



2015

R E P O R T



CITY OF TUCSON BICYCLE AND PEDESTRIAN PROGRAM



AT-A-GLANCE



#1 of America's 10 Best Bike Towns (Outside Magazine)

10.4% of all trips in the region are made by walking

50,000 people in attendance at Cyclovia Tucson in 2014



1000+ miles of dedicated bikeways in Metro Tucson

Tucson's bike to work rate is over 5 times the national average.

Image: Mamta Popat

BICYCLE AND PEDESTRIAN REPORT

The Department of Transportation believes that bicycling and walking are important modes of transportation. To facilitate biking and walking in Tucson we do the following:

- Plan, implement and maintain a network of bikeways and walkways
- Plan and construct pedestrian and bicycle signals
- Identify and rectify barriers to walking and biking
- Educate motorists, cyclists and pedestrians on "rules of the road"
- Encourage walking and bicycling by initiating and continuing to support key projects, such as Cyclovia Tucson, Bike Fest, Pedal the Pueblo and the El Grupo Youth bicycle camps
- Install bicycle parking
- Collaborate with the Tucson Police Department on enforcement strategies

What is the Bicycle and Pedestrian Program 2015 Report

This report outlines the City's progress toward improving conditions for walking and bicycling. Please follow the City of Tucson Bicycle and Pedestrian Program on Facebook for ongoing updates: www.facebook.com/pages/City-of-Tucson-Bicycle-and-Pedestrian-Program/131184410264941?fref=ts

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Image: Pima Association of Governments, Mountain Avenue buffered bicycle lane



FOREWORD

Mayor Rothschild

As Mayor of Tucson, one of my goals is to make it easier for Tucsonans to ride and walk wherever they need to go—by expanding and connecting bikeways, greenways and walkways; improving crossing of roads; increasing protected bike lanes; and expanding the number of bike boulevards.

Since I was sworn in, we've hired a new Bicycle/Pedestrian Coordinator, created a Pedestrian Advisory Committee, worked with Allstate Insurance and Pima County on bike and pedestrian safety education, entered into an agreement with Pima County for construction of the Julian Wash and Harrison Greenways multi-use path, and obtained \$5.5 million from the Regional Transportation Authority for bicycle and pedestrian improvements inside city limits. We're in the process of creating a mountain bicycle park (the 100 Acre Wood) and exploring the feasibility of a bicycle share program for downtown Tucson.

Bicycle and pedestrian improvements not only make our city more livable, they spur economic development, as more and more young people want to live in cities that offer a wide variety of transportation options.

Tucson is ranked a gold-level bicycle friendly community by the national advocacy organization League of American Bicyclists. I want to see us reach platinum. Keeping our focus on safety and connectivity, I know we can get there.



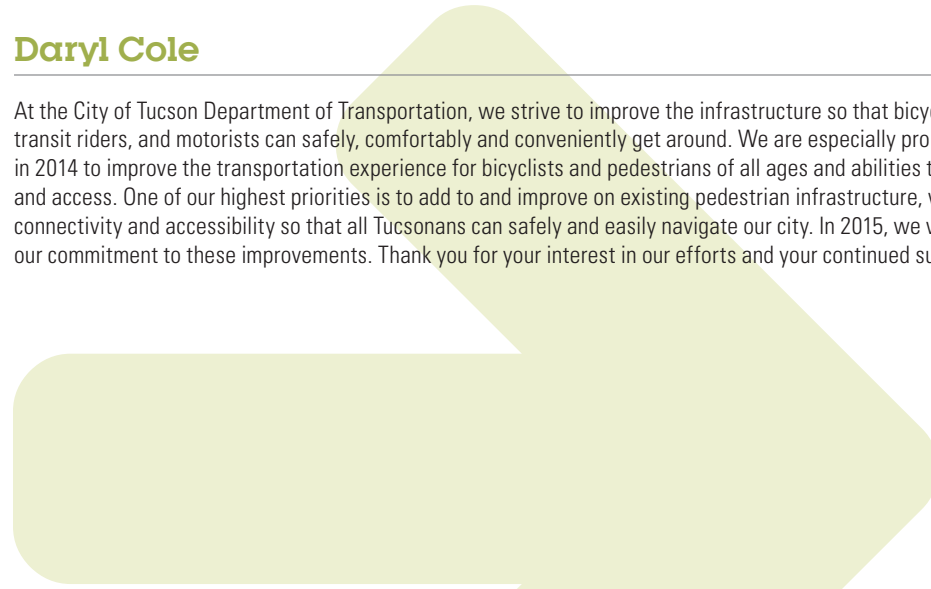
Mayor
Jonathan
Rothschild

Daryl Cole

At the City of Tucson Department of Transportation, we strive to improve the infrastructure so that bicyclists, pedestrians, public transit riders, and motorists can safely, comfortably and conveniently get around. We are especially proud of the work we completed in 2014 to improve the transportation experience for bicyclists and pedestrians of all ages and abilities through better connectivity and access. One of our highest priorities is to add to and improve on existing pedestrian infrastructure, with a primary focus on connectivity and accessibility so that all Tucsonans can safely and easily navigate our city. In 2015, we will continue to demonstrate our commitment to these improvements. Thank you for your interest in our efforts and your continued support.



Transportation
Director
Daryl Cole



Top 5 Bike Count locations for 2013

LOCATION	# OF BICYCLISTS
1 Park Ave and University Blvd	1,143
2 2nd Street/Bike Path/Palm Dr	977
3 3rd Street and Campbell	902
4 Helen St and Mountain Ave	779
5 6th St and Highland	675

Interesting info from the 2013 Bike Count

- The number of total bicyclists increased 3% from 2012 to 2013 (increased 6% in 2013 vs. 4 year average from 2009 to 2012)
- The number of female bicyclists increased 22% from 2012 to 2013 (increased 16% in 2013 vs. 4 year average from 2009 to 2012)
- The number of under 18 bicyclists increased 19% from 2012 to 2013 (increased 44% in 2013 vs. 4 year average from 2009 to 2012)
- The number of over 65 bicyclists increased 18% from 2012 to 2013 (increased 43% in 2013 vs. 4 year average from 2009 to 2012)
- The number of helmet wearers increased 9% in 2013 vs. 4 year average from 2009 to 2012
- The number of wrong way riders decreased 5% in 2013 vs. 4 year average from 2009 to 2012

Top 5 Bike Count increases (2013 vs. 4 year average of 2009-2012) at count locations for 2013

LOCATION	RIDERSHIP INCREASE
1 Arroyo Chico and Tucson Blvd	81%
2 Kolb Rd and Tanque Verde Rd	45%
3 Aviation Highway and Broadway Blvd (Snake Bridge)	37%
4 Park Ave and University Blvd	28%
5 4th Ave and Lester St	28%

Pedestrian Info: Top 5 Count locations For 2013

LOCATION	# OF PEDESTRIANS
1 Park Ave and University Blvd	2,572
2 6th St and Highland Ave	2,129
3 2nd St/Bike Path/Palm Drive	2,036
4 Alameda St and Church Ave	1,112
5 Congress St and Toole Ave	671

The Annual Bicycle and Pedestrian Count is a project of Pima Association of Governments. For more information visit: www.pagnet.org/documents/bicycle/2013RegionalBicycleCountReport.pdf

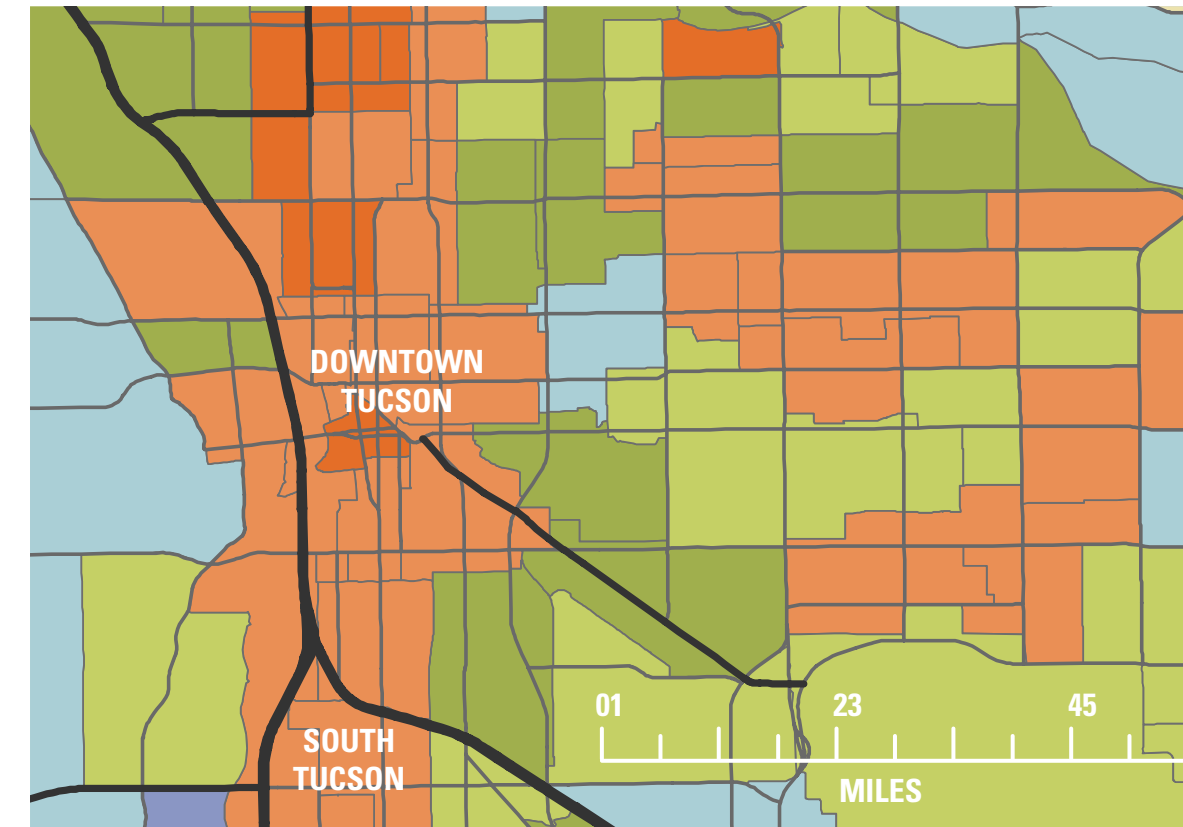
BY THE NUMBERS

Households with no motor vehicle available

by Census Tract, 2011 5-Yr ACS

Bicycle and Pedestrian Planning is important for many reasons. Tucson has a high rate of poverty and a many households in Tucson do not have a vehicle available. Low-income individuals and families who are unable to afford car ownership are more dependent on walking, walking to public transit, and on bicycling to meet their transportation needs.

PERCENTAGE WITHOUT A VEHICLE



Walking and bicycling to reach your destination may be faster than you think. Depending on the length of the trip, your bike commute could actually save you time. Transportation groups have done studies that show that for many trips under 3 miles, it is faster to bicycle than it is to drive. And keep in mind that bicycling counts as exercise, freeing up time that may be used at a gym or fitness class.



WALKABILITY

0.5 MILES
10 minutes



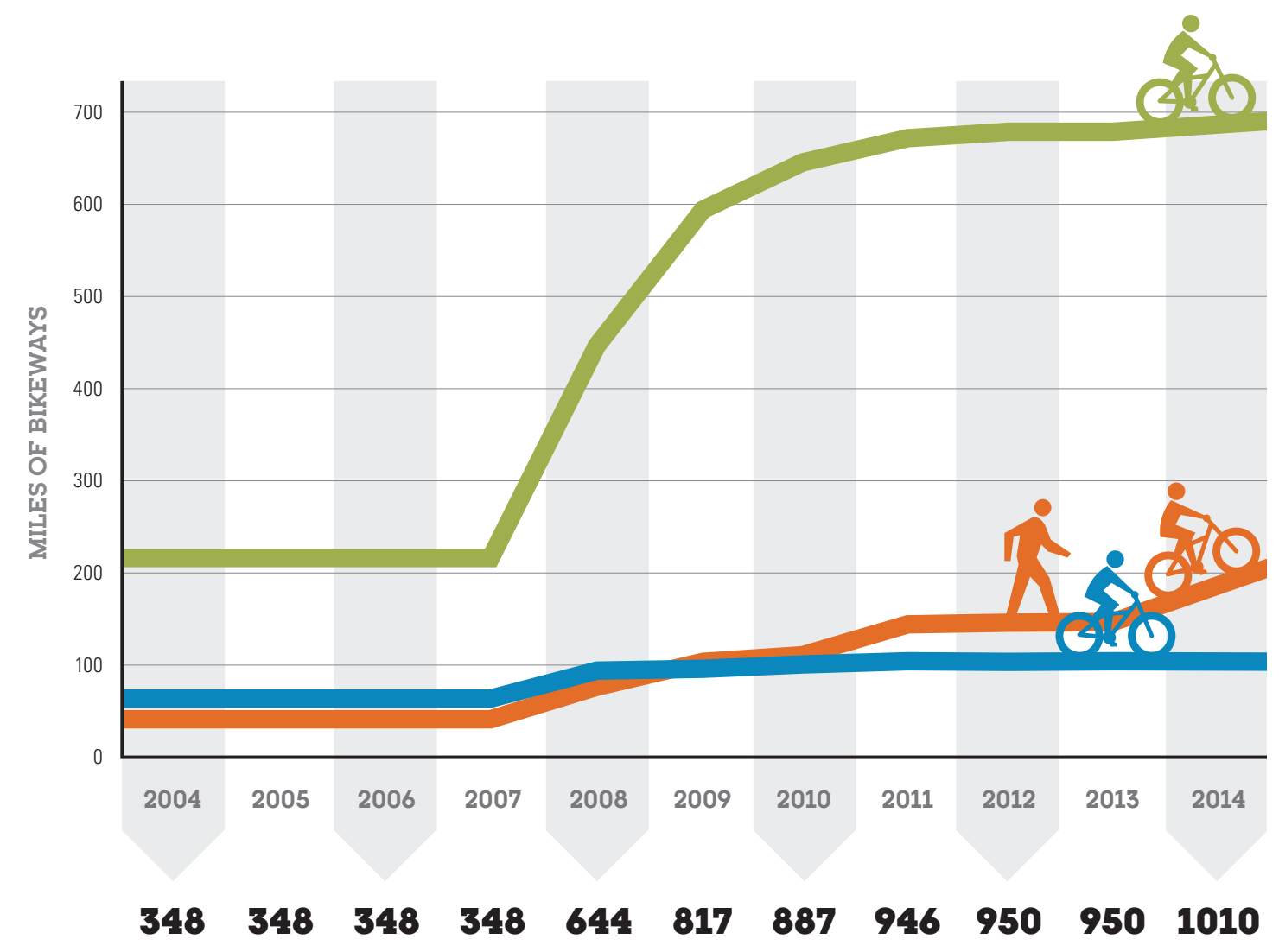
BIKEABILITY

1.5 MILES
10 minutes



Image: Pima Association of Governments, Tyndall Avenue at University of Arizona

Regional miles of bikeways



BIKE LANES

SHARED USE PATHS

RESIDENTIAL BIKE ROUTES

TOTAL MILES



Image: Pima Association of Governments, Fontana Bicycle Boulevard construction

IMPROVING INFRASTRUCTURE

Filling in the Bike Route Network

The City of Tucson Bicycle and Pedestrian Program is committed to creating a larger network of bike routes that link bikeways where gaps exist today. Tucson has one of the most comprehensive bike lane networks in the country, but missing sections still exist. Over the past couple of years, missing segments of bike lanes have been connected thanks to projects such as the Modern Streetcar installation, pavement preservation restriping, and more!



BEFORE

36th and Forgeus



Improving Safety for All – Putting Roads on a “Diet”

Improving safety is a top priority in Tucson and TDOT staff are constantly looking for ways to make our streets safer. Research has shown that “road diets” reduce crash fatalities and serious injuries. A road diet reduces the number of travel lanes in a roadway and uses the space for turn lanes and other travel modes (e.g. bike lanes). Road diets are not appropriate for every road, but in many cases engineers have “over-built” our roads for car capacity and the extra travel lanes are unnecessary. Depending on the road characteristics, road diets reduce crashes by 19 to 47 percent on average (source: Federal Highway Administration Road Diet Information Guide 2014).

This past year, the City of Tucson implemented three successful “road diets”:

- 36th Street between Campbell Avenue and Country Club Road
- Park Avenue between Irvington Road and Valencia Road
- Speedway Boulevard between Silverbell Road and Greasewood Road

These three road diet projects provide:

- Needed turning lanes to reduce motor vehicle crashes.
- Four new miles of bike lanes to the bikeway network.
- A space between the road and the area where pedestrians walk, improving both safety and comfort.

36th and Kramer



36th and Forgeus



36th and Kramer



AFTER

Expanding the Downtown Bike Lane Network

Sun Link, Tucson’s Modern Streetcar, has not only brought more residential and commercial activity to Tucson’s urban core, it has also brought some dedicated and much-needed bike infrastructure downtown. Sun Link construction generated several new bike lanes downtown including:

- Broadway Boulevard between Sixth Street and Herbert Alley: While bike lanes are typically on the right side of the street, this bike lane is on the left side of this one-way street to help cyclists access the major destinations south of Broadway.
- Congress Street between Scott Avenue and Granada Avenue
- Granada Avenue between Congress Street and Cushing Street
- Cushing Street between Granada Avenue and Avenida del Convento

UA Campus Contra-Flow Bike Lane

As part of the Sun Link Streetcar Project, the City of Tucson installed the area’s first contra-flow bike lane on James E Rogers Way on the University of Arizona campus. A contra-flow bike lane allows bicyclists to ride in the opposite direction of motor vehicle traffic.

James E Rogers Way, which parallels Second Street and the Sun Link Corridor east of Park Avenue, was originally open to westbound traffic only. The City of Tucson worked with the Sun Link Team to install a six-foot wide contra-flow lane to allow bicyclists—but not motor vehicles—to travel eastbound on James E Rogers Way. The contra-flow lane provides an alternative route for cyclists who would prefer to avoid riding near the Streetcar tracks along Second Street, the parallel route one block over.

Credit goes to UA Parking and Transportation services for approving the contra-flow lane and extending the contra-flow lane to a popular bikeway connection at the Harshbarger Path, near the Student Union.



Image: Maricopa Association of Governments





Low-Stress Bikeways

The City of Tucson is proud of our extensive bike lane network. However, research shows that a lot more Tucsonans would be interested in riding for more of their transportation needs if there were routes on which they could feel safer. The City of Tucson is committed to building more bikeway facilities that appeal to riders of all ages and abilities. This section describes some recent efforts to add low-stress facilities.

Bicycle Boulevard Description

Bicycle boulevards are residential roadways designed to be attractive, convenient, and comfortable cycling environments that are welcoming to cyclists of all ages and skill levels. Bicycle boulevards are low-volume, low-speed streets that have been optimized for bicycle travel through infrastructure such as traffic-calming and traffic-reduction treatments, signage, pavement markings, and intersection crossing facilities.

Bike Boulevard Comfort and Beautification

In 2014, the City of Tucson Bicycle and Pedestrian Program partnered with the local nonprofit Watershed Management Group (WMG) to increase shade cover and add water-harvesting infrastructure along the Treat Avenue Bike Boulevard between Broadway and Aviation Parkway. Through the efforts of WMG and numerous volunteers, and with grant funding from the Arizona State Forestry Department and the Ward 6 office, this pilot project was a success.

Major efforts were undertaken at Robison Elementary School, where volunteers, including Principal Julie Laird, built basins and planted shade-producing trees. Several homeowners along the route also worked with WMG and its volunteers to add water-harvesting basins and plant shade-producing trees in their yards. Together, these efforts make the Treat Avenue Bike Boulevard a more comfortable and beautiful place to walk and bicycle.

We look forward to replicating this model for future bike boulevard projects.



Crossing Busy Tucson Roads

Most Tucsonans are familiar with pedestrian HAWKs—those red lights that pedestrians activate to cross busy streets between traffic signals. HAWK stands for “High-Intensity Activated Crosswalk” beacon. Research shows that HAWKs prevent crashes and save lives.

Over the past couple of years, the City of Tucson, in collaboration with the Pima Association of Governments, developed a BikeHAWK. Bike HAWKs utilize special features such as curbside push-buttons, illuminated signs, and green pavement markings to make it safer and more convenient for bikes as well as pedestrians to cross.

HAWKs and BikeHAWKs are critical elements providing route connectivity for bicycles and pedestrians in Tucson.



Pavement Markings

The City of Tucson uses roadway markings to improve safety by delivering information quickly to both motorists and bicyclists. Below are several types of roadway markings recently installed:

Shared Lane Markings

Shared lane markings—also known as “sharrows”—indicate that both bicyclists and motorists share a travel lane. Sharrows are chevron, or arrow, shapes that assist cyclists in positioning more safely within the lane and they also alert motorists to the presence of cyclists in the lane.

Bicyclists who align themselves with the points of the chevrons will be out of the “door zone” of parked cars. This zone, into which parked cars’ driver’s-side doors open, can be a dangerous place for bicyclists to ride.

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

Dinner Plates

Bike routes in Tucson are not always a “straight shot” from your house to your destination. In fact, many bike routes turn onto less-traveled, quieter streets or temporarily move bicyclists onto a wide sidewalk to limit conflict with vehicle traffic.

If you are a regular rider, you may already know the zig-zags of your favorite route. If you are new to biking or are traveling to a new destination, however, it can be frustrating to try to follow a new route if it is not clearly marked. “Dinner plate” markings are especially useful for helping bicyclists navigate a new route.

Dinner plates may also be used to recommend a path on the road. For example, dinner plates are used in conjunction with green markings along the streetcar corridor to show where cyclists can cross the streetcar tracks at a 60- to 90-degree angle. However, cyclists should always make sure traffic is clear before veering into the travel lane to cross the tracks at an angle.

Bike Boxes

A bike box is an area of green-painted pavement at a signalized intersection, between the pedestrian crosswalk and the white “stop bar” that indicates where motorists should stop at a red light.

The bike box allows bicyclists to pull in front of motor vehicles at a red light and wait in the green area behind the pedestrian crosswalk. Motor vehicles are required to wait behind the white stop bar, leaving the bike box available for cyclists.

Bike boxes offer many benefits. For instance, bike boxes...

- Give bicyclists a defined space at intersections, separate from vehicles
- Make bicyclists more visible to motorists
- Make bicyclists’ travel behavior more predictable to others





"Now [that there is a protected bike lane] I'm much more likely to ride, and it makes my whole ride more enjoyable. Now I'm more likely to encourage my coworkers to ride since it doesn't feel like I'd be putting them in danger. We need more of these all over town!" – Joy

"The installation of this new bike lane on St. Mary's will definitely make me more likely to ride my bike there with my kids. This new bike lane offers a dramatic increase in safety." – Leif

"I'm thrilled to see that the City is truly taking bike safety seriously with some real bike infrastructure. This is a welcome addition and can only increase the safety and comfort of cyclists who are lucky enough to use it on a daily basis!" – Karilyn

"I couldn't be more pleased with the new protected bike lanes on St. Mary's. These barriers will truly be lifesavers for bicyclists. I would love to see more of these protected bike lanes throughout the city. Protected bike lanes are a tremendous benefit to the community at large." – Chris

"As a driver, I also feel that it is a bit less stressful driving around bikes in this situation. Protected bike lanes allow me to drive more assured that they [bicyclists] are not going to come into my lane of traffic." – Melissa

Separated Bike Lane

Another type of low-stress facility that encourages more bike riding by helping bicyclists feel safer is the separated bike lane. A separated bike lane not only has a stripe to delineate the bicycling area, but also uses a "protected barrier" to better separate bicyclists from motor vehicles.

This year, the City of Tucson installed its first protected bike lane on St. Mary's Road between 1-10 and Main Avenue, with positive results. On St. Mary's Road, the six-foot-wide bike lane is separated from the farthest-right vehicle lane by a two-foot-wide buffer zone lined with hardy plastic posts that act as barriers. The buffer and barriers make the bike lane more visible to motorists.

Another separated bike lane is being constructed on Stone Avenue between Toole Avenue and Alameda Street. Both a curb and a parking lane will separate bicyclists from vehicular traffic.

Additional protected bike lanes are in the works for 2015 and 2016.

Tucsonans—both bicyclists and motorists—have made many positive comments about our first protected bike lane on St. Mary's Road. Here are some of our favorites:

Bike Parking

Secure and visible bike parking is an essential component of a world-class biking city because it offers bicyclists access to their favorite stores and restaurants. Local businesses recognize the value of providing parking for their bicycling customers, and research supports their decisions to add bike racks. Studies show that, compared to motorists, bicyclists visit local businesses more often and spend more money each year at local businesses.

Tucson Department of Transportation has installed hundreds of bicycle parking spaces in the past couple of years. On-street bike parking can now be found outside several Tucson businesses, including EPIC Café, Food Conspiracy Co-op, Reilly Craft Pizza and Drink, the Coronet Café, eXo Coffee, Tap and Bottle, and Fuku Sushi at Main Gate Square. In addition, a few artistic racks were installed to both provide bike parking and celebrate the unique and vibrant Tucson culture.

In 2013, TDOT made it even easier for existing businesses to provide good bike parking when it created a Bicycle Rack Distribution Policy. The policy allows any Tucson business to apply for free bicycle racks as long as they are for public use and meet specific criteria.



Image: Jessica Hersh-Ballering



Improving Sidewalk Connectivity and Access for People with Disabilities

The City of Tucson is intensifying its efforts to make pedestrian infrastructure accessible to individuals of all ages and abilities.

The City of Tucson has dedicated \$3.5 million to sidewalk improvements along roadways with significant pedestrian activity. The funding helps to insert missing sidewalk segments and to install ramps that meet the requirements of the Americans with Disabilities Act.

Americans with Disabilities Act (ADA) Transition Plan

The City of Tucson is currently developing a plan that will guide improvements to make it safer and easier for persons with disabilities to get around. The City has hired a consultant to conduct field inventories of existing infrastructure on all roads. The consulting firm will prepare a prioritization plan for making improvements and assist in identifying possible funding sources in order to make necessary improvements.



EDUCATION AND ENCOURAGEMENT

Bicycle and pedestrian planning involves more than infrastructure. The City of Tucson proudly sponsors and works on various bicycle and pedestrian activities to raise safety awareness and increase excitement for these modes.

Safe Routes to School

The City of Tucson initiated a Safe Routes to School (SRTS) Program in 2014. The main goals of the program are: 1) provide safety education about walking and bicycling, and 2) increase the number of kids in kindergarten through 8th grade who walk or bike to school regularly.

Living Streets Alliance, in partnership with the top-rated bicycle and pedestrian planning firm Toole Design Group, was hired to operate the new SRTS Program on behalf of the city. The program encourages regular physical activity and helps students develop healthy habits that last a lifetime. When fewer parents drive kids to school, school zones experience reduced traffic congestion and pollution, and safety is improved for all students and staff. Walking and biking also provide families with the opportunity to share quality time together and build connections within their community.

The City's SRTS program has two primary goals: 1) support walking and biking for all area students through region-wide events and safety education outreach, and 2) focus on four pilot schools—Blenman, Howell, Kellond, and Laguna elementary schools—to implement a comprehensive Safe Routes to School Program at these sites.

This school year, pilot schools have hosted numerous activities to encourage safe and fun biking and walking. For example, Blenman Elementary hosted a bike scavenger hunt, Laguna Elementary hosted a free bike-repair night, and several schools hosted Saturday "Kidical Mass" rides.

Pilot and other schools in surrounding districts also participated enthusiastically in the WALKtober Walk to School Challenge, in which students were challenged to walk or bike to school every day for a week. Students earned small prizes for their participation, and one lucky student in each district won a new bike.

To learn more about the Tucson SRTS Program visit: www.saferoutestucson.org



Image: Living Streets Alliance, Free helmet distribution at Beyond Tucson



Image: Evren Sonmez

Bike Fest

For more than 20 years, the City of Tucson has been involved in promoting bicycling through Bike Fest, an annual month-long celebration of bicycling in the Old Pueblo. Today, Bike Fest is coordinated by the nonprofit Living Streets Alliance, while the City of Tucson remains a major sponsor and contributor. Through this public/nonprofit partnership, Bike Fest continues to grow and reach a much broader audience each year. In April 2014, nearly 56,000 Tucsonans participated in more than 50 Bike Fest events, such as bike-in movie nights, neighborhood-hosted nature rides, bike-to-work with the mayor, and more. Bike Fest also featured Pedal the Pueblo, a week-long event during which dozens of businesses offered discounts to patrons who arrived by bike.

New to the program in 2014 was a Bicycle Makeover Contest wherein one lucky bicyclist won the opportunity to upgrade her commuter bike with state-of-the-art parts, gear, and accessories. The winner was a junior-high-school science teacher who commutes to school daily on the same bicycle she's been riding for the past 30 years. Now her ride is smoother, safer, and sets a positive example for hundreds of teens each year.



www.bikefesttucson.com

Because half of all household trips are two miles or less, Bike Fest also features a 2-Mile Commuter Challenge, through which Tucsonans are encouraged to take their short trips by bike. Participants who logged their bike trips were eligible for raffle prizes, such as bike gear, gift certificates to local businesses, and a brand new Linus bike. In April 2014, 186 Tucsonans logged more than 3,750 bike trips. How many will *you* log next year?

BikeFest and Cyclovia are projects of the Tucson non-profit, Living Streets Alliance whose mission is to promote healthy communities by empowering people to transform our streets into vibrant places for walking, bicycling, socializing, and play.



living streets alliance

www.livingstreetsalliance.org



www.cycloviatucson.org

Cyclovia Tucson

The City of Tucson helped establish Cyclovia Tucson, a special event for which select streets are closed to cars for a day—but open to people to walk, bicycle, and play!

In 2014, Cyclovia Tucson, which now holds both spring and fall events, celebrated its five-year anniversary. More than 50,000 people attended Cyclovia Tucson last year—the highest attendance yet. Recognizing its positive impact in the community, the City of Tucson continues to play a key role in this event through sponsorship and donated staff time.

Below are some key facts about Cyclovia:

- Cyclovia is NOT only a “bike event.” You can walk, stroll, roller skate, or just plop a lawn chair on the side of the road and enjoy the smiles of passersby. You can get a meal or snack at a new restaurant or food truck. You can listen to music, take a Zumba lesson in the street, or climb a rock wall.
- Cyclovia is NOT a race. There is no “start” or “end” location at the event. You can join Cyclovia anywhere along the route that is convenient for you.
- Cyclovia is a FREE event for all participants.
- Cyclovia Tucson is more than a block party. Cyclovia Tucson reminds everyone that streets are public space—not just for cars but for everyone. Cyclovia events help make Tucsonans healthier and more active—and they are great for local businesses, too!
- Cyclovia activities are community driven. Any group can contact Cyclovia staff about how to get involved and showcase your organization through fun, interactive activities.
- Cyclovia may lead to long-term, healthy behavior change. More than 78 percent of Cyclovia attendees surveyed said that they are “likely or very likely to walk or bike more after participating” in Cyclovia.
- Cyclovia Tucson is organized by the local nonprofit Living Streets Alliance with help from dozens of sponsors and community partners.



In 2014, a survey of Cyclovia participants indicated:

35% FIRST TIMERS

70% BIKED, BUSED OR WALKED TO EVENT

80% LIKELY TO WALK OR RIDE MORE AFTER EVENT

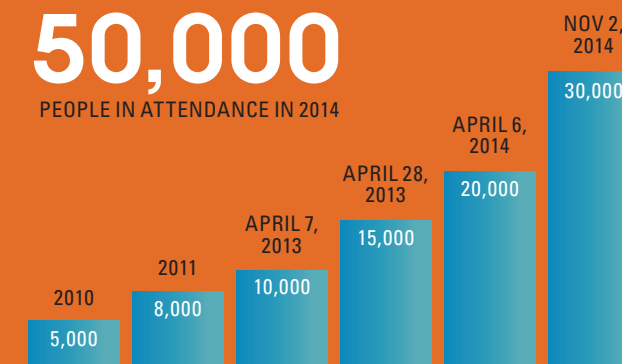


61% BECAME AWARE OF NEW RESTAURANTS & BUSINESSES

THIS IS THE 4TH LARGEST EVENT IN TUCSON & THE LARGEST EVENT IN SOUTHERN ARIZONA EMPHASIZING HEALTHY, ACTIVE TRANSPORTATION & COMMUNITY BUILDING

50,000

PEOPLE IN ATTENDANCE IN 2014





Youth Summer Bike Camp

The City of Tucson Bicycle and Pedestrian Program is a proud sponsor of Youth Summer Bike Camp so that more children have the opportunity to become skilled and confident bicyclists.

This week-long summer camp for children ages 6 to 14 teaches campers safe riding skills, bike maintenance, and bike handling techniques appropriate for each skill level. The camp also exposes campers to air-quality issues, proper hydration and nutrition, and recycled art as they all relate to bicycling. The camp is run by the nonprofit El Grupo, a youth cycling organization whose mission is “to empower youth through bicycles.”

Children of all skill levels are welcome—from self-identified experts to kids who have never before ridden a bike. In 2014, 110 campers attended Bike Camp.

Here are some of the comments from the parents of Bike Camp campers:

“More confident kid cyclist = more family bike trips!”

“My son’s confidence skyrocketed!”

“They were happily exhausted every day! They loved logging the miles and gaining confidence with more tricks!”



<http://www.elgrupocycling.org/programs/youth-summer-bike-camp/>

Youth Bike Camp will be offered again in summer 2015: June 1–5; June 8–12; July 10–24. Scholarships are awarded to low-income, low-resource youth if financial hardship is a barrier.



Images: El Grupo

Promoting Safety

The City of Tucson Bicycle and Pedestrian Program promotes bicyclist and pedestrian safety for residents with limited financial resources through the Light the Night and Children’s Helmet Giveaway campaigns. We believe that nothing should stand between Tucsonans and a safer walk or ride.

Light the Night

Lights make pedestrians and bicyclists more visible on Tucson’s dark streets. If visibility and safety don’t inspire you, keep in mind that bicyclists are legally required to use a front light when riding at night. Failing to do so may result in up to \$185 in fines.

At Light the Night events, volunteers distribute free lights that can attach to the front and back of any bike, or tie onto a backpack or purse. In 2014, more than 3,200 sets of lights were distributed.

Dates and locations for Light the Night events are advertised in newsletters, on Facebook and Twitter, and on flyers posted in public libraries.

Children’s Helmet Giveaway

Children up to age 18 are legally required to wear a helmet when bicycling in Pima County. Purchasing an appropriate helmet for a growing child, however, can be expensive. Adjusting the helmet so that it fully protects the child’s head can be difficult, too.

That’s why the City of Tucson gives away free helmets at most major bike-related events, such as Cyclovia. At these events, staff and volunteers show kids and parents how to fit helmets properly for the best protection.

In 2014, more than 1,500 helmets were distributed through this program.

Streetcar Bicycle and Pedestrian Safety Education

The arrival of the Sun Link Streetcar has expanded multi-modal travel options in the region. However, the streetcar tracks can be challenging to cross for pedestrians, wheelchair users, and especially bicyclists. For more information on how to be “Streetcar Street Smart” and navigate along the streetcar corridor, visit the Sun Link website, www.sunlinkstreetcar.com. The section entitled “Be Street-Smart” contains key safety information.

Also, Streetcar Street Smart posters have been placed all along the Sun Link Corridor, each with a QR code for accessing more information. Streetcar Street Smart brochures have been distributed at numerous community events.

Lastly, a 10-minute safety video has been created that shares safety tips for bicyclists, pedestrians, and motorists.



These safety programs are made possible through collaboration between the City of Tucson, Living Streets Alliance and Pima Association of Governments.





Image: Pima Association of Governments, Pedestrian Advisory Committee meeting

PUBLIC ENGAGEMENT

The Bicycle and Pedestrian Program wants you to be informed about current bike and pedestrian happenings, safety tips, ways to get involved, and ways to have fun on a bike or on foot.

Newsletter

More than 600 subscribers (and growing) receive the Bicycle and Pedestrian Program newsletter via email each month.

The online newsletter highlights upcoming events and provides in-depth information regarding ongoing bicycle and pedestrian projects and programs in the city.

The newsletter also features a Bicyclist or Pedestrian of the Month with every issue. These honorees share their stories of how biking and walking became a regular part of their lives, and they offer tips for readers who are thinking about biking and walking more often.

Facebook page

The City of Tucson Bicycle and Pedestrian Program's Facebook page is a great place to find information on upcoming events, to see photos of new bike and pedestrian projects in Tucson, and to learn about bike and pedestrian projects happening around the world.

BikeLife Tucson

BikeLife Tucson is a semi-annual magazine produced each fall and spring through a public-private partnership between the City of Tucson and Catalyst Communication, a marketing company that promotes cycling and outdoor activities.

Each issue shares stories of local businesses that support biking and walking, individuals and families who have made biking a regular part of their lives, and local bike shops where you can find the biking equipment you need. The magazine also has helpful Tucson-specific biking tips and always contains a fold-out bike route map.

BikeLife Tucson is mailed to more than 30,000 addresses. You can pick up a free copy of the magazine at any local bike shop, many libraries, and several local businesses and grocery stores.



Facebook page

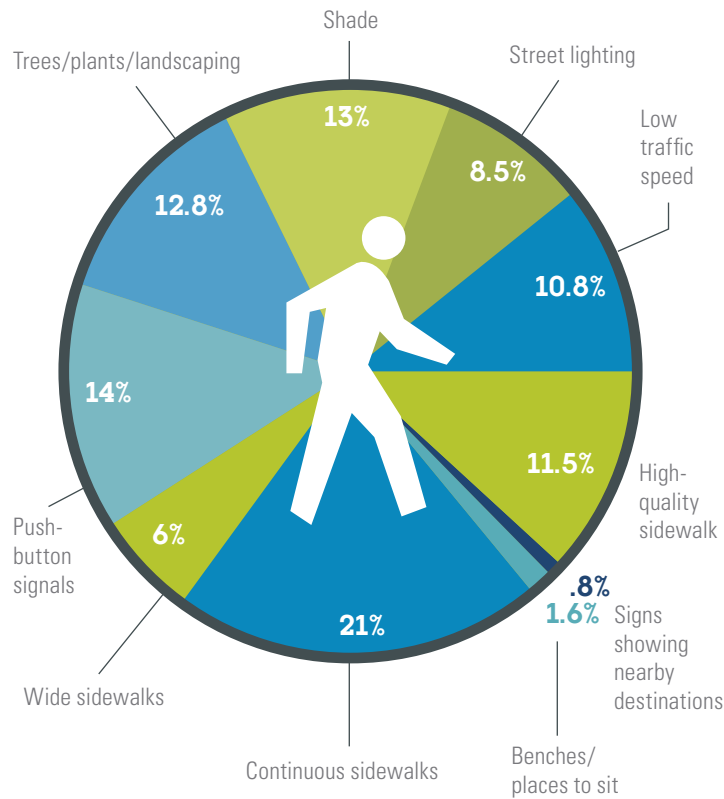


BikeLife Tucson



WHAT MAKES A STREET GOOD FOR WALKING?

1627 Responses



Public Input

The City of Tucson Bicycle and Pedestrian Program greatly values public input. If you want your voice to be heard regarding bicycle and pedestrian projects and programming, there are a number of opportunities available.

Bicycle Advisory Committee

The Tucson-Pima County Bicycle Advisory Committee (BAC) is a citizen committee whose members are appointed to advise regional government agencies on bicycle-related issues. The BAC meets on the second Wednesday of every month at Himmel Park Library. Representatives from local government and law enforcement provide regular updates.



<http://www.tucsonaz.gov/clerks/boards?board=60>

Members of the public are invited to speak on any bicycle-related issue during the call to the audience at every BAC meeting. The committee may choose to put the item on a future agenda.

Several subcommittees of the BAC meet throughout the month at a variety of locations and are open to the public. Check the BAC website for details.

Pedestrian Advisory Committee

The Pedestrian Advisory Committee (PAC) is a citizen committee whose members are appointed to advise the City of Tucson on pedestrian-related issues. The PAC meets on the third Wednesday of every month at the Ward 6 Council office. City government and law enforcement representatives provide regular updates.



www.tucsonaz.gov/clerks/boards?board=115

Members of the public are invited to speak on any pedestrian-related issue during the call to the audience at every PAC meeting. The committee may choose to put the item on a future agenda.

Several subcommittees of the PAC meet throughout the month at a variety of locations and are open to the public. Check the City of Tucson Bicycle and Pedestrian Program website for details.

Survey

Last year, the City of Tucson Bicycle and Pedestrian Program conducted an online survey in both English and Spanish to gauge public opinion of bicycling and walking facilities and how those facilities are marketed. This survey also took a closer look at public opinion regarding the expansion of the Bicycle Boulevard network, which will be a major project for us over the next few years.

Through this survey, Tucsonans indicated they are interested in biking and walking more than they do now. The survey highlights certain amenities people prefer on their biking and walking routes.

Survey participants were recruited through the City of Tucson Bicycle and Pedestrian Program monthly newsletter and website. Participants were evenly distributed by age and gender.

Bike Map Focus Group

To help you utilize the hundreds of miles of bike lanes and top-notch biking facilities Tucson has to offer, Pima Association of Governments, with help from the City of Tucson Bicycle and Pedestrian Program, designed a new wallet-sized fold-out bike map.

Important map features, selected with input from a focus group, identify libraries, bike shops, and intersections that have push-button signals, as well as a variety of color-coded bikeways (including bike lanes, enhanced bike routes, shared use paths, and Bike Boulevards).

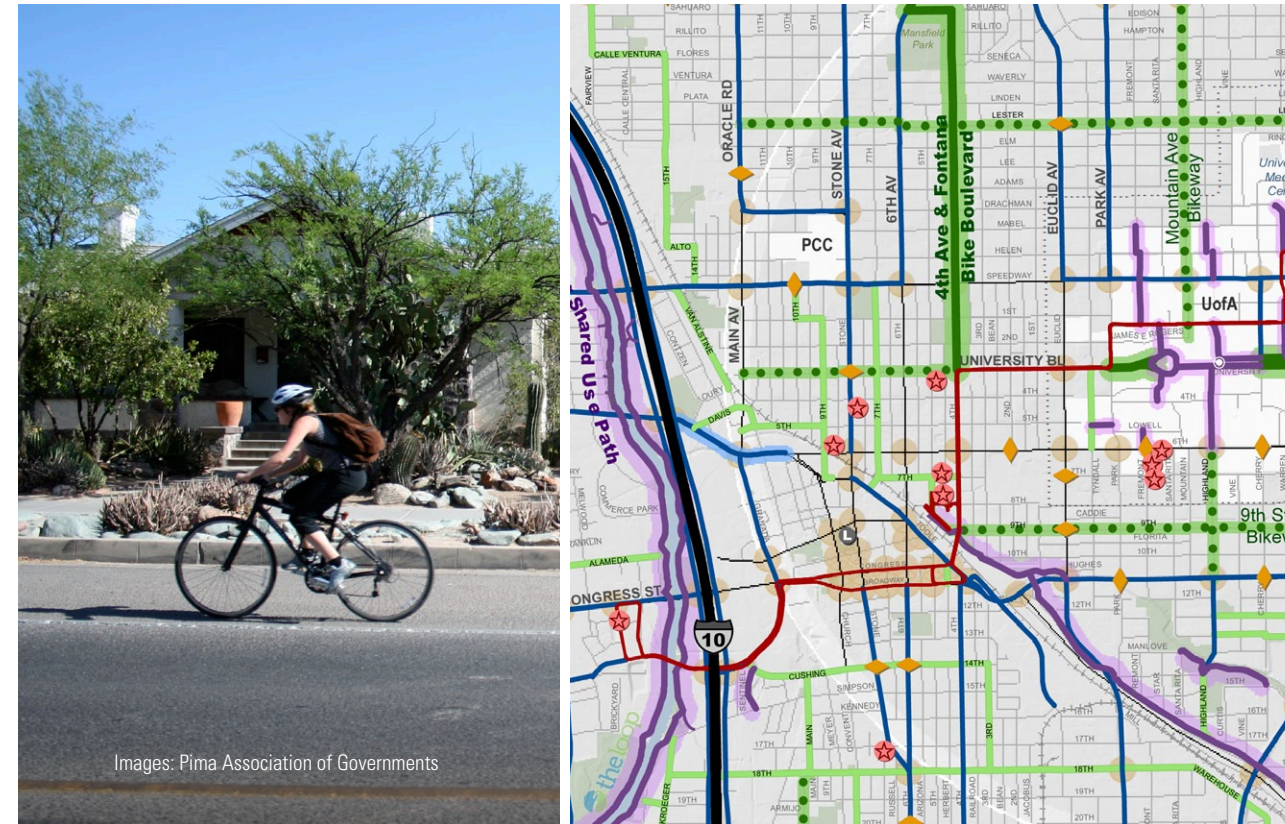
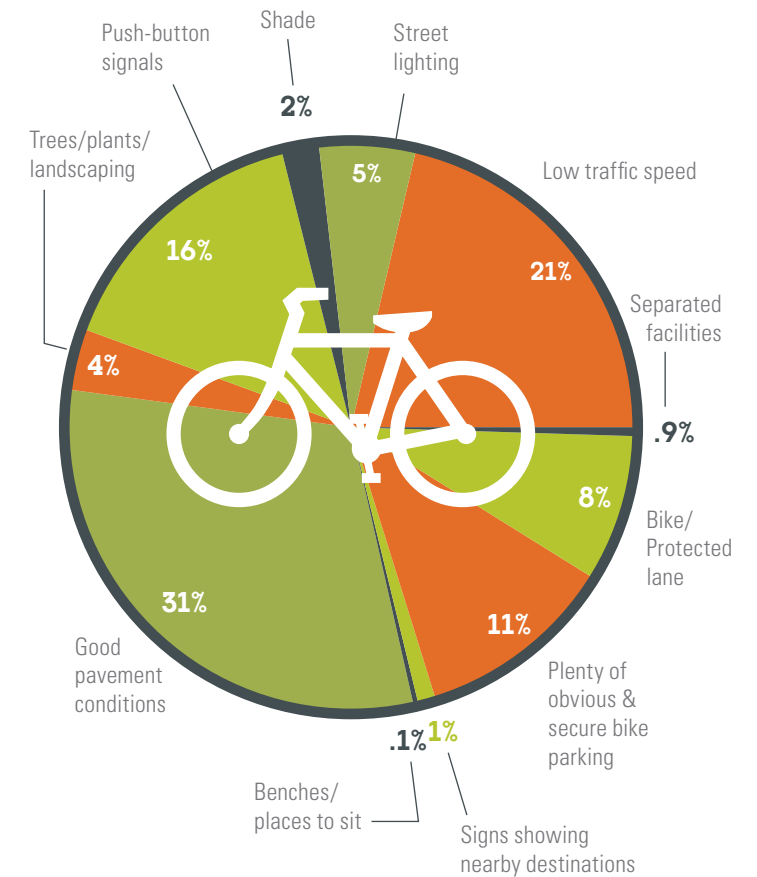
You can find these maps at any Tucson bike shop or online at www.pagnet.org/documents/bicycle/TucsonBikewaysMap.pdf.

Special Projects

The City of Tucson Bicycle and Pedestrian Program strongly encourages active bicyclists and pedestrians to make their voices heard during the planning of special projects. This year, Tucsonans had the opportunity to be involved in citizen committees for both the Downtown Links and Broadway widening projects. These committees include individuals from a variety of stakeholder groups and, ultimately, ensure an open and transparent planning process.

WHAT MAKES A STREET A GOOD PLACE TO BIKE?

1518 Responses



Images: Pima Association of Governments



A SNEAK PEAK AT 2015-2016!



Infrastructure Projects

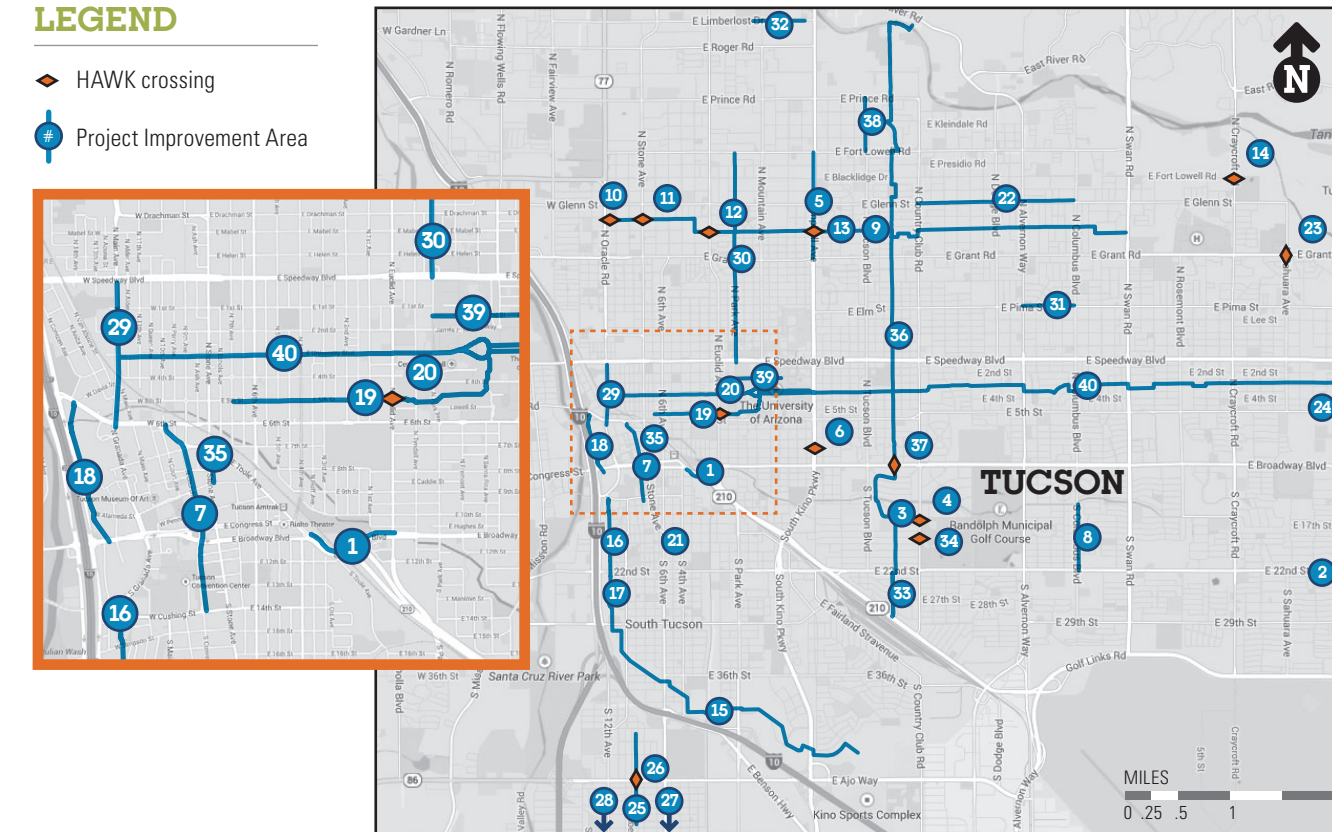
There are more than 35 funded bicycle and pedestrian projects in the works, and TDOT anticipates most of them will go into construction over the next two years. TDOT is working on an interactive map for the Bicycle and Pedestrian webpage where soon you'll be able to go and learn more about all the projects. In the meantime, below is a map that shows generally where these funded projects are located.

Regional Projects

- ADA Transition Plan
- Bike Share Feasibility Study
- Bike Share Planning
- Education and Encouragement
- Safe Routes to School

LEGEND

- HAWK crossing
- Project Improvement Area



- 1 4th Ave/ Congress/ Toole Intersection Improvements
- 2 22nd St at Avenida Sirio HAWK
- 3 Arroyo Chico Greenway: Country Club Rd to Treat Ave
- 4 Country Club Rd at Winsett St BikeHAWK
- 5 Campbell Ave Streetscape Improvements
- 6 Campbell Ave at Ninth St BikeHAWK
- 7 Church Ave Complete Street Project
- 8 Columbus Corridor Pedestrian Path
- 9 Copper/Flower Bicycle Blvd
- 10 Stone Ave at Kelso St BikeHAWK
- 11 Oracle Ave at Kelso St BikeHAWK Retrofit
- 12 First Ave at Jacinto/Copper St BikeHAWK
- 13 Campbell at Copper St BikeHAWK Retrofit
- 14 Craycroft Rd at Ft. Lowell Park HAWK
- 15 El Paso and Southwestern (EPSW) Greenway
- 16 EPSW Simpson to 22nd St
- 17 EPSW 22nd St to 26th St
- 18 EPSW Congress St to St. Mary's Rd
- 19 Fifth St Bicycle Blvd
- 20 Fifth St and Euclid Ave Toucan
- 21 Five Points Transportation Enhancement
- 22 Glenn St Neighborhood Improvements
- 23 Grant Rd at Sahuara Ave BikeHAWK
- 24 Henry Elementary SRTS
- 25 Liberty Bicycle Blvd and Liberty Safe Routes to School
- 26 Ajo Way at Liberty Ave BikeHAWK
- 27 Irvington Rd at Liberty Ave Bike Crossing
- 28 12th Ave at Canada St HAWK
- 29 Main Ave Road Diet
- 30 Park Ave Enhancement
- 31 Pima Pedestrian Pathway
- 32 Rio Vista Elementary SRTS
- 33 Robison Elementary SRTS
- 34 Country Club Rd at Eastland Ave BikeHAWK
- 35 Stone Ave Cycle Track
- 36 Treat Ave Bicycle Boulevard
- 37 Broadway Blvd at Treat Ave BikeHAWK
- 38 Tucson Blvd Pedestrian Path and Bicycle Improvements
- 39 UA Second St at Olive and Highland
- 40 University Blvd/3rd St Bicycle Blvd

Bicycle Boulevard Master Plan

One of the major initiatives for the TDOT Bicycle and Pedestrian Program involves building a network of bicycle boulevards by utilizing the residential grid network. A potential network of 65 corridors totaling more than 180 miles has already been identified. Using a methodology similar to that which the Pima Association of Governments used to prioritize sidewalk projects in its update of the regional Pedestrian Plan, TDOT is currently analyzing the bicycle boulevard network to prioritize segments for construction when funding becomes available. The plan will be completed in 2015.

LEGEND

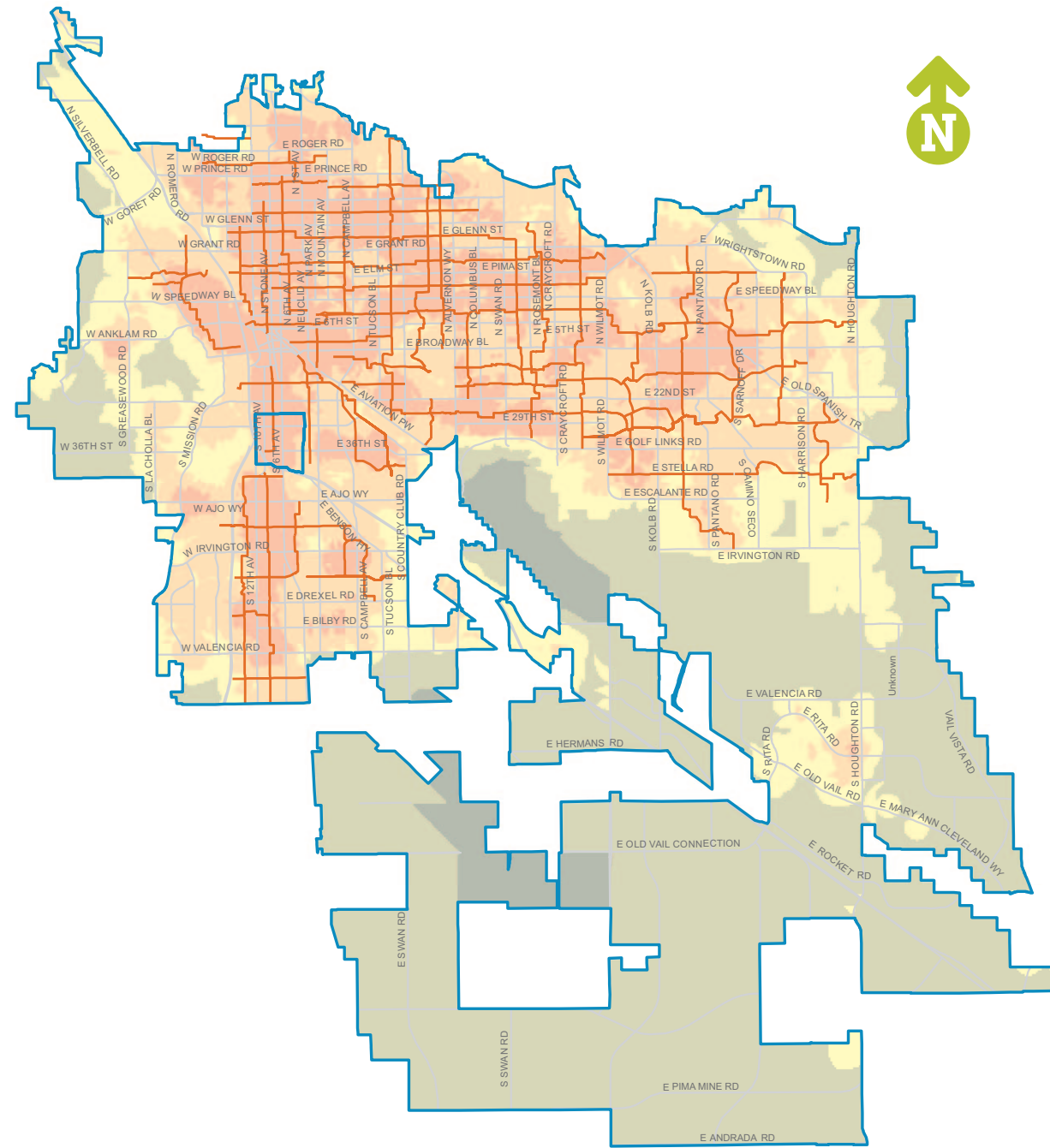
- Major Streets
- Bike Boulevards
- City of Tucson

TDOT 2015

This map is for planning purposes only, to help prioritize the bicycle boulevard network.

BIKE BOULEVARD DEMAND MODEL

- Low Demand
- Low-Medium Demand
- Medium Demand
- Medium-High Demand
- High Demand



Bicycle Boulevard Construction

Thanks to Regional Transportation Authority funding, several bike routes are slated to receive enhancements this year. New bike crossings will be installed along the Copper/Flower, Fifth Street, and Treat Avenue Bicycle Boulevards. Additional traffic calming treatments and signage will also be added. Within the next few years, more than 20 miles of the bicycle boulevard network will be completed.

Pedestrian Safety Campaign

The Bicycle and Pedestrian Program welcomed a new intern to the team in January 2015 to develop a comprehensive Pedestrian Safety Campaign. The intern has been researching best practices around the country, is developing a plan for TDOT to follow, piloted one of the strategies, and will be evaluating the pilot program. Safety campaign strategies include a crosswalk enforcement program, public service announcements, bus shelter ads, and more.

Public Bike Share

The City of Tucson has been exploring the feasibility of implementing a bike share system for the region. Bike share is an innovative public transportation system, whereby subscribers have access to a network of bicycles through automated, self-service kiosks located throughout the community. The system is accessed through low-cost subscriptions ranging from one-day access to annual membership.

In more than 40 cities across the U.S., bike share systems have proven very popular and successful, giving residents and visitors a fast, affordable, easy-to-use transportation option.

Tucsonans have already been asked to weigh in on where they would like to see bike share systems installed, and the response has been tremendous. More than 300 station locations have been suggested.

TDOT will continue planning for bike share for the region with hopes of launching a system in 2016.

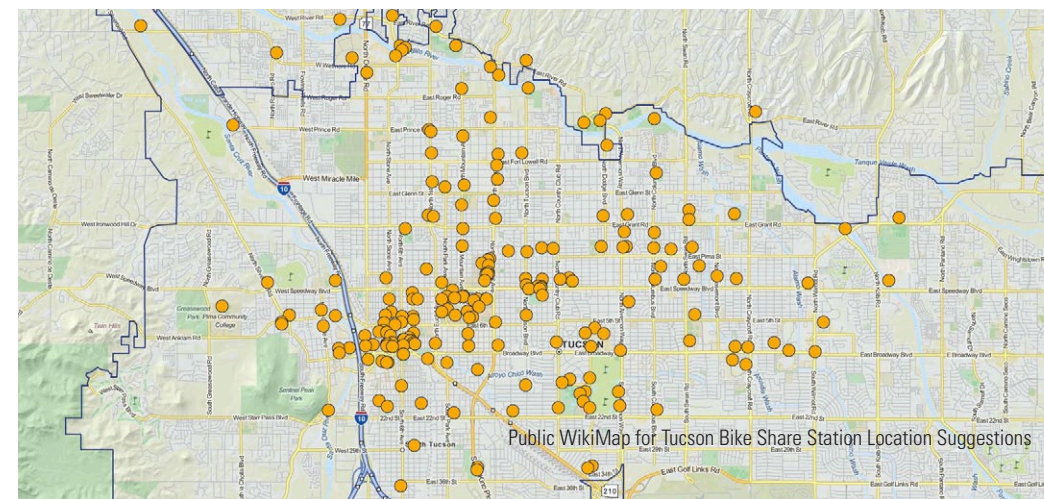




Image: Stacey Halper



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www.tucsonaz.gov/bicycle



**BICYCLE &
PEDESTRIAN
PROGRAM**

City of Tucson Department of Transportation