



November 2013
TPCBAC Packet Guide

PLEASE NOTE THE LOCATION!

We are meeting at the Himmel Park Library.

We have discontinued the printing and mailing of paper packets.

1. BAC November 2013 Agenda
2. Current TPCBAC Roster
3. Draft TPCBAC September Minutes
4. Articles of Interest:
 - a. Janette Sadik-Khan: New York's streets? Not so mean any more (Ted Talk Video)
http://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more.html
 - b. In Almost Every European Country, Bikes Are Outselling New Cars
<http://www.npr.org/blogs/parallels/2013/10/24/240493422/in-most-every-european-country-bikes-are-outselling-cars>
 - c. Why bikes outsell cars in the USA, too (and why it doesn't matter)
<http://bikeportland.org/2013/11/05/why-bikes-outsell-cars-in-the-usa-too-and-why-it-doesnt-matter-96595>
 - d. PBOT reaches 100th bike corral milestone
<http://bikeportland.org/2013/10/28/pbot-reaches-100th-bike-coral-milestone-96221>
 - e. VICTIM BLAMING EASY IN STORIES ABOUT BIKE AND PEDESTRIAN FATALITIES
<http://tucsonvelo.com/blog/star-tackles-pedestrian-deaths-story/17602>
 - f. Steller: In Tucson, lives of walkers, cyclists are cheap
http://azstarnet.com/news/local/column/steller-in-tucson-lives-of-walkers-cyclists-are-cheap/article_9c69011c-7894-5c10-9fc6-6efd871ef404.html
 - g. Fatal pedestrian crashes reach record level
http://azstarnet.com/latest/article_b6b099d8-9d9a-5ca0-aaef-82753ca5c0d2.html
 - h. Supervisors approve \$25,000 more in funds for El Tour de Tucson (PC Press Release)
 - i. El Tour looks to city and county to fill financial gap (Arizona Daily Star)
5. Consent Agenda Items
 - a. Letter of Appreciation for Recent COT Bike Improvements
6. SCVBAC October Minutes
7. Local News & Events
 - a. Roy Schoonover Trailhead Dedication Announcement (PC Announcement)
 - b. Light the Night Flyer (COT/PAG)



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, November 13, 2013**

Meeting Location: **Himmel Park Library, 1035 N Treat Ave Tucson, AZ 85716**
Please lock your bikes outside the meeting room. If front door is locked, please use rear entrance.

Meeting Time: **6:00 PM**

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

Agenda

	<u>Projected Duration</u>
1. Call to Order ; approval of September 2013 meeting minutes	5 min.
2. Call to Public This is the time when any member of the public may address the BAC. Due to time constraints, the total time allocated for this is 10 minutes. Individuals are allowed three minutes each. If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	10 min.
3. Law Enforcement Staff Reports from TPD and PCSD	10 min.
4. Report from Bhutan: Driver Speed and Safety	5 min.
5. Innovative Infrastructure in Pacific Northwest (Diahn Swartz, TDOT)	20 min.
6. Bike Lanes at Campbell and the Rillito	20 min.
7. Montreal Bike Facilities and Bike Share (Matt Zoll, PC)	15 min.
8. COT Pavement Preservation Bond Update	5 min.
9. TDOT Green Lanes Application	5 min.

- 10. Consent Agenda** **5 min.**
- a. Letter of Appreciation for Recent COT Bike Improvements
- 11. 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
- 12. 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. University of Arizona (Glenn Grafton)
 - g. Living Streets Alliance (Kylie Walzak)
 - h. Broadway Task Force (Naomi McIsaac)
 - i. SCVBAC (Tony Amos)
- 13. Announcements** **5 min.**
14. 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)

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
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	

*Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	
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 Thum 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	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

*Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
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 575 E Bent Branch Place Green Valley, AZ 85614 Work Phone: 724-8126 Pima Home Phone: 777-8800	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	Tom Nieman Pima County Representative 8901 E. Bear Path Road Tucson, AZ 85749 tnieman@picor.com	10/1/2013	9/30/2015
Pima County	Eric Post Pima County Representative Tucson, AZ 85701 Home Phone: 520-870-3987 EricofAZ@cox.net	8/19/2013	8/18/2015
Pima County	1 Vacant Position(s)		
Town of Marana	Glenn Pfeleiderer 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

*Denotes Changes

<u>Appointor (Classification)</u>	<u>Member</u>	<u>Appointment</u>	<u>Expiration</u>
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, September 11th, 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 August 2013 minutes.

Minutes approved with corrections unanimously.

2. Call to Public –

Don Melhado – US Cycling Association. Seeking BAC for Velodrome support to the PC Bond Committee. Mr. Melhado is deeply involved in racing, for the past 30 years. Not here to tell you that the Velodrome is something the entire community will benefit from, but it will provide a venue for Tucson's youth to train and will provide Tucson with a building that will highlight Tucson's leadership role as a cycling-mecca for pro/semi pro racing. A facility like the Velodrome will draw international attention, including many people from northern Mexico. Mr. Melhado asks BAC to give support for the facility (Velodrome), which is a multi-use facility (and presumably can be used for other sports), at the upcoming public hearing.

3. Law Enforcement Staff Reports from TPD and PCSD –

Sgt. Fernandez, TPD - Four accidents, two of which were cyclist only. Two were vehicle crashes, no major injuries. Two hit and runs, no major injuries. Park and University lights are on and there has been some confusion – there is targeted education occurring at that intersection. Enforcement may come later.

Old Spanish Trail at Houghton– cyclist hit from behind, 3 days in ICU. Eric Post asks Fernandez if he knows anything about that incident.

Marana and Twin Peaks – hydraulic fluid sprayed on bike lane and rider went down.

Rohrer – tacks on Catalina Hwy continue. PC deputies are actively investigating. Reminds riders to call in suspicious activity. Rider and a patrol car made contact, traffic person is reviewing the case. Town of Marana is doing a great job cleaning up the landfill area on Tangerine.

4. Facilities Subcommittees Re-establishment & New Member

New members are encouraged to join subcommittees, like the facilities subcom., which is in the process of being reorganized and formalized. Education Subcommittee has been dormant since Karilyn Roach had to resign from the BAC. Any member interested in advising gov't's on things like PSA's, messaging, and outreach are encouraged to ask the Chair about reviving that subcommittee.

Call for volunteers for subcommittees? Allen Kulwin volunteers for the Facilities Subcommittee.

Reminder that if you don't receive a formal agenda from Karen Rahn, the meeting is not officially happening.

5. Bike Share Programs – An Overview of Trends in the US

Kylie Walzak present a summary of latest research regarding Bike Share programs across the US. Submits Motion (below), discussion followed. Questions about funding sources, consultation fees, need for strategic planning for locating stations, and issues of equity.

Motion: BAC will write a letter to local governments urging COT, PCDOT and PAG to investigate creative funding sources for a regional Bike Share program sooner rather than later.

Motion is approved unanimously.

6. Strategic Highway Safety Plan Update

Plan updates specific deficiencies in AZ with regard to cycling and safety. Gabe Thum reports from recent meetings with ADOT. Letter in our packet is asking the State to leave some discretion to local governments in deciding how best to spend highway safety money.

Ensuring the funds are spent appropriately... replace with "safety improvements are directly related to a data-driven process."

Motion to approve letter as amended. Approved unanimously.

7. Bicycle-related Bond Project Grouping Process

Review of all of the Bike related projects still being considered in the Bond Package. The intent of tonight's discussion is to provide input to the Bond Committee from the BAC about what our priorities as a BAC are.

David BW presents on recent bond projects related to cycling.

- Bicycle Education Center (Velodrome): Most recent memo to the Bond Committee does not include this project. This was in the June, 2013 memo, but not in memo from August 5th, 2013.
- Oro Valley, Cañada del Oro: Catalina, Big Wash connecting to Rancho Vistoso, north side of CDO. This will connect La Cholla to La Cañada.
- Marana Linear Park (Barnett): extends from I-10 W. Frontage road to just beyond the town's municipal complex.
- Tucson Urban Greenways: Most recent memo to the Bond

Committee does not include this project. This was in the June, 2013 memo, but not in memo from August 5th, 2013.

- South Tucson El Paso Greenway: This project has been in planning since 1989. South Tucson has been waiting for their share of projects for a long time.
- Loop Gaps (acquisition, construction, several parts): Design and construction of soil cement bank protection along both banks of the Santa Cruz River between Sunset Road and Ina Road. Provides for stabilization for an area of the Santa Cruz River that has been heavily mined by sand and gravel operations.
- CAP Trail (Avra Valley): Uses Central Arizona Canal Project and put bicycle paths on either side. Looking for a connection over the Tucson Mountains to the Loop. Estimates this project at \$10m. Currently asking for \$10m on this Bond. 27 miles. Can be viewed as an alternative to Sandario Rd. which has seen increased vehicular traffic and subsequently has driven recreational (road) cyclists from that road. On the other hand, this particular project seems geared towards a single user group (road riders) and does not rank high in terms of being built for multiple users, commuters, etc.
- Oro Valley Trailheads: \$600k, trailheads to benefit Mountain Bicycling somewhat and hikers/walkers.
- Marana Heritage River Park: Tangerine Farms Road, accessible from I-10.

All members of the BAC get the opportunity to rank the existing projects by placing numbered stickers next to priority projects. Reminder that the letter will be written with low, medium, high priorities – not a numerical value.

Motion approved unanimously to write the letter as outlined in the packet.

8. Consent Agenda

- a. BAC Bicycle-related Bond Project Recommendations

9. Staff Reports

- a. **Ann Chanecka, City of Tucson** – absent.
- b. **Matt Zoll, Pima County** – Safety outreach plan with Bike Ambassadors for outreach along the Streetcar corridor. Trailhead dedication for Roy Schoonover, December. Southside Loop projects under design, should go to construction in January. Outreach work with low income youth on southside and Flowing Wells. UA Bike station going well. “Michigan left” for east/west at Ina and Oracle, try it out before you do it. Safety and diversion classes are full.
- c. **Nancy Ellis, Oro Valley** – Updating biannual bike plan.
- d. **Brian Varney, Marana** – Creating short list for the TAP projects.
- e. **Gabe Thum, PAG** – Bike/Ped Subcommittee met. Tucson Bikeway maps coming in. Look for official announcements for Bike Count, mid-October.
- f. **University of Arizona** – UAPD has been very active educating and issuing citations. Streetcar track crashes are prominent. Sept. 18th is next UABAC meeting. Bike Share usage on campus is 90% per day.

10. Subcommittee Reports

- a. **Downtown / University Facilities (David Bachman-Williams)** –
Would like to change name to “Urban Core” Facilities. Monday Sept. 16th 3:30 pm.
- b. **Enforcement (Colin Forbes)** – No meeting last month. Next mtg is Sept. 26th. Need more people!
- c. **Executive (Ian Johnson)** – We talked about items for the agenda. Anthony Foxx came out and said recently that the FHWA supports the use of NACTO. Always send Ian agenda items.
- d. **GABA (Wayne Cullop)** – Tumamcacori ride will be slightly different this year.
- e. **Downtown Links (Kylie Walzak)** - Met last Monday to report on the work of the Bike/Ped Subcommittee. Next meeting will be corridor bike/walk through with the engineer team.

- f. Living Streets Alliance (Kylie Walzak)** – Gary Fisher event is Sept. 25th and Architecture on Wheels Hike and Bike Tour is Sept. 29th.
- g. Broadway Task Force (Naomi Mclsaac)** – Latest meeting was exciting, considering adding a Cycle Track to the Broadway cross-section. Please join Naomi on Sept. 26th community meeting. It's a really good opportunity to provide input on the priorities of the entire corridor.
- h. SCVBAC (Tony Amos)** – not present.

11. Announcements - none

12. Adjournment

Attending:

Ian Johnson, Ward 2
Glenn Pfeleiderer, Town of Marana
Collin Forbes, Pima County
Sgt. David Fernandez, TPD
Naomi Mclsaac, Ward 1
Glenn Grafton, UofA
John Cousins, Ward 4
Samual Sanford, Ward 6
Brian Beck, Pima County
Gabe Thum, PAG
Matt Zoll, PCDOT
Ryan Roher, PC Sheriff
Ed Yasenchack, DMAFB
Kylie Walzak, Ward 3
Nancy Ellis, Oro Valley
Don Melhado, USA Cycling/Velodrome
Amy Stabler, Ward 6
Allen Kulwin, Pima County
Raymond Copenhaver, Pima County
Eric Post, Pima County



parallels

marketplace

In Almost Every European Country, Bikes Are Outselling New Cars

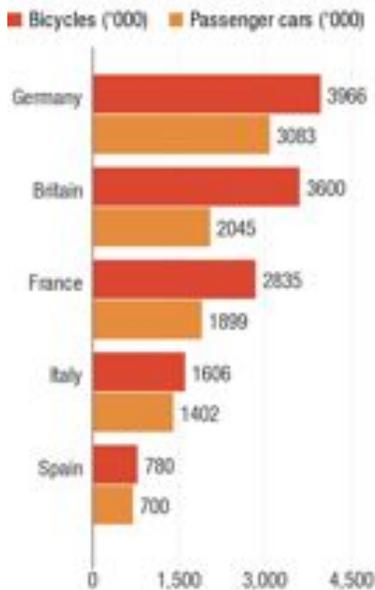
by KRISHNADEV CALAMUR

October 24, 2013 1:36 PM



Pablo Blazquez Dominguez/Getty Images

New Passenger Car And Bicycle Sales (2012)



ACEA, COLIPED

We know that Europeans love their bicycles — think Amsterdam or Paris. Denmark even has highways specifically for cyclists.

Indeed, earlier this month, NPR's Lauren Frayer reported that Spain, which has long had a love affair with cars, is embracing the bicycle: For the first time on record, Lauren noted, bicycles outsold cars in the country.

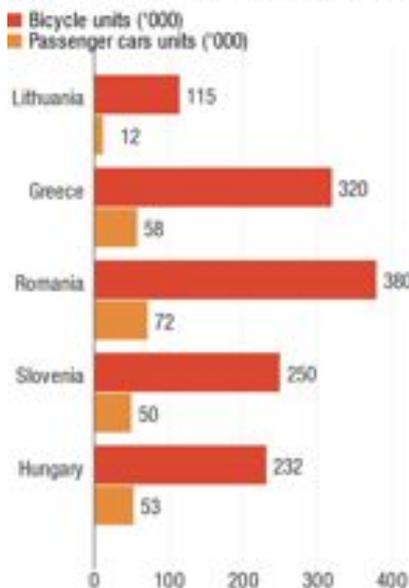
But it's becoming a Continent-wide phenomenon. More bikes were sold in Italy than cars — for the first time since World War II.

This prompted us to look at the figures across the 27 member states of the European Union for both cars and bicycles. New-car registrations for Cyprus and Malta weren't available, so we took

them out of the comparison.

Here's what we found: Bicycle sales outpaced new-car sales last year in every one of those countries, except Belgium and Luxembourg. The top five countries by bicycle sales can be seen in the top chart.

Where Bikes Outsold Cars The Most in 2012



ACEA, COLIPED

We decided to delve a little deeper into the figures and see which of these countries had the highest rates of bicycle-to-car ownership. Those states can be seen in the second chart.

So, what explains the numbers?

Parts of the data can be explained by the slump in car sales across Europe. Car sales reached a 20-year low earlier this year. More recent figures showed they were recovering.

This decline coincided with the worldwide recession, which hit European economies particularly hard, though there are signs they may be recovering).

The U.S. has fared much better. Last month, car sales jumped to pre-recession levels. But U.S. automakers face another problem: Millennials aren't interested in buying cars. Bike sales, on the other hand, are solid.

eu bicycles cars

older

Saudi Women Go For A Spin In Latest Challenge To Driving Ban

newer

Are Afghanistan's Schools Doing As Well As Touted?

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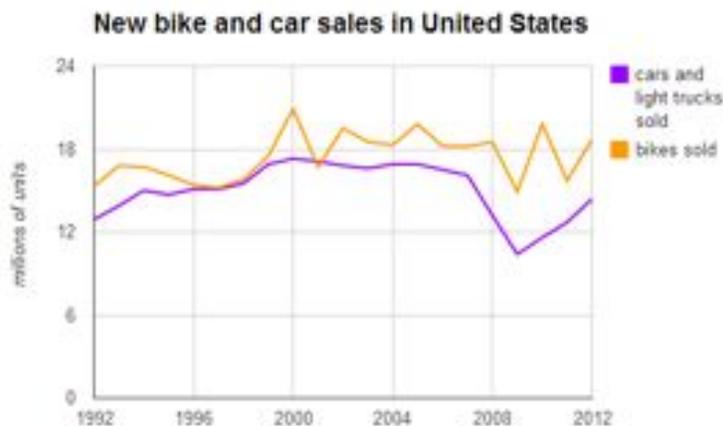
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« [blue, pearl, silver Raleigh m50 hardtail 2002](#)

[Job: Production Designer - Castelli US](#) »

[Why bikes outsell cars in the USA, too \(and why it doesn't matter\)](#)

Posted by [Michael Andersen \(News Editor\)](#) on November 5th, 2013 at 11:13 am



Sources: [National Bicycle Dealers Association](#), [Bureau of Economic Analysis](#).

It was the sort of dramatic headline that launches a thousand tweets: "[In almost every European country, bikes are outselling cars.](#)"

It was true, and it caught our attention. But it skipped a pretty important detail: new bikes have been outselling new cars in the United States for most of the last 20 years, and probably longer.

Wait, bikes outsell cars in the United States? But not, until recently, in Italy, where [one in 10 workers nationwide commutes by bicycle](#)? How could this possibly be true?

After [reporting on "the return of high-volume U.S. bike frame manufacturing"](#), we decided to call someone who knows a lot about the subject: Fred Clements, executive director of the [National Bicycle Dealers' Association](#).

Clements didn't believe the figures at first, either.

"Really?" he asked.

Really. Even if you include light trucks in the total (a personal vehicle category that represents 1 in 4 U.S. auto sales but doesn't really exist in Europe), Americans bought 14.4 million new autos last year and 18.7 million new bikes.

Italians, meanwhile, bought 1.4 million new cars last year and 1.6 million new bikes, the first time since World War II that bikes beat cars.

But here's the thing, said Clements, whose organization represents and serves hundreds of specialty bike shops nationwide: most American bikes sold ("99 percent" of which, he said, are imports) simply aren't much fun to ride. They're either heavy or fragile, and that's part of the reason that thousands of them are quickly left to rust in garages. It's a completely different situation from Europe, where most new bikes tend to be "classic three-speeds — [they're] heavy and they're utilitarian, but they're bomb-proof," Clements said. "They're not going to break or wear out."

"A lot of the inexpensive low-end bikes here, they may be cheap but they've got a bright paint job," he went on. "They function, but I think people have a hard time knowing the difference."

Clements could have been describing my own experience. I rode bikes regularly since I was 10, but until I bought my first upright hybrid (used, for what I thought was an eye-popping \$375) I had no idea how comfortable urban biking could be.

And that's the good news for American biking, Clements said: though most Americans rarely bike, those of us who do have funded constant innovation in the bike industry. That might be one reason why the gas price spike of 2005-2007 might turn out to have longer-term impacts than the oil crises of the 1970s did.

"In the so-called bike boom in the 70s, we didn't really have any of the depth of styles we have today," Clements said. When gas prices spiked in 1973, people "went and bought a bike thinking they were going to [commute] and it was a drop-handlebar 10-speed."

And that was how the previous U.S. bike boom went bust.

"We have so many options now," Clements said. "Almost every part on that bike has been reinvented, many times more than once. It may look the same, but every part of it has been reengineered."

That's why beautiful higher-end bikes like [Chris King's Portland-made Cielo](#) and ambitious, mid-market products like [Detroit's A-Type](#) could be important to the future of biking in the United States. Bikes like these are designed for heavy use, not just rapid sale, and they're built to last.

In 10 years, we hope hundreds of thousands of Americans who don't ride today will have learned how great biking can be, and we look forward to living in the safer, healthier, fairer, more prosperous cities that'll let us create. And if that means bikes will be outselling cars in the United States by even wider margins — just like they have for years in Britain, Germany and France — terrific.

But it's not buying, owning or getting something that can bring us those benefits. It's using it.

 [Email This Post](#)

Posted on November 5th, 2013 at 11:13 am. Filed under [Front Page](#) and tagged with [Bike Shops](#). You can skip to the end and leave a response. Pinging is currently not allowed.

Possibly related posts

- [BikePortland mentioned in USA Today](#)
- [Bike Patrol Officer \(Securitas Security Services\)](#)
- [First reports from Amsterdam](#)
- [black Dawes usa Lightning Cross 2008](#)
- [My quest continues: The Batavus Socorro](#)

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Comments



• JJJJ November 5, 2013 at 11:21 am

Note that your car number includes only new cars...I believe new cars only make up 25% of the market. Car sales in general are much higher. Yes, there are used bikes too, but bikes are much more disposable. A 20,000 car will be on the road for 20 years. A \$100 bike? Not so much.

Bike sales should be much higher because people "need" to replace their bike much more frequently with a new one, unlike the car.

Recommended  1

[Reply](#) [Link](#) [Quote](#)



◦ rainbike November 5, 2013 at 11:25 am

My two bikes are 23 and 25 years old. Still going strong with daily use of one or the other. Thinking of buying a new one someday.

Recommended  9

[Reply](#) [Link](#) [Quote](#)



◦ dan November 5, 2013 at 2:42 pm

Lol, have to disagree on bike lifespan. You should look at the \$100 Raleighs and Schwinn's that people are riding around. Lots of those are from the 70s. My commuter is a '99 and still going strong.

Recommended  3

[Reply](#) [Link](#) [Quote](#)



Bike shopping at North Portland Bikeworks.
(Photo © J. Maus/BikePortland)



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PBOT reaches 100th bike corral milestone

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on October 28th, 2013 at 10:49 am



The city installed the first on-street bike corral at Fresh Pot on N Mississippi Ave in 2004. Today there are 100 of them throughout the city.
 (Photos © J. Maus/BikePortland)

The Portland Bureau of Transportation (PBOT) has [announced](#) the installation of their 100th on-street bike corral. This milestone comes nine years after the first one was installed in north Portland in 2004. The 100th corral is installed at the New Seasons Market on SE Hawthorne Blvd.

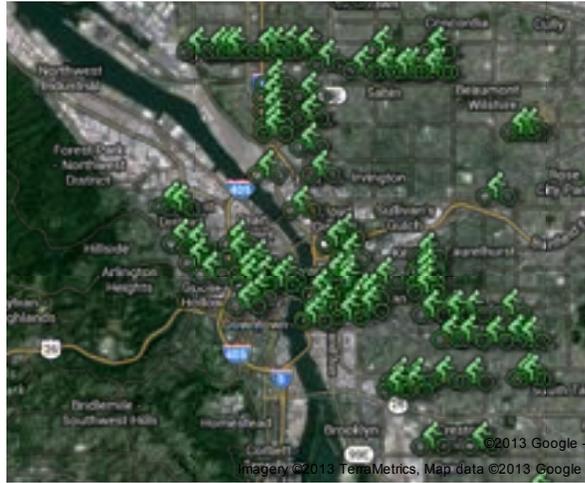
In a press release, PBOT says their bike corral program, "has helped Portland businesses increase on-street customer parking ten-fold."

To date, the corrals have allowed businesses to swap 163 auto parking spaces for 1,644 bicycle parking spaces. Fewer car spaces has led to more customer access and a healthier environment.

While these days it's hard to keep up with bike corral installations, the program got off to a slow start back in 2004. The first ever location was on North Shaver at Mississippi in front of Fresh Pot. After that one went in, it took [over two years for PBOT to install another one](#). The delay was caused because [PBOT couldn't settle on a design they were comfortable with](#) replicating all over the city.

However, once the design became finalized, PBOT has struggled to keep up with demand. From 2004 to 2009, PBOT had installed just 20 bike corrals. Now they've done 80 in the past four years and there are currently another 98 bike corral applications under review. What accounts for the big backlog? As we reported in 2011, [PBOT handles each request on a case-by-case basis](#) and not everyone location gets the OK.

The map below (created by PBOT), shows all 100 of the current locations (you can also [view a list of all 100 locations and the businesses](#) responsible for them)...



View [City of Portland On-Street Bicycle Parking Corrals](#) in a larger map

Here's more about the corrals from PBOT:

Bike corrals are groupings of six to 12 bike racks installed on-street. While most of Portland's bicycle parking is provided on sidewalks, in a growing number of commercial areas the high demand for bicycle parking is exceeding sidewalk capacity. In other cases, local businesses simply prefer bicycles in the parking strip rather than autos in order to attract and serve customers as travel patterns shift from auto use.

In addition to increasing customer parking, bike corrals also free up congested sidewalks, and improve visibility at busy intersections for those on foot or behind the wheel.

Today, bike corrals dot many parts of the city (but there are still large swaths of Portland that have zero corrals)...



At Pambiche, 28th and Glisan.



At the South Park Seafood Grill & Wine Bar, SW Salmon and Park.



SW Broadway and Pine (formerly Saucebox).



At Powell's Books, NW Couch and 11th.



At Widmer Gasthaus, N Russell and Interstate.



At Stumptown and Bijou Cafe, SW 3rd and Pine.



At Pine State Biscuits, NE 22nd and Alberta.

If you'd like to know more about Portland's bike corrals, [browse our archives](#): We've been covering the program since 2006! (Who can forget [KATU-TV's feeble attempt to turn them into a "bikes vs. cars" issue?](#)) You can also get the official word [via PBOT's Bicycle Parking Corrals page](#). Streetfilms was also in town last week and [they shot a short video](#) to mark the 100th corral milestone.

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Posted on October 28th, 2013 at 10:49 am. Filed under [Front Page](#) and tagged with [bike corrals](#), [Bike Parking](#). You can skip to the end and leave a response. Pinging is currently not allowed.

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[Victim blaming easy in stories about bike and pedestrian fatalities](#)

October 29, 2013 • Posted by: [Michael McKisson](#)

Fatal pedestrian crashes reach record level








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Mike Christy / Arizona Daily Star

Pedestrian crossings, such as this one on East Broadway in front of Fellowship Square, have activated signals, but that is no guarantee drivers will stop for a pedestrian.

In the last few weeks, the Arizona Daily Star has been reporting more on the rise of bicycle and pedestrian crashes in the region.

The first was [Tim Steller's piece about the lives of bikers and walkers being cheap](#). This weekend, Becky Pallack [reported that Tucson has broken a record](#) for the number of pedestrian deaths at 16 for the year. Another five have died in the county.

[Here's a snippet of the article:](#)

The trend is alarming, and it comes at a time when Tucson is launching a number of new pedestrian-safety projects, said **Emily Yetman**, a member of Tucson's new Pedestrian Advisory Committee.

Police and pedestrian safety experts say at least part of the increase is due to pedestrians being more distracted. In the first fatal incident this year, a man was wearing headphones and looking at a handheld device while crossing Valencia Road.

Pedestrians have a responsibility to be aware of their surroundings, just like drivers, said Tucson police Sgt. **Mary Kay Slyter**.

"Pedestrians think, 'I can see them: They must be able to see me,' but that's not the case," she said.

Even in a crosswalk, people need to be aware of vehicles around them, she said. "You may be right, but you don't want to be dead right."

A lot of the article talks a lot about pedestrians and their actions, but in my opinion not enough attention is paid on drivers and their responsibility on the road. The fact of the matter is that we have drivers hurtling around our streets in two-ton vehicles at 45 miles and hour who are all paying little attention to the road.

It's true pedestrians need to pay attention, be aware of their surroundings and cross when it is safe, but not enough is being done to ensure motorists are treating driving as the privilege that it is.

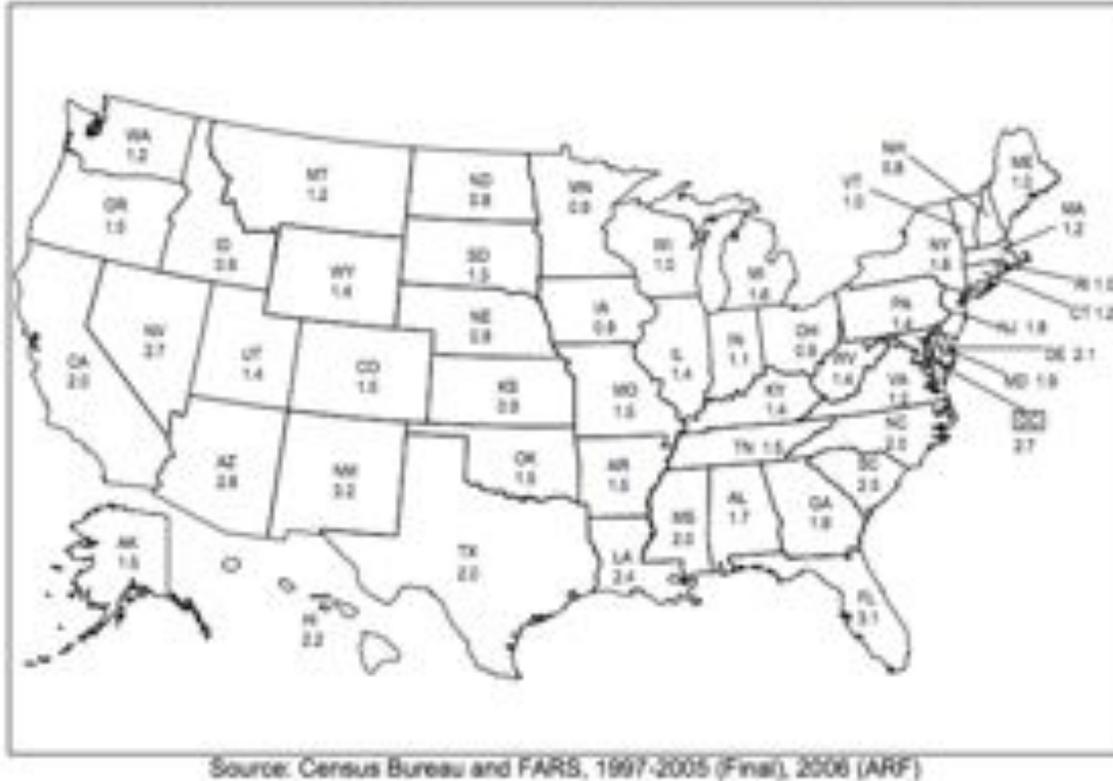
The trouble with many of the crash reporting reports in which the victim is found at fault is that they are based primarily of account of the motorist in fatal crashes. It's often a pretty biased and one-sided account. Of course the motorist says the pedestrian or bicyclist swerved or popped out in front of them.

It's very hard to defend yourself when you are dead.

Sure Tucson has a texting ban, but to my knowledge no driver has been cited for driving and texting. I'll tell you, though, I see several people texting and driving every single day while riding my bike. We pay a lot of lip service to safety, but often the enforcement is lopsided and impotent.

The numbers are slow to come out, but nationally there has been a rise in pedestrian deaths. According to a report by the National Highway Traffic Safety Administration pedestrians were one of the few road users to see increases in traffic deaths in 2011 (Three percent increase). Pedestrians also saw a four percent increase in 2010.

Figure 2-4: Average Pedestrian Fatality Rate per 100,000 Population by State



[In 2010, Arizona had the third highest pedestrian fatality rate](#) at 2.28 fatalities per 100,000 people. Only Florida (2.58 per 100,000) and Delaware (2.45 per 100,000) had higher rates.

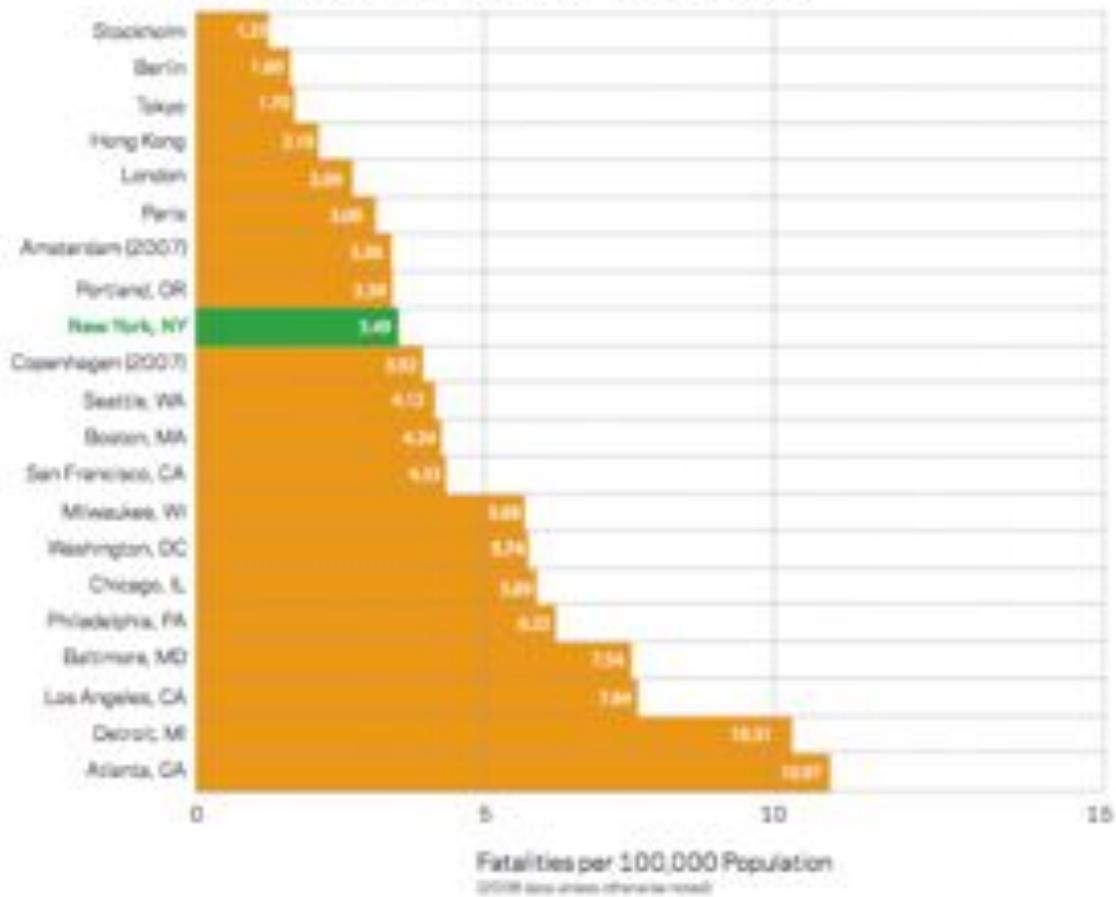
So far in 2013, the rate in the City of Tucson is 3.2 fatalities per 100,000.

Nationally, there were 1.73 pedestrian deaths per 100,000 people.

According to a [pedestrian report by New York City](#), the 3.2 fatalities per 100,000 people does not place Tucson in the top 10 when looking at 2008 data .

Traffic Fatalities in Perspective

New York City vs. International Cities & US Peer Cities*



Out poor safety record has often been cited by the League of American Bicyclists as a concern in our Platinum applications and the situation is worse for pedestrians.

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Steller: In Tucson, lives of walkers, cyclists are cheap



OCTOBER 13, 2013 12:00 AM • [TIM STELLER ARIZONA DAILY STAR](#)

You can kill a 7-year-old in a crosswalk and never sniff a jail cell.

You can drift into the bike lane, smash a couple of cyclists and end up paying a \$1,000 fine.

This year, and especially in the last couple of weeks, the harsh reality of life on Tucson's streets is becoming clear.

Drivers have killed 14 pedestrians in Tucson this year, compared with six through the same time last year. A driver struck another walker Friday night at East 22nd Street and South Wilmot Road, leaving the pedestrian with life-threatening injuries.

Around the area, drivers are also regularly slamming cyclists into the pavement, though the number of deaths in Tucson is just two so far this year, same as last year.

Recent cases suggest a wave of distracted driving is responsible.

None is more heart-rending than that of **Simon Foster**, 7, whose father, **Don**, took him and his sister, **Charlie**, 5, to dinner at McDonald's at East Speedway and North Alvernon Way the evening of Sept. 29. Afterward, as they were crossing Speedway, on a green light and in the crosswalk, a driver simply turned right and plowed into them, police reports say.

That driver, 31-year-old **Saylee Solo**, is facing a misdemeanor charge that, at the outside, could land her in jail for 30 days. More likely, she'll be fined and have her license suspended for a couple of months.

Solo did not answer my call, but Simon's mother, **Laura Withrow**, said police told her that Solo was looking west down Speedway for oncoming traffic when she turned east and struck the trio.

"I'm very upset about it," Withrow told me through tears Friday. "I just don't think it's fair. For her lack of paying attention, my son had to lose his life."

That's the nub of the difficult legal problem. Inattention by drivers of multithousand-pound missiles is killing and maiming walkers and bikers around Tucson week after week, month after month. But because the drivers aren't drunk, or street racing or doing something else

despicable, they escape with relatively mild consequences.

I don't know that turning distracted killers into felons is the answer, but you have to wonder why we care so much about how a driver got to the point of destroying lives. Isn't the destruction itself the real problem?

Brendan Lyons was stewing over this issue Friday when I met him in his hospital room at University of Arizona Medical Center. Lyons and his girlfriend, **Lorena Evans**, were riding their bicycles on East Sunrise Drive toward Sabino Canyon Oct. 5 when a driver drifted up behind them and rammed Lyons, who collided with Evans, sending them both to the hospital with serious injuries.

Why that driver, 19-year-old **Jamal Qusim**, struck them was unclear, but he was cited for failing to stay in his lane and for seriously injuring a bicyclist while failing to allow at least three feet of passing room. The maximum fine for that violation is \$1,000.

The lack of significant consequences bothers Lyons.

When a driver is "distracted by a cellphone — that's a deadly weapon, same as having an alcoholic beverage in your system," Lyons, a Rural Metro firefighter, said, noting he doesn't know why Qusim struck him.

But the laws, or at the least the prosecutors, don't see it the way Lyons does.

Bruce Chalk, who for 14 years prosecuted vehicular crimes in the Pima County Attorney's Office, explained to me Friday that common negligence — looking down at your radio or cellphone — is usually not enough to justify a felony charge under Arizona law. Normally some kind of aggravating behavior such as reckless driving, excessive speed or intoxication is required before prosecutors will charge a driver with a felony.

"It's a question, not so much of what the end of the thing was, but what was the (driver's) state of mind when it occurred," Chalk said.

That may be so in vehicular cases, but there are plenty of other cases where it is the outcome, not the process leading to it, that makes a crime serious. What about when a gang-banger is showing a gun to his friends and accidentally shoots one of them? Will prosecutors treat that as an accident or be more interested in the outcome?

A Tucson attorney who frequently represents bicyclists, **Eric Post**, says Arizona's laws are OK — the greater problem is our car-centric culture and how that influences the officers who enforce the laws. A typical example, Post said, is the bicyclist who is crossing a street in the crosswalk but is hit by a turning vehicle.

If the officer cites anyone, it will be the bicyclist, for riding on the sidewalk before getting to the crosswalk, he said.

The basic message, Post said: "It was OK to run over a human being in the crosswalk."

That's a faulty message, whether the human is on a bike or on two feet.

"Drivers are supposed to be looking at what's in front of them, and most drivers should be able to stop for a pedestrian whether they're in the crosswalk or not," Post said.

Yes, bicyclists are supposed to ride in the street, to the right. Yes, pedestrians are supposed to cross the street at crosswalks or intersections.

But, no, their failure to do so does not absolve drivers from their responsibility to see and avoid them.

Yet, after a pedestrian is struck by a vehicle, Tucson police time and again put out press releases that in effect blame the victim by saying he or she “was not in a crosswalk” or “wearing dark clothing” at night.

Jean Gorman, whose son died after being struck by a driver on the Catalina Highway in 1999, watched this happen in her son’s case and then noticed the pattern as it repeated over and over.

“I found that if a person has been killed, they’re usually the ones that are blamed,” she said. “You blame the dead guy.”

Yes, bicyclists and pedestrians sometimes behave badly — Lyons and other cyclists told me they understand that good roadway behavior is required of cyclists, pedestrians and motorists alike. Yet drivers in Tucson are notoriously sensitive and outraged about the minor inconvenience that walkers and especially bicyclists pose.

But we drivers — and I am one of them, not a particularly attentive one — need to look more closely at ourselves. We’re the ones steering our multiton life-wreckers down the road at 50 while looking down to tap out “LOL” on our phones.

If we can’t be counted on to drive responsibly — and we prove day after day that we can’t — then the police and prosecutors need to hold us responsible with something more than a misdemeanor or a minor fine.

If that takes new laws, making it easier for prosecutors to charge drivers with a felony such as negligent homicide, or mandating jail time for distracted-driver killings, then so be it.

Otherwise, as experience is showing us, we’ll keep on killing and shrugging our shoulders.

Fatal pedestrian crashes reach record level



OCTOBER 27, 2013 12:00 AM • BY [BECKY PALLACK](#),

A record number of pedestrians have been killed in car crashes in the Tucson area this year.

Twenty-one people have died when they were walking or hit by a vehicle since the beginning of the year.

The average for the Tucson area is 15 pedestrian deaths per year, and typically 300

more pedestrians are involved in nonfatal incidents each year. The numbers don't include cases from tribal police or the Arizona Department of Public Safety.

The trend is alarming, and it comes at a time when Tucson is launching a number of new pedestrian-safety projects, said **Emily Yetman**, a member of Tucson's new Pedestrian Advisory Committee.

Police and pedestrian safety experts say at least part of the increase is due to pedestrians being more distracted. In the first fatal incident this year, a man was wearing headphones and looking at a handheld device while crossing Valencia Road.

Pedestrians have a responsibility to be aware of their surroundings, just like drivers, said Tucson police Sgt. **Mary Kay Slyter**.

"Pedestrians think, 'I can see them: They must be able to see me,' but that's not the case," she said.

Even in a crosswalk, people need to be aware of vehicles around them, she said. "You may be right, but you don't want to be dead right."

In the most recent fatal incident, **Eric Beier**, a 53-year-old cook, stepped onto East 22nd Street near South Wilmot Road the night of Oct. 11 and was hit by a car.

He suffered two broken legs, a broken arm, a broken pelvis and head injuries. He died nine days later.

The driver hasn't been cited.

His father, **Henry Beier**, said he wishes drivers and pedestrians could learn from the crash: "Stay alert and look both ways. Make sure you have plenty of time to cross. Be careful."

The issue of distracted pedestrians isn't a new one but it's getting worse, said **Charlie Zegeer**, a pedestrian-safety expert at the University of North Carolina Highway Safety Research Center who visited Tucson this week to train local leaders.

And drunken or distracted drivers still are responsible for a large number of fatal pedestrian crashes, he said.

Sometimes it just comes down to people taking an extra minute when they're in a hurry.

Tina Rieger, 36, was killed by a driver near East Broadway and Rosemont Boulevard in December 2011. She had dropped off her six children at school, took the bus to her college class and was crossing the street in a marked crosswalk.

"I think there would be a lot less accidents and pedestrians run over in crosswalks – if they're in the crosswalk they have the right of way, and everybody knows that – if people didn't try to outrun that yellow light," said Rieger's father, **Tom Haver**. He and his wife adopted the kids.

"It's one lousy, stinkin' minute. That's what cost Tina her life."

AWARENESS CAMPAIGNS

Public-safety messaging is lacking in Tucson, said Yetman, who is executive director of the Living Streets Alliance.

A push for pedestrian safety programs came in 2011, when there was a previous spike in fatal crashes.

"We looked around and realized there were a lot of small pieces addressing it but nothing comprehensive to make walkability a real and safe thing in our community, so we're trying to bring all the pieces together, looking at how to make it safer but also to encourage people to walk for health and environmental benefits," Yetman said.

The alliance created a Pedestrian Safety and Comfort Campaign, and helped establish the city's new Pedestrian Advisory Committee. Now it is working on new public service announcements with the city and private backers.

Future funding could come from the Arizona Governor's Office of Highway Safety, which plans to pay for media campaigns in the next fiscal year.

"We see the increase in pedestrian fatalities and we need to emphasize more mutual respect" between pedestrians and drivers, said director **Alberto Gutier**.

He especially wants to see education for drivers about High-Intensity Activated Crosswalk beacons, called HAWK lights for short, which activate in crosswalks between traffic signals when someone is waiting to cross.

"HAWK works," Gutier said. "The problem with HAWK is not pedestrians or engineering:" It's drivers who don't know what to do.

Drivers should stop for pedestrians when a HAWK light is red and wait for them to cross completely. Then when the light blinks red, drivers may proceed when safe, he said.

Awareness campaigns are sorely needed in Tucson, said **Guy Hansen**, 59, who walks everywhere with his 6-year-old daughter in midtown.

They are always "in defensive mode" because they see near misses between cars and pedestrians each week, he said. He thinks everyone needs a reminder about safety.

“It goes both ways. Pedestrians and drivers — but more so drivers — don’t know the rules,” he said. “People are too much in a hurry. They just zoom on by, and they should stop.”

Recently “we were walking and crossing and somebody takes off from a drive-through, peeling out, and then hit the brakes really hard or we would have been hit,” he said. “It’s really terrible.”

WHAT WORKS

What works to reduce pedestrian crashes is a comprehensive approach to safety, including infrastructure improvements, enforcement and education, Zeeger said.

Police enforcement can lead to a reduction in pedestrian crashes, and a study showed educating kids about how to cross streets safely led to a 60 percent drop in pedestrian crashes involving children, he said.

In South Tucson, that kind of comprehensive program helped reduce the number of pedestrian-involved crashes in the last five years.

“It’s very avoidable, not only on the driver’s side, but on the pedestrian’s side,” said South Tucson Police Lt. **Jeff Inorio**.

In 2008 the city had 11 pedestrian-involved crashes, one of them fatal. In 2012, the number of pedestrians hit by vehicles had dropped to four. So far this year, there have been only two incidents of pedestrians being hit.

Inorio attributes the reduction in crashes to the addition of two HAWK lights at crosswalks along South Sixth Avenue, as well as better street lighting. All of the new and improved lighting has been installed in the last several years.

South Tucson police officers stepped up traffic enforcement and launched an education campaign to reduce pedestrian incidents. Officers cite jaywalkers and speeders and educate drivers on the road rules regarding HAWK lights.

A reduction in the number of bars along South Sixth also helps, since in the past, a lot of the pedestrians who were hit were inebriated, Inorio said.

“That was always our big thing, the intoxicated guys stepping out in front of all the vehicles,” he said. “We still have a lot of jaywalkers, and we’re using a lot of positive enforcement trying to get them to use the crosswalks.”

Tucson has plans in the works, too, said **Ann Chanecka**, who coordinates the city’s pedestrian programs. These include:

- Expanding the Safe Routes to School program, which uses grant money to pay for things like pathways, sidewalks and educational promotions.
- A plan to evaluate lighting on arterial streets and apply for funds to add more streetlights.
- Prioritizing a list of 80 potential locations for new HAWK lights.
- Completing a project to increase the length of time for pedestrian signals by 25 to 30 percent and convert all pedestrian signals to include countdown numbers. Zeeger said a

study found replacing “walk” signs with countdowns reduces pedestrian crashes at those crossings by 25 percent.

- Installing new high-tech sensors to “see” pedestrians in crosswalks and lengthen the crossing time on the traffic light. Tucson has three such sidewalks so far.
- Paying police officers overtime to do pedestrian and bicycle safety enforcement programs. The Arizona Governor’s Office of Highway Safety is giving the Tucson Police Department a \$12,000 grant for such programs.
- Creating a Pedestrian Advisory Committee, which collects input from the public and advises the City Council.

The group has met twice and plans to meet monthly. At the November meeting, the committee will review crash data, said chair **Maia Ingram**, who is the deputy director of the Prevention Research Center at the University of Arizona College of Public Health.

“This is important to the whole city, this issue of safety,” she said, and public interest in the matter is growing with the recent tragedies.

“Where we’re sitting as a committee,” Ingram said, “is wanting to make Tucson a better place for walking and dealing with the reality that right now Tucson doesn’t appear to be safe for pedestrians.”

Free safety materials for kids

Not sure how to talk to your kids about pedestrian safety?

Five-minute online videos are available for free in English and Spanish for three different age groups.

They’re part of the Pedestrian Safer Journey program created by the University of North Carolina Highway Safety Research Center.

Go to www.pedbikeinfo.org/pedsaferjourney to watch.

2013 pedestrian fatalities

A record number of pedestrians have been hit and killed by cars in the Tucson area this year:

Jan. 7 Oscar D. Rodriguez, 21, was in the crosswalk at East Valencia and South Country Club roads at about 10 a.m. when the light changed and he was hit by a van. He died in the hospital three days later.

Jan. 9 Dimitri Thomas Makansi, 19, was a suspect in a criminal investigation, when sheriff’s officials said he intentionally stepped into traffic on North Swan Road near East Sunrise Drive a little at about 10:15 a.m. and was hit by a truck.

Jan. 11 Ruby Martinez, 17, was struck just before 6:30 p.m. on West Nebraska Street at

South San Joaquin Avenue. She died the next day at the hospital. The driver, Denise Torres, 41, left the scene, but returned a short time later. She was arrested on suspicion of felony hit-and-run.

Feb. 1 Marc A. Ohden, 55, was crossing North Campbell Avenue near East Limberlost Drive at about 6:30 p.m. when he was hit by a 2005 Ford Mustang. The section of street did not have a crosswalk or traffic light.

Feb. 5 A man was struck and killed by a train just before 1 p.m. near East Valencia and South Craycroft roads south of Davis-Monthan Air Force Base.

Feb. 9 Roberto V. Romero, 50, was crossing West 22nd Street at South Eighth Avenue at about 7:45 p.m. when he was hit. There were no operating streetlights at the intersection.

Feb. 11 David L. Huffman, 58, was struck by a 2001 PT Cruiser at about 6:45 p.m. while crossing West Fort Lowell Road near North Castro Avenue. There were no streetlights in the area where he was crossing.

March 11 A woman in her 50s, whom a sheriff's official described as "heavily intoxicated," was struck and killed just after 7 p.m. as she crossed West Ruthrauff Road at Calle Reina. The driver of the Nissan Pathfinder swerved to avoid the woman, but she continued walking toward the SUV.

March 12 The body of Jacob Lee Wyckoff, 22, was found on the side of Twin Lakes Drive in Catalina just after 7:30 a.m. Investigators determined that suspect Andrew R. Perez, 24, drove across the road to the shoulder, struck the victim with his black Ford F-150 and returned to his lane.

March 17 Hai T. Ting, 80, was crossing East 22nd Street at South Longfellow Avenue just east of South Alvernon at about 8 a.m. when he was struck by a 1993 Nissan pickup truck.

April 4 Robert L. Ballard, 62, was running across South Swan Road near East Broadway at about 11:40 a.m. when a Nissan Sentra made a right turn to go onto Swan and hit him.

May 23 Dorothy Penrod, 82, was being pushed in her wheelchair across North Thornydale Road near West Linda Vista Boulevard after watching her granddaughter graduate from high school, when she was hit by an SUV. Penrod's 59-year-old nephew also was hit, but he survived.

June 28 Eddie Sagastume, 45, was crossing East Grant Road near North Arcadia Avenue when a 2001 Oldsmobile sedan driving in the center lane hit him just after 8 p.m. Sagastume died in the hospital July 3.

July 15 Xavier Arturo Sanchez, 10, was with a group of children running back and forth across South Campbell Avenue near East Wyoming Street at about 5 p.m. when he was hit and killed by a deputy driving a Pima County Sheriff's Department SUV.

Aug. 3 Gilbert Marietta, 47, was crossing East Grant road at North Avenida El Capitan at about 10 p.m. when he was hit by a 1995 Toyota Tacoma.

Aug. 9 Angelic Monica Barnes Angelic, 29, was crossing East Irvington Road near South Freemont Avenue just before 11 p.m. when she was struck by a 2004 Ford Freestar van carrying three people. The suspected driver, Rebecca Lanette Valenzuela, 18, left the scene. The next day a family member noticed the damage to the van and turned her in.

Aug. 25 Georgia Rodriguez, 63, was crossing West 22nd Street near South Osborn Avenue at about 9:30 p.m. when she was hit by a Chevy Impala.

Sept. 13 Daniel Cordova, 50, was the victim of a hit-and-run when he was walking along South Mission Road near West 36th Street shortly after 7 p.m. He was taken to a local hospital where he died. Witnesses saw a light color, small to medium sized SUV run down Cordova.

Sept. 29 Simon Foster, 7, was crossing East Speedway near North Alvernon Way, in a crosswalk with his father and 5-year-old sister when he was hit and killed by Saylee Solo, 31. Solo received a misdemeanor citation.

Oct. 11 Eric Beier, 53, was crossing East 22nd Street near South Alamo Avenue at about 9 p.m., when he was hit by a 2003 Saturn Ion. He died in the hospital Oct. 20.

Oct. 19 Matthew Bono, 28, was crossing East Speedway near North Richey Boulevard at about 3 p.m. when he was struck by a 1977 half-ton pickup truck driven by Edward George, 74. The driver didn't stop until witnesses following him got his attention. He returned to the scene and was booked into the Pima county jail on suspicion of second-degree murder.



PIMA COUNTY COMMUNICATIONS OFFICE
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FOR IMMEDIATE RELEASE
Nov. 5, 2013

Supervisors approve \$25,000 more in funds for El Tour de Tucson

The Pima County Board of Supervisors on Tuesday, Nov. 5, unanimously approved an additional \$25,000 from its Contingency Fund to support the annual El Tour de Tucson on Saturday, Nov. 23.

The County has long provided funds for El Tour and had budgeted \$26,063 for it this year. The action Tuesday brings the County's support to \$51,063.

County Administrator Chuck Huckelberry explained to the Board that Perimeter Bicycling Association, the nonprofit organizer of El Tour, lost its title sponsor this year.

The event attracts 8,000 to 9,000 cyclists, he said, with at least half of them coming from outside of Pima County.

In a memo to the Board, Huckelberry said that "over 30,000 spectators are expected along the route."

"A 2009 post-event survey for El Tour showed an average of \$706 spent per rider. El Tour's annual economic impact is estimated at almost \$80 million."

Supervisor Ray Carroll, District 4, said support for El Tour "is an economic development issue that I take seriously."

Huckelberry also noted in his memo that "managing multiple routes and thousands of spectators and riders, while maintaining safe traffic flow along the 100-plus-mile route, is increasingly challenging and costly."

"Pima County and the City of Tucson, in response to a very serious car-bicycle accident in 2008, increased the level of traffic control required for the event. The cost of the increased traffic control has significantly impacted El Tour's ability to fund the event."

Perimeter asked for an additional \$25,000 from the County and from the City of Tucson. The City Council approved the additional funds, which nearly doubled its contribution to the event, last month.

El Tour looks to city and county to fill financial gap



NOVEMBER 05, 2013 12:00 AM • BY [MARIANA DALE FOR THE ARIZONA DAILY STAR](#)

After losing its title sponsor, El Tour de Tucson is looking to the city and Pima County to fill some of the financial void .

The city of Tucson has already agreed to almost double its financial commitment to the community's premier cycling event, kicking in an extra \$25,000. Today, the county Board of Supervisors will consider doing the same.

Tucson had previously approved \$25,586 for the Nov. 23 event, while the county previously agreed to put up \$26,063.

For the last six years, El Tour has been sponsored by the University of Arizona Medical Center, which dropped to a lower level of sponsorship this year, creating a \$250,000 gap in the budget.

Perimeter Bicycling, the nonprofit that organizes the race, raised more than half of the additional funding but still needs \$56,000.

The cost of securing the cycling circuit has risen in recent years, according to President and race founder **Richard DeBernardis**.

"Our event requires more safety equipment than any other event in the community," DeBernardis said. "There's no event that uses 111 miles of the county."

County Administrator **Chuck Huckelberry** issued a memorandum imploring the Board of Supervisors to fund El Tour in October.

"Richard DeBernardis came to us awhile ago," said Assistant County Administrator **Nanette Slusser**. "We suggested if the region was willing to participate, we would match."

If the request for more money is approved, the additional \$25,000 will come from the board's contingency fund.

The city approved its added contribution over the summer. The \$25,000 infusion is a mix of money from the general fund and Ward 5 Councilman **Richard Fimbres**, who assigned \$10,000 to El Tour from his ward's budget surplus.

"El Tour has been a great generator for us in the tourism field," Fimbres said. "I was more than happy to try to help them continue to meet their goal of fundraising."

"We understand that their costs have gone up because we need to keep the riders safe and the community safe during the event," Chief Financial Officer **Kelly Gottschalk** said.

The city's initial \$25,586 allocation for this year's event was from its economic and workforce development grants program.

El Tour funding represents almost 42 percent of the money originally set aside by the city for special events this year. The organization with the second-highest amount of funding is the Tucson Festival of Books, which received \$18,000.

The city's level of support has fluctuated from \$22,000 in fiscal year 2013 to less than \$15,000 in 2011 and 2012.

"It is difficult to give money to events because the city's budget continues to be strapped, but this is one of the biggest economic-driving events that we have," Gottschalk said. She estimated that only the Tucson Gem and Mineral Show brings more tourism dollars to Tucson.

DeBernardis said money from the city and county will help abate the high cost of police, about \$150,000.

"You still need the same safety equipment if you have 1,000 or 10,000 cyclists," DeBernardis said. "Your expense for police and safety will remain the same. "

Barricades used to partition the race route are also one of the largest expenses.

"In two or three years, it has gone from \$29,000 to over a \$100,000 bill, so that's like a 300 percent increase," DeBernardis said.

The total cost of the race, or its profits, won't be determined until the end of November, but DeBernardis estimated the final bill at about \$1.8 million.

He said registration numbers at this point have surpassed last year's total, with about 5,800 cyclists signed up.

"In the next two weeks, another 2,500 to 3,000 register," DeBernardis said. "That's always the way."

Replacing the title sponsor funding has been hard, he said.

"Looking at the businesses in this community that can afford that money, there's not that many," DeBernardis said of the \$250,000 title sponsor package.

But a number of businesses have chipped in to help fill the gap, he said, and the organization will accept bids for sponsorship until Friday.

In future years, he said, El Tour will have to reconsider how it funds the ride. The group is considering several options, from raising participation fees to securing more sponsors.

"We will put the event on; there is no doubt," DeBernardis, "Will we lose or will we make money this year? We don't know that."



Wednesday, October 11, 2013

Daryl Cole, Director
Tucson Department of Transportation
201 North Stone
Tucson, Arizona 85701

Dear Mr. Cole,

I'm writing today on behalf of the Tucson-Pima County Bicycle Advisory Committee (TPCBAC) regarding a number of recent improvements made to bicycling infrastructure in the city. In the past couple months numerous small fixes have been made and issues addressed that have made significant improvements to the comfort and safety of bicyclists, and we want to express our appreciation for these.

1. We are pleased to see the bike corral reinstalled after the resurfacing work was completed at the intersection of 6th Avenue and 7th Street, as well as the bike corral near the Main Gate of the University. Both seem to be heavily used, and we look forward to seeing additional corrals installed in the future, particularly along the streetcar corridor where demand is high.
2. We appreciate the no-parking red curb paint along the pinch points on 4th Avenue; between that and the painted parking spaced bicyclists are much less likely to get squeezed between parked cars and the tracks in these areas. We hope to see the treatment continued throughout the corridor where applicable, particularly along University Ave.
3. We were relieved to see that the misapplied sharrows along Fourth Avenue were removed and the pavement repaired, and are looking forward to their reinstallation in the correct locations.
4. We are happy to see that the bicyclist signal actuator buttons at 4th Avenue and 6th Street have been replaced.
5. We understand that the Streetcar team made some last minute changes to the curbs at Avenida del Convento and Cushing Street to make them more accessible for bicycles; we appreciate the willingness to move quickly on this.
6. We expressed our concern about the curb ramps at the streetcar station next to the Convention Center some months ago, and are happy to see that they are being re-worked.
7. While we wish that explicit bike lanes had been included on the 6th Avenue restriping, we are happy to see that the engineers chose to use a center turn lane configuration as we suggested in our previous letter; we continue to feel that this will make the road safer for bicyclists and pedestrians alike.
8. We heard from a citizen bicyclist recently who had issues with construction barricading along Houghton; before the BAC had a chance to consider the issue MJ Dillard had already directed contracts to improve the situation by laying down additional asphalt; we appreciate her responsiveness to the cyclist's concerns.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Ian Johnson", written in a cursive style.

Ian Johnson
Chair, Tucson-Pima Bicycle Advisory Committee

CC: Andrew McGovern, Joe Chase, Ann Chanecka, MJ Dillard



www.scvbac.org

Meeting Minutes Oct 2, 2013

Attendance: John (JP) Pilger, Bill Adamson, Bill Hill, Tony Crosby, Tony Amos, Tom Hausam, Jim Jordan, Bob Epstein, Lee Fairman.

- 1) JP called the meeting to order at 3 PM.
- 2) The minutes of the May 5, 2013 meeting were approved.
- 3) PCSD: Need replacement for Sgt Reis
- 4) SAV: Bill Hill said the Bike Patrol had worked the Farmers Market. Jim brought up the article by a SAV member that ran in the local paper. It contained two errors as they relate to the rules of the road for bicycle riders. A correction was published but could easily have been missed.
- 5) Status of Projects and Advocacies:
 - a) TPCBAC - Bill Adamson reported that Matt Zoll has requested we recommend some more candidates for TPCBAC membership. Kate has resigned due to too many other commitments. Matt is particularly looking for female candidates for balance.
 - b) Quail Creek - Lee said he will be trying to publicize cycling opportunities using the community newsletter and bulletin boards.
 - c) Bike Shop Issues - Tony Amos is conducting two road rides: a Saturday morning ride at a fast pace and a Tuesday evening ride that is slower and shorter. Also, he is conducting a recurring bike maintenance seminar at Posada Java at 9 AM on the second Saturday of the month.
 - d) GVC T & A/ADOT - Jim reported on the difficulties in improving the traffic entrance to the Continental Mall as PCDOT does not control roads on private property. ADOT believes it has money for shoulders on the East Frontage Road. Funding for design work is available but obstacles may exist as the EFR will have to be classified as a federal road. PCDOT is planning to repave Esperanza from Abrego to Desert Bell and this will likely precede the T & E grant, which is primarily striping. Bill A expressed interest in reviewing the striping plan. Jim said the sidewalk work on Camino del Sol is officially complete (ADA compliant) but a service request has been submitted to correct bad surfaces at the north end. Tom mentioned he has learned that PC street sweeping will be on a twice a year schedule.
 - e) RTA/Anza Trail/Connectivity - Bill A. said the new B/P Working Group at PAG has been formed and a bicycle enthusiast from Sahuarita was selected. He is attempting to contact him for discussions of regional bike interests. The PC Board of Supervisors has approved naming the Julian Wash trailhead on the LOOP for Roy Schoonover. This is a much deserved honor for a long time bike advocate responsible for a vast amount of bike improvements in all of PC.
 - f) Mountain Biking Issues /WDT - Tony Amos is interested in involving high school students in cleaning up some of the trails in the WDT. Tony C reported that some limited maintenance may be tolerated. Several members expressed the hope that access to the section south of Continental Rd will be improved.
 - g) Anza Trail/Connecting Bike Paths - Bill A presented the two SCVBAC letters (see attachment) sent to the PC Bond Comm requesting that the Anza Trail connection from Pima Mine Rd to the LOOP be added to the next PC Bond Election. Without this

connection the communities in the Green Valley/Sahuarita region will not fully achieve the benefits shown in PC studies of the LOOP and connecting trails. The PC benefit studies of the LOOP and connecting trails has so far ignored future connecting trails south of the LOOP. To facilitate this connection the San Xavier District management was asked to consider having the Anza Trail on tribal property but will not consider this presently. Bill said he and others are working with PC trails planners to define a trail alignment that bypasses the reservation to the east to connect the Anza Trail to the LOOP at the Santa Cruz River Path at Valencia. There are several feasible routes that are being finalized as an alternative if district permission cannot be obtained. Cost of the 13 mile dirt connection is estimated at \$250K. Otherwise Bill has been busy presenting briefings on the need to complete the Anza Trail to the GVC Community Services Committee and the GV Chamber of Commerce tourist committee, scouting routes along the banks of the Santa Cruz between Sahuarita and Pima Mine Rd, and planning a mountain bike ride as part Anza Days event at the Historic Canoa Ranch. Bill and others are working on the route for a mountain bike trail for the new Canoa Preserve Community Park.

- h) Education - Bill Hill said another bike skills class will be held this season. JP pointed out the cycling training videos available on the League of American Bicyclist website.
- 6) Publicity/Events/Education/Website:
 - a) JP mentioned the contact he has made with Vici Doyle of Visit Tucson. He hopes to establish our SCVBAC website as a 'helpful link' on their website VisitTucson.org

The meeting was adjourned at 4:05PM. The next meeting will be held Nov 6, 2013 at the GVC offices.

Tony Crosby, Scribe

Roy Schoonover Trailhead



PIMA COUNTY

PIMA COUNTY BOARD OF SUPERVISORS

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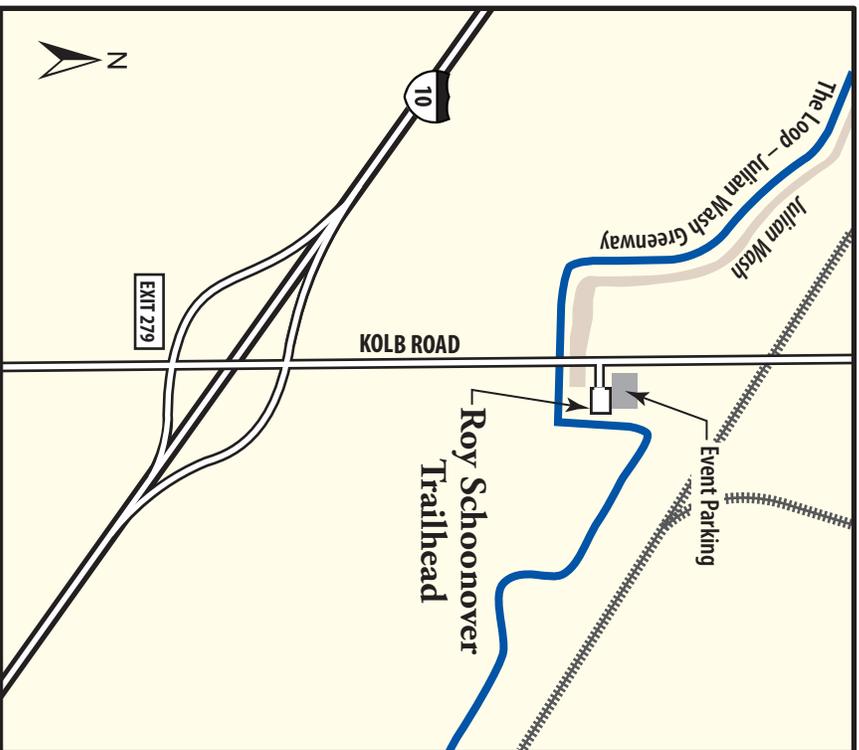
Anita Kellman, District 4

Victor Rivera, District 5



Dedication Ceremony

Friday, November 22, 2013 • 10:00 a.m.



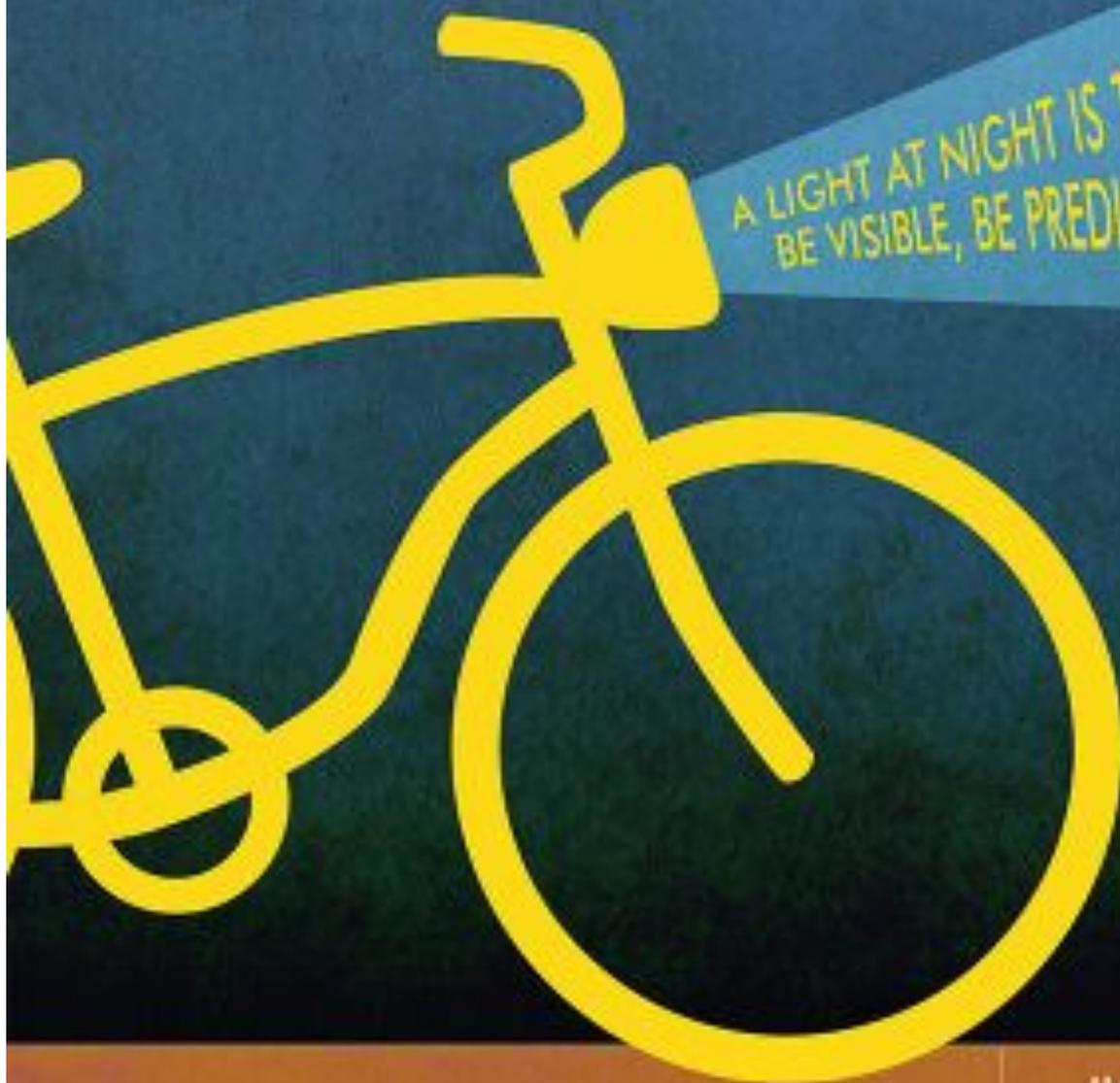
Location: Julian Wash Greenway, east of Kolb Road, north of I-10. Dedication parking will be north of trailhead parking lot.

*Pima County Board of Supervisors,
The Honorable Ray Carroll, District 4,
Pima County Natural Resources,
Parks and Recreation,
Pima County Regional Flood Control District,
and
Pima County Department of Transportation
Bicycle and Pedestrian Program
Cordially Invite You to Attend
the Dedication Ceremony for
Roy Schoonover Trailhead
Friday, November 22, 2013
10:00 a.m.
Following the dedication there will be
two celebratory bicycle rides
and refreshments will be available.*

Light the Night

BIKE LIGHT DISTRIBUTION CAMPAIGN

A LIGHT AT NIGHT IS THE LAW
BE VISIBLE, BE PREDICTABLE



Tuesday, Nov. 19, 2013
5 p.m. until supplies last

Intersection of Fontana Ave. and Blacklidge Dr.

Hosted by:



living streets alliance



Partnership for Active Living