September 2013
TPCBAC Packet Guide

PLEASE NOTE THE LOCATION!
We are meeting at the Himmel Park Library.

We are discontinuing the printing and mailing of paper packets.

1. BAC September 2013 Agenda

2. Current TPCBAC Roster

3. Draft TPCBAC August Minutes

4. Articles of Interest:

    a. Bike Sharing Sweeps the US
    http://www.peopleforbikes.org/blog/entry/infographic_bike_sharing_sweeps_the_u.s

    b. Cycle Tracks Safer than Bike Lanes
    http://greenlaneproject.org/blog/view/protected-bike-lanes-offer-vast-safety-advantage-study-shows

    c. What if bike comfort is more important than bike safety?
    http://greenlaneproject.org/blog/view/what-if-bike-comfort-is-more-important-than-bike-safety

    d. What Happens When a Town Puts People Before Cars?
    http://www.theatlanticcities.com/neighborhoods/2013/08/what-happens-when-town-puts-people-cars/6600/

5. Consent agenda letters:

    a. BAC Bond Recommendations
    b. Letter to ADOT re: Strategic Highway Safety Plan Update

6. Pima County Bond Project Descriptions

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 11, 2013**

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

*****PLEASE NOTE LOCATION*****

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

Meeting Time: **6:00 PM**

Please arrive by 5:50 PM. If a quorum of 12 members is not reached by 6:10 PM City, County and other staff are required to leave and the meeting will be canceled.

Agenda

	Projected Duration
1. **Call to Order**; approval of August 2013 meeting minutes	**5 min.**
2. **Call to Public**	**10 min.**
This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. **Individuals are allowed three minutes each**. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	
3. **Law Enforcement Staff Reports from TPD and PCSD**	**10 min.**
4. **Facilities Subcommittees Re-establishment & New Member Introductions**	**10 min.**
5. **Bike Share Programs - An Overview of Trends in US**	**15 min.**
6. **Strategic Highway Safety Plan Update**	**5 min.**
7. **Bicycle-related Bond Project Grouping Process**	**30 min.**
8. **Consent Agenda**	**2 min.**

a. BAC Bicycle-related Bond Project Recommendations

b. Letter to ADOT re: Strategic Highway Safety Plan Update

9. **Staff Reports** **10 min.**

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

10. **Subcommittee Reports** **10 min.**

a. Downtown / University Facilities (David Bachman-Williams)
b. Enforcement (Colin Forbes)
c. Executive (Ian Johnson)
d. GABA (Wayne Cullop)
e. Downtown Links (Kylie Walzak)
f. Living Streets Alliance (Kylie Walzak)
g. Broadway Task Force (Naomi McIsaac)
h. SCVBAC (Tony Amos)

11. **Announcements** **5 min.**

12. Adjournment

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

Office of the City Clerk
BOARDS, COMMITTEES, COMMISSIONS

Bicycle Advisory Committee, Tucson-Pima County (TPCBAC)

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

Ex-Officio ()	Roy Schoonover Ex-Officio (Non-Voting) 8701 S. Kolb Rd. #7-327 Tucson, AZ 85706 Cell Phone: 520-906-0981 rschoo2823@aol.com	5/6/2010	
Ex-Officio ()	Gabriel Thrum Ex-Officio (Non-Voting) Pima Association of Governments Tucson, AZ 85701 gthum@pagnet.org	6/10/2010	
Ex-Officio ()	Brian Varney Ex-Officio (Non-Voting) Representative of the Town of Marana Tucson, AZ 85701 Home Phone: 520-382-2612 bvarney@marana.com	5/6/2010	
Ex-Officio ()	Matt Zoll Ex-Officio (Non-Voting) Pima County Transportation Systems Bicycle & Pedestrian Program Manager Tucson, AZ 85701 Work Phone: 520-740-6403 matt.zoll@dot.pima.gov	1/1/2004	
Ex-Officio ()	**3 Vacant Position(s)**		
Mayor	Tory Syracuse 944 N. 4th Ave. Tucson, AZ 85705 Work Phone: 396-3266 Cell Phone: 820-9483 tory.syracuse@gmail.com or tsyracuse@watershedmg.org	2/13/2012	12/7/2015
Pima County	Kate Anderson Pima County Board of Supervisors 130 West Congress Street, 11th Floor Tucson, AZ 85701 Work Phone: 791-4371 COT Message Phone: 724-8126 PC	5/21/2013	5/20/2015
*Pima County	David Bachman-Williams 350 E. 15th St. Tucson, AZ 85701 Work Phone: 520-622-6992 bachmanwms@gmail.com	7/12/2011	8/31/2015
Pima County	Brian D. Beck 1514 N. Cloverland Tucson, AZ 85712 Work Phone: 795-3000 x113 Home Phone: 326-9587 Message Phone: 326-9587 coyotes@cox.net	1/8/2013	1/31/2015

Pima County	Raymond Copenhaver 7805 N Via Atascadero Tucson, AZ 85743 Work Phone: 575-8001 Home Phone: 744-2126 ray.copenhaver@gmail.com	5/2/2012	2/28/2014
Pima County	Wayne Cullop 3925 N. Pantano Road Tucson, AZ 85750 Home Phone: 290-4321 Cell Phone: 977-3018	1/8/2013	1/31/2015
Pima County	Collin Forbes 3465 N. Richland Dr. Tucson, AZ 85719 Home Phone: 271-7954 Message Phone: 222-6681 collin.forbes@gmail.com	8/19/2013	8/18/2015
Pima County	Tom Hausam Parliamentarian Pima County Board of Supervisors 130 West Congress Street, 11th Floor Tucson, AZ 85701 Work Phone: 724-8126 Pima	5/21/2013	5/20/2015
Pima County	Allen Kulwin 1958 N Placita La Zarca Tucson, AZ 85745 Home Phone: 307-4137	6/4/2013	6/30/2015
Pima County	Eric Post Pima County Representative Tucson, AZ 85701 Home Phone: 520-870-3987 EricofAZ@cox.net	8/19/2013	8/19/2015
Pima County	Larry Robinson Pima County Representative Tucson, AZ 85701 Home Phone: 520-237-5792 LarryRobinson08@comcast.net	1/8/2013	1/31/2015
Town of Marana	Glenn Pfleiderer 9467 N. Weather Hill Dr. Tucson, AZ 85743 Home Phone: 572-2292 civilmotion@comcast.net	2/9/2012	9/20/2013
Town of Oro Valley ()	Adam Wade 13037 N. Woosnam Way Oro Valley, AZ 85755 Home Phone: 308-5833 aofog5256@gmail.com	6/19/2012	12/31/2013

Town of Sahuarita	Anthony Amos 125 W. Calle De Las Tiendas #133 Green Valley, AZ 85629 Work Phone: (520) 393-7433 Cell Phone: (623) 388-7603 middlering66@gmail.com	6/11/2012	6/10/2014
University of Arizona	Glenn Grafton The University of Arizona, Parking and Transportation, 1117 E. 6th Street Tucson, AZ 85721 Work Phone: 520-626-2458 ggrafton@email.arizona.edu	4/23/2013	4/22/2017
Ward 1	Naomi McIsaac 1132 E. Glenn St. Tucson, AZ 85719 Cell Phone: 207-752-7312 naomimcisaac@hotmail.com	6/12/2012	12/7/2015
Ward 2	Ian Johnson Chairperson 776 South 9th Ave. Tucson, AZ 85701 Home Phone: 248-9810 ian@moiagroup.com	12/13/2011	12/7/2015
Ward 3	Kylie Walzak Secretary 232 N. Melrose Ave. Tucson, AZ 85745 Cell Phone: 891-9094 Kwalzak@gmail.com	1/19/2010	12/2/2013
Ward 4	John Cousins 7861 S. Tarbela Ave Tucson, AZ 85747 Home Phone: 982-6115 jcousins@innsuites.com or jc0510@aol.com	12/5/2011	12/7/2015
Ward 5	Gloria Munoz 2126 S. Tucson Avenue Tucson, AZ 85713 Home Phone: 520-301-1055 gmunoz@arizonacanning.com	4/25/2013	12/2/2013
Ward 6	Sam Sanford 2758 N. Pacific Dr. Tucson, AZ 85705 Home Phone: 520-820-5673 ssanford@email.arizona.edu	7/22/2013	12/2/2013

Draft **Tucson-Pima County Bicycle Advisory Committee Meeting Minutes**
Wednesday, August 14th, 2013
Himmel Park Library
1035 N. Treat Ave. Tucson, AZ
6:00 PM to 8:00 PM
Prepared and Submitted by Kylie Walzak

1. **Call to Order –**

   Approval of June 2013 minutes.

   Minutes approved with corrections unanimously.

2. **Call to Public –**

   Damion Alexander started bikepilgrim.com

3. **Law Enforcement Staff Reports from TPD and PCSD –**

   Sgt. Fernandez TPD presents an incident report from July 2013, 13 incidents with bikes. One fatal at Broadway and Campbell.

   David BW – fatality at B & C was the fault of the cyclist. All witnesses report the cyclist was looking down when he ran into the back of the semi-truck.

   Matt Zoll – Sometimes truck drivers swing left before turning right and sometimes almost hit vehicles trying to pass on the left. Indication to the cyclist is to be aware when approaching semis and be prepared for wide turn movements.

Deputy Roher, PCSD – some reports of tacks but not as frequently as before. No reports of tacks from Gates Pass.

Fatality on Mt. Lemmon, cyclist missed the turn, speed related, fell down guardrail. No other bicycle related incidents in Pima County.

Damion reminds that there is now a $2,800 Reward for info leading to the arrest and prosecution of the person or persons engaging in the behavior.

4. New member introductions and role of subcommittees

4-5 new members appointed to the TPCBAC. Sam Sanford representing Ward 6 introduces himself.

We will postpone this item until the next meeting when hopefully more new members are present.

5. Streetcar Design/Construction Updates

Status of the Sharrows on 4th Ave: installed incorrectly by the contractors. They have been obliterated, trying to come up with a solution to fix the asphalt in the pavement. And put in new sharrows sometime in September.

No Parking Red Curb: Curbs are painted, enforcement will begin in earnest next week.

Will signs go up reminding people of no parking? JC: no signs planned yet, but there will be some kind of marking, add signs later, maybe stencil the curb.

Will Parkwise be enforcing the distance from curb parking? JC will bring that to Parkwise's attention.

Loading Zones on Park: in flux. They will be changing.

Green Boxes: along 4th Ave and Univ. area, done. Much of downtown paving will happen early October after final paving.

Contra Flow lane, James E. Rodgers Way: joint venture with UofA. In progress.

Bike Signalization at Park and University: Will be turned on in time for classes to start. Bicyclists will be detected. Park will get majority of green time (vs. University) – will that increase speed along Park? JC: will look into that.

David BW: worries that the intersection will get worse when the signalization turns on. With the four-way stop vehicles are always going slow. All kinds of mayhem with bikes, peds going all different ways – but no fatalities. Concerned there will be an increase in accidents. Please keep a close tab on and if things are getting worse, go back to a four way.

JC: We will be evaluating, changing and adjusting. UA counterparts will let us know too if there are issues.

Safety record for that intersection? JC: will look into that.

Cushing St. Bridge Opening Date: early/mid-September. Vehicles and cyclist at the end of the September.

Streetcar Testing: Streetcar on the line at night. Dynamic tests first, just to see how it runs on the track. Not sure yet if there needs to be testing during the day, but there will be lots of notification to the public. First vehicle will arrive Aug. 29th. Each car has to be tested for 6 months when it arrives, so testing phase will carry through to mid next year.

4th Ave./6th St. Activators: poles are in, next month – to early October buttons will be installed.

Univ. and 4th Ave bike channel – it's on the list, just haven't gotten to it yet.

Convento and Linda – Avenida del Convento. Some tight areas along that stretch. Not able to shift the curb – maybe try pavement marking? Working with Ann to make that area better. Linda – Ann met with the developers and they have a plan to separate bicycles from the street. Their designer is looking at options, they are to submit their design soon to Ann. They have said they are committed to making that street comfortable for all users.

Connection to the Loop – Stairway connection under Cushing. JC will look into that area. David BW: the groove isn't deep enough so the tire wobbles out. Real problems if a biker with a trailer, for example. Pima County officials would like to see the ramps put in as soon as possible. JC will follow up and look into it.

Curb Cuts on Granada: Westside of Granada are adequate. East side, will create a parallel entrance to the lane.

Broadway: lots of paving left to do there.

What will the turn look like if heading north on Granada turning eastbound onto Broadway? JC will look into that and follow up with Ian.

Main Gate Square Parking - pending.

Bike Box treatments in other cities include giant “WAIT HERE” words so autos know what to do. Can we have that? JC will look into it.

What is the status of the Time Market bike corral? JC will look into it.

Will look into the timing on 6th St. / 4th Ave. because as it is right now pedestrians don’t feel like they have enough time to cross.

Will streetcar have priority lighting? There will be a couple of areas, but most places they will wait right in the queue like every other vehicle. What about conflict as passengers unload on the right and bicycles are in transit? Sun Link staff is working through those scenarios.

6. Marana Ride Videos

http://www.screencast.com/t/5xARwbiXdp http://www.screencast.com/t/LxuJmN3vZfC

Glenn Pfleiderer narrates two videos of his rides in Marana noting portions of the roads he frequently travels that are missing bicycle shoulders and expresses frustration at lack of information for who to contact to improve connectivity. Some of the areas along the Quarry Pines bike path have no access to get on or off the path. In fact, access to destinations is a frequent concern of bicyclists in Marana.

Matt Zoll proposed in the Pima County Bond to make that switchback a straight ramp up.

Matt Zoll says this whole area, Marana, is an area where County Administrator Huckelberry rides often and is interested in helping improve

cycling there.

Lack of access promotes bad cycling habits, cutthroughs, etc.

7. **Downtown Links Update**

Kylie Walzak updated the committee on recent DLCAC and Bike/Ped Subcommittee meetings, which have specifically looked at conflict points where people will have difficulty crossing larger intersections with vehicles traveling 35-40 mph.

8. **Pima County Bond Update**

This item is in regard to the consent agenda item below.

Velodrome – initial analysis of 25 sites. Whittled it down to Kino and Rio Nuevo. Political powers that be decided Kino. To Matt's knowledge the committee didn't make that decision. In Kino's defense, Pima County is putting a lot of resources into developing the path system there. If it does get funded, Kino is probably where it will go. Richard DeBernardis has requested to present to the Bond Committee to defend Velodrome.

David BW – would like to encourage all jurisdictions to come up with a list of projects that seem strongest, such as the switchback at Cortaro. Acquisition for Loop properties along the Rillito and Tanque Verde Wash. We will discuss this at the next facilities meeting. The Bond Advisory committee is going to whittle down the list and some projects aren't going to make it, but we want to make sure the useful bike projects do make it.

9. **Consent Agenda**

    a. Letter to jurisdictions regarding inclusion of transportation-related bicycle projects in future bond packages

Economic boosts, like 49% boost for retail along protected bikeways,

should be included in the letter.

Letter is approved with amendments by 12 to 12 vote.

10. **Appointments: CTAC and Broadway Corridor Task Force**

BCTF: Naomi McIsaac is appointed to the Broadway Task Force by unanimous vote of 12 to 12.

CTAC: Collin is appointed by unanimous vote to represent CTAC.

11. **Staff Reports**

a. **Ann Chanecka, City of Tucson –** Bike Corral at Food Coop and Main Gate will be back in by September. Businesses have been requesting bike parking, but there's still a lot of racks available. Please let businesses know. RTA projects, like bike blvds. are going to construction.
b. **Matt Zoll, Pima County –** New program "Go Bike" (STP funding) funded by federal money $600,000 mainly. Bike Ambassador program is funded by this grant. SRTS funding at about $280k is supporting that program. 70% in the City, maybe 15% in the County, but also COST, Marana and charter schools. SRTS project at Homer Davis Elementary school. Loop projects at Ajo and Drexel and I-10 are completed. About two years for completion of the Loop, if everything falls together right. Bike Ambassadors can be helpful in raising awareness along the streetcar route for how to use the new features. Any recommendations or ideas, pass on to Matt. Look into what FAMA is planning for outreach.
c. **Nancy Ellis, Oro Valley –** not present.
d. **Brian Varney, Marana –** not present.
e. **Patrick Hartley, PAG –** TAP process is open, call for projects. Recommendations for bike/ped subcommittee (7 people) have been made by staff. Those people should be notified in the next couple of weeks. Updating State Highway Safety Plan, next mtg. will be Sept. 12th. Older plan didn't address vulnerable users specifically, however this update is an opportunity to call out those users and release some HSIP funding in support of safety improvements. Process has not been very transparent. Could the BAC write a letter to the cycle task force in support of specific protections for vulnerable users? Next meeting is Sept. 12.

12. Subcommittee Reports

a. **Downtown / University Facilities (David Bachman-Williams) –**

   Streetcar issues, have already been covered. Next meeting is Aug. 19th, 4:15 pm, 6th floor Public Works.

b. **Enforcement (Colin Forbes) –** Did not meet in July. June meeting Cat Trans run a shuttle service up and down Mountain Ave. There was an accident recently and Enforcement is talking with UA to figure out how to prevent these from happening again.

c. **Executive (Ian Johnson) –** covered.

d. **GABA (Wayne Cullop) –**

e. **Downtown Links (Kylie Walzak) -** covered in the meeting.

f. **Living Streets Alliance (Kylie Walzak) –** presented list of upcoming events, encourage everyone to save the dates, contact Kylie if you'd like to volunteer, and please join in on the fun. kylie@livingstreetsalliance.org

g. **Broadway Task Force (Naomi McIsaac) –** Aug. 22nd, 5:30 pm, Treat and Broadway – open to the public.

h. **SCVBAC (Tony Amos) –** on vacation.

13. Announcements

Do we need paper packets? Ian will look into whether we can go digital for the packet distribution.

Houghton bike lane is in on the west side as of this morning, north of Irvington.

People for Bikes – sign their petition.

14. Adjournment

8:05 pm

Attending:

Ian Johnson, Ward 2
Glenn Pfleiderer, Town of Marana
Collin Forbes, Pima County
Sgt. David Fernandez, TPD
Tony Amos, Sahuarita
Naomi McIsaac, Ward 1
Jenn Toothaker-Burdick, Broadway Project
Glenn Grafton, UofA
John Cousins, Ward 4
Samual Sanford, Ward 6
Brian Beck, Pima County
Patrick Hartley, PAG
Matt Zoll, PCDOT
Ann Chanecka, COT
Joe Chase, TDOT
Bob Turnbull
Richard Mayers
Damion Alexander
Ryan Roher, PC Sheriff
Dave Boston, WUNA
Ed Yasenchack, DMAFB
Kylie Walzak, Ward 3

BIKE SHARING SWEEPS THE U.S.

Public bike sharing systems are popping up all over the country. The summer of 2013 has been a remarkable season for bike sharing, with both New York City and Chicago launching major systems. The rise of bike sharing, combined with better bikeways, is transforming the way Americans get around cities.

NUMBER OF BIKE SHARING SYSTEMS, STATIONS, AND SHORT-TERM RENTAL BIKES

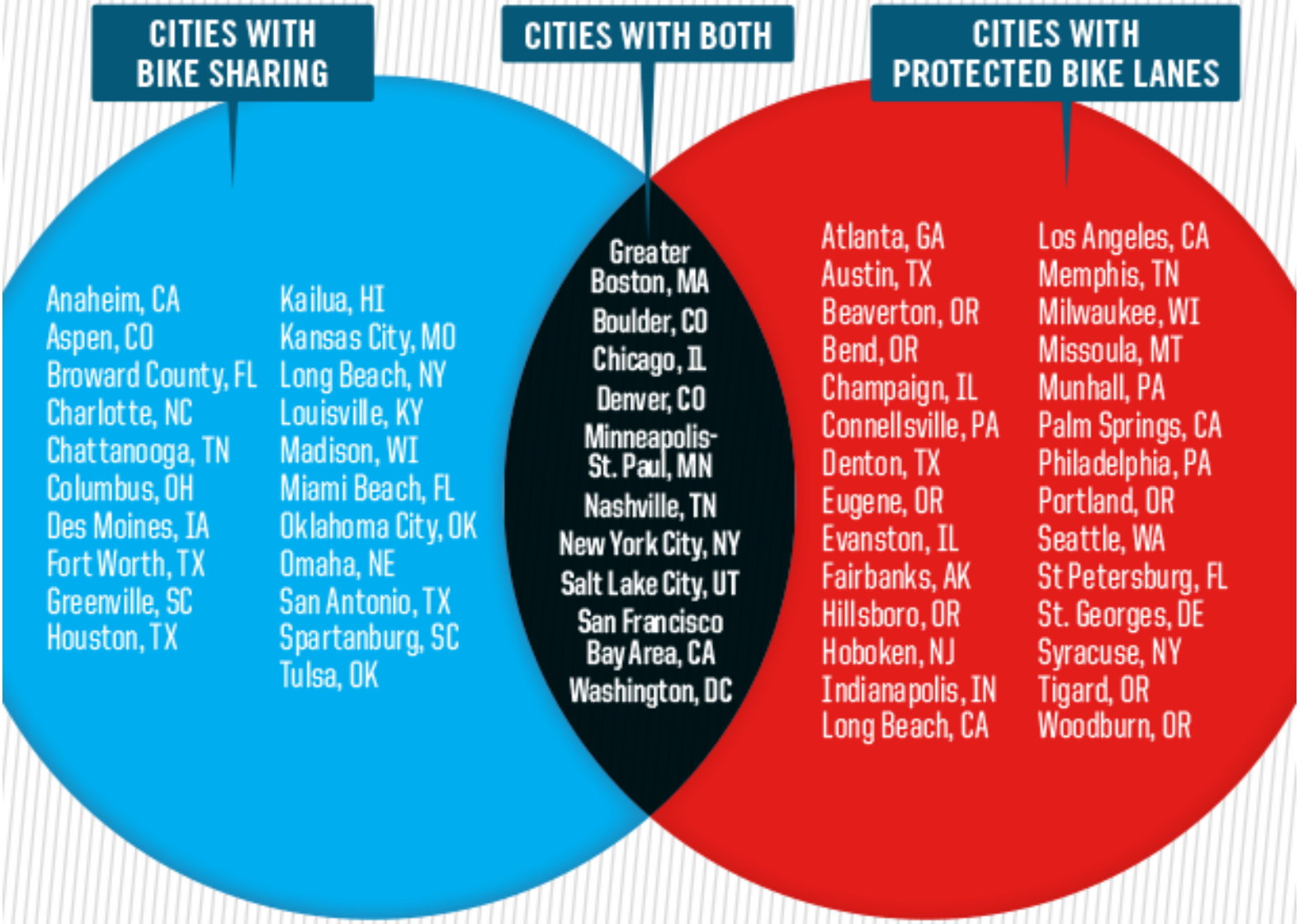
17,000+

The number of bikes

1,700+

The number of stations

More than 30 U.S. cities operate advanced "3rd Generation" bike sharing systems.



MAJOR CITIES WITH BIKE SHARING COMING SOON

Austin, TX
Indianapolis, IN
Long Beach, CA
Los Angeles, CA
Milwaukee, WI
Phoenix, AZ
Philadelphia, PA
Pittsburgh, PA
Portland, OR
San Diego, CA
Santa Monica, CA
Seattle, WA

STATS FROM CHICAGO'S Divvy

In less than 2 months, riders made **150,000 trips** and rode more than **458,000 miles.** Trips average 18 minutes each.

FACT: *What does "Divvy" mean? To divide and share*

STATS FROM NYC'S CitiBike

Since opening in May 2013, NYC's CitiBike riders have made **2.2 million trips** and traveled **4.9 million miles.** It's the largest bike sharing system in the U.S.

The public loves bike sharing, and celebs love it too.

Seth Meyers, Karolina Kurkova, Leo DiCaprio

HATERS GONNA HATE

"The most important danger in the city is not Yellow Cabs, it is the bicyclists."

– Dorothy Rabinowitz, Wall Street Journal

FACT: *16 : Minimum age to operate a CitiBike or Divvy*

BIKE SHARING IS GOOD FOR YOUR HEALTH

43%

Percentage of Denver B-cycle members who say they use the bikes to replace car trips.

31.5%

Share of D.C's Capital Bikeshare riders who reported reduced stress levels.

77 TO 1

Ratio of health benefits to risks for users of Barcelona's bike sharing program, Bicing.

IT'S GOOD FOR BUSINESS TOO

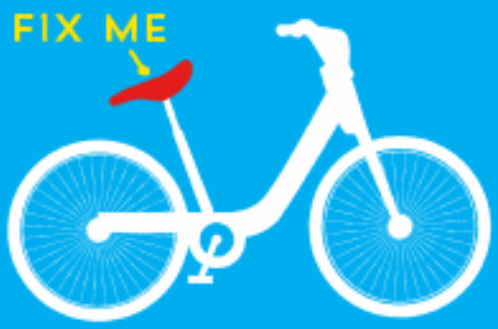
Bike shops in Washington, D.C. saw an uptick in business after the expansion of Capital Bikeshare.

200

Estimated number of jobs directly created by CitiBike.

35%

Increase in local bicycle sales one year after the Vélib' bike sharing system was installed in Paris.



DID YOU KNOW?

A backwards saddle is the universal sign of a bike sharing bike that needs repair.

DIVVY RED: THE RED UNICORN OF CHICAGO

Spot this rare red bike among Chicago's light blue Divvy bike fleet and win great prizes. It's like Where's Waldo for bike sharing.

WHO MAKES THE BIKE SHARING SYSTEMS?

The two largest U.S. bike sharing system providers are B-cycle and Alta

peopleforbikes™

To share your bike sharing story and join the movement for better biking, visit PeopleForBikes.org

Protected bikeways are far safer than just paint, study shows

By Michael Andersen, Green Lane Project staff writer

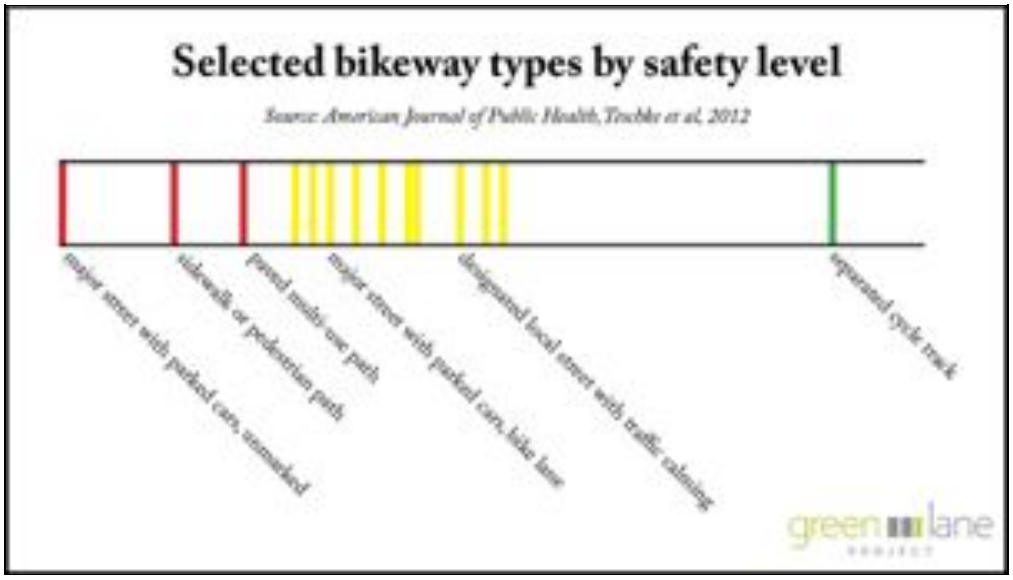
October 24, 2012

Bike lanes separated by planters, posts or parked cars aren't just more popular and less stressful than bike lanes or back-road bike routes, an important new study shows. They're safer – far safer.

As reported Monday by Atlantic Cities, researchers found that in Vancouver and Toronto, protected green lanes reduce non-fatal road injuries by 90 percent.

That's a huge impact. When it comes to reducing major injuries, these findings suggest that **converting a painted bike lane to a separated cycle track would be twice as effective as painting the bike lane was.**

To see just how much safer cycle tracks are than other bikeways, you really have to look at these results on a spectrum from the most dangerous type of street (left) to no risk of serious injury at all (right):



The Atlantic's article rightly called attention to the fact that cheap painted bike lanes can do a lot to improve road safety. So can neighborhood greenways, as long as they pull bike traffic off larger streets. But Portland-based bike experts said Wednesday that this research should also help kill the notion that one bikeway is more or less as good as another.

"Cars and bikes don't mix naturally the way that our roads function today," said Leslie Carlson, a communications consultant who works with governments to promote bike use. "If we're going to mix them, we're going to have to alter the way that roads work."

Without low traffic, greenways fail to protect

One of several surprises in the study: a local street that's been designated as a "bike route," with traffic calming such as speed humps, may be **more dangerous than other local streets**.

In a phone interview, study author Kay Teschke of the University of British Columbia said the reason is that such routes actually become more popular with cars, because they often feature signalized crossings.

In further findings that Teschke hasn't yet published, she said, her team found one key way to greatly improve traffic safety on a neighborhood greenway: cut auto counts by adding traffic diverters at key intersections.

"We found that if you diverted traffic from the local streets, it was just as good as a cycle track," Teschke said.

Michelle Poyourow, a Portland-based transportation planning consultant, said the surprisingly poor safety of "bike route" streets reaffirms her impression that bike boulevards don't work in the central city.

"The 'have your cake and eat it too' promise of bike boulevards fails in an urban context where every street is major," Poyourow said. "When every block generates thousands of trips a day, there is no 'side street' that is 'low traffic.'"

Are multi-use paths unsafe?

Another big surprise in the new study, which was published online by the American Journal of Public Health: though paved multi-use paths reduce fatal injuries by avoiding cars altogether, **multi-use paths were more dangerous than almost any shared roadway** when it comes to serious but non-fatal injuries.

Teschke, the lead researcher, chalked this up to the way North Americans design paths: for recreation, not transportation.

"They tend to make them interesting," Teschke said. "So they make them very curvy. The sight lines are poor. Sometimes they put a bollard in the middle. … In Holland, the major bike paths are usually straight as an arrow. They know that people use them to get where they need to go. They aren't concerned with making them cute."

How this study can help boost bike use

One important caveat with the study: because protected green lanes are so rare outside of Northern Europe, Teschke's findings on cycle tracks are based on less than 5 kilometers of roadway, all in Vancouver.

"It was a very small sample size," concedes Teschke. "But because the effect was so strong, it was statistically significant."

One reason the findings were so durable: As Teschke's own data shows, **separated cycle tracks tend to become extremely popular once they exist.** A Portland-based study published this summer reaffirms this, finding that people will pedal well out of their way to use a separated path.

Carlson, the communications consultant, said it's nice that Teschke's study supports her gut instinct about which bikeways are best.

"It turns out it's not just perception of safety," she said. "It's actual safety. … Those of us that ride bikes have known this for a while."

Carlson said cities looking to encourage biking should be able to use this study to illustrate the benefits of protected green lanes.

"For the people who we need to ride bikes – and in my opinion that is women and women with children – leading with 'safety first,' both with the actual infrastructure and in messaging, is going to go a long way," Carlson said.

Carlson also noted, merrily, that data used by Teschke shows that though men may claim not to favor separated bikeways when they're on bikes, the data shows that they steer to low-conflict routes just like everybody else.

"They actually know something that feels more comfortable when they see it," she said.

(Creative Commons cycle track photos by Steve Vance and Paul Krueger.)

What if bike comfort is more important than bike safety?

By Michael Andersen, Green Lane Project staff writer

August 14, 2013

When I'm standing near the edge of a high ledge or cliff, I know, rationally, that I'm unlikely to fall. I've spent most of my life without spontaneously tumbling sideways, and standing on the edge of a cliff doesn't change that.

I know, statistically speaking, that I am almost completely safe.

But that doesn't mean I like to stand near the edge of a cliff.

When I'm in the front seat of a roller coaster, I know, rationally, that my body is extremely safe. Tens of thousands of thrill-seekers have raised their hands in the air without being harmed.

But that doesn't stop me from being scared of raising my hands in the air in the front seat of a roller coaster.

When I'm riding my bike along a five-lane arterial road, I know, rationally, that the professional truck driver next to me is statistically unlikely to suddenly swerve to his right, crushing and killing me.

But that doesn't mean I like to bike on a street like this:

Last week, I interviewed a man whose main ideas about street design have been rejected by mainstream bike advocates in the United States: John Forester, founder of the "vehicular cycling" concept. Because cars and bikes rarely collide when they can see each other, Forester and his allies argue, people should ride bicycles where they are most visible: right down the middle of standard traffic lanes. Protected bike lanes modeled on those in Northern Europe, they argue, move people on bikes to the side of the roadway where they're harder for people in cars to see.

There's something to this argument. If there weren't, it wouldn't have been nearly so successful in the 1970s and 1980s. To Forester and his successors, such as Bicycle Quarterly's Jan Heine, peoples' desire to use protected bike lanes is irrational and therefore unjustifiable.

"Most Americans suffer from bicyclist inferiority complex," Forester told me. "Most of the things that they like appeal to their phobias."

There's a standard response to Forester, Heine and others who make this case against protected bike lanes: that although no intersection is perfect and a given protected lane might slightly increase the short-term risk of collision at a given intersection, a city that offers a robust network of protected lanes will actually become safer in the long run, because more people will ride bikes.

This is a pretty strong argument.

But is it the best one?

What if Forester, Heine and others are using the wrong metric to measure the success of a bike lane? What if "safety," as calculated by government statistictians who sit far away from speeding semi trailers, isn't actually a bike lane's most precious characteristic?

What if bike designers, instead of arguing about safety – an argument that, to be clear, I think protected bike lanes would win – decided that **the most important measure of a good bikeway is whether people tend to like it?**

I'm not arguing that safety is unimportant. Obviously nonprofessionals are imperfect judges of whether a particular lane or intersection is safe, and cities must work carefully to design good, safe intersections with few bike-car conflicts.

But when professionals make safety their only absolute value, they presume that physical safety is the most important value in people's lives. And that assumption is demonstrably false. Of course people want safety. But they want other things, too.

A restaurant doesn't measure its success by the percentage of people who dine there without getting sick. It measures success by the number of people who come in the door, how much they pay and how often they return. A public transit line isn't funded by the federal government based on its anticipated vehicle failure rate. It's funded based on the number of people who are expected to use it.

And as for bike infrastructure, here's the thing: as one study after another has found, people go out of their way to use bike lanes, especially protected bike lanes.

Bluebonnet Lane in Austin.

Surprise! It turns out that, rationally or not, people dislike biking on a street that constantly reminds them of their own possible demise.

Even if, rationally, they know they're almost completely safe.

Here's what a more human-centric way of thinking about bike design would involve:

- In every city, making the number of anticipated users the primary metric for designing a desired bike project.
- In every city, actually taking efforts to measure the usage of important bike projects.
- Using the phrase "safety and comfort" as a pair of core values in street design, but not as a pair of synonyms.

This line of thinking is why, at the Green Lane Project, we use the phrase "low-stress" to describe the bike networks we value most. We don't talk about building "safer bike lanes," though ultimately a network of good ones is safer.

We simply talk about building "better bike lanes."

People aren't robots, and they don't change their behavior based on mathematics. They change their behavior based on feelings. Until bike advocates and street designers alike understand this, bikes will never successfully belong.

Green lane idea of the day: ***Street designers should consider making short-term safety a baseline requirement of better bike facilities, but not the sole measure of bike projects' value.***

Cycle track photo from Copenhagen by J.Maus/BikePortland; used with permission. Cliff photo by Adam Baker. Roller coaster photo by raghavvidya.

The Atlantic CITIES
PLACE MATTERS

What Happens When a Town Puts People Before Cars?

SARAH GOODYEAR AUG 20, 2013 76 COMMENTS

WNY Heritage Press

Nearly three years ago, a Minnesota man named Charles Marohn published a piece called "Confessions of a Recovering Engineer" on the blog of his not-for-profit organization, Strong Towns. In it, he describes the priorities that he learned in his training as an engineer: first comes speed; then traffic volume; then safety; then cost.

Following those principles, Marohn was designing wider, faster roads to cut through the hearts of American towns. He discovered that the people in those towns often pushed back, asking why trees and sidewalk space had to be sacrificed in order to widen the road, and how their children could possibly be safer with cars whizzing by at top speed.

Armed with the prestige of his chosen profession and a pile of studies and guidelines that explained why bigger was always better, Marohn would explain that "these standards have been shown to work across the world," and that people who objected to the loss of trees and yard space and peace for their families were simply wrong.

Then, unlike many engineers, he started thinking about the human consequences of what he was doing:

> In retrospect I understand that this was utter insanity. Wider, faster, treeless roads not only ruin our public places, they kill people. Taking highway standards and applying them to urban and suburban streets, and even county roads, costs us thousands of lives every year. There is no earthly reason why an engineer would ever design a fourteen foot lane for a city block, yet we do it continuously. Why?
>
> The answer is utterly shameful: Because that is the standard.

Marohn, as the title of his piece implies, has rejected the standards he learned in school. He now travels the country spreading the word that things can be done differently – that America's towns and cities can build streets that are safe and operate at a human scale, the old-fashioned way, and

that they can save money and bolster their economies in the process.

That's exactly what the village of Hamburg, in upstate New York, has done. According to an article in the *New York Times*, the leaders of this community of 10,000 rejected the proposed widening of U.S. Route 62, the local main street, back in 2001. After consulting with Dan Burden, a nationally known advocate for walkable communities, village residents approved an alternative plan by a vote of four to one.

Main Street. Image courtesy of Gurney, Becker and Bourne Real Estate.

Main Street was rebuilt not as a high-speed funnel for cars, but instead as a pleasant shopping street with narrower traffic lanes, trees, and ample sidewalks. Roundabouts replaced intersections, and in the two years after construction was completed in 2009, crashes were down by 66 percent and injuries fell by 60 percent. "Accidents in [the roundabouts] need a tow truck, not an ambulance," a transportation department official told the *Times.*

Property values in the once-fading downtown have doubled and local business owners are investing millions in new projects. New residents have been attracted by the appeal of a village center where a simple walk up and down Main Street is a pleasure rather than something to be endured. Hamburg was, like many American towns and cities in the Rust Belt, in decline. Now it is thriving.

The improved quality of life and revived economic health of Hamburg echo the experience of Poynton in the United Kingdom, where a traffic-calming "shared streets" plan has rescuscitated a formerly traffic-choked village center.

The 20th-century model of traffic engineering is not only outdated, but is also downright hazardous to public health and economic development. Every year, communities around the world are demonstrating that there is another way. Treating a community's streets like a sewage system that flushes cars through quickly and efficiently has been a disastrous experiment. How many more towns and cities will be gutted before the standards that Marohn learned in engineering school are scrapped?

Top image: Main Street. Images Courtesy of Western New York Heritage Press.

Keywords: Pedestrian Infrastructure, Roundabouts, Main Street, Walkability, Upstate New York, Traffic Engineering

Sarah Goodyear has written about cities for a variety of publications, including *Grist* and *Streetsblog*. She lives in Brooklyn. All posts »

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Tucson-Pima Bicycle Advisory Committee

DRAFT

Wednesday, September 11, 2013

Pima County Bond Advisory Committee
c/o Nicole Fyffe
County Administrator's Office
130 W. Congress Street, 10th Floor
Tucson, AZ 85701

Dear members,

As promised at your June meeting, the Tucson Pima County Bicycle Advisory Committee hereby gives you its recommendations concerning the potential projects listed in your committee's materials. We have had two of our sub-committees review the list and it was the major item at our September 11th meeting. We considered the merits of each project by the criteria in your materials. Additionally we took into account criteria we consider important, specifically the issue of connectivity. We feel strongly that making sure that existing bicycling facilities are connected to each other, filling in the gaps that exist, is very important to make existing and new facilities far more useful to our citizens who use bicycles for commuting and/or recreation.

We wish to state that there are other projects that we would rate of similar value to the ones in your list that received our strongest support -- projects like bike share programs, crucial segments of missing bike lanes on arterials throughout the region, and additions to the bicycle boulevard network. In no way should anyone interpret the recommendations that follow to mean that the projects listed below would necessarily have the highest level of support our committee would give. Given the realities of all the work that your committee and Pima County staff have done we are restricting our recommendations to projects you have listed.

In our Downtown/University Facilities and General Facilities sub-committees the projects were reviewed and discussed as a whole. The result was recommendations to the whole Bicycle Advisory Committee. At our main committee meeting on September 11th we presented each of the 7 bicycle related projects in your list and then asked each member to vote their ranking of the projects from 1, most important, to 7, least important. We wish to stress that we believe all of the projects would enhance bicycling in Pima County. However, we acknowledge the reality that the Bond Advisory Committee is being asked to reduce the total value of all projects in the potential bond package to an amount your staff estimates that the tax base would realistically be able to support.

We decided to list the projects in three categories, those receiving our strongest support, our next strongest support and least support. Here, then is our list:

LIST TO BE DETERMINED DURING SEPTEMBER 11, 2013 GENERAL BAC MEETING

HIGHER PRIORITY

Project Name, Project Name, Project Name

MEDIUM PRIORITY

Project Name, Project Name, Project Name

LOWER PRIORITY

Project Name, Project Name, Project Name

Thanks for your continuing help in making bicycling in Tucson safer and more attractive for all our residents.

Sincerely,

Ian Johnson
Chair, TPCBAC

Tucson-Pima Bicycle Advisory Committee

DRAFT

Wednesday, September 11, 2013

TO:
Maysa Hanna
ADOT
1615 W. Jackson Street MD 065R
Phoenix, AZ 85007

Dear Mrs. Hanna,

The Tucson-Pima County Bicycle Advisory Committee (TPCBAC) is a citizens' advisory committee serving the entire Pima County region including the cities of Tucson, Marana, Oro Valley, South Tucson, and Sahuarita. Our committee advises on matters relating to facilities and programs that impact the safety and comfort of bicyclists throughout the region.

We have recently learned of the discussions related to the Strategic Highway Safety Plan. We commend ADOT for its focus on safety and for a rigorous approach to ensure that the funds are spent appropriately, and we look forward to seeing the plan focus on all Arizona roadways and not only ADOT maintained roadways. Because 60% of crashes associated with vulnerable users such as bicyclists and pedestrians occur on roads that are not ADOT facilities, we feel that allowing jurisdictions flexibility will ensure that the maximum benefit is obtained for the safety of all Arizona residents, particularly those who walk and bicycle as these same user groups are overrepresented in the pool of fatal and incapacitating crashes in Arizona. Because the Strategic Highway Safety Plan determines how HSIP and other safety-related funds can be spent, we feel it is critical the the plan allow these safety funds to be spent on all types of facilities and programs -- not just ADOT facilities. This will ensure that these funds have the greatest impact on improving the safety of bicyclists and pedestrians, particularly in urban areas with high rates of bicycling and walking. Our regional planning organization, the Pima Association of Governments, is about to begin putting together a regional safety plan that may serve as a framework to ensure that this safety funding is being allocated to areas of identified need through a defensible, transparent, and data-driven process.

We hope to also see provisions made in the safety plan for HSIP money to be used for bicycle and pedestrian programs without being dependent solely on crash history as a measure of anticipated safety benefit, as we feel that reliance on these metrics will prevent proactive safety improvements from being made for vulnerable roadway users.

Thanks for your help in making bicycling in the Pima County region safer and more attractive for all our residents.

Sincerely,

Ian Johnson
Chair, TPCBAC

CC:

Mark Poppe
Mike Sanders
ADOT
1615 W. Jackson Street MD 065R
Phoenix, AZ 85007

Steve Boschen
ADOT
206 S. 17th Avenue
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FHWA AZ Division Office
4000 N. Central Ave, Suite 1500
Phoenix, AZ 85012

Gabe Thum
PAG
177 N. Church Avenue # 405
Tucson, AZ 85701

Jurisdiction: Pima County / Town of Oro Valley
Revised: April 2, 2013

2014 Bond Election Proposed Project

Priority: 4

Project Name: River Park Acquisition and Development

Location: Canada del Oro River Park Corridor

Scope: Includes planning, design, and construction of a continuous multi-use path system along the Canada del Oro in the following locations:

- Steam Pump Village to Catalina State Park (along the east bank of the CDO)
- CDO / Big Wash confluence to First Avenue (along the west bank of the CDO)
- Tangerine Road to Rancho Vistoso Blvd. (along the east bank of Big Wash)

Benefits: This project will provide enhanced connectivity with existing river parks along the Canada del Oro, Santa Cruz and Rillito rivers.

Costs: $6,000,000

Bond Funding: $6,000,000

Other Funding: N/A

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Pima County and Town of Oro Valley

Future Operating and Maintenance Cost: Future O&M costs of parks within the Town of Oro Valley will be the responsibility of the Town.

Regional Benefits: The extensive linear park system enables a broad range of recreational uses while providing alternate modes of transportation for Pima County residents and visitors.

Supervisor District: 1

Department: Natural Resources, Parks & Recreation
Date: May 2013

2014 Bond Election Proposed Projects Template

Project Name: CAP Trail Program

Location: 44 Miles of trails located on the CAP (Central Arizona Project) water canal system and connection trails through Marana and the far west side to connect with the Santa Cruz River path (The Loop).

Scope: This entire trail program consists of seven projects each including an asphalt or other AASHTO multi-use trail surface and associated erosion control, drainage, and safety improvements at road crossings as required to safely install the trail. The project locations are as follows:

1. El Rio Neighborhood Park (West Bank Santa Cruz Riverpark) to Avra Valley Road, 1.5 Miles
2. Twin Peaks Road to Avra Valley Road (East Bank Santa Cruz Riverpark), 2.7 Miles
3. Avra Valley Road Multi-use Path from the Santa Cruz Riverpark to CAP trail, 3.4 miles
4. Avra Valley Road to Beard House (East Bank Santa Cruz Riverpark), 1.7 miles
5. CAP Berm Path (Bank of the CAP canal berm, includes roadway crossings), 31.5 miles
6. Sarasota Trailhead improvements and trail to Whale Rock (Includes Dog park area), 1mile
7. Starr Pass Trailhead & Basin, 1.8 miles

Benefits: This program will provide a significant increase to the vehicle separated trails of the Loop system throughout Pima County. The benefits of these alternate route corridors include economic development, healthy lifestyles, alternate transportation environmental improvements and increased property value. This trail program is specifically designed to connect to and interact with the existing Loop system, and provide these experiences to communities not currently within the trail system. Additionally, the inclusion of a short segment within or adjacent to Tucson Mountain Park creates a direct tourism amenity that will create a unique trail excursion for hikers at all experience levels.

Costs: Total Program: $24,000,000

Bond Funding: $10,000,000

Other Funding: None identified at this time, but potential for regional alternate transportation funding.

Fiscal Year Project Start and Finish Date: (7 year program)

Project Management Jurisdiction: Pima County Natural Resources, Parks and Recreation

Future Operating and Maintenance Costs: (Provide information on O&M impact. Estimate an annual amount. If O&M will be paid by other jurisdiction, include the jurisdiction.)

Regional Benefits: This is a regionally significant project, intended to boost eco-tourism and further cement the region's reputation as a biking mecca. It also has significant impact on a neighborhood level, providing connectivity and outdoor recreation for all age groups.

Supervisor District of Project Location: 3,5 (impacts all)

Jurisdiction: City of South Tucson
Date: March 2013

2008 Bond Election Proposed Project

Priority: A

Project Name: El Paso Southwestern Greenway Construction (South Tucson)

Location: South 11th Avenue to South 6th Avenue along abandoned EPSW rail line

Scope: The overall concept for the Greenway is to create a divided urban, multi-use path for bicyclists and pedestrians, which will include a 12-foot wide shared-use path, landscaping and an 8-foot wide decomposed granite path.

Benefits: The pathway will extend along a corridor that was once used by the railroad, from north of downtown Tucson, through the City of South Tucson to the Kino Sports Complex. The new path will be car-free and will connect to other regional bikeways and to many of the neighborhoods that the path travels through. The South Tucson portion of the Greenway passes within a few blocks of two elementary schools and would encourage transportation alternatives and healthy and safe outdoor activity by young people of the adjacent neighborhoods.

Costs: $1,500,000

Bond Funding: $1,500,000

Other Funding: none

Fiscal Year Project Start and Finish Date: 2015 start and finish

Project Management Jurisdiction: City of South Tucson

Future Operating and Maintenance Costs: City of South Tucson will maintain area

Regional Benefits: The EPSW Greenway will provide safe, attractive connections to existing and planned transportation routes throughout the region, including the University Bikeway and the 3rd Street Bike Boulevard. The southeast end of the Greenway will join an established trail system at the Kino Environmental Restoration Project. The Greenway will connect to the Julian Wash Pathway (along the UPRR right-of-way) which connects to the County's Urban Loop Trail system.

Supervisor District of Project Location: District 2

For Internal Use only:
Specific County Administrator Contemporary Issue being addressed with expenditure:

Town of Marana
Date: April 15, 2013

Bond Election Proposed Projects

Project Name: Barnett Linear Park and Flood Control Channel

Location: Along the quarter section line common to sections 26-30 of Township 11 South, Range 11 East. Project commences at the Union Pacific Railroad culvert and ends at the Santa Cruz River.

Scope: Construction of a multi –purpose corridor to convey Tortolita Fan drainage collected along the east side of the interstate and railroad to the Santa Cruz River. Project will include reconstruction of interstate and railroad drainage facilities, completion of a 200 foot wide channel with earthen side slopes, construction of a shared-use path and linear park the length of the project, relocation of utilities and irrigation, and new drainage crossings at Postvale, Sandario, Sanders, and Tangerine Farms Roads and Civic Center Drive.

Benefits: Reduction of flooding in Northern Marana, creation of a multi-modal corridor, green space, and park amenities between Interstate 10 and the Santa Cruz River, stormwater harvesting and 90 acres of new public open space. The ability to remove section of the land from flood prone land and develop it as commercial or residential

Costs: $17,900,000

Bond Funding: $6,000,000

Other Funding: Town of Marana
Land Owner / Developer contributions and exactions

Fiscal Year Project Start and Finish Date: FY 2014/2015 – FY 2016/2017

Project Management Jurisdiction: Town of Marana

Future Operating and Maintenance Costs: Maintenance costs, estimated at $332,000 (indirect and administrative) - for infrastructure improvements will be paid by the Town of Marana using General Fund dollars.

Regional Benefits: Provides an outfall to the Santa Cruz River for the floodwater generated on the Tangerine Fan, and trail linkage to the Santa Cruz River. This improvement will allow development of flood-prone lands for residential and commercial use, including currently undevelopable land along the I-10 corridor.

Supervisor District of Project Location: Districts 1 and 3

For Internal Use only:
Specific County Administrator Contemporary Issue being addressed with expenditure:

Priority: A

Project Name: **Santa Cruz River : Rillito & CDO Confluence**

Location: Santa Cruz River at the Rillito River and CDO confluences, between Sunset Road and Ina Road. Section 6 & 7, T13S, R13E

Scope: The project consists of design and construction of soil cement bank protection along both banks of the Santa Cruz River between Sunset Road and Ina Road. This project will also connect with exiting soil cement bank protection and grade control structures on the Santa Cruz River, the CDO Wash and the Rillito River, thereby extending the existing system of soil cement bank protection.

Benefits: The project will protect Silverbell Road, which is scheduled for widening under the RTA. The project will also protect the Casa Arroyo subdivision and the area where manufactured homes nearly fell into the river in 1993. Provides for stabilization for an area of the Santa Cruz River that has been heavily mined by sand and gravel operations.

Costs: $10,000,000.00

Bond Funding: $10,000,000.00

Other Funding: None

Fiscal Year Project Start and Finish Date: 2014/2016

Project Management Jurisdiction: Pima County, Marana, City of Tucson

Future Operating and Maintenance Costs: $5,000/RFCD

Regional Benefits: Bank protect parcels and roadways within the Town of Marana, the City of Tucson and Pima County. Provide connections to the linear park and river trails system.

Supervisor District of Project Location: District 3

Department: CITY OF TUCSON PARKS AND RECREATION DEPARTMENT
Revised January 2012

Future Bond Election Proposed Projects

Project Name: Urban Greenways PR34

Location: This project will include greenway development within the area bounded by the Pantano River, Julian Wash, Santa Cruz River and Rillito River.

Scope: Design and construction of segments of the Arcadia Greenway, Alamo Greenway, Arroyo Chico Greenway, Atturbury Urban Greenway and the El Paso Southwestern Greenway. These urban greenways are included in the Pima Regional Trail System Master Plan. They provide alternate modes of transportation as well as recreational opportunities on a multi-use paved path system that connects schools, parks, shopping, work, tourist attractions and other destinations.

Benefits: This project will address the need for a community-wide, interconnected path system that connects parks, the alternate mode transportation system and common destinations such as schools, places of employment, shopping and hotels. Planning for these greenways and the comprehensive Pima Regional Trail System Master Plan has included public input and has demonstrated public support.

Costs: $15,000,000

Bond Funding: $15,000,000

Other Funding: None identified at this time, but matching funds will continue to be pursued.

Fiscal Year Project Start and Finish Date: The Project Start and Finish Dates will be determined as part of the Bond Program Implementation Phase and through a cooperative dialogue between the City of Tucson and Pima County.

Project Management Jurisdiction: The City of Tucson will have project management jurisdiction of this project.

Future Operating and Maintenance Costs: This project will impact the City of Tucson Operation and Maintenance Budget. The City will identify this impact and incorporate it into its annual budget process to cover the increased cost associated with the addition of these trails, urban pathways and river park systems.

Regional Benefits: This project is regional in scope and will have a regional benefit.

Supervisor District of Project Location: All

For Internal Use only:
Specific County Administrator Contemporary Issue being addressed with expenditure:

Department: Natural Resources Parks & Recreation Department
Date: November 2010

Future Bond Election Proposed Projects

Project Name: **Arizona Velodrome Center**

Location: Kino Campus, South of Ajo Highway, West of Country club.

Scope: Develop the first phase of the Arizona Velodrome Center.

Benefits: The development of the facility will solidify the Pima County/Tucson area's status as one of the leading cycling communities in the United States, and provide a wide range of competitive and recreational cycling opportunities for cyclists of all ages. Rider education programs will also be a part of the Velodrome's principal offerings. The facility will be multi-use in nature, and capable of hosting a broad spectrum of public events, including concerts, gem and mineral shows, speaking engagements, and other similar activities.

Costs: $5,000,000

Bond Funding: $5,000,000

Other Funding: None determined at this time, although corporate sponsorships and contributions are expected to be secured by the proponents of the project and the nonprofit entity that will oversee its development and operate the finished property.

Fiscal Year Project Start and Finish Date: TBD.

Project Management Jurisdiction: Pima County

Future Operating and Maintenance Costs: Operations costs will be assumed by the nonprofit entity that will be created to operate the facility.

Regional Benefits: The proposed facility is expected to attract local, state, regional, national and international users and participants. The facility is expected to become one of the best of its kind in the U.S.

Supervisor District of Project Location: BOS District 2

For Internal Use only:

Specific County Administrator Contemporary Issue being addressed with expenditure:

Department: Natural Resources Parks and Recreation
Revised: January 2012

Future Bond Election Proposed Project

Project Name: Kory Laos Freestyle Memorial BMX Park **PR 273**

Location: Pima County owned property. Rillito River Park – south bank, west of Shannon Road and the Pima County Flowing Wells Park.

Scope: This project is intended to include the planning, design and construction of a concrete bowl type BMX bike park on county owned property in the northwest. The project additionally proposes to include support amenities such as, parking, restrooms, ramadas, picnic areas, drinking fountains, playground, security lighting and landscaping. The facility will likely be managed by a third party.

Benefits: There are an insufficient number of facilities of this type in Pima County to meet the fast growing demand. Within the County and City of Tucson there are a number of skate parks for skate boarders and in-line skaters, where the use by skaters precludes BMX style bikes. This conflict is due to the design configuration of concrete bowl skate parks not accommodating bikes and the fact that bikes can cause serious injury to skaters when common use is considered. In addition, bikes can cause damage to concrete bowls that were designed to accommodate skaters and therefore BMX bike concrete bowls must be designed to address specific requirements. BMX concrete bowl biking is becoming a widely recognized sporting event. This sport is geared towards challenging our youth and helping them with alternatives to hanging out on our streets and back allies as well as giving an alternative to expressing their sport in areas where there could be conflicts with vehicles, facilities, pedestrians and other park users.

Costs: $1,300,000

Bond Funding: $1,300,000

Other Funding: TBD

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Pima County under a lease agreement with a potential third party manager.

Future Operating and Maintenance Costs: Pima County under a lease agreement with a potential third party manager.

Regional Benefits: Given the fact that this would be the first facility of its kind in Pima County, and that the regional demand is rapidly increasing, there are significant associated regional benefits.

Supervisor District of Project Location: BOS District 1. Given the significant regional benefits this project does involve all Pima County BOS districts.

For Internal Use only:
Specific County Administrator Contemporary Issue being addressed with expenditure:

Department: Natural Resources Parks & Recreation
Revised: January 2012

Future Bond Election Proposed Project

Project Name: River Park Acquisition and Development Countywide **PR 278**

Location: Santa Cruz, Rillito, Pantano, Canada del Oro, Tanque Verde, Julian Wash River Park Corridors

Scope: This project consists of an in depth analysis of strategic property acquisitions along these six major river park corridors. (Santa Cruz, Rillito, Pantano, Canada del Oro, Tanque Verde, Julian Wash) A study will be conducted to determine prioritized/key properties that would provide phased acquisition, concentrating on critically needed private land in an effort to achieve total, full phased connectivity of our city/county looped river park pathway system. Land acquisition of key properties would be pursued and planned development for prioritized segments would be accomplished. The identification of priority land acquisitions for river park development may not be limited to the above six major linear park systems. Projects could include secondary wash considerations which are of primary importance to effective connectivity of the collective river park system. There will be an amplified analysis and planning effort for the Santa Cruz/Rillito River Parks connection (possible bridges or underpasses) and the Pantano/Rillito River Parks connection.

Benefits: The intent of this project is to phase priority land acquisitions and development and assure future connectivity with employment centers, parks, schools, neighborhoods, open space preserves, shopping areas and more located along these main wash corridors. This project shall make it possible to utilize the linear park system for a broad range of recreational uses while providing alternate modes of transportation.

Costs: $20,000,000

Bond Funding: $20,000,000

Other Funding: Potential of receiving grants as a supplement to bond funding.

Fiscal Year Project Start and Finish Date: TBD

Project Management Jurisdiction: Pima County

Future Operating and Maintenance Costs: TBD

Regional Benefits: This project shall make it possible to utilize the linear park system for a broad range of recreational uses while providing alternate modes of transportation on a regional basis.

Supervisor District of Project Location: All BOS Districts

For Internal Use only:
Specific County Administrator Contemporary Issue being addressed with expenditure:
Department: Natural Resources, Parks and Recreation