continue to have an active voice as cyclists. Seconded by Ian Johnson. **Passed by show of hands. 9 in favor, 3 opposed.**

Kylie Walzak explained her opposition. She thinks Broadway doesn't need to be widened. People are already having problems crossing the street and it's a terrible mistake to widen Broadway.

Eric Post added that lots of bike riders use Broadway because they can get their speed up. Slowing down Broadway for bike riders will remove some of the reasons to ride Broadway.

6. League of American Bicyclists Platinum Application Process

The application is due in February 2016. Due to time constraints tonight, this will be postponed for a later meeting.

7. BAC agenda process, how to get items on the BAC agenda

Send agenda items to David Bachman Williams or subcommittee chairs. The agenda is put together at the executive subcommittee meeting two weeks before the main meeting. At the next subcommittee meeting, we'll be doing it on a projector screen.

Everybody should feel free to submit agenda items

8. Possible Retreat: Timing and content

The discussion of the retreat was postponed.

9. Consent Items

Letters approved by a unanimous voice vote:

- Church Street protected bike lanes
- Moore Road adding bike lanes

10. Staff Reports

Ann Chanecka introduced Jessica Hersh-Ballering, who will be attending the Facilities subcommittee meetings. They meet on the same night as the Pedestrian Advisory Committee.

Gabe Thum, PAG

- The Bike Count is Oct 18, to Nov 1 and there are lots of ways to help. He has forms and sheets and a list of the most important locations that need to be covered.
- Light the Night is Oct 14 at 6th Ave and 7th Ave. This is a cooperation between LSA and TDOT.
- Cyclovia is coming up.

11. Subcommittee Reports

The Urban Core subcommittee will be talking about some improvements at 9th/Euclid. They meet on the 3rd Tuesday of the month.

No reports for the Facilities and Enforcement subcommittees. They did not have meetings.

12. BAC representative and liaison reports

GABA — Eric Post

- The GABA Bike swap will be on the same day as Cyclovia. They hope that turns into something nice.
- November 3 is the next general meeting. Arizona Bicycle Experts will be talking about mountain bike technology. Arizona Cyclery will be talking about road bike technology.

Cyclovia — Kylie Walzak

- A list of events is in the packet. Please sign up to volunteer!
- The web site has information about the activities.

- Cyclovia is Sunday November 2.

13. Announcements

Downtown Links will meet in November.

14. Adjournment — 8:05 p.m.

Attendance:

David Bachman-Williams, Pima County
David Bui, Ward 6
Ray Copenhaver, Pima County
John Cousins, Ward 4
Collin Forbes, Pima County
Cameron Hummels, Mayor's Rep
Ian Johnson, Ward 2
Anne Padias, Ward 5
Eric Post, Pima County
Darlane Santa Cruz, Ward 1
Robin Steinberg, Pima County
Adam Wade, Oro Valley
Kylie Walzak, Ward 3
Ed Yasenchack, DMAFB

Audience:

Ann Chanecka, TDOT
Susan Whites, Cunninghams Neighborhood
Sgt David Fernandez, TPD
Jessica Hersh-Ballering, TDOT
Matt Christman, Town of Marana
Nancy Ellis, Town of Oro Valley

David:

The Arizona Department of Transportation (ADOT) is coordinating a planning effort for development of a U.S. Bicycle Route System in Arizona. The purpose of the system is to facilitate long distance bicycle travel across the country.

In December 2008, the American Association of State Highway and Transportation Officials, "AASHTO," approved a set of corridors to be developed as U.S. Bicycle Routes (USBR). These corridors are 50-mile-wide bands where bicycle routes could be located. There are four such corridors in Arizona: 66, 70, 79, and 90.

Information about the U.S. Bicycle Route System is available here:
<http://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/>

Proposed USBRs in Arizona have been identified in collaboration with a Route Committee established by ADOT. It is important to note that USBRs are not new facility's but are a stitching together of existing roads and regional shared-use paths for long distance bicyclists unfamiliar with Arizona's road network to consider when crossing the State.

The proposed routes can be viewed, along with turn-by-turn directions, at the following link:
<https://kimley-horn.securevdr.com/d/sf4f51c2e86d4a9f8>

The purpose of this email (letter attached) is to present these proposed USBR to you for your review and comment.

We value your input and cooperation as we work toward designating these routes. **Please provide us with your input by November 21, 2014.**

Comments may be submitted:

- Online: <https://www.surveymonkey.com/s/URBRS>
- Email: Michael Sanders, msanders@azdot.gov
- Phone: Michael Sanders, [\(602\) 712-8141](tel:(602)712-8141)

After we have identified a route that is acceptable to road/path owners, we will ask for your assistance to obtain support and "concurrence" from the dozens of city, county, ADOT Districts, and federal agencies that own, operate and maintain the roadways/paths that comprise the proposed USBR. Your help will be needed to obtain city council resolutions, county board of supervisor resolutions, or letters of concurrence from these agencies and jurisdictions.



Tucson-Pima Bicycle Advisory Committee

DRAFT

Wednesday, November 5, 2014

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

Dear Mr. Cole,

I'm writing you today on behalf of the BAC in regards to the HAWK crossing at Euclid and 9th. As you know, 9th is a heavily used bicycle corridor, connecting downtown and 4th Avenue to the densely populated neighborhoods south of the University and to the U of A itself. 9th also provides an alternate route for east/west travel for students avoiding the streetcar tracks on University, as well as serving as a feeder for nearby Tucson High School. It should be noted that this corridor is also getting improvements at Campbell where a new Bike HAWK is currently being installed.

A member of our body recently witnessed the aftermath of a collision at this intersection in which a bicyclist appeared to have attempted to cross during a blinking red transition of the pedestrian phase and was struck by a car heading south. While his injuries did not appear to be life-threatening, our member was concerned by the comments of an employee of the nearby hardware store, who said that collisions and near-misses happened with regularity at this crossing. We feel that it's likely that a number of these incidents are likely due to the fact that the activator buttons are up on the sidewalk and many cyclists rely on pedestrians to push them, or simply don't use them at all.

We are writing today to make two requests. First, we understand that upgrading this signal to a Bike Hawk and providing curbside activators for cyclists would require a relatively small investment (especially compared to a TOUCAN, which we would like even more!). For the sake of safety and convenience at this intersection, we're asking that you direct your staff to look into the feasibility and costs for upgrading this intersection to a Bike HAWK. We understand that Euclid is scheduled to be repaved immanently, and we hope that this might make putting in the wires required for such an upgrade even easier and cheaper than they would be otherwise (if wires are even needed). We trust that your staff will have ideas for the best treatments to improve the intersection for its many users.

Second, as this corridor's traffic calming and intersection crossings make it more conducive to cycling, and as more students move into the new "Junction" student housing on 4th, it becomes more and more concerning how treacherous the paving is there. We hope that this high usage will make it more likely to be included in a future residential repaving schedule, but it would also be great if it received more

immediate spot treatment in some of the larger potholes, many of which are in the line of travel used by bicyclists.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ian Johnson
Chair, Urban Core Subcommittee, TPCBAC

A handwritten signature in blue ink, appearing to read "David Bachman-Williams". The signature is cursive and somewhat stylized.

David Bachman-Williams
Chair, TPCBAC

cc: Colby Henly, RHNA, psalm116@gmail.com
Erika Mitnik, Iron Horse Neighborhood Association, erikamitnik@gmail.com



September 10, 2014

Tucson Police Department
270 S. Stone Avenue
Tucson, AZ 85701

RE: Results of the 2014 GOHS Bicycle/Pedestrian Grant

To Whom It May Concern,

The Enforcement Subcommittee of the Tucson-Pima County Bicycle Advisory Committee (TPCBAC), under the Arizona Public Records Law § 39.101 et sec., requests a copy of the Tucson Police Department's report to the Governor's Office of Highway Safety regarding their performance of the 2014 Bicycle/Pedestrian Safety grant.

This information is not being sought for commercial purposes. The purpose of this request is to help the TPCBAC understand the safety grants and the grant evaluation process. This will help us advise with future grants and enforcement efforts.

The TPCBAC is a public entity and we request that any and all fees be waived. If fees for these materials are unavoidable, please contact me to discuss the situation. My phone number is 520-222-6681.

Thank you for your attention,

Collin Forbes,
Enforcement Subcommittee Chair



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **ENFORCEMENT SUBCOMMITTEE OF THE TUCSON-PIMA COUNTY BICYCLE ADVISORY COMMITTEE** and to the general public that the **ENFORCEMENT SUBCOMMITTEE** will hold the following meeting which will be open to the public:

Thursday, October 30, 2014

The **ENFORCEMENT SUBCOMMITTEE** held a meeting October 30, at the Law Office of Eric Post, 3256 East Speedway Boulevard, Tucson, AZ 85716.

DRAFT Meeting Minutes, Not Yet Approved

1. Call to order / Roll call — 6:07 p.m.

Collin Forbes, Eric Post, John Cousins and Sgt David Fernandez of TPD

2. Approve minutes from the August 28 meeting.

Motion: by Eric Post to approve the minutes. Seconded by John Cousins. **Unanimous voice vote.**

3. Call to public / announcements

Eric has bought a new building for his law offices and we will be moving the Enforcement subcommittee meetings there after he has moved. His new offices will be near Swan & 5th.

4. Discussions about the future of the Bicycle Diversion program

The diversion program is an agreement between Pima County and the prosecutors offices. The cases are dismissed based on "Prosecutor's discretion." The judges can't dismiss cases like that on their own. The police department didn't want to dismiss the tickets because it still meant showing up in court, plus the slippery slope of people asking why the police dismissed one ticket and not the other.

However, the City Court prosecutor's office uses a standard form with some checkboxes to check and that the bicycle diversion class had been completed. It's signed by assistant the prosecutor.

Eric Post said the diversion classes are always full and there is a waiting list going out a month or more. Having full diversion classes means filling out continuances to push the court dates further back. If the continuance isn't filled out properly, it means the person has to go to court and ask for the continuance in person. Sgt Fernandez added that people often wait until their first court date to begin thinking about how to handle their ticket, and by then they've wasted a

month.

We looked at the diversion program costs and wondered whether an online scheduling app can be made so the participants can schedule classes for themselves without any staff interaction. Where and how to run the scheduling app is a question.

As for fees, rather than Pima County handling the money, GABA could collect the fee. The GABA Bike Ambassadors are teaching the program after all. Eric suggested having different fees for City Code offenses versus Arizona Revised Statutes. City Code offenses are mostly sidewalk riding and kids helmets. Everything else is state. Fees can be good because there has to be a little pain for the offender. They need a stake in it, otherwise it's a free warning.

Could we take this to an online class? GABA take over the scheduling to ease the staff costs. They could run online scheduling on the GABA web site.

5. Hit & Run Crashes: a message to the public saying "knock it off"

Eric had a story about a recent hit & run. A 16 year old cyclist was riding through an intersection, and looked directly into the eyes of a driver starting to make a left turn. The cyclist had right of way and thought the driver was waiting for him, but the driver hit the rear wheel of the bike and fled the scene. The cyclist was not seriously injured. A witness was able to get the license plate number of the car, and the father of the cyclist was able to look up the owner through the Motor Vehicle Division. The police called twice and the owner refused to speak to them. That was the end of the investigation.

Eric spoke to KVOA news earlier in the evening about hit and run crashes. He had a moment where he pointed into the camera and said "knock it off." In the interview, he said he is very pleased with the police effort. He understands there are manpower issues and they can't do full investigations on every hit & run. But we still want to encourage the police to treat it seriously. There are still too many hit & run crashes. Hit & Runs are cowardly. It's bad behavior. Eric was born in Tucson and doesn't want to share the streets with people like this.

Collin had statistics from his web site. Of 2190 bike crashes (mid-2007 to about the same time in mid-2012), 422 of them are marked in the database as "Hit & Run". That is a little over 19%.

This is a discussion we will be continuing later.

6. Possible recommendation of helmet use at events sponsored by the public.

There was some concern that Cyclovia was not requiring helmets. Adults wearing helmets sends a good message to children.

GABA policy is you may not ride with them without a helmet. They'll send you home. The LAB LCIs also have a very strict policy of not being allowed to be seen on bikes without their helmets.

Eric would love to see a mention on the cyclovia web site saying "city ordinance requires children under 18 to wear a helmet and adults wearing helmets set a good example as well as safety." But you cannot enforce helmet use at such a big and open event as Cyclovia.

Organizations can use their sponsorship money to help direct advertising with a pro-helmet

message. But to go further, we'd need a stronger argument.

7. Review of the GoHS Bicycle/Pedestrian Safety Grant

By the numbers — 36 deployments, 1595 stops. Of those there were 1464 citations and 425 warnings, 25 resulting in mandatory impound and 3 DUI arrests.

1889 citations/warnings given out.

- 99 citations to cyclists
- 265 citations to pedestrians
- 1525 citations to motorists

The numbers don't add up perfectly because some people got multiple citations and/or warnings. Particularly for DUI, most DUI's normally get 4 citations.

8. Set date of next subcommittee meeting — Thursday, December 4.

9. Adjournment — 7:50 p.m.

Facilities October 15, 2014

Present: Adam Wade, Brian Beck, David Bachman-Williams, Jessica Hersh-Ballering, Ray Copenhaven

Call to order: 6:04

Call to Public: none

Minutes: correct Robin's misspelled name Motion by Brian, seconded by Ray to approve. Motion approved.

Project Review Tracker Spreadsheet -

Ray – Santa Cruz path being worked on between Ina and Cortaro.

Hopefully will get stripe down center.

Adam – La Cañada being worked on between Lambert and Tangerine, being restriped and we are asking for directional symbols to help with wrong way riding.

Adam – Naranja Park – input has been given, a mountain bike trail of 2 ½ miles will be included. Naranja – suggestion made to lower speed limit to 35 and then reduce lanes to 10 feet so we can have bike lanes.

Micro projects list submitted to Nancy in Oro Valley.

Tucson Blvd. could we have the lanes reduced to have wider bike lanes?

Jessica will take back to the city.

CDO from Thornydale Santa Cruz is under way on the Loop.

Zig Zag on Santa Cruz at Twin Peaks looks like it might be fixed putting a ramp up in the other directions

Jessica will bring an update of the Liberty BB to next meeting.

Oracle and River RSA option. We will write a letter in support of the recommendations in the RSA that we like (highlight) as well as support the whole thing. We will have a draft letter for the next meeting by Brian. Will take to the December BAC.

LAB Platinum Application: Will be on the November BAC, DeBernardis will be talking about it there. Application is due February 2016.

Future agenda items: Oracle RSA, Review of RSA original bike project list,

No Staff reports

Encouraged to sign up for bike counts which are being done Oct 18 to 30.

Adjourned



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the DOWNTOWN / UNIVERSITY BICYCLE SUBCOMMITTEE OF THE TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE and to the general public that the DOWNTOWN / UNIVERSITY SUBCOMMITTEE will hold the following meeting which will be open to the public:



**URBAN CORE FACILITIES SUBCOMMITTEE OF THE
TUCSON/PIMA COUNTY BICYCLE ADVISORY COMMITTEE**

Tuesday, October 21, 2014

MEETING NOTICE

The **URBAN CORE FACILITIES SUBCOMMITTEE** will conduct a meeting at **6:00 P.M., Tuesday, October 21, 2014** at Maker House, 283 N. Stone Ave, Tucson, AZ.

AGENDA

1. Call to Order / Roll Call / Call to the Public

Colby Henly, Robin Sternberg, Gabe Thum, Ian Johnson

2. Approval of minutes from previous meetings

Deferred until next meeting.

3. Bike crossing at 9th and Euclid: How to improve safety there?

We're all aware that this is a high bike traffic intersection with no bike hawk just a standard hawk. We all would love a toucan there, but upgrading to a bike hawk for \$10-15k. Probably an ideal candidate for that. The HAWK prioritization process is already underway. Ian moves to write a letter asking TDOT to please, RS seconds, all in favor.

4. Broadway Updates: Ensure adequate facilities are planned for bikes

A member of the Broadway task force is saying we should do bus-bike shared lanes and save a few feet. RS admits she's a 1 percenter, but feels that this is pretty safe. CH, IJ feel that this will keep people from riding bikes. We should ask Anne Padias to ensure that our support for the true separated bike lanes is expressed.

5. RTA Funding: Disproportionate categorical funding reductions being considered

Explain scenario. Projections were off, shortfall is looming. So cuts need to be made. 17% reductions in revenues. Action already taken by the board, 17% across the board, but non-RTA regional funds will supplement all the roadway project so they're not impacted. So mandate is not being challenged, it just means that almost no funding will be available for bike/ped. Probably still going forward with some of the categorical funding. DeGrood open to calls for projects next year. The balance between specific projects and flexibility is hard to pin down.

6. Downtown Links meeting again in November: Awaiting RSA results to see impacts to 90% plans.

RSA draft report will be done very soon. RTA will provide comments to city. City will present as it is their process. Comments were well received. Ped crossing recommended at Broadway and Aviation. TDOT requested money from ADOT to reconsider some of these design elements. Super positive result, but who knows what will happen. City will release it when they're ready. A lot of lead time items (prop acquisition, etc.) so redesign can possibly happen.

7. Staff/Member Updates

Regional bike lanes report have gone up since 2011. Bike boulevard mileage went down due to streetcar making some routes less appropriate for that designation. Really impressive numbers. Really validates bikes.

8. Topics, Date and Location for Next Meeting

Topics TBD. November 18, 6pm.

9. Adjournment

CTF Recommendations for Refinements to 6 lane Including Transit Alignment Design

As of October 23, 2014

In addition to the CTF's **Vision Statement, Mission Statement, Performance Objectives** (inspired by US EPA's *Guide to Sustainable Transportation Performance Measures*), the following list synthesizes recommendations made during the **August and October 2014** CTF meetings, and follow-up emails (listed in no particular order of importance):

- **Consider the best mix of performance objectives and flex the width to:**
 - Narrow the roadway where possible to minimize impact to historic/significant buildings, businesses, neighborhoods, and parking;
 - Preserve/maximize visual quality, sense of place, Sunshine Mile as a destination, and the area's connection to downtown;
 - Ensure enough space for access, mobility, and safety for all modes: pedestrian, bicycle, vehicle, transit;
 - *Universal design for intersections (Jamey)*
 - Encourage economic vitality, and Broadway as a business boulevard;
 - Utilize innovative urban planning strategies such as overlays, residential and commercial development, communal parking, alley use, and other tools to help support the future reuse of properties and attract new investment into the area;
 - *Maximize remnant parcel depth (at least 100') to encourage appropriate urban infill*
 - *Consider potential locations for future TOD nodes (Colby)*
 - Manage acquisitions to minimize costs and derelict properties; and,
 - Provide for changing transportation needs.

- **Support local transit priority with frequent stops, with a goal of expanding to include express transit; preserve room for future mass transit; and,**

- **Encourage alternative modes through bike lanes and creating a walkable community with ADA-compliant sidewalks, landscape buffers, shade.**
 - *Pay special attention to elevated cycle track, intersection danger points (Bicycle Advisory Committee)*
 - *Attend to right turns, access. Narrow lanes slow vehicle speed and even out traffic flows for better vehicle functionality (Anne)*
 - *Alternate and mix the pedestrian amenities (benches, planters, bollard, trees, kiosks etc), particularly along sections with remnant parcels (i.e. don't have block after block of the same thing.) (Colby)*
 - *Be willing to consider options beyond the standard TDOT templates and standards – look at innovative features and treatments from recent downtown developments and other communities. (Colby)*

- Think outside the box, benchmark best practices beyond Tucson, for example, leading pedestrian/bicycle interval at signalized intersections. Not all lanes need to be the same width. (Anne)
- Use technology – synchronized lights through the corridor, etc. (Mary)
- Illustrate effect of Center Transit Lane (Mary)
- Make alignment decisions using Colby's block-by-block notes and Gene Caywood's diagram (showing 6 lanes/bike lanes/sidewalks can be aligned to miss a vast majority of buildings). Some compromise between Gene's drawing and Colby's notes would be a good target. To address the concern that some of the things recommended to narrow the footprint may not jive with TDOT standard/accepted procedures, have the designers keep a running list of where TDOT standards have constrained their response to our recommendations so that we can examine and address those in the future. (Colby)
- Consider safety and traffic flow criteria, and unintended consequences, such as preventing access when making decisions to eliminate features to meet specific needs. (Bob)
- Although not stated directly, numerous comments about sticking to or expediting schedule (Businesses, property owners need certainty)



FOR IMMEDIATE RELEASE

Oct. 27, 2014

Contact: Nancy Cole
520-724-6312
Nancy.Cole@pima.gov

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

You're invited to celebrate the completion of the 14-mile Julian Wash Greenway segment of [The Loop](#) on Saturday, Nov. 1.

Hundreds of individuals and families are expected to ride, run and walk along the new route and get free water bottles, backpacks, kids' bike helmets and bike bells.

Speakers at a dedication ceremony at 10 a.m. at the [Mulcahy YMCA](#) at Kino Sports Complex on East Ajo Way include Pima County Supervisor Ramón Valadez, District 2; Administrator Chuck Huckelberry; Health Department Director Dr. Francisco Garcia; Sheriff's Department Chief Deputy Chris Nanos; Tucson Medical Center Vice President Michael Duran and Carondelet Health Network Vice President Donna Zazworsky.

There will be a bike valet, refreshments, a bike rodeo and other activities at the Y. Bike jerseys will be for sale. TMC will be trading Halloween candy for Reid Park Zoo tickets. See and order the new Loop T-shirt.



Pima County Bicycle Ambassadors will have water and aid stations along the greenway for those heading to:

- [Augie Acuña Los Niños Park](#), four miles east of the Y along the greenway, where there will be more refreshments, a climbing wall and other activities. See Pima County's new bike and pedestrian safety campaign signs with humorous messages encouraging path users to understand each other's needs and promote sharing of the path.
- [Thomas Jay Regional Park](#) at South Craycroft and East Littleton roads.
- The Roy Schoonover Trailhead on South Kolb north of Interstate 10.

The final 2.7-mile segment of the greenway was funded by the Community Healthcare Benefit Foundation of Pima County, supported by Tucson Medical Center and Carondelet Health Network.

Please visit [The Loop online](#) for the latest maps and updates on access, improvements and other news about The Loop. Or check out – and “like” – [The Loop on Facebook](#).



FOR IMMEDIATE RELEASE

Oct. 28, 2014

Contact:

Matt Zoll, Program Manager

Pima County Bicycle & Pedestrian Program

520-724-2453; Matthew.Zoll@dot.pima.gov

Pima County expands bike education and 'Bike Buddy' program

The U.S. Census American Community Survey recently released data showing that bicycling in the Tucson region has increased by 75 percent over just the past five years. With this great news, Pima County is pleased to announce the expansion of its bike education and "Bike Buddy" program to help even more people get into bicycling and make more trips by bike for commuting, school, health, shopping, and (of course) fun.



The Bike Buddy program includes personalized, one-on-one support services by experienced bicycle instructors who help people learn to ride if they were never taught as children, provide more advanced training for novice cyclists including youth, help folks get their bicycles in good mechanical working order, and assist individuals with finding and using bicycle routes appropriate to their abilities.

When you sign up for the Bike Buddy program, you can receive a free helmet, bicycle U-lock, front and rear bicycle

lights, bike bell, and other items to help you get rolling on the roads and paths.

Pima County also has numerous support services and projects that have helped increase bicycling throughout the region over the past decade, saving people money and improving their health. Some of our initiatives include:

- Providing bicycle and pedestrian safety training and free BMX-style helmets in over 50 elementary and middle schools per year throughout the Tucson metropolitan area.
- Hosting bicycle safety classes for youth and adults at various levels of cycling ability provided by our trained Bike Ambassadors.
- Building 104 miles of bike lanes and 62 miles of shared use pathways over the past decade, including [The Loop](#).
- Providing support services and funding for events such as the Julian Wash Greenway Celebration (Nov. 1), Cyclovia (Nov. 2), El Tour de Tucson (Nov. 22), back-to-school celebrations, and numerous helmet and safety promotion events.

The County has helped increase bicycling throughout the region in partnership with Perimeter Bicycling Association of America and the Greater Arizona Bicycling Association, and with regional partners including Marana, Oro Valley, the Tohono O'odham Nation, the Pascua Yaqui Tribe, Sahuarita, South Tucson and Tucson.

Thanks to continuing development of The Loop, a 100-plus-mile shared use pathway system serving Pima County residents and visitors, more people than ever will have the ability to get into bicycling or to expand their bicycling activities.

If you would like to learn more about the Bike Buddy program or to sign up for our individualized bicycle support service and free helmets, lights, locks and other items, please contact the Pima County Bicycle and Pedestrian Program at (520) 724-BIKE or go to www.bikeped.pima.gov for more information.

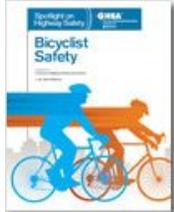
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Spotlight on Highway Safety

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Bicyclist Safety

Published October 2014



News Release: [Bicyclist Fatalities a Growing Problem for Key Groups](#) (October 27, 2014)

This GHSA *Spotlight on Highway Safety* report looks at the issue of bicyclist safety, analyzing how fatality trends and crash patterns have changed since the mid 1970's. Two areas of focus are helmet use and alcohol use by fatally injured cyclists.

The report also discusses actions to reduce collisions and injuries and outlines some current efforts in states and locations where bicyclist fatalities are occurring.

[Download Report](#) [1.8 MB, 19 pgs.]

[Bicyclist Safety](#) [1.8 MB, 19 pgs.]



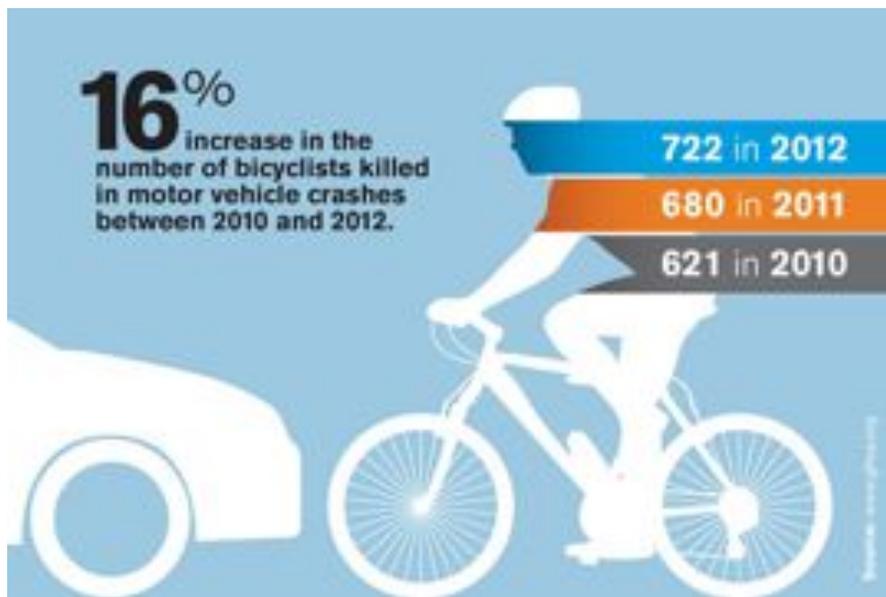
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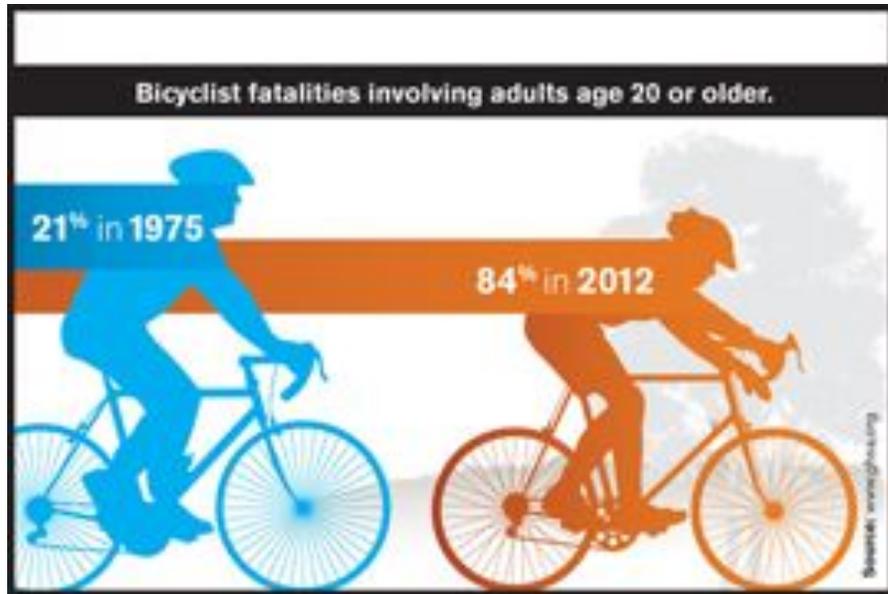
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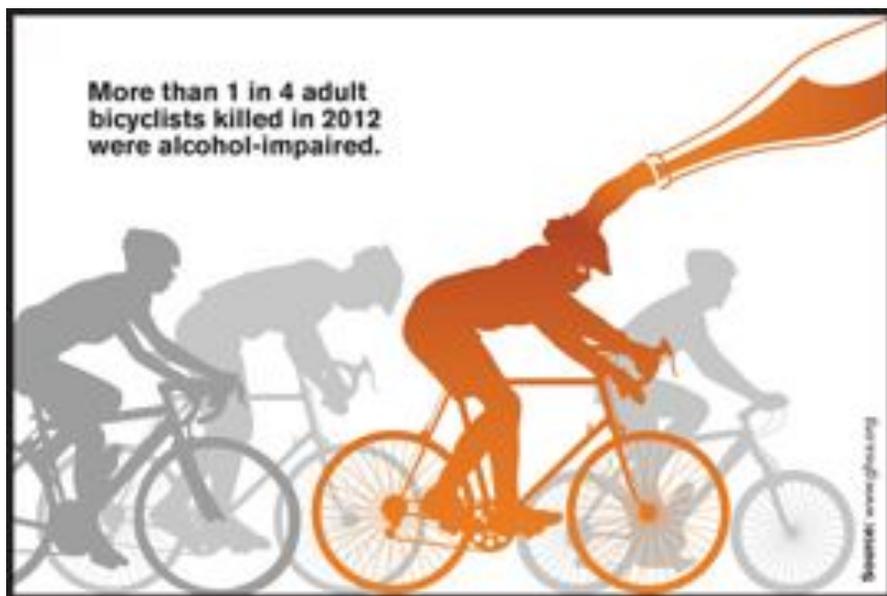
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phone 202.789.0942, fax 202.789.0946, headquarters@ghsa.org

The Economist, Oct. 22, 2014

Research by Susan Shaheen at the University of California, Berkeley, found that in Montreal and Toronto four out of ten people shopped more at locations near bike stations. In Washington, DC, more than eight out of ten said they were more likely to visit a business, shop or restaurant with easy access to bike-sharing dock.

Bike-sharing: History, Impacts, Models of Provision, and Future

Paul DeMaio

The City of Paris reported 50 million trips made by Vélib' in its first two years. In 2008, 28 percent of the survey respondents were less likely to use their personal vehicle; in 2009, this increased to 46 percent. In 2008, 21 percent of survey respondents used Vélib' to reach the subway, train, or bus, and 25 percent used Vélib' on the return trip from other transit modes. In 2009, 28 percent used Vélib' to begin and to end their multi-leg transit trip (City of Paris 2008, 2009).

November 25 2012, 2.05pm EST

Fixing Australian bike share goes beyond helmet laws

Implied in most of the benefits of bike share outlined above is an assumption that journeys taken on public bikes are substituting for motor vehicle travel. An examination of the evidence currently shows this is seldom the case. For instance, in Dublin, research¹ shows 66% of users previously walked. In [London](#) and [Washington DC](#), only 1% of users report leaving the car at home.

A number of reasons help explain lower levels of bike share popularity in Australia. Focus groups in Brisbane said accessibility problems (the sign up process, helmets and docking station location) and safety issues reduced use². The lengthy sign up process doesn't use instant access, credit card swipe procedures common elsewhere (including Melbourne). This might stifle the spontaneity typically thought to attract people to public bikes. The 10pm closing time (most are

open 24/7) frustrated current members, who reported having to leave engagements early to check out a bike before the system closes for the night.

Mandatory helmet laws make running a bike share scheme much more difficult in Brisbane than in Paris. Sharat Ganapati

Having to wear a helmet is often seen as a barrier to bike share use; focus groups support that.

Broken VÃ©libs in Paris ([Sybil Star](#) on Flickr)

Eighteen months into a wildly successful launch, the Parisian bike-sharing program VÃ©lib - a [portmanteau](#) of *vÃ©lo* (bicycle) and *libertÃ©* (freedom) — has run into serious problems with theft and vandalism of the bikes. [Launched in 2007](#) as part of an effort to "green" Paris, now over half of the original 15,000 customized bikes have been stolen, in a mania some have dubbed the "VÃ©lib extreme". Since the program's inception, the bike sharing network has been used 42 million times, but almost all the original, supposedly "vandal-proof" bikes have been replaced at a cost of 400 euros each.

Cycling sees massive growth in Sydney

In Sydney Biking By Tatyana Leonov

Share   



A Penny Farthing bike at Anzac Memorial in Hyde Park
(Evan Dickson)



Over the last four years, **Sydney** has become a city of cyclists, with the number of bike-riding residents increasing by more than 130% since 2010. Comparatively, it took 10 years to double the number of cyclists in **London**.

In part, the culture shift came about because of the 110km **cycleways network** – dedicated cycling lanes that helped provide bikers with safer scenic routes for their daily commute. Starting in Sydney's city centre and expanding to suburbs such as Alexandria and Pymont, the network is on track to reach 200km by 2030. Speciality cafes and improved **biking** facilities have also contributed to the culture's growth.



Riding to work through Taylor Square. (City of Sydney)

The annual **Sydney Rides Festival**, taking place until 25 October, showcases the city's vibrant cycling culture, offering more than 20 events including bike-inspired art exhibitions and cycle-themed film screenings, not to mention free pedal-powered smoothies.

New this year is **Sydney Rides the Night**, a 25 October event that will see thousands of cyclists tackling a 2.5km course that's lined with light installations and special effects. "We want all kinds of people to experience Sydney, whether they're a regular rider, dusting off the bike in the garage or just starting up," said City of Sydney cycling manager Fiona Campbell.



Sydney Rides the Night. (City of Sydney)

Family man Mark Ledbury cycles 2.5km daily from his home in Pymont to his workplace at The University of Sydney. Although Ledbury has been biking since he was six, he said he's just now noticing more cyclists on the roads. "The cycle culture is growing fast because it's being actively encouraged – by new routes, by cycling festivals and events, by new maps and the online culture of cycling," he said. "People [are] logging rides and suggesting good route tips for other commuters and cyclists."

David Donald, passionate cyclist and organiser of the Sydney Rides' **Cycle-O-Rama** (a bicycle-themed exhibition at the artsy bike-design space **Eratohub**), doesn't cycle simply to get from point A to point B; he said it's a way to connect with his creative side. Since starting to cycle at the age of 17, Donald has owned more than 100 bikes (he's never owned a car) and now he modifies bikes as well, occasionally showcasing his creations at exhibitions. "I worked out [that] I could use my love of cycling as a creative outlet," he said. "To me it's about promoting cycling in a

different way and making it more accessible to the general public."



David Donald and his custom bike. (Evan Dickson)

And that promotion is working. Visit the **Sydney Park Cycling Centre** in St Peters on the weekend and you'll see the smiling faces of kids learning to cycle, confidently whizzing past on colourful bikes. The track has been used for cycling courses and bike education since 2003, and even has a functioning traffic light to teach children how to cycle safely on roads. Of course, with the expanding cycleways network and the continued growth in cycling culture, the next generations may be biking through a very different Sydney.



The Sydney Park Cycling Centre. (Evan Dickson)

Tatyana Leonov is the Sydney Localite for BBC Travel

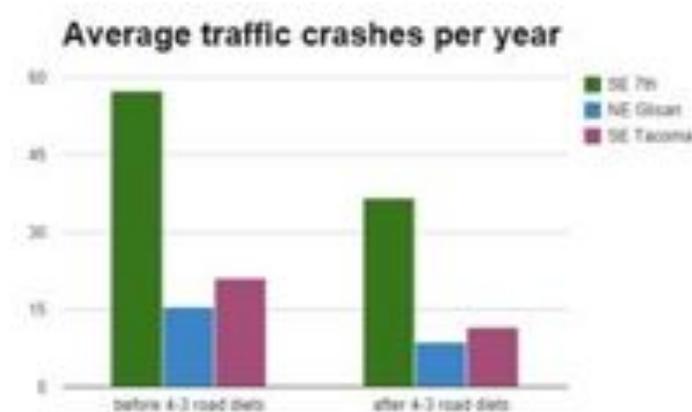


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« [Comment of the Week: For this rider, driving is a necessity](#)
[The Monday Roundup: A clever road-space demo, Seattle gets bike share and more](#) »

For less than \$500,000, 3 Portland road diets are preventing 37 crashes every year

Posted by [Michael Andersen \(News Editor\)](#) on October 10th, 2014 at 2:45 pm



(Data: Portland Bureau of Transportation. Chart: BikePortland.)

A new city study shows the big payoff the city has quietly seen from a few uses of one of the least-understood tricks in traffic engineering: the 4-3 road diet.

Converting four general travel lanes to two plus a turn lane and (in some cases) painted bike lanes have prevented about 525 crashes on three Portland streets — Northeast Glisan from 22nd to 32nd; Southeast 7th from Division to Washington; and Southeast Tacoma from 6th to 11th — during the 16 years studied, the [analysis](#) released this week found. The number of traffic crashes on those streets dropped 37 percent.

Traffic volumes on those three streets, meanwhile, fell by an average 7.7 percent, suggesting that the safety and access improvements weren't accompanied by major new burdens on drivers' mobility.

The number of crashes being prevented on each of those streets, of course, continues to rise: by about 37 more every year among the three of them.



Southeast 7th Avenue got almost a mile of bike lanes as a result of a 1994-1996 road diet. Colored bike boxes followed in 2008.
(Photo: J.Maus/BikePortland)

Gabriel Graff, operations and safety manager for the city's Active Transportation Division, said that though the benefits of 4-3 road diets are "counterintuitive," they ultimately work for a simple reason: people rarely have either a temptation or a reason to pass each other on a city street.

On streets with two lanes in each direction, Graff said, "the people who are going fast have the opportunity to kind of weave between the two lanes. That results in sideswipe crashes."

Letting left-turning cars sit in the center turn lane, meanwhile, prevents traffic backups and preserves road capacity.

In city jargon, the projects are sometimes referred to as "road reconfigurations."

Graff said the price of all five road diets considered in the city's analysis was "in the \$100,000 range," or up to \$120,000 or so for projects that added new median islands or other improvements.

"The cost/benefit is really high," he said. "For the cost of one improved crossing — a median improvement or rapid-flashing beacon that provides a point improvement, you can reduce crashes across 10, 20 blocks."

In addition to the three road diets listed above, all of them completed between 1997 and 2003, the city looked at the results of two 2013 road diets: Northeast Glisan and Southeast Division, both between 60th and 80th avenues. Though those projects are too recent to show reliable crash data, the city did determine that typical auto speeds fell by 9.8 percent and traffic volumes fell 4.4 percent.

The road diets on inner Glisan, inner 7th and Division all added bike lanes, increasing street capacity and, in the case of 7th, creating one of the central east side's most important north-south bikeways. The outer Glisan and Tacoma road diets added auto parking.

Graff said road diets have become a standard tool in cities across the country and are now being enshrined in federal policy. Last month, Transportation Secretary Anthony Foxx [announced](#) that the Federal Highway Administration is preparing to release a national guide to instituting road diets.

"When we're on our game, we're able to combine a really significant safety improvement with some paving maintenance," Graff said. "So when you're resource-constrained like we are, that's a big help."

You can read the city's full analysis and dig into some of the numbers behind it [on the city's website](#).





Kelly Presnell/Arizona Daily Star

On cheaper gas, taxes and pot holes

By Mariana Dale/Arizona Daily Star

November 1st, 2014

Potholes can be a pain, and reporting them to the county is the quickest way to get rid of them, says Priscilla Cornelio.

Paying less at the pump could contribute to the bumps in the road on your morning commute.

How?

Pima County pays for road repairs with funds from the state's gasoline tax of 18 cents per gallon.

Arizona Legislature hasn't raised the tax in 23 years, which might explain why the state has one of the lowest gasoline taxes in the country.

Arizona's gas tax ties with Indiana and Mississippi for 14th-lowest, according to a survey from Wolters Kluwer CCH, a tax research group.

Pennsylvania has the highest gas tax at 40.7 cents, and Georgia's is the lowest at 7.5 cents.

“Politicians are elected into office, and anytime any taxes are raised, their concern is that people are going to take it to the polls,” said Emily Baugh, an attorney and tax analyst for Wolters Kluwer CCH.

While Arizona’s tax has remained stagnant, people can now drive more miles and fill up fewer times. The average passenger car has improved gas mileage by 48 percent between 1980 and 2013, according to U.S. Bureau of Transportation Statistics.

“We are having to maintain roadways that are getting heavier use with dollars that are buying less,” said John Bernal, deputy Pima County administrator of public works.

In the last fiscal year, it was estimated Pima County would get about \$38 million from the state’s Highway User Revenue Fund, which includes the gas tax.

Almost one-third of this money goes toward paying down a \$350 million road repair bond approved in 1997. The county won’t be done repaying it until 2024, according to a memo from County Administrator Chuck Huckelberry.

Until a few years ago, when the county started drawing from the general fund to repair roads, the state money was the primary source for road repair.

Other departments could fall short if money continues to be diverted to road repair. It’s not sustainable without a new revenue stream, Bernal said.

What’s the solution?

The state could increase the gas tax, but that’s not likely. County efforts to encourage Arizona lawmakers have been unsuccessful.

Memorandums from Huckelberry’s office have suggested countywide property, sales or fuel taxes, but any new taxes would need approval from the county Board of Supervisors.

“We’d like to hear from the public, whether (it is) on solutions we’ve proposed or solutions that come to their mind,” Bernal said.

So if you have ideas for your county leaders, write or call them. They’re ready to take them down.

Contact reporter Mariana Dale at 573-4242 or mdale@tucson.com

Road Q

Road Runner reader Allen Dart wrote in with this question:

When are motor vehicle drivers required to stop for or yield right of way to bicyclists? Occasionally, when I’m biking and have come to a stop at a stop or yield sign, motorists in the cross street will stop

and wait for me to cross in front of them, when they don't have a stop or yield sign directing them to do so.

In the eyes of Arizona state law, a person astride a bicycle has the same rights and responsibilities as the driver of a vehicle.

That means drivers would have to yield to bicyclists in the same situations they would yield to another car, such as when making a left turn.

Bicyclists shouldn't be afraid of traffic, said Matt Zoll, the Bicycle and Pedestrian Program Manager for the Pima County Department of Transportation.

"Drivers are often people you know friends or family," Zoll said. "They are not the enemy."

Bicyclists are much safer when they operate in the flow of traffic-- less than four percent of area cyclists ride against traffic, but they account for a quarter of bike-involved crashes, Zoll said.

"If someone rides on the sidewalk or too far away from the travel lane, drivers can't see them," Zoll said.

Pima County hosts several varieties of free bike safety classes included ones geared toward kids, women and mechanics. You can find a schedule of classes online at pima.gov

Niall McCarthy (<http://www.forbes.com/sites/niallmccarthy/>) Contributor

Data journalist covering technological, societal and media topics

Opinions expressed by Forbes Contributors are their own.

BUSINESS (/BUSINESS) 9/26/2014 @ 7:21AM | 2,662 views

Which U.S. Cities Have The Most Bike Lanes? [Infographic]

[Comment Now](#) [Follow Comments](#)

Even though the automobile is still the king of the American commute (<http://www.statista.com/chart/1387/automobile-still-king-of-the-american-commute/>) by a considerable stretch, that doesn't necessarily mean US cities are particularly unfriendly to cyclists. In fact, many cities across the United States are making huge strides in implementing safe and efficient bike lanes.

Take Tucson for example. The city developed a 2009 Regional Plan for Bicycling (<http://www.pagnet.org/documents/bicycle/RegionalBicyclePlan2009.pdf>) and identified 170 miles of potential "Bicycle Boulevards". This term refers attractive, convenient and comfortable sections of street, optimized for cycling with reduced motorized traffic. The introduction of Cyclovia events (Spanish word signifying the closure of a street network) has motivated thousands of Tucsonans ditch their cars and spend a few hours in the city's temporarily traffic-free streets.

Tucson's efforts have been paying off – bicycle commuting has increased 58 percent and the city now boasts an excellent network of bike lanes stretching 610 miles! San Diego has also turned into a cyclist's paradise in recent years with a 620 mile network, putting it on top of the national scale while San Francisco comes first for total miles per square mile with 7.8.

The very first bike lane appeared in New York all the way back in 1894 and in 2014, the city has 338 miles of on-street bike lanes. Sharing schemes like Citi Bike are proving highly successful and a survey carried out in 2012 showed that most New Yorkers are in favor of more bike lanes.

**Click below to enlarge (charted by Statista)*



<http://blogs->

images.forbes.com/niallmccarthy/files/2014/10/20140926_bike_lanes_fo.jpg

[Comment Now](#) [Follow Comments](#)



Why Minneapolis' beautiful bike freeways are totally the best

By Heather Smith (<http://grist.org/author/heather-smith/>)

15 Oct 2014 4:01 PM

I had been biking around Minneapolis for several days before I realized what was missing. It was a pleasant city, even though I was lost a lot, because most of the bike routes have very tiny signs that are hard to read, if they have signs at all. At night the bike paths were so dark that I worried I might not see an obstacle in the road, even with my headlight on, and I got even more lost, until I just gave up and biked very slowly with my phone in one hand, watching the blue dot that was myself on the map to make sure that I didn't drift off the path, fall off my bike, and get eaten by bears. Not that there are any bears in Minneapolis.

But none of that mattered, really. Here was the thing that was missing for the first time since I became a bicycle commuter: fear.

I wasn't listening for cars behind me. I wasn't listening for the sound of a car-door latch, which might mean that I was about to get doored. I wasn't watching cars up ahead for signs that they weren't paying attention to what they were doing. One of my closest calls as a cyclist happened when a Snap On Tools truck drifted into the bike lane early in the morning. "Oh sorry!" yelled the driver out his window, when he realized he had almost run me over. "I didn't see you!"

In Minneapolis, none of this was happening. Except for a few minutes at the beginning and end of every trip, there were no cars around me at all. I had been transported to a magical land of cyclists and pedestrians.



How did this happen? Minneapolis is unusual, as cities go, because it has a funny-shaped park system called the Grand Rounds Scenic Byway that encircles most of the city (<http://www.minneapolisparcs.org/grandrounds/home.htm>) like a ring road. The Grand Rounds had a network of entirely separate paths for cars and pedestrians that dated back to the WPA era, but in the mid '90s, Minneapolis began to lay down new paths for cyclists, too. These paths were mostly recreational until, in the last decade, Minneapolis began to draw lines between different points on that circle by converting old railroad infrastructure, like the Midtown Greenway, for pedestrians and cyclists, and connecting them to the city itself.

Cities like New York and San Francisco have added bike routes to the grid of regular street traffic, but if you look at the map of what Minneapolis is doing, it becomes clear that something entirely different is happening: Minneapolis is building a freeway system for bikes. But a nice one — a freeway where you can bike past flocks of geese rising off the lake in the morning and never have to breathe truck exhaust.



How did this come to pass? How has tiny Minneapolis, where the weather is brutal and nearly everyone has a car, manage to pull this off and to be consistently up there in the top few cities for cyclists (<http://guide.bicycling.com/ride-maps/featured-rides/2014-americas-best-bike-cities>)? Below, a few theories.

\$\$\$\$\$ It's all about the Benjamins \$\$\$\$\$

In the past, Minneapolis had them, and how. In 2008, Minneapolis became one of four locales (Sheboygan County in Wisconsin, Marin County in California, and Columbia, Missouri were the other three) chosen for the Non-Motorized Transportation Pilot Program (NMTTP) (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2012_report/page01.cfm#Toc308001010) — a four-year study exploring whether, if you give cities money for biking, the people in those cities will bike more (turns out they do). Each city got \$25 million each, and Minneapolis used its to add 75 miles of new bike lanes and trails (<http://www.startribune.com/local/minneapolis/150105625.html>).

To put this in perspective: San Francisco has been working with an annual budget of about \$8 million per year (<http://blog.sfgate.com/bicycle/2014/04/21/new-sfmta-budget-a-qualified-win-for-bicycle-infrastructure/>) for new cycling infrastructure. That's about 1 percent of the annual budget of the San Francisco Municipal Transit Authority (SFMTA) — less than the authority spends every year on office supplies.

New York managed to build out its network for about \$8.8 million spread out over several years — but 80 percent of that was matching funds that they managed to get from the feds. According to Jeanette Sadik-Khan, who presided over the city's expansion of bike services,

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the city has spent less than \$2 million from its own coffers (<http://www.streetsblog.org/2010/12/09/quick-hits-from-todays-city-council-hearing-on-bike-policy/>).

Portland has been working with even less than that — about \$2 million for pedestrian and cycling infrastructure combined, which is why it focused on cheap ways to adapt the existing street grid, instead of putting in special bike paths. Last year, Portland cut this budget in half when its Bureau of Transportation freaked out over other cost overruns. That's pretty typical for city transportation budgets: Even where the amount set aside for cycling amounts to basically a rounding error, when potholes need to get filled, that money tends to disappear.

Friends in high places

In the same way that Oregon has the bike-happy Earl Blumenauer (D-Ore.) (<http://grist.org/article/2010-09-29-earl-blumenauer-livable-communities-act-interview/>), until 2010, Minnesota had Rep. Jim Oberstar (D-Minn.) (<http://usa.streetsblog.org/2014/05/05/remembering-jim-oberstar-architect-of-federal-bike-funding-programs/>) Oberstar managed to stay in office for 18 terms, all the while serving on (and sometimes chairing) the federal Transportation and Infrastructure Committee. Depending on who you talk to, Oberstar was either the kind of guy who knew how to make money rain down on his home state and his favorite projects, or a a guy who had more than a passing familiarity with earmarks and pork-barrel politics (<http://minnesotabrown.com/2010/11/guest-post-putting-oberstars-pork-in-context.html>).

A fair amount of that pork went to bicycling because Oberstar was that great rarity — a politician who was a regular cyclist. When Oberstar died earlier this year, his fondness for cycling was barely mentioned in the national papers (http://www.washingtonpost.com/politics/minnesota-congressman-jim-oberstar-dies-at-79/2014/05/03/e1c0724c-d2e6-11e3-aae8-c2d44bd79778_story.html), but obituaries went up all over the transportation blogs. Julie Kosbab (<http://streets.mn/author/jkosbab/>), a transportation advocate in Minnesota, remembered him this way:

He had calves, serious calf muscles, despite his age and despite his profession (which involves a lot of sitting and bloviating). He averaged 2000 miles on a bike a year and had been the victim of a car-bike collision. He knew what it's like for a biker on the streets, on trails, by day and by night.

He'd taken up bicycling as a response to grief after the death of his first wife, and converted members of his staff to bike commuters. He co-authored, sponsored and helped pass the milestone SAFETEA-LU legislation (<http://grist.org/article/save-transit-save-the-world/>) in 2005. SAFETEA-LU provided not only for bridges and roads, but for public transportation support and alternative transportation. It was the launchpad for Safe Routes to Schools, a program intended to support and encourage kids to again walk and ride to school.

There is almost no arguing that without his influence, Minneapolis would not have more than 11 percent bike/ped mode share (<http://streets.mn/2013/09/20/2012-acs-non-motorized-mode-share-estimates/>). Minneapolis was the feature city in the NMTTP because the program was Oberstar's brainchild and baby, and despite Minneapolis not being in his district (he served in MN-8, which is the Iron Range), he procured the \$25 million for Minneapolis.

Bad railroads

On one of my bike rides in Minneapolis, I wound up at a very small, very campy local history museum called the Mill City Museum, which was right by the St. Anthony Falls.

The St. Anthony Falls are, basically, the reason that Minneapolis and St. Paul exist. They were the only natural major waterfall on the Upper Mississippi River, and so to anyone with a sense of how the mill business worked, they were essentially a tumbling torrent of dollar signs. Beginning in the 1860s they were heavily modified so that they could provide reliable energy to the flour mills that were being built up on both sides of the river.

Those mills weren't just there to keep Minneapolis in dinner rolls. The city was the spot where all of the wheat grown in the newly-agricultural Central Plains was sent to be milled before being shipped eastward. The Twin Cities became a hub of different railroad networks, all trying to get in on the lucrative cross-continental trade. The railroads were not exactly fiscally stable enterprises. They crashed in the 1890s, and pretty much took the U.S. economy down with them (<http://grist.org/living/why-americans-love-to-hate-the-train-and-always-have/>), and they crashed again in the 1930s, when the Dust Bowl (<http://www.pbs.org/kenburns/dustbowl/interactive/>) made it clear why no one had been growing crops in the Central Plains before.

All of which left Minneapolis lousy with railroads that it didn't need anymore — in the same

way that a lot of cities looked around after the financial collapse of 2008 and wondered what they were going to do with all of these luxury condos. The husks of those railroads form the basis of most of Minneapolis' bike trails. The Midtown Greenway, which cuts conveniently through the center city, was built for the long-defunct Milwaukee Road Railroad. The Cedar Lake trail runs through old railyards for the Great Northern Railway and the Minneapolis and St. Louis Railway.

(A strange addendum to this is that the fracking boom in North Dakota has made Minneapolis into a transportation hub again — but this time for oil-by-rail. Minnesota is crossed by 50 oil trains a week (<http://www.startribune.com/politics/statelocal/268684462.html>), and BNSF is spending \$95 million expanding its rail capacity across the state (<http://www.bnsf.com/media/news-releases/2013/september/2013-09-19a.html>).

There's nothing wrong with being beautiful

Not everyone thinks that building bicycle freeways is a great idea (<http://bikeportland.org/2014/07/11/minneapolis-nice-city-biking-definitely-portland-108625>). Freeways for bikes, like freeways for cars, cut people off from the regular street grid, which means that having a cyclist population may not help small businesses in Minneapolis the way that it has in cities like Portland (<http://grist.org/biking/2011-02-28-how-bicycling-will-save-the-economy/>). Portland has constructed its greenways in a more low-budget way — modifying residential streets so that they aren't entirely closed to cars, but so that bicyclists have priority, and everything moves more or less at bicycle speed. Portland managed to have zero bike fatalities in recent years (<http://grist.org/list/portland-made-it-through-2013-with-zero-bike-fatalities/>). Minneapolis has no such luck (<http://www.startribune.com/local/minneapolis/243863101.html>).

Meanwhile, battles have been fought along Minneapolis's Midtown Greenway over “unsightly high-voltage lines.” Activists have struggled with developers along the greenway's route, to persuade them to build in a way that presents an attractive façade to pedestrians and bikers going by.

If anything, the closest analogy to what Minneapolis is doing with its bike paths is what Frederick Law Olmsted and Calvert Vaux did with New York's Central Park. Olmsted and Vaux were all about making the park as attractive as possible, but they were also obsessed with traffic flow. They designed a system of separate pathways for pedestrians, equestrian riders, and carriages (the sections designed for fast-moving traffic were later converted for use by cars). The goal was to make a space where every type of visitor could have their own path: Wanderers could wander, commuters could commute. Olmsted, in particular, was not humble about his plans what he was going for. It would be, in his words (<http://www.emeraldnecklace.org/central-park-olmsted-vauxs-first-park/>), “the first real Park made in this country — a democratic development of the highest significance.”

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Americans tend to be uneasy about beautiful things. The idea of actually building out a beautiful commute in one of our cities is almost unheard of. But it is possible. Minneapolis has it down, and Olmsted and Vaux would be proud.

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