



The **Tucson-Pima County Bicycle Advisory Committee** conducted a public meeting on **January 14, 2015** at the Himmel Park Library, 1035 N Treat Ave, Tucson AZ.

## **Meeting Minutes, Approved February 11, 2015**

prepared by Collin Forbes

### **1. Call to Order; approval of December 2014 meeting minutes and announcement of Marana representative. And quick video of national government attitude towards bicycling.**

David Bachman Williams called the meeting to order at 6:05 p.m.

Ray Copenhaver now represents the Town of Marana rather than Pima County.

**Motion:** by Wayne Cullop to approve the minutes as amended. Seconded by Ray Copenhaver. **Voice vote: Unanimous.**

Video: "How the FHWA makes walking and biking safer" from the FHWA.

### **2. Call to Public**

Richard DeBernardis said Perimeter Bicycling has been trying to seek support for a bicycle center. It's a velodrome with an educational training center. The Bond Committee meeting is a week from this Friday (January 23), at 9 a.m. at the River Park Inn. Richard said with their newsletter and outreach efforts, they've accumulated \$125,000 in support of the bicycle center in the last week.

Craig Miller spoke next. He has been living on the Southwest side for over 20 years, and has been pacing back and forth between Irvington and Ajo in expectation of the completion of that portion of The Loop. He's very excited and wants to thank everyone involved with that effort.

He's also here to talk about a "Bicycle Commuter Check" program. He works for a organization based in Washington DC and his workplace participates in a federal program which provides \$20 per month for cyclists who commute to work more than they drive their car. It's a dollar for dollar deduction off the payroll taxes. However, the bicycle shops need

to know about it to be able to handle the reimbursement checks. He's willing to offer help work to develop and informational package for business to promote the program.

Ken Shelor said he likes to ride the loop, but has noticed that construction and maintenance crews do a poor job of posting detours while they work. Cyclists also don't pay very close attention to the closures and ride through potentially hazardous areas. He said recently Pima County workers closed The Loop on both sides of the Santa Cruz river leaving cyclists with no detours. He would be interested in helping with this situation.

Howard Strause asked about the BAC web site again. It's now 5 months behind the times. We should make some effort to get that back up and running.

He also brought comments about problem locations identified by the Cactus Cycling Club:

- Sabino Canyon/Tanque Verde. There are 6 lanes, 2 lanes for turning left, next lane is optional. It's a lot of lanes to get across if you are going south on Sabino and want to turn left onto Tanque Verde and it's very difficult to get across even to the 3rd lane. There's a green bike box at the front of the intersection which takes you across the street, but it leads into a dead end.
- When coming off the north side of the Rillito at Swan, there's a median so you can't turn left. If you turn right, there's two blocks downhill and then a U-Turn and two blocks back uphill. There's no good way to turn left. Some cyclists may be tempted to go against traffic up to a closer break in the median for a driveway.
- On the UA campus, James Rogers way is a one way street going west. There is a new contraflow bike lane, but it doesn't let you go all the way to Mountain. The alternate route east is to mess with the streetcar tracks on 2nd Street.

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

Deputy Roher gave his report: Last year was a "good" year in terms of fatalities. He's shocked by the numbers they didn't have. So far this year has been awful.

On January 7 there was a crash near Sabino Canyon and Kolb. The cyclist wasn't expected to survive. He was riding a mountain bike with reflectors and a headlight. The only way the cyclist could have been more visible would be to wear a reflective vest. He was riding northbound in the bike lane which is also a right turn lane, and the driver was trying to make a right turn. Deputy Roher said the driver had no signs of impairment, wasn't on a cell phone and didn't report being distracted. He just missed seeing the cyclist. The cyclist had a brain bleed and was not expected to survive, but is now in a rehab unit and should recover, but probably not fully.

Deputy Roher said he hasn't decided what to cite the motorist for. Most likely the citations are for failure to control speed and an unsafe lane change.



Anne Padias	Ward 5	9 (of 11)	✓	✓	■	✓	✓	■	✓	✓	✓	✓	✓
Eric Post	Pima County	10 (of 11)	✓	✓	■	✓	✓	✓	✓	✓	✓	✓	✓
Darlane Santa Cruz	Ward 1	2 (of 3)	■	■	■	■	■	■	■	■	■	✓	■
Robin Steinberg	Pima County	9 (of 10)	■	✓	✓	✓	✓	✓	✓	✓	✓	✓	■
Adam Wade	Oro Valley	9 (of 11)	■	✓	✓	✓	✓	■	✓	✓	✓	✓	✓
Kylie Walzak	Ward 3	7 (of 11)	✓	✓	✓	✓	■	✓	■	■	✓	✓	■
Ed Yasenchack	DMAFB	10 (of 11)	✓	✓	✓	✓	✓	✓	✓	■	✓	✓	✓
Sgt David Fernandez	TPD	8 (of 11)	■	■	✓	✓	✓	✓	✓	✓	✓	✓	■
Deputy Ryan Roher	PCSD	6 (of 11)	✓	■	■	✓	✓	✓	✓	■	■	✓	■

REQUIRED ATTENDANCE. In accordance with Section 10A-134(e) of the Tucson Code, a member will be automatically and immediately removed from the Committee if that member misses four (4) consecutive meetings or fails to attend at least forty (40) percent of the meetings in a calendar year.

### 5. Platinum Review

Eric Post said the first Platinum Task Force meeting is scheduled for Monday, January 26 at PBAA.

Ann Chanecka helped oversee the process in 2012 while at PAG. She had a review of what we learned about that and what LAB communicated about our status and why. Their feedback report was included in the BAC packet.

Ann gave us highlights from the feedback report. It has a blueprint of things we can do. These are the same points they brought up in 2008 when we first submitted out application and received gold status.

#### LAB Standouts:

- Ridership is low. It's increasing, but is quite a bit away from the other platinum level communities.
- Our crashes and fatalities are higher than all of the other platinum communities.
- We need a comprehensive bicycling network. They say very clearly we need to close gaps in the bicycling facility network, and strongly consider innovative solutions. In short, a better connected network.

#### Key Measures...

- Complete The Loop and expand the promotion of it.
- Ensure the best possible pavement conditions in the transportation system.
- Support more Cyclovias across the region.

Some areas we are improving, other areas we are falling behind as well. For instance, neither Pima County nor PAG are planning to support Cyclovia in 2015.

It's important to note our application isn't for a specific level. We apply for a "Bicycle Friendly Community" award and they assign a level in response. Because of our platinum committee, they'll know we are shooting for platinum level.

Tom Hausam asked about the paragraph talking about average population density. Does this mean Tucson would have better chance by itself and leaving Green Valley out? Kylie Walzak said Maricopa County has all the separate cities applying on their own, and doing it that way raises the level of cycling in the area.

Ann said originally PAG filled out the application and did it as a region because they have a region focus. They wanted to build on each other's strengths. Also, they wanted to have a seamless approach to facilities. Richard DeBernardis said people don't see the difference between Tucson and Pima County in the greater metropolitan area.

Ian Johnson said there's a real risk that if we apply as a region again, that we might not even get "Gold" because of what other cities are doing elsewhere. It would be a blow to lose our status and would be more difficult to get the jurisdictions behind cycling. Separately, then the pressure is on them and we can't blame an underperforming jurisdiction.

Eric Post said we can do both, have the individual cities apply and still apply as a region. The question is whether we want to abandon our status as a region. The City of Tucson may get a new status, but it'll be their very first rating. Ann pointed out the City of Tucson hasn't made a decision and she hasn't heard anything from her bosses. She's concerned because it's a lot of work.

Figuring out whether we should do regional or individual applications will be a huge agenda item for the meeting on the 26th. Tom Hausam is very interested in having Green Valley participate in the application.

Richard DeBernardis added we are the only region with a "Gold" status. He doesn't think there will be any other region that will get or keep gold. There's no other region that is so great they'll keep the gold level.

David Bachman-Williams: A strength of Pima County is that we work together and he would hate to see us lose that history. The cooperation has been useful to us. Even if the jurisdictions apply separately, he feels strongly we should still have a regional application because it makes us work together.

Also, crashes happen where we have bicycles and cars sharing space. Where they aren't together, you don't have fatalities. Separate bicycle facilities will continue to reduce fatalities which is a crucial issue. A theme is "I quit riding when" and then they describe a crash with a vehicle. We need to keep people from being discouraged that way. After Cyclovia, we hear people say "I started riding again when" and then they say cyclovia. It's bad that we are losing support for the cyclovias.

This is a rich and fertile ground for discussion. There's more to come on January 26 with the Platinum meeting.

## **6. Bike share update**

Ann Chanecka said she has been updating the city's web site and the bike share is part of the updates. There's information about the plan and lots of other information. The survey and wikimap show there's not many places where bike share stations should \*not\* go.

Toole Design Group has given their first set of deliverables to the technical design committee. They are saying for launch they should be looking at a 30 station program. That means having 30 stations and 300 bikes.

They will be working on the feasibility study and implementation plan in March and then looking into funding. 40 cities have bike share, big and small. Toole has said a system in the UA/Downtown area is very feasible. They have a \$1.6 million estimate for capital costs and they are trying to pursue any grant opportunities. Federal funding can help with the capital costs for the launch, but not for operation and maintenance. Bike Share has been one of the Mayor's projects and he's been hitting companies up for money.

If everything works out, could have bike share in 2016.

Tom Hausam asked what the maintenance/operations budget is going to look like. Ann said \$600,000 per year. They are expecting to get about half of that from user fees. The rest will need to be made up elsewhere. They don't want to launch a system without maintenance.

David Bachman-Williams pointed out the \$1.6 million figure is less than 1% of what was spent on the streetcar. Still, he's concerned about the \$300,000 funding gap for maintenance and operation.

40 cities have done bike share systems to date and some cities have the same economics as Tucson. None have shut down their bike share systems. Instead, they've shifted their operation models.

Robin Steinberg asked about the Phoenix system. Ann said Tucson has the option of opting into the Phoenix system but it might not be the best option. Still, it is a possibility.

The Phoenix Bike Share is supposed to launch with 500 bikes, but has launched with only 100 bikes so far. They are using the bikes with new technology, and the manufacturer hasn't been able to keep up with all their promises. However, by the time of the Superbowl, they are hoping to have all 500 bikes in operation.

Ian Johnson asked what the metrics are for success. He added gas tax doesn't pay for roads and the city subsidizes the bus and streetcar. Ann said one metric will be increased ridership in general. Other metrics can include more economic development near the stations and more social equality in terms of cycling. The measure of success can be what the Tucson region decides. This will be something the technical advisory committee will start deciding in a couple weeks.

## **7. Cycletrack on Stone, Council to Toole, by new Pima County Courthouse**

David Bachman-Williams: Cyclists got left out of some important road decisions when the new Pima County courthouse was built. They closed Council and Rosetta to provide a bigger lot for the courthouse. This is what caused the BAC to start the Downtown subcommittee, later becoming the Urban Core subcommittee.

The east/west traffic is blocked by main streets. Having Stone going one way means that it blocks cyclists. They've suggested putting in a two way separated cycle track from Council to Toole on Stone. The city had agreed initially, but have since pulled their agreement. They think they have better uses for the lanes across Stone.

Ann Chanecka said one of the concerns about the cycletrack is the entry and exit points. They have ideas for how to handle the southern part, but they are still concerned about the northern part.

7th Ave is right there and is one of the biggest gateways for cyclists into downtown because it avoids the underpasses at Stone and 6th. The city has asked the county whether they could connect the cycletrack from 7th across the courthouse plaza to Stone. Less than 6 months ago, as construction was wrapping up, Pima County indicated they cannot do this.

Brian Beck asked about extending the bike route to Franklin and putting better bike lanes in on Church. This would avoid doing anything on Stone. Ann said there's still a need for the path on Stone. People use Stone to get to the Library and the YMCA. Also, the traffic on Franklin can be scary at times.

There are alternate designs for the Stone cycletrack, higher cost and lower cost. The high cost solution would put in a 10-foot bike facility along Stone with curbing to separate the lane from parked cars. Ann said they don't have the money for the curbing though.

David Bachman-Williams: There's a ramp on Toole at 7th. Cyclists are going to cut through the plaza anyway and will get stuck on the sidewalk on Stone and people will start asking "why did they build it like that?" and think it was an intentional bad idea. We definitely want to send the letter to put pressure on the higher ups to not lose this connection.

Sam Sanford mentioned the FHWA video we just saw showed cycle tracks on a one way street. We could point that out that FHWA feels confident enough about the concept enough to do this in their own backyard.

**Motion:** by Eric Post that we send the letter David Bachman-Williams has drafted to the city and apply changes to make it appropriate to the county and send it to the county staff as well. We specifically need to ask the county to go back to the original promise. Seconded by Ian Johnson. **Passed with unanimous voice vote.**

## **8. Broadway Widening Update**

The city council changed the task force recommendations and PAG has further tweaked the language which removes emphasis on the lanes for dedicated transit.

How does the change impact the bicycle facilities? The bike lanes still will go behind the bus shelters, but they aren't at that level of design yet. However, the better mass transit you have, the better bicycling you have as well.

The city council adopted language was somewhat vague. It mentioned bus lanes, but when PAG got the language, it turned into 6 lanes with bus pullouts.

## **9. Consent Agenda**

**The two letters on the consent agenda were approved by a unanimous voice vote.**

- Letter of disappointment about Broadway Widening at PAG meeting
- Oracle Road Letter from the Facilities subcommittee.

## **10. Staff Reports**

Matt Zoll, Pima County

- He has a new printing of a regional bike map and is passing them around
- There are 5 bike lane projects going to construction. Three are on the east side, One is in the north and one is in the southwest.
- On the Pantano Wash, a path between Broadway to Kenyon is finishing in 2 weeks. This will join 6 miles of paths.
- They are working on the Santa Cruz river path at Thornydale. It will connect to La Cholla. They are still missing a section between La Cholla and La Cañada. Once it's done people will be able to ride up to Tangerine Road.

- La Cañada bike lanes have just finished, Oro Valley folks can stay off Oracle and go north/south on The Loop and go into Tucson.
- Their Education programs are expanding. There were over 600 people in the diversion course last year.
- They are working the UA to set up a bike station at the UA Bike Valet and are hoping to have that in place by next fall.
- They are working on a double stripe buffered bike lane, covering about 2 miles of roadway in the southeast area. Matt wasn't able to say which roadway in particular.

Ann Chanecka, City of Tucson

- Working on an online interactive map for the city with active Bike Projects and their completion dates.
- There are lots of projects going to construction this year.

Sam Sanford, PAG

- Thanks for the help with the 2014 bike/pedestrian count.
- They are looking into working with the UA to have the traffic detection cameras also count cyclists. Their initial video looks promising.

## 11. Subcommittee Reports

Urban Core

- Tuesday at 6pm at Cartel Coffee on Broadway.
- Discussing the Stone cycle track.
- Identifying repaving candidates for restriping opportunities.
- Looking at James Rogers Way mentioned earlier.

Facilities

- Adam Wade is not here tonight because he wanted to see the tangerine open house. Brian Beck was able to report instead.
- At their last meeting they discussed overlays and restriping opportunities and went through a bunch of smaller projects.
- Meeting next wednesday at 6pm at Maker House.

Enforcement

- No meetings during the holidays.
- Collin has a map of bicycle citations to look through. There were over 5600 bicycle citations in 2014.

Eric Post for GABA

- Continues to support bike ambassadors through James Harms.
- GABA Now has a PR person to do press releases.

- They did a January 1 ride on the Loop. Even though it snowed, they still had 70 or so people.
- Owls Head Butte is their next century ride. On February 15. It's a beautiful ride, used to be called the Picacho Peak Ride.
- They are still looking for a vice president and also now looking for someone to do the GABA swap meet.

Kylie Walzak for LSA.

- Working hard to tackle and increase ridership. They want to eliminate barriers caused by unsafe conditions and lack of equipment. To do this, they are planning to hold "Light the Night" programs to give away helmets and bike lights.
- Kidical Masses in February. On Feb 7 and Feb 15. They have little 3 year olds and families on bikes. It's short bike rides on residential streets, stopping at parks and community centers and ice cream after.
- They gave away 220 helmets as part of BEYOND Tucson and Kidical Mass last Saturday.
- Lots of people are needed for help in the Cyclovia Tucson steering committee.
- Beginning planning for Bike Fest Tucson in April.

Kylie Walzak for Downtown Links

- Downtown Links met yesterday. She will have a report for the next BAC meeting in February. She may need BAC input on a particular part, the 5th ave spur. FAMA is pushing for increased access there.

## 12. Announcements

There were no announcements.

## 13. Adjournment — at 8:06 p.m.

### Attendance:

David Bachman-Williams, Pima County  
 Brian Beck, Pima County  
 Ray Copenhaver, Marana  
 John Cousins, Ward 4  
 Wayne Cullop, Pima County  
 Collin Forbes, Pima County  
 Tom Hausam, Pima County  
 Ian Johnson, Ward 2  
 Eric Post, Pima County  
 Robin Steinberg, Pima County  
 Kylie Walzak, Ward 3  
 Ed Yasenchack, DMAFB

### Audience:

Craig Miller, SW Resident  
 Matt Christman, Town of Marana  
 Samuel Sanford, PAG  
 Steve Franks, Citizen  
 Ryan Roher, PCSD  
 David Fernandez, TPD  
 Matt Zoll, PCDOT  
 Ken Shelor, Citizen