



October 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 October 2013 Agenda
2. Current TPCBAC Roster
3. Draft TPCBAC September Minutes
4. Articles of Interest:
  - a. "City Council backs \$21 million for better walking and biking, citing boost to economy" - BikePortland.org
  - b. "No, Bike Lanes Don't Hurt Retail Business" - The Atlantic Cities
  - c. "Bicycle-Friendly Business Districts" - Momentum Magazine
  - d. "IT'S OFFICIAL: NEW FLEXIBILITY FOR BIKEWAY DESIGNS!" - League of American Bicyclists
  - e. "Portland takes note as NACTO releases 'Urban Street Design Guide'" - BikePortland.org
5. Sent letters (from previous meeting)
  - a. Support for Bike Share
6. Consent Agenda Items
  - a. Letter of Appreciation for Recent COT Bike Improvements
7. Bicycle-project related ***\*excerpts only\**** from September 13 Memo from County Administrator.  
Complete memorandum available here:  
  
<http://webcms.pima.gov/common/pages/UserFile.aspx?fileId=51193>



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the **Tucson-Pima County Bicycle Advisory Committee** and to the general public that the **Tucson-Pima County Bicycle Advisory Committee** will hold the following meeting which will be open to the public:

Meeting Date: **Wednesday, October 9, 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. <b>Call to Order</b> ; approval of September 2013 meeting minutes	<b>5 min.</b>
2. <b>Call to Public</b>  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. <b>Individuals are allowed three minutes each.</b> If additional time is needed to address the BAC, it may be considered as an agenda item for a future meeting.	<b>10 min.</b>
3. <b>Law Enforcement Staff Reports from TPD and PCSD</b>	<b>10 min.</b>
4. <b>Green Lanes Project Presentation</b>	<b>20 min.</b>
5. <b>Slideshow: Innovative Infrastructure in Pacific Northwest</b>	<b>20 min.</b>
6. <b>Bike Lanes at Campbell and the Rillito</b>	<b>20 min.</b>
7. <b>Consent Agenda</b>	<b>2 min.</b>
a. Letter of Appreciation for Recent COT Bike Improvements	
8. <b>Staff Reports</b>	<b>10 min.</b>

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

Association of Governments

**9. 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)

**10. Announcements**

**5 min.**

**11. 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	

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 ( )	<b>3 Vacant Position(s)</b>		
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 7675 S. Cressida Way Tucson, AZ 85746 Work Phone: 791-4371 COT Home Phone: 284-9133 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 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	Eric Post Pima County Representative Tucson, AZ 85701 Home Phone: 520-870-3987 EricofAZ@cox.net	8/19/2013	8/18/2015
Pima County	<b>1 Vacant Position(s)</b>		
Town of Marana	Glenn Pflleiderer 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, September 11<sup>th</sup>, 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 govt'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 5<sup>th</sup>, 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 5<sup>th</sup>, 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. 18<sup>th</sup> 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. 16<sup>th</sup> 3:30 pm.
- b. **Enforcement (Colin Forbes)** – No meeting last month. Next mtg is Sept. 26<sup>th</sup>. 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. 25<sup>th</sup> and Architecture on Wheels Hike and Bike Tour is Sept. 29<sup>th</sup>.
- 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. 26<sup>th</sup> 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 Pfleiderer, 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

From: <http://bikeportland.org/2013/09/18/city-council-backs-21-million-for-better-walking-and-biking-citing-boost-to-economy-94178>

## [City Council backs \\$21 million for better walking and biking, citing boost to economy](#)

Posted by [Michael Andersen \(News Editor\)](#) on September 18th, 2013 at 2:14 pm

The ways people talk about active transportation seems to be changing in Portland, both inside and outside of government.

At a unanimous City Council vote Wednesday in favor of \$20.7 million in federally backed walking and biking improvements throughout the city, including \$9.1 million to enact [parts of the East Portland in Motion plan](#) and \$6.6 million for what promises to be [a historic upgrade of central Portland bike facilities](#), people on both sides of the council dais were repeating an idea that isn't always common: Improving biking improves the city for people who don't.

Leading the shift: new Transportation Commissioner Steve Novick, who echoed and rephrased some of the observations we shared from [his speech two nights before](#).

"It should be obvious to everybody that the freight improvements are connected to economic development," Novick said Wednesday, referring to \$4.1 million dedicated to efficient truck movement. "But the things that make it easier to walk and bike are economic investments. There's a couple of ways to improve your family's economic position. One is to make more money, and one is to reduce your expenses. Active transportation investments help people reduce their expenses."

The city said it would match \$22.2 million in federal flexible funds, which would be awarded by regional agency Metro, with \$2.6 million in local money for a total of \$24.8 million in freight and active transportation projects. Full details are [on the city's website](#).

Novick also noted that more comfortable sidewalks, street crossings and bike lanes help businesses by cutting their health care costs.

"It's obvious to people that when people bike, they're healthier," Novick said. "They're also healthier when they have access to transit because they're walking."

Commissioner Nick Fish, following Novick in voting to prioritize the biking and walking projects, congratulated the commissioner on what he said was Novick's "finest speech to date" from the council bench.

Another theme that emerged: adding clearer separation between auto, bike and foot traffic, using physical barriers or simply more dedicated space, improves things for people on foot.



Commissioner Steve Novick speaking at a Green Lane Project event earlier this week. (Photo © J. Maus/BikePortland)

"One of the ways to make downtown more welcoming is to be able to walk on a one-way street and not have a bicycle coming at you," said Charles Johnson, who testified at the hearing. "Are any city resources being expended to make the majority of the Portland population get around without being made to come face to face with a selfish cyclist on a sidewalk?"

Prompted by a question from Fish, [Bicycle Transportation Alliance](#) Advocacy Director Gerik Kransky testified along similar lines, though he phrased things differently.

"We've become victims of our own success," Kransky said, talking about the quantity of bike and foot traffic in the central city. "It used to be that a multi-use path 10 to 14 feet in width was the gold standard. We're finding that that's not enough."

The Hawthorne Bridge's sidepaths are 10 feet wide. TriMet's new bridge, which will also be shared by people biking and walking, will be 14 feet in each direction.

Some of the grant money will go to improving bike connections on the west landing of that new bridge.

"That section will open the door to bikes and pedestrians from the entire Southeast Portland neighborhood to the South Portland area," said Roger Gertenrich, a former mayor of Salem who now lives near the South Waterfront.



Rendering of the path over TriMet's new bridge connecting Southeast Portland to the South Waterfront.

Economic growth and pedestrian comfort weren't the only issues raised Wednesday; many said the projects would improve safety for people on bikes and foot.

"They're not just about livability, though that's important," Novick said, just before casting his vote in favor of the citywide sheaf of projects. "They're not just about global warming, though that's important. They're not just about safety, though that's very important. They're also economic investments. Aye."

CHARTS

# No, Bike Lanes Don't Hurt Retail Business

ERIC JAFFE SEP 10, 2013 21 COMMENTS



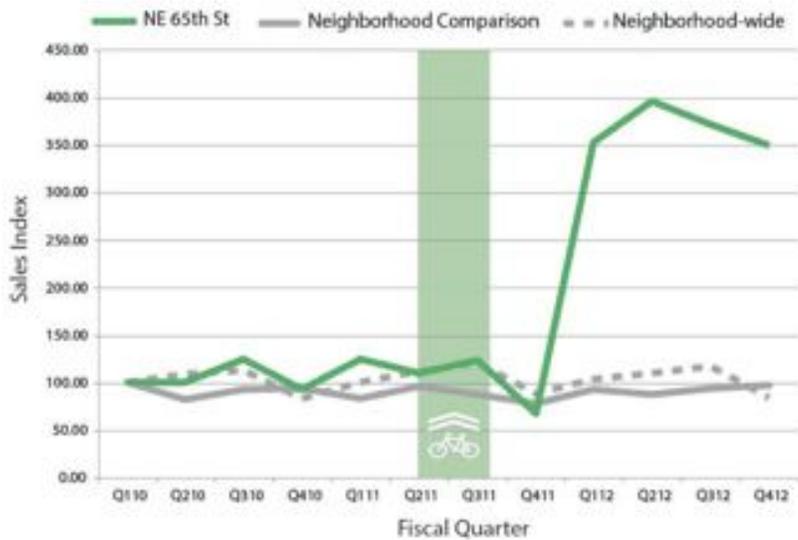
City retailers [tend to overestimate](#) the importance of parking to their business. They fail to see the many downsides of free parking (congestion and low shopper turnover, among them). They believe more people arrive at the store by car than actually do. They may not even realize that while driving customers spend more per visit, non-drivers spend as much or more [in the long term](#).

And yet whenever a city considers installing a bike lane, rest assured some retailers will protest the perceived loss of automobile access. Take the bike lane that stole a dozen parking spaces from [65th Street in Seattle](#) a couple years back (for reasons that will seem far less arbitrary in a moment). The typical comment from a bike lane opponent to the city's department of transportation went something like this:

Please do not take away the 65th St. traffic lanes for bicycle lanes. Traffic is congested already and eliminating street parking for cars will [be] detrimental for all small businesses located on 65th.

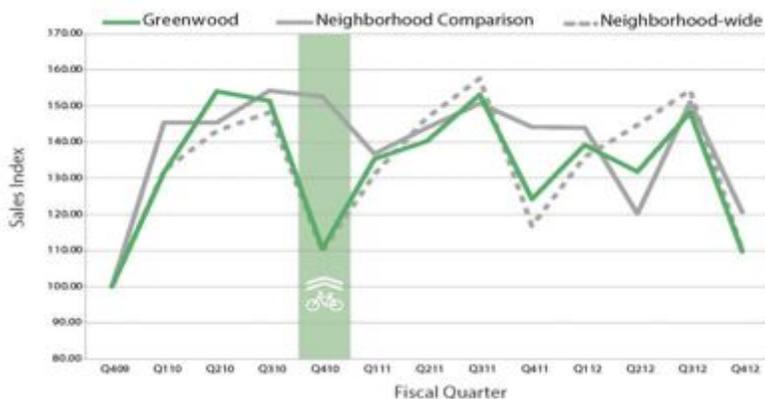
If you find such claims strong on emotion and light on empiricism, you're not alone. Kyle Rowe, who's studying the built environment at the University of Washington, decided to put that standard retail response to the test. He put together a case study to see whether businesses really had a beef with bike lanes, or were making a fuss about nothing [[PDF](#); via [Transportation Issues Daily](#)].

Rowe collected city data on taxable retail sales in the corridor before and after the bike lane on 65th Street went into place. He compared the 65th Street sales figures to those generated by a similar retail corridor where no changes had been made to the street, and also to the sales made by retailers in the entire neighborhood. What he found isn't exactly subtle (the green bar is when the lane was installed):



So that happened. After the city removed 65th Street's 12 parking spots and striped a bike lane there instead, the sales index in the corridor exploded 400 percent. Now keep in mind that Rowe didn't have the experimental controls to say that the bike lane *caused* the increase — some other factor may have played a greater or contributing role — but it's quite safe to say business didn't suffer from it.

To make sure 65th Street wasn't a fluke, Rowe also looked at a lane installed in the [Greenwood district](#). There the city removed an entire lane of traffic as well as a few parking spots to accommodate the bike lanes. Once again Rowe compared taxable sales in the corridor to a similar strip and the neighborhood at large. Here's what he found:



Those results don't look too special — especially after the 65th Street chart — but that's kind of the point. Business didn't spike in the Greenwood district once bike lanes were added, but it didn't plummet, either. It did about as good as everywhere else in the area. Writing at the *Seattle Transit Blog* [last month](#), Rowe says the unequivocal takeaway is that bike lanes have no "negative impact" on retailers:

Looking at the data, one conclusion can clearly be made, these bicycle projects did not have a negative impact on the business districts in both case studies. This conclusion can be made because in both case studies the business district at the project site performed similarly or better than the controls.

Rowe's isn't the only recent study of its kind. A very fresh analysis of how bike lanes (and pedestrian improvements) impact retailers in New York [reached similar conclusions](#). At best, retailers in a corridor seem to benefit from the change. At worst, they can still count on business as usual.

Top image: [connel /Shutterstock.com](https://www.shutterstock.com)



Eric Jaffe is a contributing writer to The Atlantic Cities and the author of *The King's Best Highway: The Lost History of the Boston Post Road, the Route That Made America*. He lives in New York. [All posts »](#)

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by Taboola

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(Kiplinger)
- [The All-New Hatchback That's Raising the Design Bar Among Small Economy Cars](#) (NY Daily News)
- [The One Thing You Should Do Before Bed, Every Night](#) (OPEN Forum)
- [The Most Shameful McDonald's Locations Worldwide](#) (TakePart)
- [Inside S.F.'s Teensiest Apartments – Major Inspo Ahead!](#) (Refinery29)

[?]

## Bicycle-Friendly Business Districts

by [Meaghan Hackinen](#) September 11, 2012



*Evan Patrick Kelly*

### *Bicycle Friendly Business Districts*

Krista Leaders, left, Project Manager for Bixby Knolls Business Improvement Association rides the association's cargo bike to local bike store The Workshop for a quick tune up. Blair Cohn, executive Director, BKBIA accompanies on the right.

Imagine a place where business owners bicycle to meetings, employees commute by bike and customers receive a discount for riding to their favorite shops. A Bicycle-Friendly Business District (BFBD) is such a place.

**RELATED** [Meet April Economides](#) To establish North America's first BFBDs, the City of Long Beach hired sustainable urban planning expert April Economides of Green Octopus

Consulting. Four districts – Bixby Knolls, Retro Row, East Village Arts District and Cambodia Town – participated in the pilot, sponsored through a grant from Los Angeles County Department of Public Health's RENEW (Renew Environments for Nutrition, Exercise and Wellness) initiative.

The Long Beach pilot included installing more bike racks and buying bikes and cargo bikes for business owners, association leaders and employees to use. Other program initiatives were creating the Bike Saturdays discount program, adding stencils reading "Walk Your Bike" on sidewalks, giving 195 free bike tune-ups at 19 clinics, and hosting free community bike rides. Combined, these actions create a healthier, livelier business area for all to enjoy. Though the Long Beach pilot program came to a close early in 2012, BFBDs live on under the direction of individual districts.

According to Economides, each BFBD is unique, because each district is tailored to suit the needs of the specific area. In BFBDs, business association leaders, owners and employees also use bikes to commute, run errands and grab lunch. This is a good thing: "People who bike to work are healthier and happier, and they take fewer sick days," said Economides. Happy, hardworking employees directly translate into financial gains for business owners.

A concern for most businesses, said Economides, is not being able to provide enough parking. Replacing cars with bicycles helps alleviate these concerns. "If a business can get some existing customers on bikes, suddenly more spots open up. The bottom line is bikes help to decrease parking problems." An increase in bicyclists – who can easily park their ride and pop into a store – also means more eyes and ears in the community, making BFBDs safer places. Businesses also gain what Economides calls "the intangible benefit of learning more about bicycling and how biking benefits their community."

According to Economides, the ideal BFBD should have ample free, convenient bike parking, offer discounts for customers who arrive by bike and integrate bikes into district events. "In car-dominant cities, people depend on their vehicles to drive out of their neighborhood and go to the mall for food, shopping and

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services. A lot of times people don't even realize what great services are in their own neighborhoods.”  
Keep an eye out for more BFBDs in the future. Seven districts in San Diego just launched programs in the summer of 2012. Miami, FL, Oakville, ON, Minneapolis, MN, and New York, NY are also embarking on programs. With tangible benefits for all shareholders in the community, it is easy to see why BFBDs are popping up everywhere.

## Tags

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<http://www.bikeleague.org/content/its-official-new-flexibility-bikeway-designs>

*September 10, 2013*

IT'S OFFICIAL: NEW FLEXIBILITY FOR BIKEWAY DESIGNS!

*by Caron*

At the [National Bike Summit](#) in March, Secretary Ray LaHood [committed U.S. DOT to improving safety for bicycling](#) and reiterated a promise to look at the agency's design guidelines for building bicycling facilities.

Today, Secretary Anthony Foxx assumes LaHood's mantle in a significant way. I am in Boulder, Colo., at the bi-annual [Association of Pedestrian and Bicycle Professionals](#) conference where the Federal Highway Administration (FHWA) today [announces](#) new bikeway design guidance that embraces the "[NACTO Urban Bikeway Design Guide](#)," as well as the more traditional AASHTO bike guide.

The National Association of City Transportation Officials (NACTO), has published two editions of its [bicycle design guidelines \(available free online\)](#) explaining and promoting the most innovative bicycling infrastructure from leading cities around the country. Now, instead of just using the AASHTO design guidelines, FHWA is encouraging state and local governments to plan and implement new bicycling infrastructure design using this best practice manual.

**This is a giant step forward to creating safe, effective and cutting edge infrastructure in cities and towns around the country.**

State and local governments often look to FHWA approved guidelines before building projects, because following an industry standard helps protect them from liability.

By approving and recommending the NACTO guidelines, FHWA has given cities and states a whole new set of tools with which to create a Bicycle Friendly America.

## [Portland takes note as NACTO releases 'Urban Street Design Guide'](#)

Posted by [Jonathan Maus \(Publisher/Editor\)](#) on September 24th, 2013 at 11:58 am



Screenshot from NACTO website.

The National Association of City Transportation Officials (NACTO) released their [Urban Street Design Guide](#) yesterday. The new guide is being hailed by its creators as, "a blueprint for the 21st century streetscape" and it couldn't come at a better time for Portland.

Founded in 1996, in the past few years NACTO has been re-energized by hitching its wagon to the [urban cycling revolution](#) and its bikeway design guidelines have fueled much of [the street renaissance in New York City](#) and beyond.

"We applaud the direction they are going and the overall vision of streets as great public spaces that contribute to community and economic vitality."

-- *Diane Dulken, PBOT spokeswoman*

Back in August, the Federal Highway Administration -- an agency long thought to be at odds with the innovative street designs favored by NACTO member cities -- issued [a memorandum](#) officially endorsing NACTO's [Urban Bikeway Design Guide](#). That federal sanction of the cycle tracks, buffered bike lanes, and so on is crucial for city traffic engineers who might be wary of implementing innovative treatments that aren't included in the FHWA's publications. The adoption of the bikeway design guide has helped many cities across the country implement bikeway projects.

In the foreword to the Urban Street Design Guide, NACTO President (and NYC's DOT Commissioner) Janette Sadik-Khan says the new publication will assist planners and engineers in, "pulling away from a bias toward highway designs that simply don't meet the complex needs of cities." Here's more from Sadik-Khan:

"The Urban Street Design Guide gives an overview of the principles that cities are using to make their streets safe and inviting for people walking, shopping, parking, and driving in an urban context. These principles are about creating real spaces for people on city streets. Economic development is integrally tied into this transformation, since great streets support city businesses. And paramount to all of this is the safety of people, old and young, on our city streets."

Here in Portland, the release of this new guidebook couldn't come at a better time. With new leadership at City Hall and the Bureau of Transportation -- and [excitement about re-envisioning our streets](#) thanks to grassroots activism -- momentum for projects like this is at an all-time high.

According to PBOT spokeswoman Diane Dulken, the City is already "diving into the details" of the new guidebook. PBOT [tweeted support for the publication this morning](#) and Dulken shared with us that, "As for the overall guidelines, we applaud the direction they are going and the overall vision of streets as great public spaces that contribute to community and economic vitality."

Another good sign is that PBOT's Division Manager for Signals, Street Lighting, & ITS (Intelligent Transportation Systems), Peter Koonce, was the primary review person for the sections related to signal timing (which is an under-appreciated art when it comes to making biking and walking more pleasant).

As for the guide itself, it's a comprehensive resource that covers everything from facilities on arterials to neighborhood streets and design elements ranging from crosswalks, parklets, street closures and public plazas. You can dive into it yourself [online](#).

With [a major project on the horizon to update our downtown streets](#) a [large-scale development in the Lloyd District](#), and rapidly changing commercial districts throughout the city, Portland has many opportunities to put this new guidebook to use.



Tucson-Pima County Bicycle Advisory Committee

Tuesday, September 24, 2013

Priscilla Cornelio, Director  
Pima County Department of Transportation  
201 North Stone  
Tucson, Arizona 85701

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

**SUBJECT: TPCBAC Support for Tucson Regional Bike Share Program**

Dear Mr. Cole, Ms. Cornelio,

The Tucson-Pima County Bicycle Advisory Committee (TPCBAC) is writing to encourage the City of Tucson and Pima County Departments of Transportation to create a Tucson Regional Bike Share Program and to make implementation of the program a funding priority for 2015.

Bike share programs are innovative transportation systems, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area.

Bike sharing systems have evolved primarily as a means to make bicycle travel in urban areas available to a wider range of people, are an ideal compliment to transit trips, provide critical first and last mile connections, extend the reach and fill in gaps of the existing transit system, and improve the overall level of service and efficiency of our regional transit system for a fraction of the cost of expanded bus or streetcar service. Moreover, bike sharing programs can contribute to reduced traffic congestion, reduced use of fossil fuels, reduced air pollution, reduced pressures on motor vehicle parking supply, increased use of transit and other single occupant vehicle alternatives (e.g., rail, bus, car-sharing) and increased overall bike ridership numbers - a key metric in evaluating the region for the League of American Bicyclists' Platinum Level Bicycle Friendly Community program.

As of July 2013, more than 30 bike share systems exist in small and large cities across the U.S., and over 20 are in active planning stages including Phoenix, El Paso, San Diego and Austin. In June 2013, the City of Phoenix awarded a contract for its bike share program with Mayor Greg Stanton recently saying "Phoenix deserves to be one of the most bike-friendly places in the country, and this new partnership is a great next step[.] By developing this bike share program, we're reminding residents and visitors alike that traveling on two wheels is a great way to see what Phoenix has to offer."

We've all seen the incredible success that New York City's CitiBike program has enjoyed over the last six months -- over 7 million miles travelled, critics of the program have become champions, and plans for expansion cannot keep up with demand (see [http://cityroom.blogs.nytimes.com/2013/09/18/new-york-today-7-million-miles/?hpw&\\_r=2](http://cityroom.blogs.nytimes.com/2013/09/18/new-york-today-7-million-miles/?hpw&_r=2) to read more) -- but many other cities around the country have seen success with their bike share programs as well.

For most existing U.S. bike share systems, the local government (i.e. town, city, county, etc.) has played a leading role either by initiating, funding, administering, operating or permitting the program. To ensure the Tucson regional bike share program is a success, we encourage your staff to work closely with a third-party consulting team knowledgeable in all aspects of bike share program implementation and evaluation. Consultant teams will help staff determine where to place bike share kiosks strategically to maximize ridership levels and enhance utilization of current infrastructure.

The TPCBAC asks TDOT and PCDOT to make a Tucson regional bike share program a priority and respectfully ask you to direct your staff to seek out creative, collaborative funding models to implement such a program as soon as possible. We thank you for your continued support to make Tucson a multi-modal region with as many transportation options for our residents as possible. Bike share is an affordable, healthy, economically sustainable and modern option to add to our growing list of transportation choices in our region.

If the TPCBAC can be of further assistance, please let us know how we can help.

Sincerely,



Ian Johnson

Chair, Tucson-Pima County Bicycle Advisory Committee

CC: Nanette Slusser, John Bernal, Beth Gorman, John Liosatos, Albert Elias, Andrew McGovern, Ann Chanecka, Matt Zoll

Referenced in this letter:

<http://www.bikesbelong.org/resources/stats-and-research/research/bike-sharing-in-the-united-states/>

<http://www.bicyclinginfo.org/promote/bikeshareintheus.pdf>



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



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# MEMORANDUM

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Date: September 13, 2013

To: Chairman and Members  
Pima County Bond Advisory Committee

From: C.H. Huckelberry  
County Administrator 

Re: **Future Bond Election Planning – Update and Recommendations for the September 20, 2013 Bond Advisory Committee Meeting**

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### I. BACKGROUND

Since the Bond Advisory Committee (BAC; the Committee) last met on June 14, 2013, there have been many new developments related to a proposed bond issue in Pima County.

This memorandum outlines these issues for your consideration at the September 20, 2013 meeting.

## II. PROJECTS

### A. Updates to BAC's Tentatively Approved Projects

At the January 18, 2013 meeting, the BAC asked staff to review the Committee's Tentatively Approved project list for possible updates given all of the time that had elapsed since the tentative approval of many of the projects. In February, I provided the BAC with recommended updates. After receiving requests in April and May for new bond projects and revisions to tentatively approved bond projects, I provided another iteration of updates to the Committee. At the June 14 BAC meeting, the Committee approved the deletion of 10 projects no longer needed from the Tentatively Approved project list, reducing the bond allocation from \$650 million to \$579 million.

At the BAC's September 20, 2013 meeting it is recommended the Committee continue to update the Tentatively Approved Projects List by considering the changes itemized in this memorandum and summarized in the attached tables (Attachment A). These include the latest version of the updates provided prior to the June 14 meeting. If the Committee was to approve all of these changes, the Tentatively Approved Projects List would be reduced to \$521.9 million.

Regardless of the timing of a future bond election, keeping these projects up to date will make it easier for the public, the BAC and staff to track these projects over time. Currently, there are two project description sheets for many of the projects; one for the BAC-approved version and one for the updated version. To reduce confusion, the updated versions were included in the survey and are posted on the County's bond website.

I understand that some of these changes may be more controversial than others. Some are more significant than just updating costs and scope. The BAC could, for instance, choose to defer action on the following projects to allow for more time to consider the recommended changes:

- Habitat Protection Priorities Reduction
- Affordable Housing Reduction
- Neighborhood Reinvestment Reduction
- City of Tucson Urban Greenways Deletion
- Velodrome Deletion

The existing location remains viable for the development of new public health facilities if an optimal service delivery plan prepared by the Health Director is approved by the Board of Health and the Board of Supervisors. If such occurs, \$4 million should continue to be reserved for reconstruction. If not, it is still appropriate to reserve additional funding, as this County-owned site along the Modern Streetcar becomes of significant importance in the tourism element of the County's adopted Economic Development Action Plan and a component of a potentially complex art museum and visitors center plan that links downtown and Tumamoc Hill.

**FM110 – Elections Equipment: Reduce funding**

The BAC approved \$5 million for this project in April 2010. In reviewing this project earlier this year, I was concerned that the new, nationally certified, optical scanning and tabulating election equipment would not be available for purchase for some time and that certification of the equipment may still be under review. However, staff has confirmed the equipment is currently available for purchase and has met the necessary certification (see Attachment B). In addition, cost estimates for the equipment have decreased. I am now recommending this project remain on the Committee's Tentatively Approved Projects List but be reduced from \$5 million in bond funding to \$2.4 million.

**PR75 – Green Valley Performing Arts Center Phase 3: Delete project**

The BAC approved \$16 million for this project in March 2010. The first and second phases of this center were funded with 1997 and 2004 bond funds. The foundation that operates the Community Performing Arts Center was unable to support the operating and maintenance costs for this current fiscal year. The foundation requested General Fund support from the County and such was approved by the Board of Supervisors. Given the fiscal stress associated with operating the existing facility, the foundation and I recommend the \$16 million proposal to develop Phase 3 of the facility be deleted.

**PR235 – Freedom Park Adult Learning Center: Delete project**

The BAC approved \$4 million for this project in May 2010. Since then, Pima Community College acquired and modified a nearby school for the purpose of providing adult educational services. As a result, we have notified Pima Community College in writing that this bond project is no longer necessary.

**PR34 – Urban Greenways, City of Tucson: Delete project**

The BAC approved \$15 million for this project in November 2010 after the City of Tucson provided two presentations with very limited details beyond a general map showing

Chairman and Members, Bond Advisory Committee

Re: **Future Bond Election Planning - Update and Recommendations for the September 20, 2013 BAC Meeting**

September 13, 2013

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segments that would be eligible for bond funding under this project. This is in sharp contrast to the level of detail developed for the County's Project PR278 River Park Acquisitions and Development Countywide. The County's project is backed by significant analysis, thousands of pages of research reduced to 64 individual project segment sheets, and maps that include right of way ownership, existing conditions, and detailed cost estimates to complete or bring each segment up to an agreed upon standard. The County's complete report can be accessed by the BAC and the public at [http://webcms.pima.gov/UserFiles/Servers/Server\\_6/File/Government/The%20Loop/11061\\_2\\_River\\_Park\\_Initiative\\_Report.pdf](http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/The%20Loop/11061_2_River_Park_Initiative_Report.pdf). Attachment C shows the contrast between the details available for the City's project compared to the County's. We requested that the City provide a similar level of detail to support their bond project proposal and were told that they were willing to provide another presentation to the BAC but that the information would be similar to what has already been provided. It is, therefore, my recommendation that the BAC delete this project until additional details are provided by the City. This project appears to be more appropriate for the recently formed City of Tucson Bond Advisory Committee to consider for a City bond election.

#### **PR35 – City of Tucson Sports Fields and Lighting: Expand scope and increase funding**

The BAC approved \$10 million for this project in October 2010. The project description sheet lists 13 parks within the City of Tucson that would receive the bulk of the bond funding for replacement of existing lighting systems; 8 parks that would receive bond funding to light fields that are not currently lit; and 2 parks that would receive bond funding for development of new fields and lighting of those new fields.

I recommended this project be expanded to provide funding for every jurisdiction proportionate to their share of assessed valuation, with preference given to construction of new sports fields and lighting versus replacement of existing lighting. This summer, staff contacted each city and town to determine if they had projects that should be added to this umbrella project. No answer was received from the Town of Marana. The Town of Oro Valley preferred to keep their request for PR217 James D. Kriegh Park as a separate project. The same was true for the two new park proposals from the Town of Sahuarita (North Santa Cruz Park and Quail Creek-Veteran's Memorial Park). These three parks requests are of adequate size (\$3 million or greater) to justify separate bond projects. However, the Town of Sahuarita would be interested in adding components to the regional lighting project if their two new projects are not approved independently by the BAC. The City of South Tucson was not contacted as they do not have their own fields.

County staff developed a list of five County parks to add to the list for lighting replacement and five County parks to add to the list for lighting of fields not currently lit. In addition, staff reviewed and revised cost estimates for each subproject. As a result, I am

Chairman and Members, Bond Advisory Committee

Re: **Future Bond Election Planning - Update and Recommendations for the September 20, 2013 BAC Meeting**

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recommending that these be added, the name be changed to Regional Sports Fields and Lighting and the bond funding be increased from \$10 million to \$15 million to adequately fund the project. See Attachment D for project sheet and revised cost estimate detail.

**PR220 – Adaptive Recreation Center Expansion: Update scope**

The BAC approved \$12 million for this project in October 2010. The existing project description sheet lacked specific details regarding the type of improvements to be made with the \$12 million in bond funding. Attachment E is a revised project description sheet that contains significantly more detail, including:

“The City of Tucson Mayor and Council adopted the master plan in 2000. The master plan identifies two major components of the center – an aquatic facility and a non-aquatic (‘dry’) facility. The aquatic facility was built using City of Tucson 2000 bond funds. The design and construction of the ‘dry’ facility is the scope of the proposed Pima County bond funded project, PR220. The dry facility will support therapeutic programming for a wide variety of disabilities. The planned ‘dry’ facility includes a kitchen for life skills, nutrition classes and social programming, a gym/multipurpose room for Special Olympics and sports programming (basketball, floor hockey, and team handball), a walking track with emergency call stations, frequent benches for rest and a surveillance system for walking clubs and a fitness room with accessible equipment. Other programming to address life skills, fitness, socialization, nutrition and developmental delays will occur in the planned rooms for changing clothes, aerobic exercise, arts and crafts, games, social gatherings, meetings, quiet respite and computer training. The associated parking facilities will have more accessible spaces than is minimally required by code.”

I recommend the BAC approve this updated scope for PR220.

**PR231 – Arizona Velodrome Center at Kino Campus: Delete project**

The BAC unanimously approved \$5 million for this project in November 2010 and in a separate motion, recommended 10 to 9 that the Velodrome be located at the Kino Campus. There has been discussion both by the BAC and independent of the BAC as to whether Kino Campus is the best location for such a facility. In addition, I forwarded a report to the BAC on May 23, 2013 that examined other existing and proposed velodromes worldwide. The report found that \$5 million may not be adequate to construct such a facility. In addition, it highlighted the importance of having a financial commitment for operations and maintenance. I then wrote to the group that proposed the project, Perimeter Bicycling Association (PBA), and requested that they develop a 25-year agreement for PBA to fund all operating and maintenance costs. I have not received a response. For this

reason, I ask that the BAC drop this project from the Tentatively Approved Projects List until such assurances are received.

**PR266 – Pima County Southeast Regional Park (Fairgrounds) Horseracing Facility: Delete Project**

The BAC approved \$6.5 million for this project in October 2009 to replace Rillito Racetrack, as it would be repurposed for a youth soccer tournament site per the BAC's approval of PR103. The Southwestern Fair Commission, which manages the County Fairgrounds and other facilities, recently completed a master planning effort. The \$6.5 million proposal for developing a horseracing facility at the Fairgrounds was not included in their master plan. There were several reasons for this. First, the proposed bond funding allocation for \$6.5 million was determined to be inadequate to construct such a facility. Second, horseracing in Arizona no longer appears to be a viable industry; and, therefore, the Commission was concerned about a lack of revenue to cover annual operating and maintenance costs. Third, there is a lack of space within the current footprint managed by the Commission to include such a facility without compromising the expansion plans for existing facilities. This issue is more apparent when you consider the facility would only be used for a few weeks each year but would take up space for the whole year.

The master plan did, however, include an option and cost estimates for a multiuse facility that could include a horseracing track (see this section of the master plan; Attachment F). I asked staff to review this information available and develop a bond project proposal for such a facility. Attachment G is a project description sheet for a \$27 million project for a multiuse facility that includes horseracing. Clearly, this is not affordable. I recommend the BAC delete this \$6.5 million project. At this time, there are no clear plans to replace horseracing at Rillito; and given the brief use of this valuable public asset for County Fair horseracing, the conversion to a regional soccer facility is appropriate. Pima County Fair horseracing days can be easily transferred to other County horseracing facilities in the state.

**PR278 – River Park Acquisitions and Development Countywide: Update scope**

The BAC approved \$20 million for this project in October 2010. On November 6, 2012, the River Park Initiative Report was provided to the Pima County Board of Supervisors. The full report may be accessed by the BAC and the public utilizing the link [http://webcms.pima.gov/UserFiles/Servers/Server\\_6/File/Government/The%20Loop/110612\\_River\\_Park\\_Initiative\\_Report.pdf](http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/The%20Loop/110612_River_Park_Initiative_Report.pdf). This 126-page document provided an exhaustive review of the river park standards, current compliance of The Loop with those standards and costs to bring the entire system to the premium standard. This document reviewed the entire Loop and suggested up to 84 improvement projects that total over \$89 million.

Staff then used this report to develop a list of very specific projects that could be funded with the \$20 million bond project (Attachment H). Projects are prioritized and intended to be delivered in the priority order shown until the bond funding is expended. Table 2 below provides the suggested priority order of projects. The first 14 prioritized projects total approximately the \$20 million tentatively approved. If additional grant or external funding is found for individual projects, then additional prioritized projects beyond the initial expectations will be included.

**Table 2: Suggested Priority Order for River Park Projects.**

Reach/Project	River Park*	Map	BOS District	Project Cost	Priority Rank
Rillito (R) River Bridge Replacements	R		1,3,4	\$ 1,175,000	1
Rillito River Underpass Widening	R		1,3,4	2,000,000	2
Santa Cruz River (SCR) Underpass Program: Speedway, St. Mary's, Congress and Ina	SCR		1,3,5	2,250,000	3
Camino del Cerro to Ina (Future El Corazón River Park) (East Bank)	SCR	S12	1	4,050,000	4
SCR Pavement Improvement Program	SCR		1,3,5	2,000,000	5
Broadway to Fifth Street Wash (West Bank)	P	P7	4	895,000	6
Fifth Street Wash to Speedway (West Bank)	P	P8	4	449,000	7
Kenyon to Broadway (West Bank)	P	P6	2	230,000	8
Magee to Ina (South Bank)	CDO	C7	1	1,180,500	9
Dodge to Country Club (South Bank)	R	R5	3	1,915,000	10
North Boundary of Continental Ranch to Avra Valley Road (West Bank)	SCR	S15	3	444,000	11
Country Club to Kino Environmental Restoration Project (KERP) Outlet	J/TDC	J7	2	740,000	12
KERP Outlet to Campbell (West Bank)	J/TDC	J8	2	1,110,000	13
Twin Peaks to Avra Valley Road (East Bank)	SCR	S15	3	1,987,500	14
Avra Valley Road to Tangerine (East Bank)	SCR	S16	3	3,003,000	15
Drexel to Irvington (East Bank)	SCR	S2	5	4,150,000	16
Tanque Verde to Craycroft (South/West Bank)	P	P10	4	5,710,000	17

Harrison Connection: Valencia to Irvington	P	P1.5	2,4	1,300,000	18
River Park Enhancement Overall Total				\$34,589,000	

\*SCR = Santa Cruz River; R = Rillito River; P = Pantano Wash; CDO = Cañada del Oro Wash; and J/TDC = Julian Wash/Tucson Detention Channel.

I recommend the BAC approve this updated scope for project PR278.

**PR 280 School District Partnerships – Update Scope**

In 2011, the Committee approved \$15 million for what would be a new category of bond funding for the development of ball fields and other recreational facilities at eight schools with the intent that the facilities would be used by both the public and the schools. These eight school proposals were recommended by the BAC’s Parks and Recreation Subcommittee in 2007 from a list of more than 20 original school proposals.

The Committee spent a substantial amount of time discussing this proposed new bond program prior to voting on it. I remained concerned about a lack of specific project scopes, who would pay the operations and maintenance costs for these facilities once built, and what type of commitments could be made to assure adequate public access to these bond funded facilities. In addition, the internal performance audit of projects built with 1997 and 2004 bond funds indicated there is a wide variation across school districts and how they manage and have access to partially or fully County bond funded public park improvements. Such variation is inappropriate.

As a result I asked staff to meet with representatives of these schools to revise the individual project scopes and develop uniform policies for who pays for maintenance costs and how public access is assured. A meeting was held on August 27, 2013, and BAC member Terri Hutts attended. School district representatives then met amongst themselves on September 6, 2013 and have stated they will provide a written summary of the meeting to us. We also received revised project scopes from a few of the school districts.

It is likely additional meetings will be necessary. Therefore, at this time, I am asking that the BAC continue to include this project on the list but expect revisions in the future. If we cannot reach agreement with the school districts, I will recommend this \$15 million project be deleted.

wide projects in the second part of the survey. The County's neighborhood reinvestment and affordable housing programs ranked third and fourth when compared to actual projects listed under the "public health, flood control, neighborhood reinvestment and governmental facilities" category.

**2. Bond Funding Requests for Actual Project Proposals by Category**

The categories included in the second part of the survey were a variation of the categories or bond questions included in the BAC's Tentatively Approved project list and varied slightly from the project types listed in the first part of the survey. Respondents were asked to rank their top 5, 10 or 15 projects (depending on the category) under each category. Table 4 below shows the highest ranked projects by respondents in order under each project category and the total amount of bond funding requested for each.

**Table 4: Highest Ranking Bond Projects by Category.**

<b>Historic, Cultural and Natural Area Conservation (Top 5)</b>	
Habitat Protection Priorities and Associated Lands	\$110,000,000
Community Open Space	10,000,000
Floodprone and Riparian Land Acquisition	10,000,000
Mission San Xavier East Tower Restoration	1,500,000
Performing Arts Center Rehabilitation	1,000,000
Subtotal	\$131,600,000
<b>Public Health, Neighborhood Reinvestment and Governmental Facilities (Top 5)</b>	
Pima County Animal Care Center Improvements	\$22,000,000
Pedestrian Safety and Walkability Improvements	50,000,000
Affordable Housing Program	30,000,000
Neighborhood Reinvestment Program	30,000,000
Pima County Forensic Science Center Expansion and Remodel	20,000,000
Subtotal	\$152,000,000
<b>Libraries, Community Facilities and Museums (Top 10)</b>	
Arizona-Sonora Desert Museum-Exhibits and Facility Expansion	\$ 4,000,000
Reid Park Zoo Hippo Exhibit	3,750,000
Tucson Children's Museum	6,000,000
Loft Cinema Renewal and Expansion	500,000
Tucson Wildlife Center, Inc. - Acquisition and Expansion	2,200,000
Pima Air and Space Museum Cold War Hangar and Theater	10,000,000
Colossal Cave Mountain Park Improvements	535,500
Downtown Stravenue/Wilde Way Pedestrian and Art Corridor	99,600,000
Sahuarita Food Bank and Multi-Agency Community Service Facility	300,000
Art of the American West - Tucson Art Museum	5,000,000
Subtotal	\$131,885,500

**Table 4: Highest Ranking Bond Projects by Category.**

<b>Job Growth, Education and Workforce Training (Top 5)</b>	
Literacy Connects and JobPath Programs Facility	\$ 6,000,000
Pima County One Stop Career Center	4,500,000
Pima Community College Health Education Campus	40,000,000
Freedom Park Adult Learning Center	4,000,000
Pima County Small Business Entrepreneur and Academic Center	76,000,000
Subtotal	\$130,500,000
<b>Parks and Recreation (Top 15)</b>	
Reid Park Improvements	\$ 2,000,000
Swimming Pool Renovations	1,500,000
Public Natural Park Trailheads	2,000,000
Udall Park Expansion	4,000,000
River Park Acquisitions and Development Countywide	20,000,000
Kino Sports Complex Soccer and Multiuse Sport Improvements	5,500,000
Urban Greenways City of Tucson	15,000,000
School District Partnerships	15,000,000
City of Tucson Sports Fields and Lighting	10,000,000
Sentinel Park - A Mountain Park Improvement Project	2,500,000
Countywide Splash Pad Program	3,500,000
Rillito Racetrack Conversion	14,000,000
CAP Trail Program	10,000,000
Shooting Sports Program Site Improvements	3,000,000
Oro Valley and Linda Vista Trailheads	600,000
Subtotal	\$108,600,000
<b>TOTAL</b>	<b>\$654,600,000</b>

If the BAC were to only consider the highest ranked projects based on the results above, the total amount would be approximately \$654.6 million in bond funding for 40 projects.

**3. Responses to the Open-Ended Survey Question**

Survey respondents were also asked if they had any other comments to share with the BAC. Of the 16,958 completed surveys, 4,175 (25 percent) included comments in response to this open-ended question. Our consultant determined that some of these 4,175 comments addressed more than one bond project or issue, resulting in 5,666 distinct comments. These 5,666 distinct comments were sorted by bond project (and then by positive and negative comments), grouped under the same categories included in the second part of the survey. However, 3,960 comments (70 percent) were identified as not

applying to any specific project. Those were then sorted into 27 “non-project specific comment” categories.

It is important to note that our consultant was not as familiar as are staff and the BAC with many of the bond projects; and, therefore, we have found a few occurrences of project specific comments sorted into the “non-project specific” categories. We have not attempted to correct this, as it would have been too time consuming to accomplish prior to the September 20 BAC meeting. Additionally, when a comment covered multiple topics, the entirety of the comment was included under each project or non-project specific category addressed in the comment. Where respondents included their own names or contact information, staff has attempted to delete this personal information.

Attachment I shows how these comments were organized and the counts for each. The comments themselves are too numerous to include in this memorandum; however, they are located on the County’s bond website organized by these tables at <http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=50549>. The comments are located below the tables, but links in the tables will take you to the first comment in that series.

Below is a brief summary of the comments followed by discussion of some of the more interesting findings.

- 30 percent of the distinct comments were about a specific bond project proposal.
- 70 percent of the distinct comments could not be linked to a specific bond project proposal.
- Of the project specific comments, 88 percent were positive, and 12 percent were negative. Half of the negative project specific comments were about the Rillito Racetrack Conversion project.
- The following bond project proposals received the most comments:
  - Pima Animal Care Center (335)
  - Community Open Space (179)
  - Loft Cinema (128)
  - Rillito Racetrack Conversion (126 – majority negative)
- The following non-project specific categories received the most comments:
  - Transportation/fix roads – general (560)
  - General comment/miscellaneous (350)
  - No bonds/anti-tax/no spend/keep to budget (319)
  - Suggested project not on list (263)
  - Specific transportation project, not a proposed bond project (222)
  - Economic development/job creation (219)

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authorization would be in the vicinity of \$550 million. This assumes, however, a program where bonds are sold over 10 years. If the Committee extended this timeframe to 12 years, it is possible to fund a \$650 million program and maintain the current rate cap.

D. Timing of Next Bond Election

Based on:

1. The continued slow recovery of the Pima County economy;
2. The continued decline of the tax base in Pima County, 23 percent since 2010, which is not expected to grow until FY 2015/16;
3. The desire to continue an aggressive debt retirement policy for the County;
4. The need to coordinate and integrate local and regional bond funding and needs with the recently created City of Tucson Bond Advisory Committee;
5. The need to elaborate upon and detail certain recent bond funding requests with The University of Arizona;
6. The need to evaluate the necessity of bond funding certain economic development transportation improvements as opposed to the traditional method of user financing;
7. The need to clearly and deliberately explain the legal inability of the County to bond finance certain private improvements now requested;
8. The need to understand the ability of each jurisdiction receiving capital bond funding from the County to adequately maintain the facilities as required by the County;
9. There are so many new issues under consideration, as well as confusion, that there is insufficient time to provide for appropriate public input on each one and still meet the schedule for a November 2014 bond election; and
10. The fact that based on present economic conditions and forecasts, the County will not be able to issue new bond debt until 2016.

I recommend the BAC not consider asking the voters for a new authorization until November 2015.

#### **IV. NEXT STEPS AND RECOMMENDATIONS**

If the BAC accepts my recommendation to postpone the bond election until November 2015, the Committee can resume its typical monitoring and review process of existing bond programs for approximately the next six to eight months. This would mean that after the September 20, 2013 BAC meeting, the next meet would not need to be held until sometime in March 2014.

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The Committee can also determine how to proceed with the evaluation of new projects in a more deliberate manner over the 12 months and then begin in earnest preparation for a November 2015 bond authorization election.

It may still be worthwhile for the Committee to consider updates to the Tentatively Approved Projects List, since having an updated list will make it easier for the public, the BAC, and staff to track projects over time and will reduce confusion over multiple project descriptions sheets for the same project. If the BAC finds some of these updates controversial, the Committee could defer action on just those projects.

Based on the information contained in this memorandum, I would recommend the BAC:

1. Postpone any consideration of a bond election for November 2014 to November 2015.
2. Consider some or all of the updates proposed to the BAC's Tentatively Approved Projects List.

CHH/mjk

Attachments

- c: The Honorable Chairman and Members, Pima County Board of Supervisors  
Nicole Fyffe, Executive Assistant to the County Administrator  
Diana Durazo, Special Staff Assistant to the County Administrator