



September 2014 TPCBAC Packet Guide

We have discontinued the printing and mailing of paper packets.

1. BAC September 2014 Agenda Member Roster
2. Draft TPCBAC August 2014 Minutes
3. Sent approved BAC letters
4. Attachments related to Agenda Items
 - a. Jeremy Papuga email
 - b. **PAG request for TAP applications due in October:** Sam Sanford
5. Consent Agenda Items
 - a. Congress Flange Filler request (Urban Core)
 - b. Repaving Request (Urban Core)
 - c. FOIA request (Enforcement)
6. Sub Committee Draft minutes from previous month
 - a. Executive
 - b. Enforcement
 - c. Urban Core
7. Articles of Interest:
 - a.
8. Local Events a.

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

www.BikeTucson.Pima.Gov

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

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



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, September 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 Duration
1. Call to Order; approval of August 2014 meeting minutes	5 min
2. Call to Public	10 min
<p>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.</p>	
3. Law Enforcement Staff Reports from TPD and PCS	15 min
4. PAG request for TAP applications due in October: Sam Sanford	10 min
5. Streetcar crash data: Ian	20 min
6. Streetcar concerns Jeremy Papuga, <i>Transit Administrator City of Tucson</i>	20 min
7. Diversion Class Funding	15 min

8. Consent Items

- a. Restriping Opportunities letter (Urban Core)**
- b. Streetcar training manual request (Enforcement)**
- c. Moore Road (Facilities)**
- d. Streetcar Flange Filler Request Letter (Urban Core) 5 min**

9. Staff Reports

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

10. Subcommittee Reports

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

11. BAC representative reports

- a. GABA (Wayne Cullop/Eric Post)
- b. Downtown Links (Kylie Walzak)
- c. RTP 2045 (Ian Johnson)
- d. Broadway Task Force (Anne Padias)
- e. Living Streets Alliance (Kylie Walzak)
- f. 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 **August 13, 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 June 2014 meeting minutes — 6:01 p.m.

Motion: by Ray Copenhaver to approve the June minutes, John Cousins seconded.
Approved unanimously.

2. Call to Public

Brendan Lyons from "Look! Save A Life" spoke. His organization is a supporting beneficiary of El Tour this year. He is running ad campaigns and promotions encouraging motorists and cyclists to follow the rules of the road.

3. Law Enforcement Staff Reports from TPD and PCSD

Deputy Roher from PCSD reported there were 4 incidents which deputies had classified as "bicycle accidents" not involving motor vehicles.

- Tandem cyclists on Mount Lemmon. The front tire blew out and both riders were airlifted out. There was no evidence of objects in the tire.
- August 4, Nogales Highway. A cyclist riding a road bike failed to notice a commercial vehicle stopped in the shoulder with its hazard lights on. The cyclist rear-ended the trailer and suffered a fractured leg.
- A rider fell down near Orange Grove & Shannon. Initial reports mentioned CPR, but the rider was fine. It's possible drugs were involved, and the rider was not struck by any nearby vehicles.
- Ruthraff and the RR tracks by I10. The cyclist remembers flying off the bike after a train went through. However he doesn't remember why. His bike was run over by a semi.

There were 4 bicycle incidents involving motor vehicles:

- One in Green Valley on Monday, no details
- Foothills District at Cortaro/Thornycroft. The cyclist was going west, turned south and collided with the motorist. Neither party could remember the light situation and the deputy couldn't make sense of the situation either.
- Also in the Foothills District, a blue car was pulling out of a shopping center. The motorist looks and starts to proceed. The cyclist appears out of nowhere. The cyclist was 14, and was not wearing a helmet. The investigating deputy felt the driver failed to yield from the private drive. However, the cyclist wasn't wearing a helmet and was on the sidewalk going the wrong way.
- San Xavier District: A pre-teen darted across the street, and was struck on Los Reales. The child suffered a shoulder injury. A witness confirmed the child darted in front of the car. However, the motorist also had a suspended license and was cited on that.

Deputy Roher said there has been no further rumbling on the shootout. The shootout riders are "minding their P's and Q's."

The Sheriff's Department is starting school zone enforcement. Deputy Roher said he was watching a school zone on Sweetwater Drive and caught 5 cyclists speeding. People need to adjust to schools being back in session. One cyclist wasn't happy about being stopped. The speed limit through a school zone is 15, and generally speaking, their tolerance is up to 21 mph. The school zone he was watching was on a downhill stretch and cyclists were going faster than that.

Sgt Fernandez reported for the Tucson Police Department. There had been 3 incidents with cyclists: two with injuries, one with only property damage. He didn't have further specifics because his information person was out.

- Grant/Highland (6 pm)
- Broadway/Campbell (8:30 am)
- Bellevue/Catalina (3 am)

Tucson has had one bicycle fatality for the year, Kris Chambers at Main & Speedway on June 18.

TPD is coming to the end of the GoHS grant. There have been 12 deployments so far, each using 4-6 officers. There have been 463 citations to vehicles, 63 to cyclists, and 100+ citations to pedestrians. The majority of the cyclists' citations are for sidewalk riding.

On the streetcar route, cyclists are getting warnings for passing the streetcar at stops rather than citations. There are some legal wranglings to work out about the signage. Command Staff are meeting with the city to work things out.

David Bachman-Williams mentioned hearing about a cyclist receiving a warning for passing the streetcar in the 4th Ave Underpass. The cyclist was told you can't pass the streetcar at all. Ann Chanecka said she is going to look into that.

Regarding the streetcar passing cyclists, Cameron Hummels mentioned being passed closely one time, and another time he was given a lot of room. He is curious about the policy.

4. Bait Bike Programs as Theft Deterrents

Collin Forbes: Bait Bikes are lightly-locked bikes equipped with GPS transponders. When stolen, police can track the bicycle and catch the thieves.

Research: UAPD already uses bait bikes. But they use an unlocked bike and watch it. It requires officers to sit and watch the whole time, there's a risk of losing the unlocked bike if the officers aren't quick enough, and it's possible for thieves to spot the officers watching the bikes and avoid them.

Evaluated two trackers with a third possibility:

- SPOT Trace (didn't work very well, not intended for bike use)
- Integrated Trackers SpyLamp (disguised as a functional bike light)
- Bike Spike (not yet available, disguised as a water bottle cage)

There are issues with GPS accuracy indoors. GPS signals are only as good as the antenna on the receiver, and the antennas on GPS trackers and cell phones are small. Indoors accuracy is often poor.

[Bike Thefts in Tucson](#) (google fusion tables): using data TPD provides to neighborhood associations, there were 724 incidents of "bicycle larceny" between October 10, 2013 and August 11, 2014. This is probably a low number and does not include the UA campus, areas outside of neighborhood associations or thefts of bicycles from garages or houses. Lots of the thefts seem to be from backyards, carports and porches rather than from public bike racks.

Suggesting a pilot program:

- Two Bait Bikes @ \$1000+ apiece

- Two GPS Trackers @ \$160 apiece (plus T-Mobile Service)
- Start small to analyze performance, establish best practices
- Should both bikes go to TPD? Both to UAPD? How to pay for it?

Next Steps:

- Work around GPS/Interface problems.
- Talk with TPD/UAPD about their interests and requirements
- Find money/sources for bicycles and trackers

Robin Steinberg thinks we should approach the UA first. Cameron Hummels says he knows just the bike rack to use at the UA if we do. Adam Wade asked if the bait bikes could be used by private organizations, who then report the tracking information to the police.

Sgt Fernandez said TPD is very short staffed and the property crime department is especially understaffed. They may not have the time to handle bait bikes at all. These trackers would be good for people to use on their own bikes as insurance if they want to be able to recover them after a theft. If you can provide a GPS location on a stolen bike, they would be able to “knock and talk” in the area to help find and recover it.

5. Moore Road Safety Concerns

Adam Wade spoke about Moore Road, west of Thornydale. It's a gravel road and not the safest arrangement. It's not going to get better in coming years because of construction projects nearby. These projects will cause an increase in traffic on Moore road without improving the conditions. The facilities subcommittee has written a letter to Oro Valley, Pima County and Marana asking them for look for ways to improve Moore Road.

Motion: by the Facilities Subcommittee to send the letter asking Oro Valley, Pima County and Marana to look for ways to improve Moore Road. No second needed. **Approved unanimously** via a voice vote.

6. PAG's 2045 RTP Update

Patrick Hartley from PAG spoke about the 2045 Regional Transportation Plan.

Having a long range transportation plan is a federal requirement for PAG. They look at the finances that will be available over the next 30 years and then look at the projects they could reasonably pay for in the next 30 years. Rather than a set of hard rules the plan is a framework and priority system for the transportation system. Even if something shows up in

the document, it won't necessarily be built as stated. Being in the plan means it is a priority and they have funding for it.

The last RTP was in 2010. PAG is required to update the plan every 4 years. This way it is consistent and continuous and reflects the changing assumptions. There have been lots of changes in last 6 years, and many assumptions have been challenged.

They have a 35 member advisory committee representing a cross section of the population. There are people on the body to represent bicycle interests, environmental interests, economic interests, etc.

Updating the previous plan isn't overwhelming. However, in 2012, MAP21 changed how planning is done. They need to have measurements to meet targets and performance. They use scenarios as part of the development process in the plan. They look at land uses and densities. They look at how it might be more efficient with different land uses over the next 30 years.

Also, the population growth statistics are half of what were in earlier plans. Recession in 2008 caused a stagnation in population growth.

Near the end of this year, PAG will have a second round of public comment using an online tool. They use a performance-based approach to write different scenarios including more active transportation or more "business as usual" to see how it affects the public. There will be open houses as the plan wraps up for more public comment.

Robin Steinberg asked if there is a web site to find out about the performance measures used in the plan. Patrick said they measure travel times, level of service, passenger miles traveled, people miles travelled, and accessibility measures. Different modes are considered.

David Bachman-Williams said it is a commendable trend to include bicycle and pedestrian planning. In the past it was very car-centric. There's an awareness that all modes of transportation need to be taken into account. Also without these plans, there's no federal funding. Every project needs to be able to point back to the plan to say they are part of the regional priority.

7. Post-Launch Streetcar Updates: Bike/Streetcar Interactions

Ann Chanecka was representing the Streetcar Team and was here to listen to concerns. She said the sentiment about bikes not passing the streetcar at passenger stops is for pedestrian safety.

Cameron Hummels said he looked at website and the Arizona Daily Star to find policies and regulations. He would like to see more information and updates. There needs to be formal information about what is legal versus not.

Collin Forbes said he would like to see a “how’s my driving” sort of “bumper sticker” with the complaint phone number, so a person who is passed too closely by a streetcar can have the phone number handy rather than needing to look it up on web sites.

Robin Steinberg said the problem is really at the pinch points with the parking. We should consider removing the parking at the pinch points, because it will solve a lot of problems. She also asked if there has been thoughts toward rerouting the route cyclists take to go downtown. She uses 7th St/7th Ave to get into downtown to avoid some of the tracks.

Eric Post said we had a letter several years ago endorsing the streetcar. It was based on a promise which included fill material in the tracks, tighter turn radiuses, cyclist education, and special rail. None of the promises came though. We couldn’t have the fill material because it’s hot. The streetcar was put in with the assumption that whatever crashes happen are acceptable — Steve Clark from LAB has already told us that parking will be an issue with platinum and even gold status. We owe it to the people who appointed us to let them know how the streetcar and bicycle interact.

Eric would like to go back to the letter from years ago and say we agreed because of the promises. Please bring them, come up with an alternate or do something about them.

Motion: by Eric Post to send a followup letter to the Streetcar Team asking for the original promises made to the BAC be complied with or suitable alternatives found. Seconded by Tom Hausam.

Brian Beck asked if we have a copy of the letter. Eric said it was a letter from a retreat, several years ago when the streetcar was first getting started. David Bachman-Williams remembers the letter being sent from a regular meeting, but it may have been generated at a retreat.

Tom Hausam asked, who would the letter go to? Would they come to talk to us? David said we’ve had interactions with the Streetcar team. The Urban Core subcommittee has met continuously with the Streetcar team for 3-4 years.

Eric said there's been a fatality, a serious brain injury and lots of broken bones among the crashes. It's not just scrapes and bruises.

Ann Chanecka: Of the 4 promises Eric mentioned, 3 have been about the tracks, and those aren't going to change. The filler material has research from Europe which says it never really works regardless of climate.

Eric said the broken promises included tightening the turn radiuses to get our support and then widening them again, claiming it was going to be a maintenance issue. David Bachman-Williams countered the rail was only available in Europe and we had to buy American. The European rail would have reduced the gap by $\frac{1}{4}$ inch. How much would it have changed? Matt Zoll added that even wide tires fall into the gaps a little and you can feel it with a cars tires as well.

David Bachman-Williams: We maintained a narrow radius for the turns, except for one place. In that situation, they put the sidewalk further back and we ended up with more room for bicycles. Another compromise was to pour the concrete uniformly to avoid the way asphalt can move against the concrete and form a bump. The Urban Core Subcommittee is considering asking for filler at a trial spot at 4th Ave/Toole, the worst turn for cyclists.

Anne Padias said when she climbs the hill on 4th Ave, the streetcar follows her closely. She can't move over because the cars are parked there. Moving the parking would let the streetcar go faster.

Brian Beck asked about whether the crashes were since the streetcar started or since construction. Eric said the number was from the Living Streets Alliance crash reporting tool. Could we get Living Streets Alliance to give a presentation about the crash?

Tom Hausam asked again, who does letter go to? Eric said the letter would go to mayor & council. It's the most appropriate place and ultimately it has to go to them.

Adam Wade said he's not against this, but we need to find the original letter. Tom Neiman said we could put together our own suggestions as well.

David Bachman-Williams said if there's any solution, it comes up in the parking and with education.

Motion: Eric Post moved to table the motion pending further research. This second motion was **approved unanimously** via a voice vote and the first motion was tabled.

Collin Forbes said he had seen some cars parked outside the parking lines, but they aren't being towed or ticketed. David Bachman-Williams explained the policy is if the car is parked such that it is blocking the streetcar, it will be towed. If it is not, it won't be towed. Cyclists need to complain bitterly about this. The worst part is in front of the Goodwill store where the pillars make it tempting to park farther away from the curb.

Rick Bork from KVOA said he saw a guy parked poorly on Congress on Monday. The car was very close to blocking the streetcar. The streetcar stopped and men from the Streetcar Security team came to evaluate the situation and summon police to cite the car.

8. Pedestrian Advisory Committee: Introductions

B.J. Cordova, Vice Chair of the Pedestrian Advisory Committee.

The Pedestrian Advisory Committee is comprised of advocates on some of the same issues as the BAC. They've already sent 3 or 4 letters on our shared interests. They have a fairly diverse representation, both geographic and on the issues.

The committee has four primary goals:

- Education/Promotion and Enforcement. Research statistics for better recommendations to TDOT and to Mayor & Council. Education through a form of creating and adapting a diversion program for pedestrians.
- Finding funding for pedestrian infrastructure.
- Policy & Implementation. As a subcommittee, supporting the cities policies and regional efforts.
- Expertise: To garner more expertise among the committee members. Where there are gaps in knowledge, to bring in outsiders to share their information. They have regular guest speakers.

Matt Zoll said he manages the bicycle diversion program and can provide input on a diversion program. Referencing Moore Road, adding a paved shoulder there can reduce pedestrian crashes by 75% and can meet the accessibility requirements.

9. Church Avenue Right-sizing and Improvements

Given time limits, this item was postponed for a later meeting.

10. BAC Appoints to Bike Share Evaluation Committee and Broadway Citizen's Task Force

David Bachman-Williams asked the committee to approve Kylie Walzak represent the BAC on the Bike Share Evaluation Committee. **Approved unanimously** via a voice vote.

David also asked the committee to approve Anne Padias to represent the BAC on the Broadway Citizen's Task Force. **Approved unanimously** via a voice vote.

11. BAC Election for Parliamentarian

Candidate: Robin Steinberg. Accepted by hand count. 15 in favor, 0 against.

12. Consent Agenda

David Bachman-Williams pulled the letter about the streetcar.

Motion: by David Bachman-Williams to approve the remaining letter to MADD. Seconded by Collin Forbes. **Approved unanimously** by voice vote.

13. Staff Reports

Matt Zoll, Pima County DOT:

- A lot of progress is being made on the loop.
- They are trying to set a date in November for the celebration of the Julian wash construction. Another event will follow in the spring to celebrate the CDO and Santa Cruz projects.
- They have 4 Safe Routes To School projects in the works
- They are working with Bike Camp, Junior El Tour and BICAS
- At the Loft Family Film Festival, they handed out bike helmets
- Working with Americorps and other service organizations. The members are restricted to bicycle, bus and walking during their service in Tucson. Pima County is helping provide support for them.
- Starting a "BURMA SHAVE" campaign for safety and etiquette on the pathways. Most complaints are coming from the Rillito. People who want to ride hard should be doing it on the streets, not on a shared route pathway.

14. Subcommittee Reports

- Urban Core is meeting this coming Tuesday at Maker House.
- Enforcement is meeting Thursday, August 28 at Eric Post's office.
- Facilities is meeting next Wednesday at Maker House.

- The Broadway Citizens Task Force met last week, and city has specific plans for each section. They are down to 4 lanes of cars and some transit lanes. Robin urges us to watch it very carefully, because some of the issues we see with the streetcar are also there on Broadway. The next meetings are August 26 and 28th.

15. Announcements

Brendan Lyons is now on the board of GABA.

16. Adjournment — 8:15 p.m.

Attendance:

David Bachman-Williams, Pima County
Brian Beck, Pima County
David Bui, Ward 6
Ray Copenhaver, Pima County
John Cousins, Ward 4
Collin Forbes, Pima County
Glenn Grafton, University of Arizona
Tom Hausam, Pima County
Cameron Hummels, Mayor's Office
Tom Neiman, Pima County
Anne Padias, Ward 5
Eric Post, Pima County
Robin Steinberg, Pima County
Adam Wade, Oro Valley
Ed Yasenchack, DMAFB

Audience:

Nancy Ellis, Oro Valley
Ann Chanecka, City of Tucson
Gabe Thum, PAG
Patrick Hartley, PAG
Deputy Ryan Roher, Pima County Sheriff's Office
Sgt David Fernandez, Tucson Police
Rick Bork, KVOA
Brendan Lyons, Look! Save a Life/AZ
B.J. Cordova, Pedestrian Advisory Committee
Matt Zoll, Pima County DOT

Jeremy Papuga <Jeremy.Papuga@tucsonaz.gov>

Aug 25 (11 days ago)

to **gthum, John, Michael, Steve**, me, Ann, Shellie

Hi David,

My name is Jeremy Papuga. I am the new Transit Administrator with the City of Tucson and I will be overseeing the operations of the streetcar now that we are transitioning out of the start-up phase of the project. I am disappointed to hear about the experience that Mr. Thomas recounts below. I am a regular bike commuter myself and am sensitive to bike safety issues. I will be happy to attend the 9/10 BAC meeting to discuss the agenda item that you plan to have to address the item below. Can you include me on the email distribution of the agenda once it is finalized?

Ok, now how we treat streetcars passing cyclist within the 3-foot zone and the specific instance in the previous email.

All drivers are trained to not violate the 3-foot rule and are instructed not to pass a cyclist when this unsafe condition will be created. There is zero tolerance for this rule being violated and it results in suspension.

In response to the instance described by Mr. Thomas below the following actions were taken:

1. The video was reviewed and it was determined that the streetcar operator was in violation of the 3-foot rule
2. Following the determination the driver was disciplined
3. A bulletin was distributed to all supervisors and operators reiterating the proper procedures as it relates to the 3-foot rule
4. Following the suspension, the streetcar operator was retrained on the standard operating procedure for this condition and was required to pass a supervisor ride check prior to solo streetcar operation

If you have any follow-up questions or would like to discuss. please let me know.
Otherwise I will plan on seeing you at the Himmel Park library on 9/10.

Jeremy Papuga
Transit Administrator
City of Tucson
201 N. Stone Ave.
Tucson, AZ 85701

MEMORANDUM

To: Jurisdictional Members of the Transportation Improvement Program (TIP) Subcommittee & RTA Working Groups

From: Jim DeGrood, John Liosatos, James McGinnis, and Nathan Barrett

Date: August 7, 2014

CC: Farhad Moghimi, Cherie Campbell, Regional DOT Directors, PAG Staff

Re: Fiscal Year 2016-2020 TIP – Call For Projects

Pima Association of Governments has reviewed the funding available, by funding type, for the fiscal years to be contained within the upcoming 2016-2020 Transportation Improvement Program (TIP). Amount in FY 2015 may need to be adjusted, impacting roll over amounts from FY 2015 into FY 2016.

In addition, the Regional Transportation Authority has reviewed the categorical amounts available for programming in FY16.

MAP-21: The federal transportation authorization MAP-21, is due to expire at the end of FY 2014. In order to make programming decisions for years beyond that expiration date, PAG assumes that the policies and funding levels of MAP-21 will persist. However, if congress does not pass a MAP-21 continuation, or if congress passes new legislation with substantially different transportation policies, then programmed amounts for STP, HSIP, and TAP will need to be adjusted for FY 2015 and beyond.

Submission of “New” Projects: The region has come to consensus that this year a jurisdiction may forward a “new” project(s) into the TIP process under the following guidelines.

- As outlined in the TIP Policies and Procedures, each smaller jurisdiction may request one new (or reserve) project and each larger jurisdiction may request up to three new (or reserve) projects for TIP consideration and prioritization.
- Requests for STP and HURF 12.6% funds in 2020 (year 5 of the TIP) should go towards funding of RTA corridor projects.
- Non-RTA projects in 2016-2019 of the TIP should not plan on using HURF 12.6% and STP funds beyond 2019, and therefore ought to be fully funded within these years. In the event that additional funding is available in these years, PAG encourages the jurisdictions to apply those funding increases towards existing projects, so as to ensure that these projects remain fully funded within this time period.

Please note that RTA corridor projects, approved in the RTA plan, would not be considered “new” and can/should be added to the TIP as necessary to keep the projects on schedule with the time periods prescribed by the RTA plan.

RTA Corridor Projects: Jurisdictions are reminded that fiscal year 2016 marks the end of RTA implementation period 2. It is important for jurisdictions to review the 35 RTA corridor projects and make sure sufficient funding is available to initiate period two projects early in the FY16-20 TIP as well as begin work on period 3 projects.

Full funding all of the RTA Corridor projects should be a priority but these RTA projects can only be given that priority if the needs are identified and articulated early in the TIP development process.

RTA Categorical Projects Funding Availability: No new funding has been identified for RTA categorical projects where more than 50% of the anticipated available funding has already been programmed. This affects:

<u>Category</u>	<u>Percent Expended</u>	<u>Percent Programmed</u>
RTA #36, Intersection Safety and Capacity	65%	80%
RTA #37, Elderly and Pedestrian Safety	67%	81%
RTA #39, At-grade Railroad and Bridge	22%	53%
RTA #41, Greenways, Pathways, Bikeways	37%	67%

For the remaining categories, the following is recommended:

<u>Category</u>	<u>additional funds, FY 16-18</u>
RTA #38, Transit Corridor Bus Pullouts	\$ 5,000,000
RTA #40, Signal Technology to improve traffic	\$ 750,000
RTA #42, Transportation Wildlife Linkages	TBD, based on other projects

It is further recommended that funding should be committed where beneficial to leverage the investments made from other funding sources, to maximize benefit to the public and further the implementation of the RTA Plan.

Adjustment of State and Federal Estimates: Over the past couple of years the region has made adjustments to fund estimates to better reflect the slow recovery from the recent downturn of the economy. The PAG Transportation Finance Subcommittee reviewed state and federal funding estimates on July 30, 2014 and made the following estimate recommendations for use in developing the 2016-2020 TIP. In addition, they reviewed the existing fiscal year (FY15) funding estimate as well.

Fund	FY15	FY16	FY17	FY18	FY19	FY20
STP	\$17,000	\$17,000	\$17,000	\$17,500	\$17,500	\$17,500
12.6%	\$18,900	19,000	20,000	\$20,000	\$20,000	\$20,00
2.6%	\$4,000	\$4,250	\$4,500	\$4,500	\$4,500	\$4,500

All numbers in thousands

Current Fiscal Year State and Federal Adjustment: Given the actions of the Arizona State Legislature last session, the current estimates for FY15 seem to be reasonable. PAG is working with ADOT to obtain updated information on HURF 2.6% funds, but at this time, no change is required for this funding source.

PAG will end federal fiscal year 2014 over-programmed in STP by approximately \$1.3 million. ADOT will be able to provide an Obligation Authority loan to cover the over-program, but the PAG region will be required to pay back this extra OA in 2015. In other words, although the estimate for FY15 is \$17,000, a negative carry over from 2014 will reduce the actual amount available for programming in 2015.

State and Federal Funding Summary: The matrix on this page outlines the funding available by fiscal year. Each year's cell below represents the sum of the expenses subtracted from the revenues by each fiscal year; only the last column is a cumulative total. These numbers indicate how much funding needs to be moved to positive balance years from the negative balance years.

State and Federal Funding Availability:

Fund Source	FY15	FY16	FY17	FY18	FY19	FY20	Cumulative total available
Federal STP	-\$1,809	-\$890	-\$10	\$0	-\$5,085	\$13,615	\$5,821
PAG 12.6%	\$903	\$1,500	\$2,000	\$2,000	-\$264	\$19,450	\$25,589
PAG 2.6%	\$5,771	\$0	\$3,500	\$0			\$9,271
PAG PDAF	\$19	\$150					\$169
PAG HSIP	\$715	\$1,015	\$1,015	\$1,015			\$3,760
PAG TAP	\$0	\$1,098					\$1,098

All numbers are in thousands.

These are estimates based on the best information available and are subject to change.

Regional Transit Funding: For urbanized areas with 200,000 in population and over, Federal Transit Administration (FTA) 5307 and 5339 funds are apportioned to urbanized areas and are required to go through a regional prioritization process before inclusion in the TIP. For the PAG region, the PAG/RTA Transit Working Group prioritizes funds using a predefined process that emphasizes FTA compliance and regional transit needs.

The matrix below outlines funding available by fiscal year. Each year’s cell below represents the difference between available funding and amounts currently programmed in the TIP.

Regional Transit Funding Availability:

Fund Source	FY 16	FY 17	FY 18	FY 19	FY 20	Total Available
FTA 5307	\$5,270	\$1,670	\$1,770	-\$329	\$13,662	\$22,043
FTA 5339	\$78	\$78	\$78	\$78	\$1,528	\$1,840

All numbers are in thousands.

These are estimates based on the best information available and are subject to change.

PAG HSIP: The Local Government Highway Safety Improvement Program (HSIP) is funded through a set-aside from federal Highway Safety Improvement Program (HSIP) funds allocated to Arizona. The funding process includes a regional project application process, with final review and approval of projects from the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA). This program was established to enhance local government transportation safety project development. Additional funding for projects under the HSIP program is available through ADOT. All applications require a local government sponsor. Funding is available at 94.3% cost reimbursement, 5.7% local match. In accordance with 23 U.S.C. 120(c), certain project types may be funded at up to 100 percent Federal share. In addition to the PAG HSIP funds there are additional state HSIP funds made available on a competitive basis through an ADOT lead selection process. Projects that apply for PAG HSIP funds and are not awarded may be recommended for the State HSIP process.

PAG TAP: The TIP subcommittee will be asked to program the approximately \$1.1M in TAP funding estimated to be available for FY 2015. These applications will be reviewed by the Bicycle/Pedestrian Subcommittee and recommendations will be forwarded to the TIP subcommittee for programming approval.

RTA funding will potentially be available to provide matching funds for TAP projects.

PAG PDAF: PDAF funding is provided from PAG’s 12.6% funding category. Hence development activities are limited to arterial roadways only. Bicycle and pedestrian projects are eligible if they relate to an arterial roadway. Transit projects are not eligible. The following types of development activities or projects are anticipated:

- Major Investment or Corridor Studies (MIS)
- Design Concept Reports (DCR)
- Engineering & Design Studies
- Right of way Acquisitions
- Non-Traditional Projects

Construction projects are not eligible under the scope of PDAF. Projects shall demonstrate a strong linkage to the regional transportation system by proximity, function, or impact.

In order to maximize the use of these funds by as many jurisdictions and types of projects as possible, the total funding requests from each applicant should not exceed \$50,000.

Year of Expenditure: Each jurisdiction should be aware that the fiscal year 2019 STP and 12.6% funds that will be programmed by the TIP process this year are in 2013 dollars. As such, jurisdictional funding requests should reflect this by adjusting current construction costs for inflation for the anticipated year of expenditure. Using this matrix, jurisdictions should make adjustments for future years if they have not already done so. The table below provides the adjustment factor that is recommended to inflate current estimates to the program year.

Construction Cost Index Forecast			
Calendar Year	Inflation Rate	Fiscal Year (Converted)	Aggregate Total
2014	n/a	n/a	1.0000
2015	1.60%	1.60%	1.0160
2016	1.81%	1.71%	1.0333
2017	1.99%	1.90%	1.0530
2018	1.98%	1.99%	1.0739
2019	2.03%	2.01%	1.0954
2020	2.10%	2.07%	1.1180

Source: Projected annual inflation rate in the United States, World Economic Outlook Database, IMF, April 2014

STPX and HELP Loan Suspension: Both the STPX and HELP Loan programs continue to be suspended by ADOT and, therefore, neither should be incorporated into any jurisdiction’s project delivery strategy. HELP and STPX projects already under contract should not be impacted by this suspension. **However, the HELP loan program may be coming back in the near future. Additional information about this reinstatement will be communicated to the jurisdictions as we receive it.**

Process: Each jurisdiction has a designated point of contact on the TIP Subcommittee. That contact has been sent a data sheet for existing TIP projects to be reviewed and updated as

well as blank application sheets and criteria sheets for new project requests. Each jurisdiction has different protocols for project submittals and because the TIP has a standing rule that a jurisdiction may not request more funding than is available in any funding category, we would prefer that project funding applications flow through that designated representative. Each jurisdiction is required to prioritize its projects.

Jurisdictional sponsors are asked to schedule a meeting with PAG staff to review/submit their project funding requests on **September 16, 17, or 18.**

Applications will be due October 10, 2014

The timeline for transit funding applications will be determined at the September meeting of the PAG/RTA Transit Working Group.

The TIP Subcommittee will review and prioritize all project requests at its all-day TIP development meeting(s) in late November/early December. RTA categorical project requests will go through the RTA Working Group Process for prioritization.

City of Tucson	Janice Cuaron	Pima County	Sal Caccavale
Town of Marana	Morris Reyna	Town of Oro Valley	Jose Rodriguez
Town of Sahuarita	Thomas Garcia	City of South Tucson	Joel Gastelum
Pascua Yaqui Tribe	Maria Arvayo	Tohono O’odham Nation	Steve Tipton

DRAFT

To _____

Re: Recommended use of experimental flange filler for the Streetcar tracks at Toole Avenue and Congress Street

The Tucson Pima County Bicycle Advisory Committee recommends the placement of flexible flange filler at the corner of Congress Street and Toole Avenue where the streetcar makes its turn off of Broadway Avenue onto Congress Street. We recommend the city try this for the sake of the safety of westbound bicycling commuters coming out of the Broadway underpass and continuing onto Congress Street.

While the streetcar tracks can be relatively safe for cyclists to cross in some places this particular location is regrettably more challenging and dangerous. This is true because the safest route for these bicycling commuters is to cross the tracks when they first encounter them, then take the center lane for the short distance to the Congress Street, Fourth Avenue and Toole Avenue intersection. They would then proceed west on Congress to their destination.

However, this means crossing the tracks at less than the absolute ideal of 90 degrees while at the same time merging one full lane to the left. This requires paying close attention to the motor vehicle traffic in that middle lane, remaining aware of the traffic light at this intersection, and crossing the tracks as safely as possible at an angle less than 90 degrees. Depending on how soon a cyclists is able to move left, this could be an angle perilously close to parallel.

We consider the danger level of bicyclists getting their front wheel trapped in the groove of the tracks or simply having a wheel slide out from under them to be alarming in this location.

While we understand there are concerns like durability we feel this particular spot deserves special attention because of the complicating factors noted above.

Sincerely,

David Bachman-Williams
TPCBAC chairperson



Tucson-Pima Bicycle Advisory Committee

Wednesday, September 10, 2014

Daryl Cole
Director, Tucson Department of Transportation

DRAFT

Dear Mr. Cole,

The Tucson-Pima County Bicycle Advisory Committee has been following the progress of the repaving work being done with Streets Bond Funding with great interest, and like other road users, we're happy to see pavement conditions being improved throughout the city. We're writing today for several reasons.

First, we want to thank you for the continued proactive efforts that your staff makes to add bike lanes by narrowing travel lanes when opportunities like repaving come up. We are grateful that this is the default behavior and not something we have to fight for.

Second, we're asking that in addition to reviewing the current lane widths to determine bike lane opportunities that your staff also looks at ADTs when possible to determine if any of the roads being repaved are oversized and if bike lanes could be added through the reduction of travel lanes. We understand that there are many cases where this can be controversial, or where local businesses or residents may resist such efforts due to the perception that the reduction of travel lanes necessarily means an increase in congestion. However, there are cases where we feel that the ADTs are low enough that there may be easy opportunities.

One such case that we feel deserves considering is a segment of roadway that will be paved soon, but unfortunately has already gone through the design process. The stretch of Speedway from Silverbell to Greasewood currently has between four and five lanes and yet an 2013 ADT of just 12,971, with the peak being 1,159 in the afternoon. This seems to be well below the "conservative" cut-off point of 18,000. With the recent acquisition of the Painted Hills property by the County, it seems unlikely that these numbers will significantly in the future, especially when you consider the current trends in driving across the country. Moreover, this is an area with no sidewalks; adding bike lanes would give pedestrians a much larger buffer from the high-speed traffic. Additionally, this is an important corridor for bikes, connecting residents to both to Pima Community College's West campus and to the popular recreational cycling routes in the Tucson Mountains.

We urge you to ask your staff to take a second look at this segment, and to approve a lane reduction to improve safety for bikes and to make the road serve all our residents better.

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

Sincerely,

A handwritten signature in blue ink that reads "David Bachman-Williams". The signature is written in a cursive style with a horizontal line at the end.

David Bachman-Williams
Chair, TPCBAC

cc: Diahn Swartz

Call to public:

Adam Wade: Ally Miller bashing bikes on radio, she took report about 130 miles of bike lanes for 70 million. That seemed really wrong. A lot of the loop is flood control money, coming from all kinds of places.

David recounts New Bremen American Bicycle Museum.

Minutes: Deferred until next meeting

Agenda Items:

1. Eric on kick about streetcar. David will try to handle this on his own, asking him to drop Eric's request about LSA board member not getting to vote on this item. NOT ON AGENDA.
2. Streetcar crash data: Ian will present 20 minutes
3. Street close passing incident: 15 minutes
4. Ann discussing travel stuff: OCTOBER MEETING
5. Bicyclists passing on right of streetcar — will they clarify the ordinance: FUTURE MEETING
6. LAB: Adam noticed on the LAB rating that our crash rates and fatality rates are both really high. How can we get these numbers commuters vs. recreational riders? How can we up these numbers? Is it worth discussing communities going applying separately? OCTOBER MEETING?
7. 10 foot 11 foot travel lanes, etc. Ask ADOT to do an RSA on Oracle/River — OCTOBER
8. Speedway from Silverbell to Greasewood: 1. thank you! 2. consider counts 3. this segment redesign?
9. Making Stevens two-way. FUTURE AGENDA
10. Request for flange filler pilot
11. Church Ave. Funding — NEXT AGENDA
12. Last PAG memo — will gabe do an update

<http://www.peopleforbikes.org/blog/entry/7-lessons-from-seattles-spectacular-broadway-protected-bike-lanes>



Thursday, August 28, 2014

The **ENFORCEMENT SUBCOMMITTEE** of the **Tucson-Pima County Bicycle Advisory Committee** held a meeting 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 — 6:03 p.m.

Collin Forbes, Eric Post, David Bui, David Bachman-Williams, Sgt David Fernandez (TPD) and Laurie Lefebvre.

2) Approve minutes from the June 26 meeting.

Motion: by David Bachman-Williams to approve the minutes as amended. Seconded by Eric Post.
Approved Unanimously by voice vote.

3) Call to Public / Announcements

Eric introduced Laurie Lefebvre, his new legal assistant. She will be helping him with research for the BAC and GABA.

Laurie mentioned she has had problems with the potholes on Magee Road about a half mile west of Christie Drive. It's downhill, curvy and awful.

4) Next steps for "Bait Bikes"

Eric asked Sgt Fernandez whether he thought there were bike theft rings in Tucson. Sgt Fernandez said he thinks we have a bunch of small time operators. Most of the thefts are crimes of convenience, and the bikes are being sold to buy drugs.

Collin showed the subcommittee his data about stolen bikes in Tucson. There were 724 reports of "bicycle larceny" in about a 10 month period. "Bicycle larceny" is when a bike is stolen from a rack, yard, carport or porch. Bicycles stolen from a house or garage would be reported as a burglary. Thefts from the UA campus are not included in that number.

<https://www.google.com/fusiontables/DataSource?docid=1QSCeUg83pNwjl9mtW65sCn9qJl6z8YktpcNdvXLd>

There are many maps of bike thefts on the UA campus in previous years. Collin thinks these are being generated by students for class projects. Looking at one of the maps we found using Google, we were able to identify many bike racks. The rack in front of the Modern Languages building seemed especially popular for theft.

We spoke about what kinds of bikes would be most desirable as bait bikes. Expensive bikes may not be necessary because “shiny” might suffice. The key is the perception of resale value. A weathered Trek is probably going to be more desirable than a new Huffy because of the name recognition.

Sgt Fernandez warned the duration of any success may be short-lived if the program is too popular. If the press gets involved, the criminals will start to know what to look for and learn to avoid bikes with trackers.

Collin said the feeling from the BAC meeting was that we should approach UAPD rather than TPD. He wants to wait until the craziness of the new school year has passed and make contact with someone at UAPD. Any contacts or introductions in the department would be useful.

5) Streetcar Passing Cyclists Unsafely

James asked if the sharrows are in the wrong place. Also he said parking on University is a problem. David Bachman-Williams said there is not room for everything and the sharrows were placed to help cyclists avoid the door zone from parked cars.

We read the narrative from Paul Thomas. He was passed very closely by a streetcar on August 15. He caught up to the streetcar and confronted the driver, who summoned a supervisor. The driver and the supervisor told him the drivers are instructed that they will not hit anything outside the concrete footprint of the rails.

David Bachman-Williams had some new information from the city. The driver in the incident had been suspended and sent back for retraining. It's a message that the drivers can not get away with passing cyclists unsafely. Collin: Paul's message also mentions the supervisor and we want to ask about the supervisors' training at the next BAC meeting.

Motion: by Collin Forbes to write a public records request letter about what is being taught to streetcar operators concerning interactions with cyclists. Seconded by Eric Post. **Voice Vote: Unanimous.**

Also, David Bachman-Williams mentioned one of the promises made to the BAC was that the streetcar would not go more than 20 mph in normal operation. He has seen it going more than 20 mph on University. It is going fast! The 20 mph speed is critical because most cyclists can make that speed. There shouldn't be a problem with passing because the cyclist will drop the streetcar at the next stop.

6) Fatal Crash at Swan Rd/29th St

The crash happened just after 1 p.m. on Wednesday, August 20. According to the media release from the police department, the cyclist was going west on 29th and the motorist was going north on Swan. The motorist had a green light, and the cyclist ran the red light.

Collin found an picture on twitter which shows the paramedics with the cyclist. It shows the cyclist in the crosswalk on Swan. https://twitter.com/james_mac16/status/502187467542257664
If the cyclist was travelling in line with the bike lane through the intersection, it means the motorist was probably driving in the left through lane on Swan and the cyclist was thrown about 40 feet. Because of the distance, Collin didn't think the motorist was speeding.

7) LAB Report on Fatal Bicycle Crashes

James McKenzie: LAB (League of American Bicyclists) did a review of all the fatal collisions in 2012. They had 738 crashes in total, but 168 thrown out because they couldn't determine the type of collision. Of the ones they read, they concluded 40% of them were where the cyclist was hit from behind.

James said LAB is now going after Congress for "separate but equal" money, claiming 40% of the cyclists who are getting hit are being hit from behind. They are scaring the "living daylights" out of bicyclists because they are using a report that says one thing, and comparing fatalities against general cycling.

Eric Post said Andy Clark advocates cyclists should take the lane. Eric said you are less likely to be hit there, but you are more likely to die if you are hit.

We will pick this up at the next meeting, and try to compare their data against the Tucson data.

8) Set date of next subcommittee meeting — September 25

9) Adjournment — 7:27 p.m.



September 10, 2014

Tucson Department of Transportation
201 N. Stone Ave. 6th Floor
Tucson, AZ 85701

RE: Streetcar Operator Training Materials involving Cyclists

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 any training materials for operators of the Sunlink Streetcar concerning interactions with cyclists along the streetcar route.

This information is not being sought for commercial purposes. The purpose of this request is to help the TPCBAC understand the safety procedures of the streetcar. The committee hopes to comment and provide input to improve the safety of the streetcar.

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



FOR IMMEDIATE RELEASE

Sept. 3, 2014

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

Pima County to connect Pantano River segment of The Loop between Broadway and Kenyon

Pima County is connecting another stretch of [The Loop](#), this time along the east bank of the Pantano Wash.

Starting Monday, Sept. 8, Pima County and its contractor, Clear Contracting Company, will begin construction of the Pantano Wash Project: Broadway Boulevard to Kenyon Drive.

This project includes a 12-foot-wide multi-use asphalt path, installation of a new underpass at Broadway Boulevard, a new steel footbridge over an unnamed wash, and drainage improvements.

Loop users are urged to use caution while traveling through the construction zone. Construction is expected to be completed by January of 2015.

Once completed, Loop users will be able travel on the path for 5.7 miles between Fifth Street and the intersection of East Irvington and South Harrison roads.



For more information about the project, contact Nancy Cole, Project Manager, at 520-724-6312.

Construction to connect the path between Fifth Street and Speedway is expected to begin early next year, pending Arizona Department of Transportation approval. Once that connection is made, Loop users will be able to travel 7.6 miles on the path on the east bank of the Pantano from East Tanque Verde Road to the intersection of East Irvington and South Harrison roads.

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](#).

URBAN CORE AGENDA for August 19, 2014

Call to Order / Roll Call / Call to the Public Present: Ian Johnson, Robin Steinberg, Debbie Kriegle, David Bachman-Williams, Andrew Chisholm

1. Approval of minutes from previous meeting Ian moved, David seconded, minutes approved.
2. Bike issues with intersection of 9th and 4th Avenue Following a presentation by Debbie K. David made a motion that we endorse Debbie's concept to make Stevens a two way bicycle only street from the intersection of 9th and 4th to Eight St. (this allows bicycles to go both ways into downtown using 9th St. and the 7th and 7th crossing.) Further we suggest doing vehicle counts on this stretch of Stevens. Robin seconded, motion approved.
3. Design of new bike corral on 4th Avenue Concur that we are not in favor of the extra two hoops further out. We are very much in favor the five hoops two feet from the curb.
4. Re---striping opportunities during repaving work Tabled until the next meeting. Need more information.
5. Flange filler treatment pilot for Congress intersection David motion, Robin seconded that we ask the city to consider flange filler for this segment. It is the highest level of bicycle crashes on the streetcar and has extra issue of visibility that make it important to try to make this safer. Motion approved.
6. Church Ave. improvements opportunity There is leftover money, approximately \$150,000, from bike package two. With BAC support we could get this money plus other money to road diet Church. Ian moves, Robin seconded we write a letter of support for this. Motion approved.
7. Staff/Member Updates
Topics for next meeting: 3rd St. east of Tucson,
8. Date and Location for Next Meeting

9. Adjournment

7 LESSONS FROM SEATTLE'S SPECTACULAR PROTECTED BIKE LANES ON BROADWAY

August 19, 2014

Michael Andersen, Green Lane Project staff writer



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/broadway-streetscape-from-hill-600.jpg>)

To see how dramatically Seattle has changed Broadway, just above its downtown, by adding streetcar tracks and one mile of two-way protected bike lane, compare the photo above (from Saturday) to the one below (from Google Street View's capture of the same stretch of road in 2011).



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/broadway-before.png>)

As of this spring, the lanes through Seattle's First Hill neighborhood connect Seattle Central College, Seattle University, the Swedish Medical Center, a high-density mixed-income housing complex and a significant commercial node that'll soon be anchored by an [underground light rail stop](http://www.soundtransit.org/Projects-and-Plans/University-Link-Extension/Capitol-Hill-station) (<http://www.soundtransit.org/Projects-and-Plans/University-Link-Extension/Capitol-Hill-station>).

Steve Durrant of Alta Planning and Design, a lead consultant on the project, said the lanes allow biking on a major commercial artery that had been "essentially a forbidden street."

The lanes were created as part of the \$134 million [First Hill streetcar expansion](http://en.wikipedia.org/wiki/First_Hill_Streetcar) (http://en.wikipedia.org/wiki/First_Hill_Streetcar), paid for by a 2008 transit ballot measure. With space at a premium on the new street, Durrant said, the 10-foot-wide space immediately east of the northbound streetcar tracks were seen as the only viable way to get bike facilities on Broadway.

The resulting lanes are rare in one important way: they create a two-directional protected lane on one side of a two-way street. That's a little-used design due to the large number of possible turning conflicts. But Seattle is showing that with enough money and care, it can be done.

I stopped by the project last weekend to look at some of the tricks up these lanes' sleeve.

1) They use creative separation equipment



<http://usa.streetsblog.org/wp-content/uploads/2014/08/smurf-separation-600.jpg>

We're [bike lane separation geeks](http://www.peopleforbikes.org/blog/entry/14-ways-to-make-bike-lanes-better-the-infographic) (<http://www.peopleforbikes.org/blog/entry/14-ways-to-make-bike-lanes-better-the-infographic>) here at the Green Lane Project, but these giant sand-filled blue plastic separators were new to us when Seattle prepared to install them last year. As Seattle Bike Blog [put it](http://www.seattlebikeblog.com/2014/05/06/broadway-bikeway-mostly-opens-wednesday/) (<http://www.seattlebikeblog.com/2014/05/06/broadway-bikeway-mostly-opens-wednesday/>), Broadway might be the world's first "Smurf-turd-protected bike lane." As post-separated lanes around the country [are showing their age](http://www.peopleforbikes.org/blog/entry/winter-has-been-rough-on-chicagos-protected-bike-lanes/) (<http://www.peopleforbikes.org/blog/entry/winter-has-been-rough-on-chicagos-protected-bike-lanes/>), Seattle's choice to use these more durable, visible barriers is looking smart.

2) Every intersection is marked with a green crossbike



<http://usa.streetsblog.org/wp-content/uploads/2014/08/kid-in-broadway-PBL-600.jpg>

Here's a scene that hasn't been seen on streets like Broadway in more than 100 years: a dad helping his daughter practice riding her bike while they head on an errand together.

3) Every driveway crossing is marked in green, too



<http://usa.streetsblog.org/wp-content/uploads/2014/08/many-driveways-600.jpg>

SHARE

The consistent use of green at street crossings has a side benefit: it makes it more intuitive that in this context, green is being used to mark conflict zones. Every driveway along the lanes is marked with green, including the entrances to parking lots (above). (Also, check out the hatched-off areas near each driveway, signifying that cars shouldn't park there in order to keep lines of sight clear.

Next to the lane are also a busy gas station with a very long curb cut...



<http://usa.streetsblog.org/wp-content/uploads/2014/08/broadway-gas-station-600.jpg>

...and little mini-marts.



<http://usa.streetsblog.org/wp-content/uploads/2014/08/minimart.jpg>

"There are like 2, 3 blocks in there that are really intense with driveways," Durrant said. "It's sort of what we were stuck with." But the result, he said, seems to be fine as long as street users keep their wits about them. "I've ridden it now many times, and I haven't seen a challenge with it."

4) It rises to sidewalk level behind streetcar stops



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/streetcar-stop.jpg>)

Broadway's bike lanes actually cut the cost of the associated streetcar project significantly, because they run on top of a water line that would have had to be displaced if the streetcar had hugged Broadway's east curb. This meant the bike lanes run between the transit stop and sidewalk, a setup that's common in Europe and [works just fine in the United States](http://www.peopleforbikes.org/blog/entry/in-sf-a-bike-lane-between-transit-stop-and-sidewalk-is-working-beautifully) (<http://www.peopleforbikes.org/blog/entry/in-sf-a-bike-lane-between-transit-stop-and-sidewalk-is-working-beautifully>) but requires some nuance.

Here, designers raise the bike lane to sidewalk level as a biker approaches the transit stop, communicating to people pedaling that (like a car on a raised crosswalk) they're no longer in their own space and should yield to pedestrians.

Here's a similar design on Yesler, at the south end of Broadway's protected lane:



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/yesler-curve.jpg>)

5) It has a dedicated bike signal at every intersection



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/freestanding-signal.jpg>)

Seattle has one of the country's stiffest standards for traffic signals on protected bike lanes: at every signalized intersection -- which is, in Broadway's case, all of them -- bikes get either their own signal phase or a three-second head start on cars after each red light. Sometimes, as above, that means creating a freestanding post for the bike lane (a significant expense) and sometimes (as below) it means an extra signal box hanging from the same wire as others.

6) Most signals have underground detection loops



(<http://usa.streetsblog.org/wp-content/uploads/2014/08/detector-loop.jpg>)

Place your wheels over these vertical white bars and the intersection will detect that someone is on a bike, waiting for a green light. Though these stencils are proven not to be very intuitive (<http://www.peopleforbikes.org/blog/entry/stoplights-made-for-cars-leave-countless-bikers-stuck-on-red>), they work -- and the more they're used, the more people will understand how useful they are.

Now, here's one related problem that seems to have popped up...

7) The "no right turn" signals are often being ignored



<http://usa.streetsblog.org/wp-content/uploads/2014/08/no-turn-on-red.jpg>

The downside of dedicated signal phases is that many people in cars aren't expecting them. Above was one of the four cars I saw approach this intersection while cars had a red arrow but bikes have a green bike signal. Of those, three illegally turned right across the bike lane despite a "No turn on (red dot)" sign.

I wondered if people were simply looking at the rightmost signal and assuming it applied to right-turning cars without noticing the bicycle shape inside the signal head. One way to fight this misconception would be to put the bike signal lower or on the near side of the intersection, away from those that apply to cars. Another might be for the "no turn" sign to picture a red arrow rather than a red dot.

Maybe this is just one more mark in [the case against turn lanes](http://www.cnu.org/cnu-salons/2014/05/turn-lanes-are-anti-pedestrian-therefore-anti-urban) (<http://www.cnu.org/cnu-salons/2014/05/turn-lanes-are-anti-pedestrian-therefore-anti-urban>), or the case against right turns on red in general.

Durrant, the designer, had his own suggestion for a fix.

"Enforcement," he said.

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

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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!

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Two New Bike Corrals (And More to Come)

Tucson boasts two new bike corrals, one at [Reilly Craft Pizza and Drink at 101 E Pennington Street](#) and another at [The Coronet at 402 E 9th Street](#). The City's Department of Transportation plans to install another three corrals in the near future.

Bike parking is great for bicyclists looking for a secure place to leave their bike, but did you know that increased bike parking is good for businesses and our community, too? The average car parking space is eight by eighteen feet – that's enough space to park twelve bikes! A bike corral offers more people access to stores and restaurants than one parking space for cars. And, studies show that bicyclists visit local businesses more often and spend more money at local businesses than motorists. If you want to learn more about how bike parking benefits communities, check out [The High Cost of Free Parking](#) by Donald Shoup.



Bike Corral at Reilly's

If you are a business owner and would like to learn more about installing bike parking at your business, please contact the City of Tucson Bicycle and Pedestrian Program by calling 520-837-6691 or [emailing us](#). And, if you are a bicyclist and don't see bike parking in front of your favorite store or restaurant, ask the staff to contact the City for more information about the bike parking program.



Bike Corral at The Coronet

Pavement Markings Help Bicyclists and Drivers

Navigate Third Street Bike Boulevard

The Third Street Bike Boulevard is one of Tucson's most popular bike routes. Over 3,500 people ride on Third Street every week day. Recently, the City's Department of Transportation added white pavement markings to help bicyclists and drivers navigate the roadway.

One pavement marking you'll see on Third Street – and other popular Tucson bike routes – is the “shared lane” (also known as a “sharrow”) marking (pictured below). As the name implies, the shared lane marking indicates that both bicyclists and motorists must share the travel lane.



A "sharrow" pavement marking on Third Street

Bicyclists should always travel in the same direction as motor vehicle traffic. Also, bicyclists who align themselves with the point on the chevrons (the arrows) should be safely out of the “door zone” of parked cars (the door zone, or the space in which parked cars' driver's side doors open, can be a dangerous place for bicyclists to ride).

Motorists can drive over the shared lane markings, but they should respect bicyclists in the lane. If a driver would like to pass a bicyclist, the driver must pass at a safe speed and give the bicyclist at least three feet clearance at all times.

When on Third Street, you may also notice “dinner plate” pavement markings (pictured below). Sometimes, a bike route makes sudden turns or requires bicyclists to temporarily move to a wide sidewalk. The arrow just outside the white circle “dinner plate” is intended to point bicyclists on their way wherever the bike route twists or turns.



A "dinner plate" pavement marking on Third Street at Alvernon Way

Regular Third Street users know how to navigate the bike boulevard as it zig-zags across Alvernon Way, but first time users may feel lost. The new dinner plate markings at this intersection should help all users more easily navigate this crossing.

Missing Segment Added to Complete Your Route

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bike routes that will allow bicyclists of all ages and abilities to conveniently get around Tucson.

To build this network, we fill in gaps along existing bike routes. If you have ever traveled along Park Avenue, you may have noticed the bike lane disappears between Speedway Boulevard and Second Street. The disappearance of a bike lane can be confusing for both bicyclists and motorists.

Recently, the Department of Transportation added a six foot wide bike lane along this section of Park Avenue (pictured below). Small connections can make a big difference on your ride!



New bike lane of Park Avenue between Speedway Boulevard and Second Street

August Bicyclist/Pedestrian of the Month

Pascal Quintero is August's Bicyclist/Pedestrian of the Month. For the last few years, **Pascal** has been regularly walking to shopping within a mile of his home and biking 25 miles to work and back. Below is **Pascal's** inspiring story of how biking regularly has changed his life in a number of ways, as well as tips for how to ride at night.

What made you start biking regularly? A native Tucsonan, Pascal has been bicycling Tucson's streets since childhood; he even rode in his first El Tour de Tucson at age 12. However, as an adult, Pascal didn't ride often because, he said, "I had let myself get caught up in the demands of everyday life." In 2011, Pascal noticed his old racing bike hanging in the garage –covered in a thick layer of dust. He said, "I decided then and there to rebuild the bike. Over the next few months, I stripped the bicycle of all its components and rebuilt it piece by piece. And, somewhere in the process, I decided that I also needed to rebuild myself: my priorities, my health, my relationships. So, once the bike was complete, I started riding again. Anywhere I could. As often as I could."



Pascal Quintero on his bike!

What challenges have you overcome in order to walk/bike regularly?

Pascal said, "My schedule often forces me to ride at night, so I have to be particularly cautious. I do what I can to remain visible, possessing front and rear lights, reflectors, and wearing bright clothing."

While bicyclists deserve their spot on the road, motorists sometimes don't notice bicyclists because they are not expecting bicyclists to be there. Pascal recommends that bicyclists don't assume motorists can see them. "Ride as if you're invisible to motorists," he said.

What is your favorite biking moment? Pascal said, "Last year, while riding on State Route 77 – it has a well-maintained bike lane – I spotted a buck grazing on a patch of grass near the road. I stopped to watch him. He noticed me after a few moments then ran south, parallel to the highway. I followed him for a time. I live for moments like that."

How does biking and walking make your life better? Pascal says, "Since making the commitment to commute by bicycle, I've experienced some drastic changes in my life. Not only am I more fit, but I've also found myself pursuing challenges that I previously thought were unmanageable – from bicycling greater distances to returning to school. In 2013, I participated in my first gran fondo [a really long group ride] in over a decade and I earned an Associate's Degree. Now, I intend to push myself even further, with my sights set on an attempt at Arizona's

Ironman in Tempe and a Bachelor's Degree in Technical Communication.”

When you dust off your old bike, just look where it can take you. Best of luck on your future endeavors, Pascal!

Coming Soon:

- Want to nominate someone for bicyclist or pedestrian of the month? Email [Jessica](#). (You can nominate yourself, too!)
- Thank you again to those of you who took our survey! Stay tuned for highlights from the results!



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Infrastructure Cracks as Los Angeles Defers Repairs

By ADAM NAGOURNEY SEPT. 1, 2014

LOS ANGELES — The scene was apocalyptic: a torrent of water from a ruptured pipe valve bursting through Sunset Boulevard, hurling chunks of asphalt 40 feet into the air as it closed down the celebrated thoroughfare and inundated the campus of the University of California, Los Angeles. By the time emergency crews patched the pipe, 20 million gallons of water had cascaded across the college grounds.

The failure of this 90-year-old water main, which happened in July in the midst of a historic drought, no less, was hardly an isolated episode for Los Angeles. Instead, it was the latest sign of what officials here described as a continuing breakdown of the public works skeleton of the second-largest city in the nation: its roads, sidewalks and water system.

With each day, it seems, another accident illustrates the cost of deferred maintenance on public works, while offering a frustrating reminder to this cash-strained municipality of the daunting task it faces in dealing with the estimated \$8.1 billion it would take to do the necessary repairs. The city's total annual budget is about \$26 billion.

Los Angeles's problems reflect the challenges many American cities face after years of recession-era belt-tightening prompted them to delay basic maintenance. But the sheer size of Los Angeles, its reliance on the automobile and, perhaps most important, the stringent voter-imposed restrictions on the government's ability to raise taxes have turned the region into a symbol of the nation's infrastructure woes.

"It's part of a pattern of failing to provide for the future," said Donald Shoup, a professor of urban planning at U.C.L.A. "Our roads used to be better than the East Coast; now they are worse. I grew up here. Things are dramatically different now than they used to be."

There are constant reminders of the day-to-day burdens that the dilapidating infrastructure poses here.

The city is battling a class-action lawsuit from advocates for disabled people because of broken sidewalks that are almost impossible to navigate in a wheelchair, and challenging for all pedestrians trying simply to make it home. The average car owner here spends \$832 a year for repairs related to the bad roads, the highest in the nation, according to a study by TRIP, a nonprofit transportation research group based in Washington. Families here routinely spring for expensive strollers to handle treacherous sidewalks.

City officials estimate that it would cost at least \$3.6 billion to fix the worst roads, \$1.5 billion to repair the sidewalks and \$3 billion to replace aging water pipes.

"From a ratepayer's point of view, it can appear overwhelming," said H. David Nahai, an environmental lawyer and the former head of the Los Angeles Department of Water and Power. "We need increases for the streets and the sidewalks. We need increases for the water structure. Pretty much right now we are in a time of transition. That can be frightening."

The problem is exacerbated by cutbacks in federal spending on public works. "The sense is that more and more, we are going to be doing things alone," said the mayor, Eric Garcetti.

Close to 40 percent of the region's 6,500 miles of roads and highways are graded D or F, meaning they are in such bad shape that for now city

officials are concentrating maintenance efforts on roads that are in better shape, and thus less costly to fix. More than 4,000 of the 10,750 miles of sidewalks are in severe disrepair, according to Los Angeles city officials.

More than 10 percent of the 7,200 miles of water pipes were built 90 years ago. The average age of a city pipe is 58, compared with an optimal life span of 100 years. While that may not sound so bad, at the current level of funding it would take the Department of Water and Power 315 years to replace them.

Marcie L. Edwards, the general manager of the department, said that the pipes were not in as dire shape as those in some other cities, and that the department had spent more on replacing pipes. Even with more money, she said, there are limits on how fast her department can move.

“Our system is by no means falling apart,” Ms. Edwards said. “We live in a very densely populated environment. These are big jobs that are incredibly impactful on neighborhoods and congested streets.”

Still, the water main break was unsettling because, unlike the war-zone-like patches of streets and sidewalks that have been cast asunder by tree roots in some neighborhoods here, this was a hidden problem until it was revealed in a geyser to motorists waiting at a traffic light. As such, it has become a symbol of the larger problem.

“People don’t think about the fact that there are pipes under the ground that are 100 years old until one blows,” said Mike Eveloff, a leader of Fix the City, a civic group pushing for repairs. “You don’t hear a politician say, ‘I’m going to make your pipes work.’ ”

And here, as in other cities, the demand for public works comes as the costs of municipal pension plans are shooting up — a confluence that has alarmed business leaders.

“Once those payments are made, there’s not much money left, if any, to invest in infrastructure,” said Gary L. Toebben, president of the Los Angeles Area Chamber of Commerce.

The challenge also coincides with a push by city leaders to move Los Angeles away from its historic reliance on cars, with heavy investment in its

expanding mass-transit system and bicycle lanes. In an interview, Mayor Garcetti said that any public works campaign would have to factor in that change.

“We have to build a city that people can be happy to walk in and drive in, but we also have to account for the transit revolution that’s coming,” he said. “If we spend billions and billions on car-only infrastructure — ignoring pedestrian, bicycle and transit users — we may look back 10 years from now and say, ‘Whoops, maybe we should have tied all those things together.’ ”

California is also known for being averse to taxes. Earlier this year, city officials debated asking voters to approve a plan to add half a cent to the 9-cent city sales tax. That would raise enough for the \$3.6 billion in road reconstruction but just \$640 million of the \$1.5 billion needed for sidewalk repairs.

City Council leaders and Mr. Garcetti decided against putting anything before voters, probably until November 2016, to give the city more time to come up with a plan that has a chance of winning.

“I think people quite frankly are paying enough taxes right now,” said Mitchell Englander, a Republican councilman and leader of the repair effort. “We’ve got to do things differently. They don’t trust politicians.”

Kevin James, a conservative talk-show host who ran for mayor last year and was appointed by Mr. Garcetti to lead the Board of Public Works, said a sales-tax increase was needed to deal with a serious threat to the city’s well-being.

“A lot of people are going to say they feel overtaxed,” Mr. James said. “I’m not saying we’re not. But it means going to the voters, as I am prepared to do on behalf of Mayor Garcetti, to make the economic argument that \$26 a year, which is what you would spend on a half-cent sales tax increase, is a lot better than \$830 a year to fix your car.”

Funds to replace water pipes would come, presumably, if the Department of Water and Power gained approval from the City Council to increase water rates. Because of the drought, the typical city resident’s monthly bill for water has risen to \$60, from \$34.85 in the fall of 2011,

reflecting the higher cost the department had to pay to purchase water.

“The longer we wait, the more expensive it’s all going to be.” said Mr. Nahai, the former head of the Department of Water and Power.

A version of this article appears in print on September 2, 2014, on page A1 of the New York edition with the headline: Pipes, Roads and Walks Crack as Los Angeles Defers Repairs.