

A group of seven cyclists is riding away from the camera on a paved road. The cyclists are wearing various colored shirts (red, blue, green, white) and helmets. In the background, there is a large, mature palm tree and a white building with a red roof. The sky is clear and blue. A dark car is visible on the left side of the road.

TREAT AVE **BICYCLE** BOULEVARD

The background of the slide is a photograph of a busy street scene with several cyclists. In the foreground, a cyclist wearing a bright yellow safety vest is riding a bicycle. Behind them, two other cyclists are riding, one wearing a dark jacket and a white helmet, and another wearing a dark jacket and a blue helmet. They are riding on a paved street with a white line marking. The background is slightly blurred, suggesting motion. The overall tone of the image is somewhat muted, with a dark overlay.

## PRESENTATION SCHEDULE

WHY BIKE?

WHAT ARE THE  
BARRIERS TO  
BIKING?

WHAT IS A BICYCLE  
BOULEVARD?

HOW DOES IT  
BENEFIT OUR  
COMMUNITY?

WHY TREAT AVENUE?

WHAT WOULD IT  
LOOK LIKE?

# PROJECT CONTEXT

CLOSE TO 95 PERCENT  
OF ALL TRIPS TAKEN IN  
THE US ARE BY CAR

41 PERCENT OF ALL  
TRIPS WERE  
SHORTER THAN 2  
MILES

28 PERCENT WERE  
SHORTER THAN 1  
MILE



# WHYBIKE?

## ENVIRONMENT

FINE PARTICULATES

HEAT ISLAND EFFECT

INTERFERENCE WITH THE  
WATERSHED

LIQUID, SOLID AND  
GASEOUS POLLUTANTS IN  
STORM WATER

GREENHOUSE GASES

IN 1997 VEHICLES IN THE  
UNITED STATES  
ACCOUNTED FOR 25  
PERCENT OF WORLDWIDE  
TRANSPORTATION  
EMISSIONS OF  
GREENHOUSE GASSES  
TRANSPORTATION RESEARCH BOARD, 1997

70 PERCENT OF OUR TOTAL  
OIL CONSUMPTION GOES  
TO TRANSPORTATION  
CLIMATE CHANGE AND THE US  
TRANSPORTATION SECTOR, 2003



# WHYBIKE?

## HEALTH

25.4 PERCENT OF  
ARIZONANS ARE OBESE

17.3 PERCENT OF  
AMERICAN CHILDREN  
AGE 6-19 ARE OBESE

CENTER FOR DISEASE CONTROL, 2007

WALKING AND CYCLING  
FOR DAILY  
TRANSPORTATION IS  
THE CHEAPEST, SAFEST,  
AND MOST REALISTIC  
WAY TO INCREASE THE  
PHYSICAL ACTIVITY OF  
AMERICANS

HANSON AND GIULIANO, 2004



# WHY BIKE?

INEXPENSIVE

CLEAN

HEALTHY

ACCESSIBLE

QUIET

FUN!



# WHY BIKE?

TUCSON

GREAT WEATHER

FLAT TERRAIN

GOOD AIR QUALITY

PREVENT NOISE  
POLLUTION

PREVENT  
CONGESTION

BUILD A BIKEABLE  
CITY



# BIKING BARRIERS

## HEAT

AVERAGE  
TEMPERATURES  
OVER 90 DEGREES  
FIVE MONTHS OUT  
OF THE YEAR

## SAFETY

NATIONWIDE  
APPROXIMATELY  
6,500 PEDESTRIANS  
AND 900  
BICYCLISTS ARE  
KILLED IN  
COLLISIONS WITH  
MOTOR VEHICLES  
EACH YEAR

## SECURITY

## CONTINUITY

SUDDEN BREAKS IN  
THE PATH CAN  
LEAD TO  
CONFUSION AND  
UNSAFE  
MANEUVERING

## CONNECTIVITY

CONNECTIONS TO  
AND FROM A  
VARIETY OF  
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# BICYCLE BOULEVARD

**A SHARED ROADWAY  
OPTIMIZED FOR  
BICYCLE TRAFFIC**

- SLOWS MOTOR  
VEHICLE TRAFFIC

- DISCOURAGES CUT-  
THROUGH MOTOR  
VEHICLE TRAFFIC

- GIVES PRIORITY TO  
CYCLISTS AS THROUGH-  
GOING TRAFFIC

- APPEALS TO A BROAD  
SPECTRUM OF RIDERS

- PROVIDES  
CONNECTIVITY AND  
CONTINUITY



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**A BIKE BOULEVARD IN PORTLAND, OREGON**

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3RD STREET BIKE PATH IN TUCSON

# BICYCLE BOULEVARD

## TRAFFIC CALMING

### VOLUME CONTROL

- FULL CLOSURE
- PARTIAL CLOSURE
- DIAGONAL DIVERTERS
- MEDIANS

### SPEED CONTROL

- SPEED HUMPS/TABLES
- RAISED CROSSWALKS
- TRAFFIC CIRCLES
- CHICANES



PARTIAL CLOSURE

# BICYCLE BOULEVARD

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FULL CLOSURE

# BICYCLE BOULEVARD

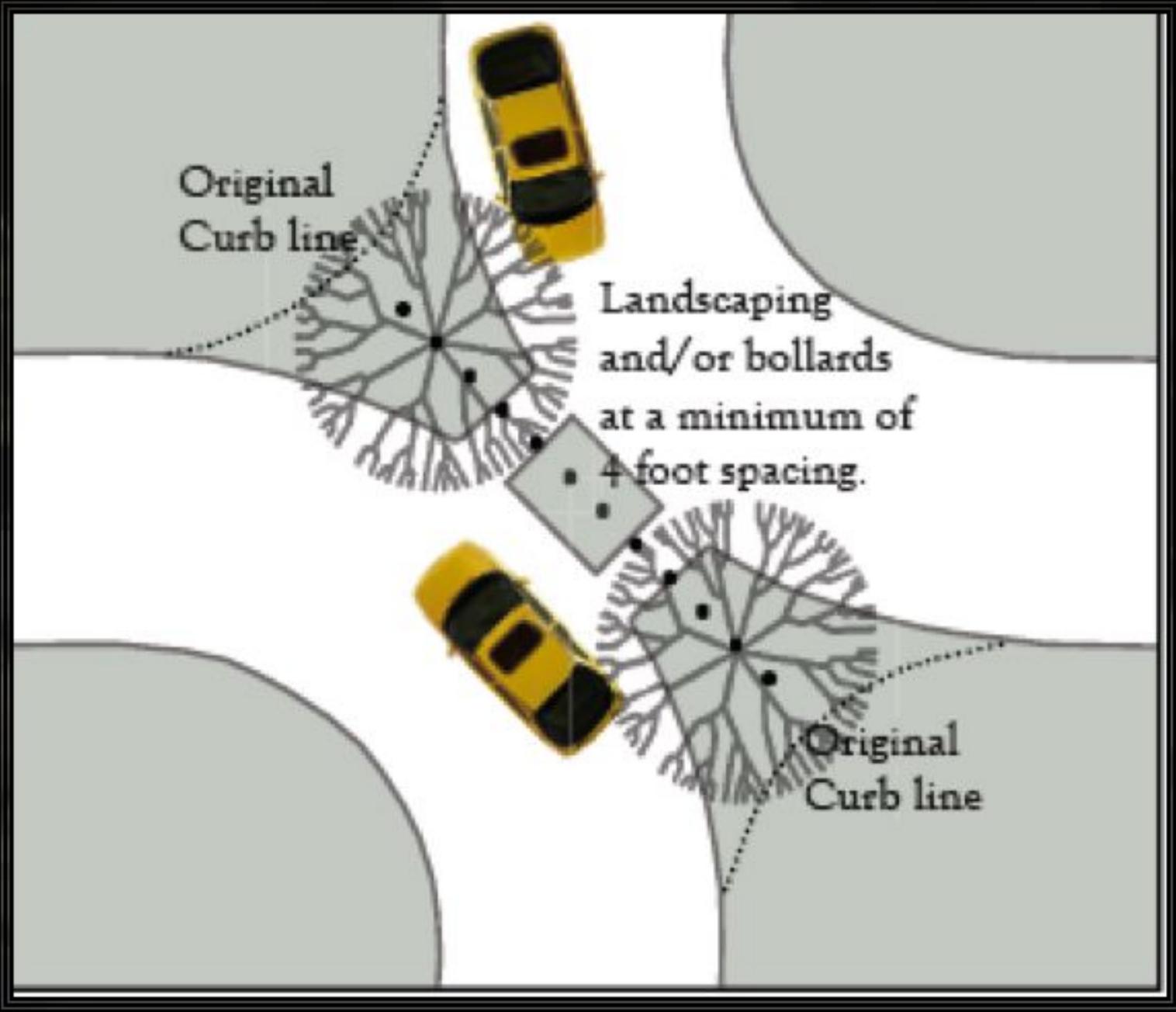
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## DIVERTER

# BICYCLE BOULEVARD

## TRAFFIC CALMING

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- PARTIAL CLOSURE
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**DIVERTER**

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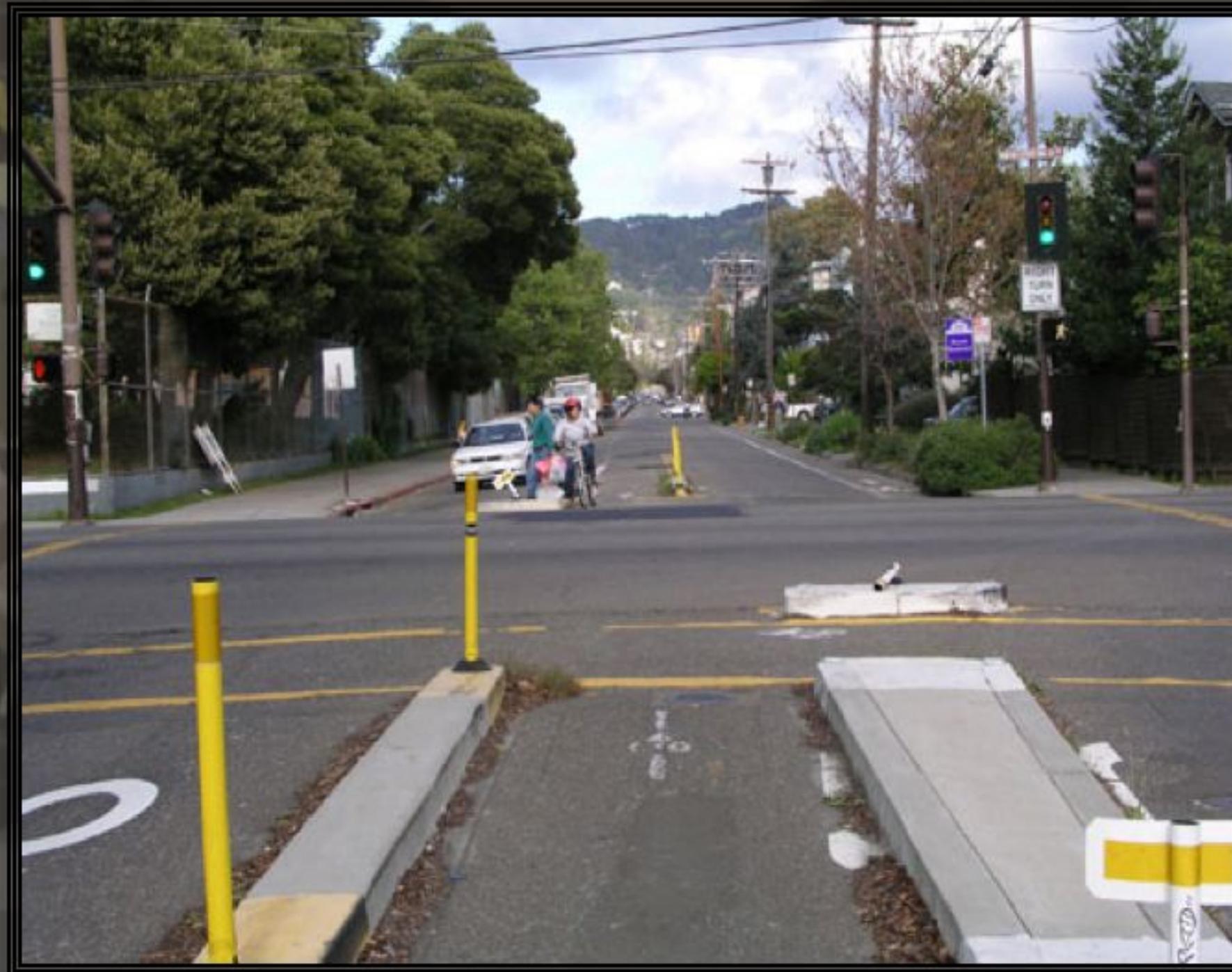
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MEDIAN

# BICYCLE BOULEVARD

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**SPEED HUMP**

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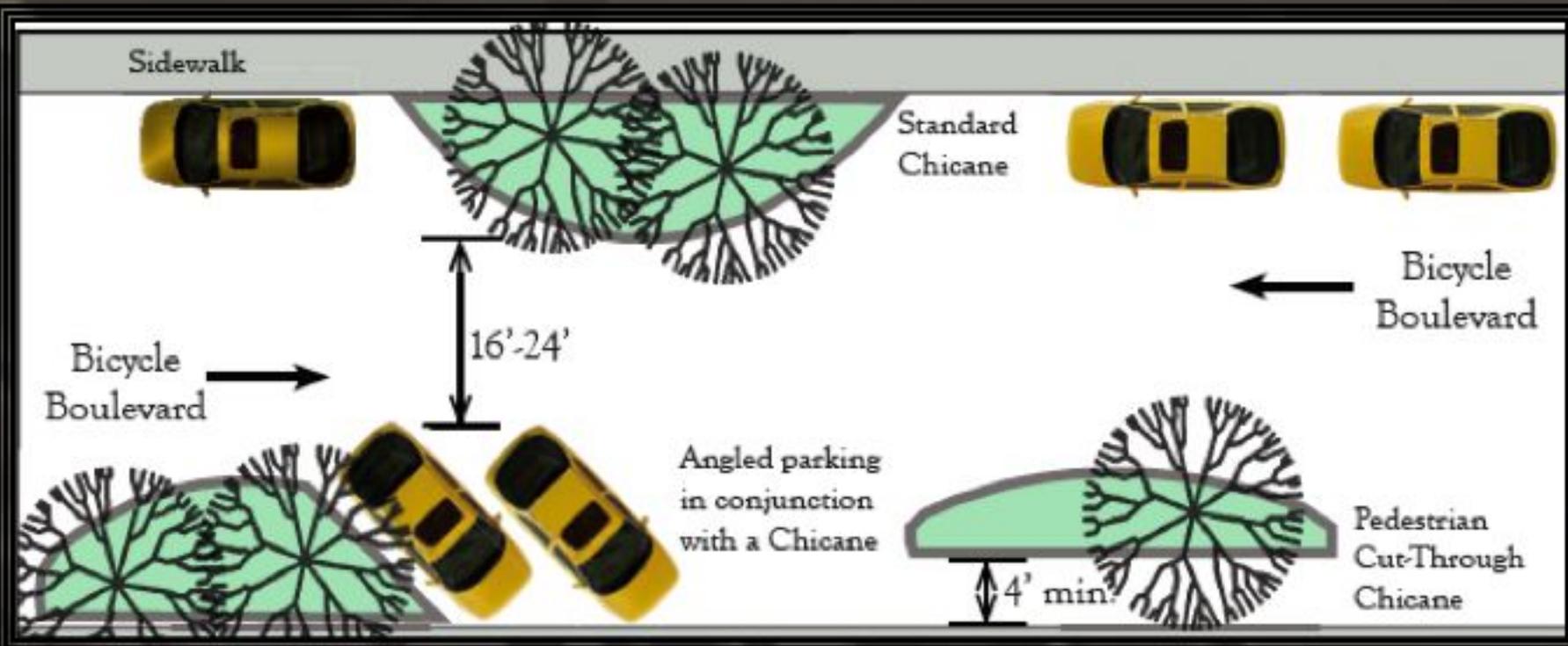
RAISED/HIGH VISIBILITY CROSSWALK

# BICYCLE BOULEVARD

## TRAFFIC CALMING

- VOLUME CONTROL
  - FULL CLOSURE
  - PARTIAL CLOSURE
  - DIAGONAL DIVERTERS
  - MEDIANS

- SPEED CONTROL
  - SPEED HUMPS/TABLES
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  - TRAFFIC CIRCLES
  - CHICANES



## CHICANES

# BICYCLE BOULEVARD

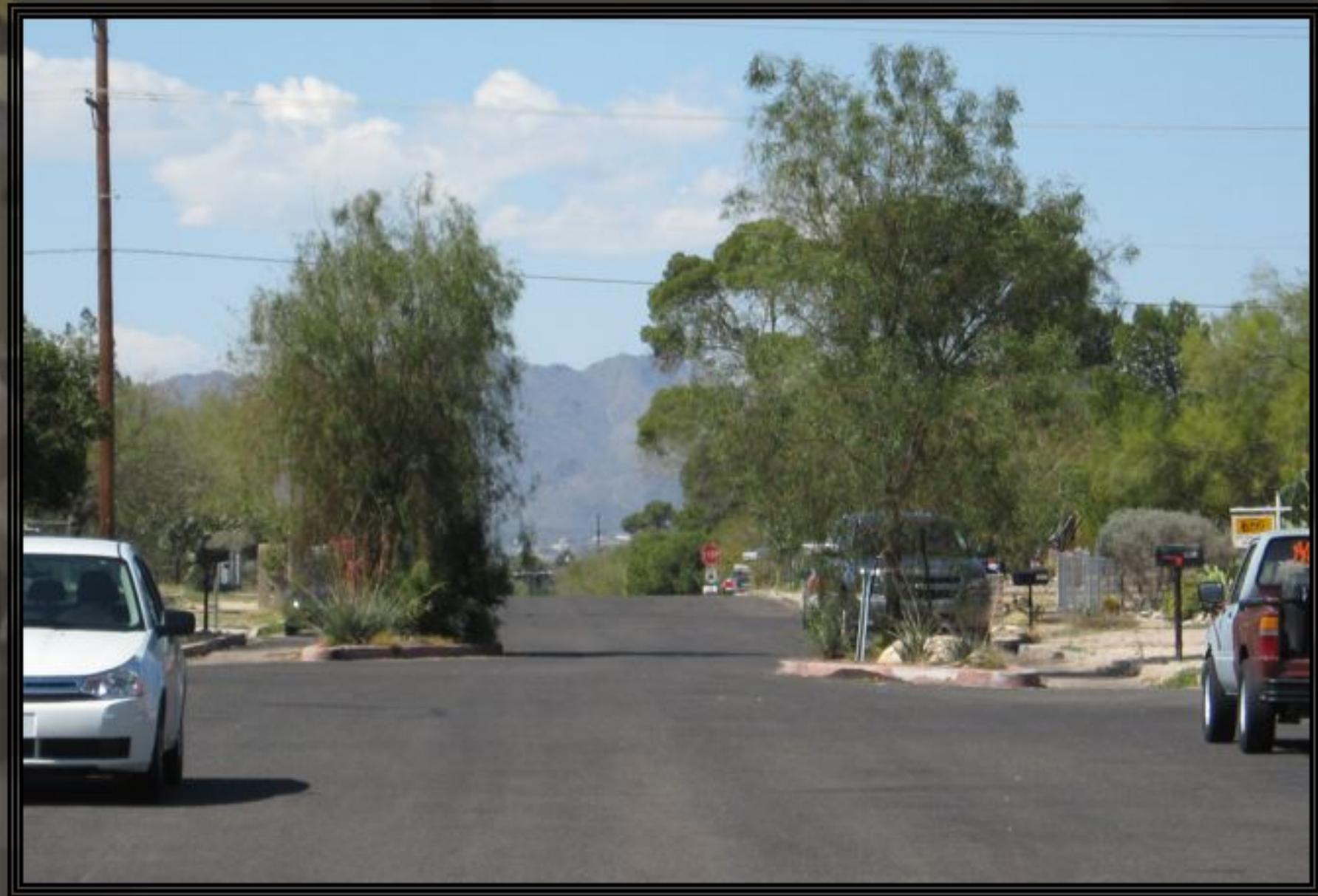
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CHICANES

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**BULB-OUT**

# BICYCLE BOULEVARD

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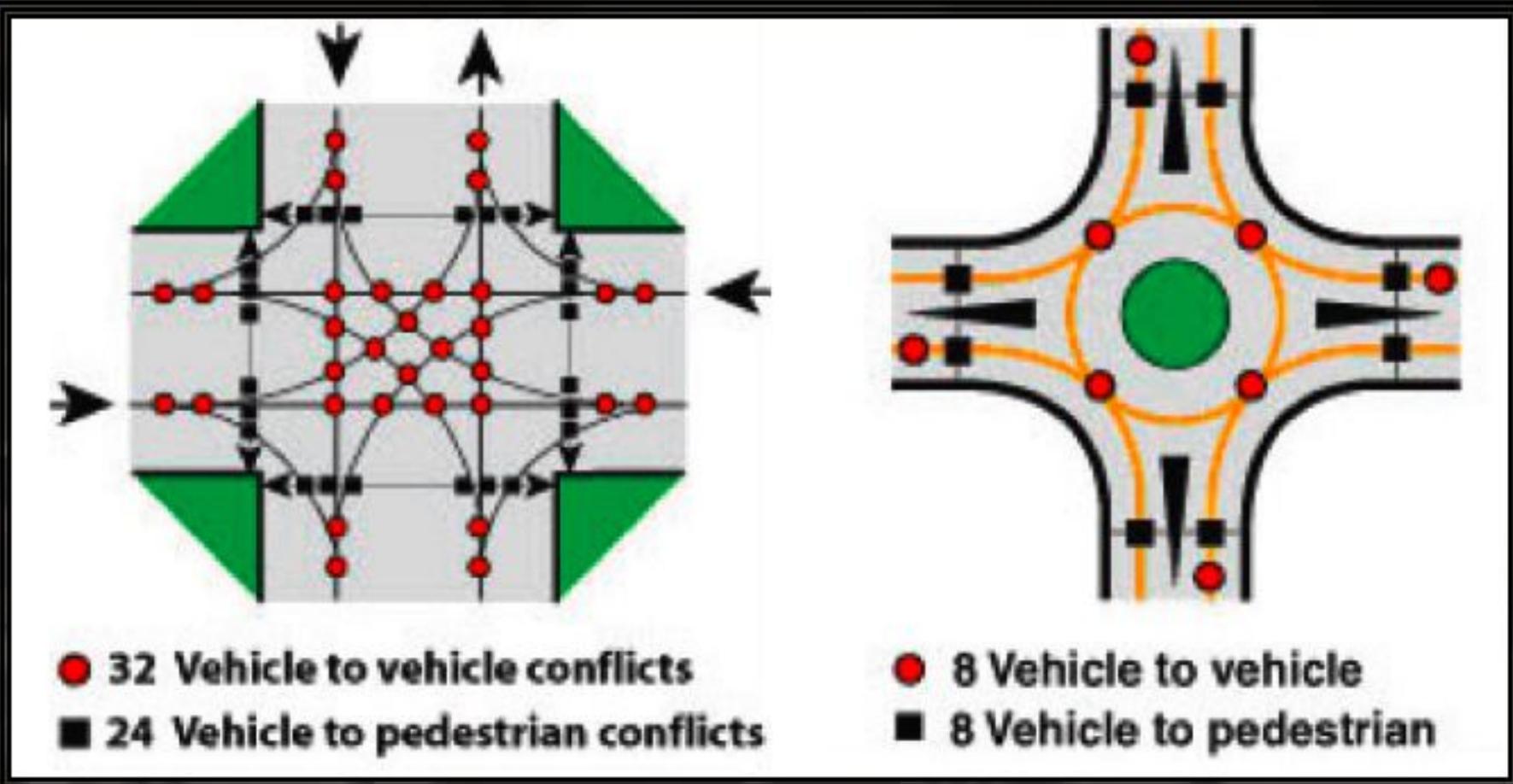
TRAFFIC CIRCLE

# BICYCLE BOULEVARD

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TRAFFIC CIRCLE

# BICYCLE BOULEVARD

## TRAFFIC CALMING

SAFETY IMPACTS OF TRAFFIC CALMING MEASURES  
( U.S. EXPERIENCE)

	NUMBER OF OBSERVATIONS	AVERAGE NUMBER OF COLLISIONS		% CHANGE IN COLLISIONS
		BEFORE	AFTER	
12' SPEED HUMP	49	2.7	2.4	-11%
14' SPEED HUMP	5	4.4	2.6	-41%
22' SPEED TABLE	8	6.7	3.7	-45%
TRAFFIC CIRCLE (W/O SEATTLE)	17	5.9	4.2	-29%
TRAFFIC CIRCLE (W/ SEATTLE)	130	2.2	0.6	-73%

WWW.TRAFFICCALMING.ORG

# BICYCLE BOULEVARD

## BENEFITS

- INCREASES SAFETY AND COMFORT FOR COMMUNITY, PEDESTRIANS, AND BICYCLISTS

- SAFER CROSSINGS
- SAFER PATHS

- DISCOURAGES NEIGHBORHOOD CUT-THROUGH MOTOR VEHICLE TRAFFIC AND CALMS NEIGHBORHOOD TRAFFIC

- SPEED HUMPS
- TRAFFIC CIRCLES
- TRAFFIC DIVERTERS

- REGULAR SURFACE CORRECTION AND MAINTENANCE OF THE STREET

- SHADE TREES, LANDSCAPING AND DRINKING FOUNTAINS



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# BICYCLE BOULEVARD

## CASE STUDIES

CITY OF PORTLAND  
BIKE NETWORK

CITY OF BERKELEY  
BIKE BOULEVARDS

TRIPS BY BICYCLE  
ACROSS THE CITY'S  
FOUR MAIN BICYCLE  
FRIENDLY BRIDGES  
INCREASED BY 410  
PERCENT BETWEEN 1991  
AND 1997

BIRK AND GELLER 2007

TRIPS BY BICYCLE IN  
PORTLAND DOUBLED  
BETWEEN 1990 AND  
2000



# BICYCLE BOULEVARD

## CASE STUDIES

CITY OF PORTLAND  
BIKE NETWORK

CITY OF BERKELEY  
BIKE BOULEVARDS

IN 2001 NAMED THE  
BEST CITY IN NORTH  
AMERICA TO RIDE A  
BIKE



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BIKE BOULEVARDS



# BICYCLE BOULEVARD

## CASE STUDIES

CITY OF PORTLAND  
BIKE NETWORK

CITY OF BERKELEY  
BIKE BOULEVARDS

BERKELEY HAS ONE  
OF THE HIGHEST  
RATES OF BICYCLE  
AND PEDESTRIAN  
COMMUTING IN  
THE NATION

IS THE SAFEST CITY  
OF ITS SIZE IN  
CALIFORNIA FOR  
PEDESTRIANS AND  
CYCLISTS

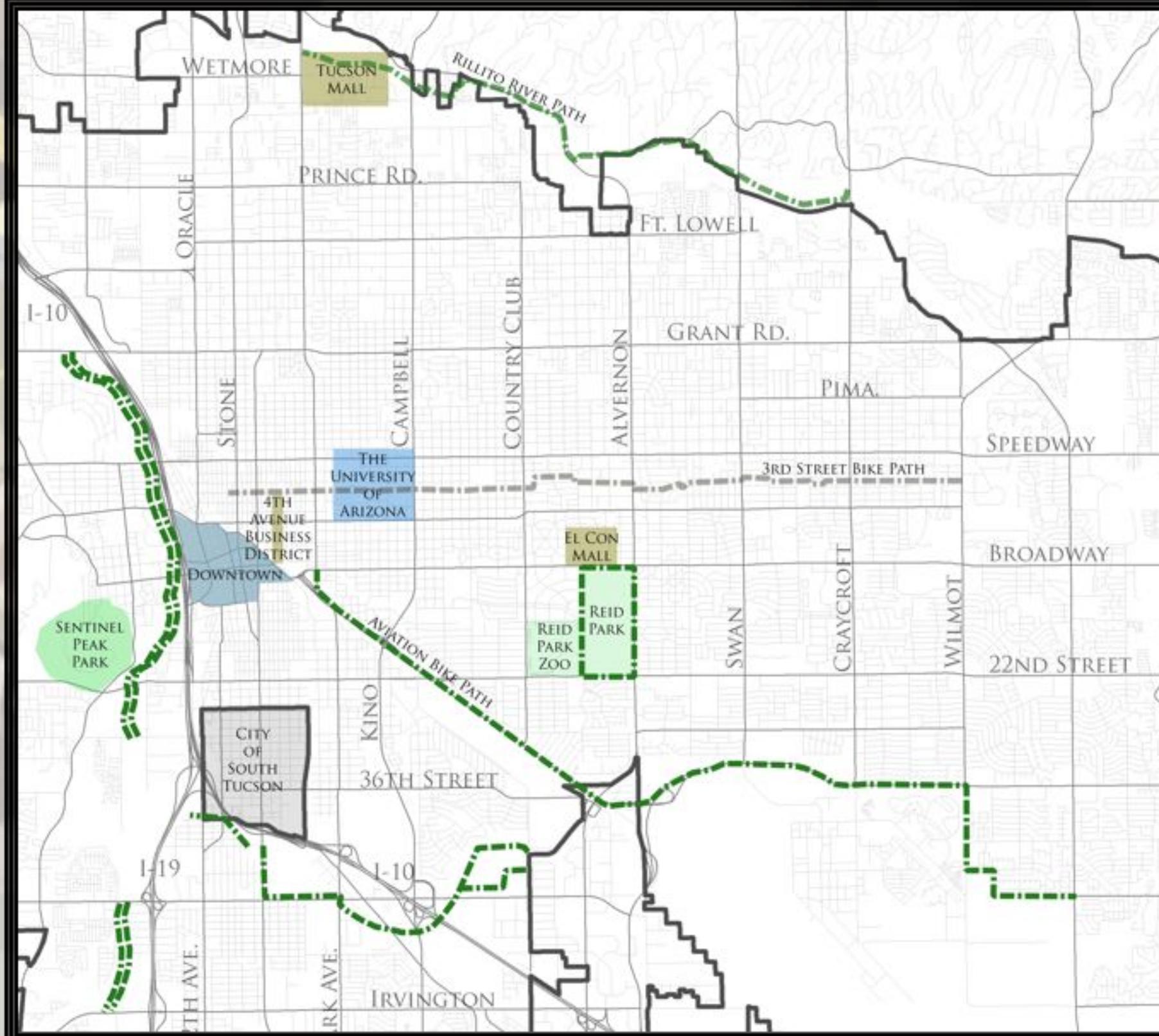


# WHY TREAT?

PROPOSED ROUTE

CONNECTIVITY AND CONTINUITY

SAFETY



# WHY TREAT?

## PROPOSED ROUTE

## CONNECTIVITY AND CONTINUITY

### CONNECTED TO:

AVIATION BIKE WAY

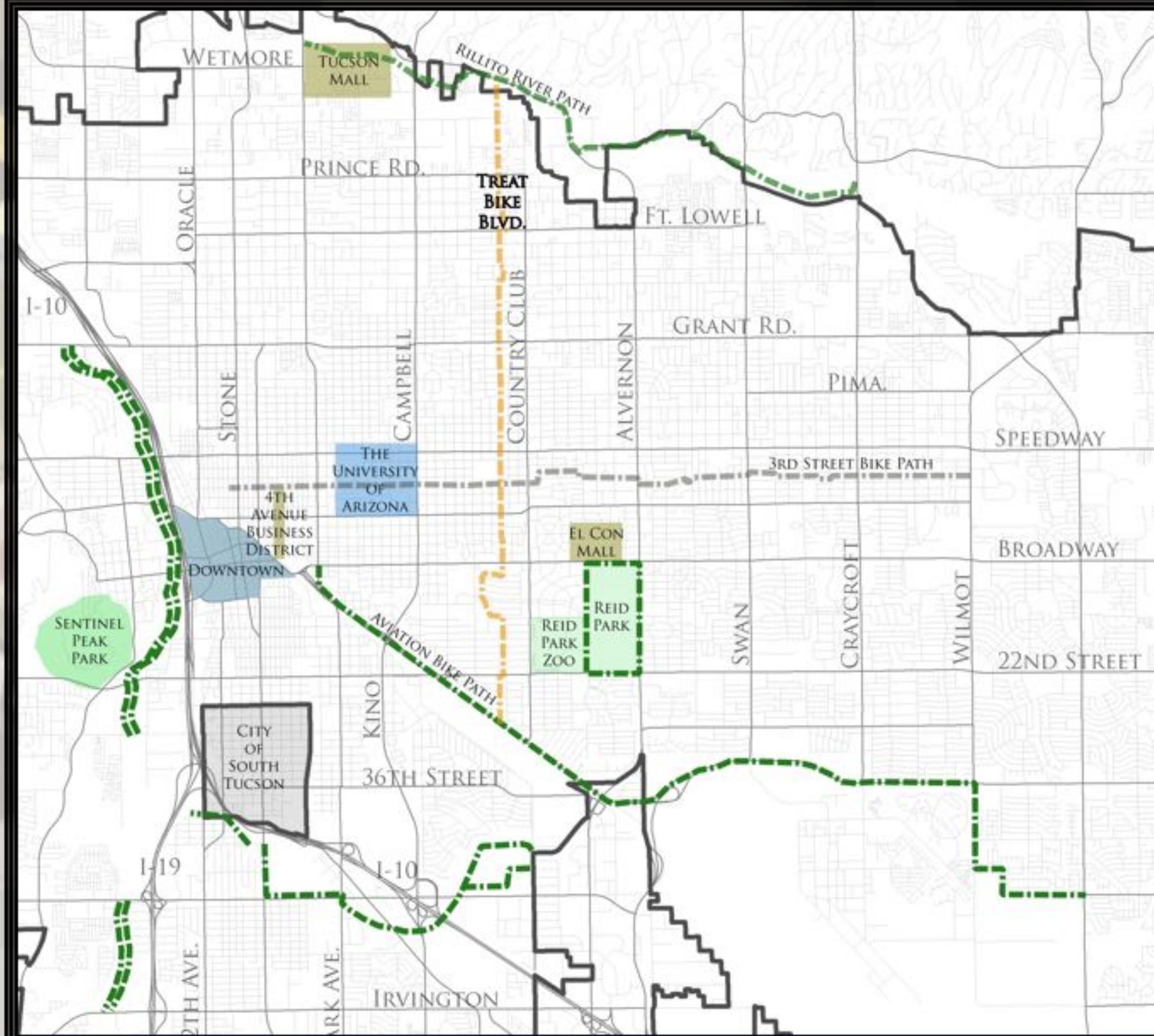
RILLITO BIKEWAY

3RD STREET BIKE PATH

MAJOR BUS ROUTES

NUMEROUS BIKE PATHS

## SAFETY



# WHY TREAT?

## PROPOSED ROUTE

## CONNECTIVITY AND CONTINUITY

WITHIN .25 MILES OF:

5 ELEMENTARY SCHOOLS

4 HIGH SCHOOLS

6 PARKS

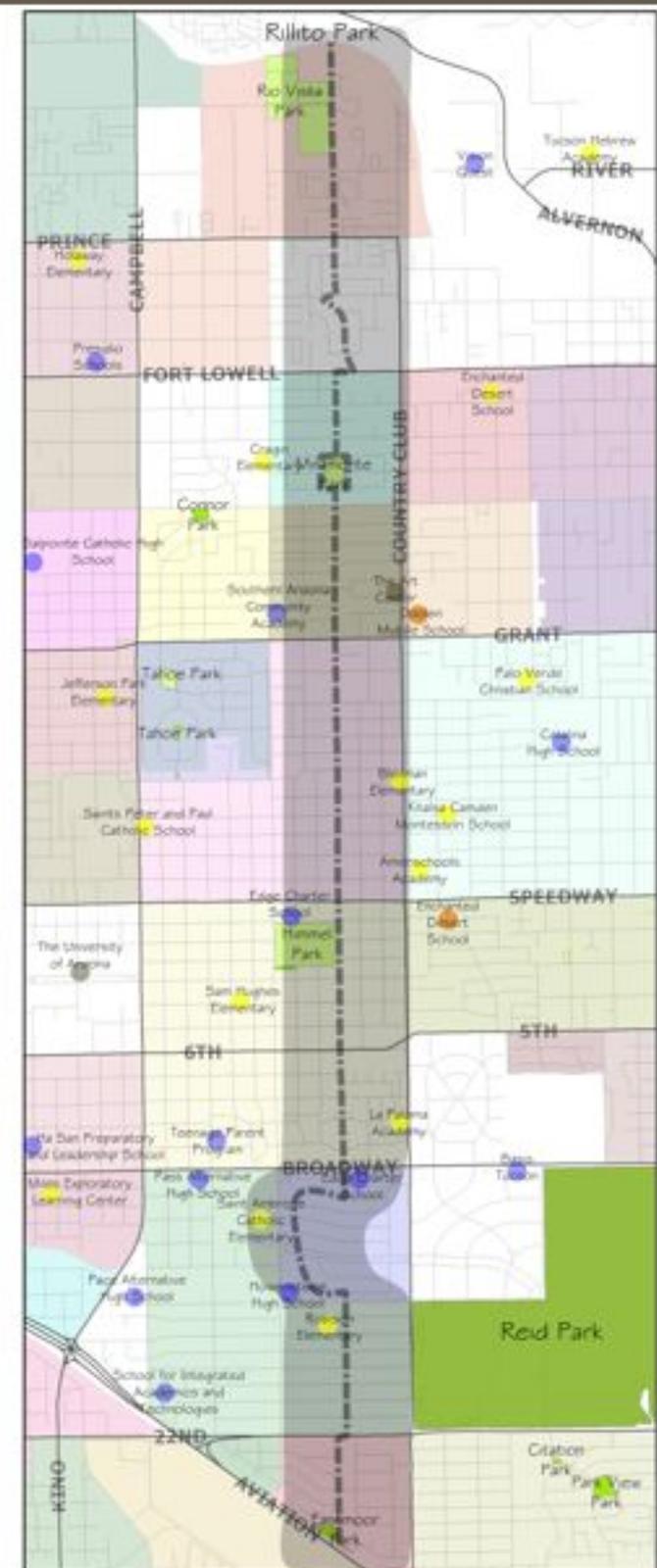
WITHIN 1 MILE OF:

THE UNIVERSITY OF ARIZONA

30 SCHOOLS

11 PARKS

## SAFETY



# WHY TREAT?

## PROPOSED ROUTE

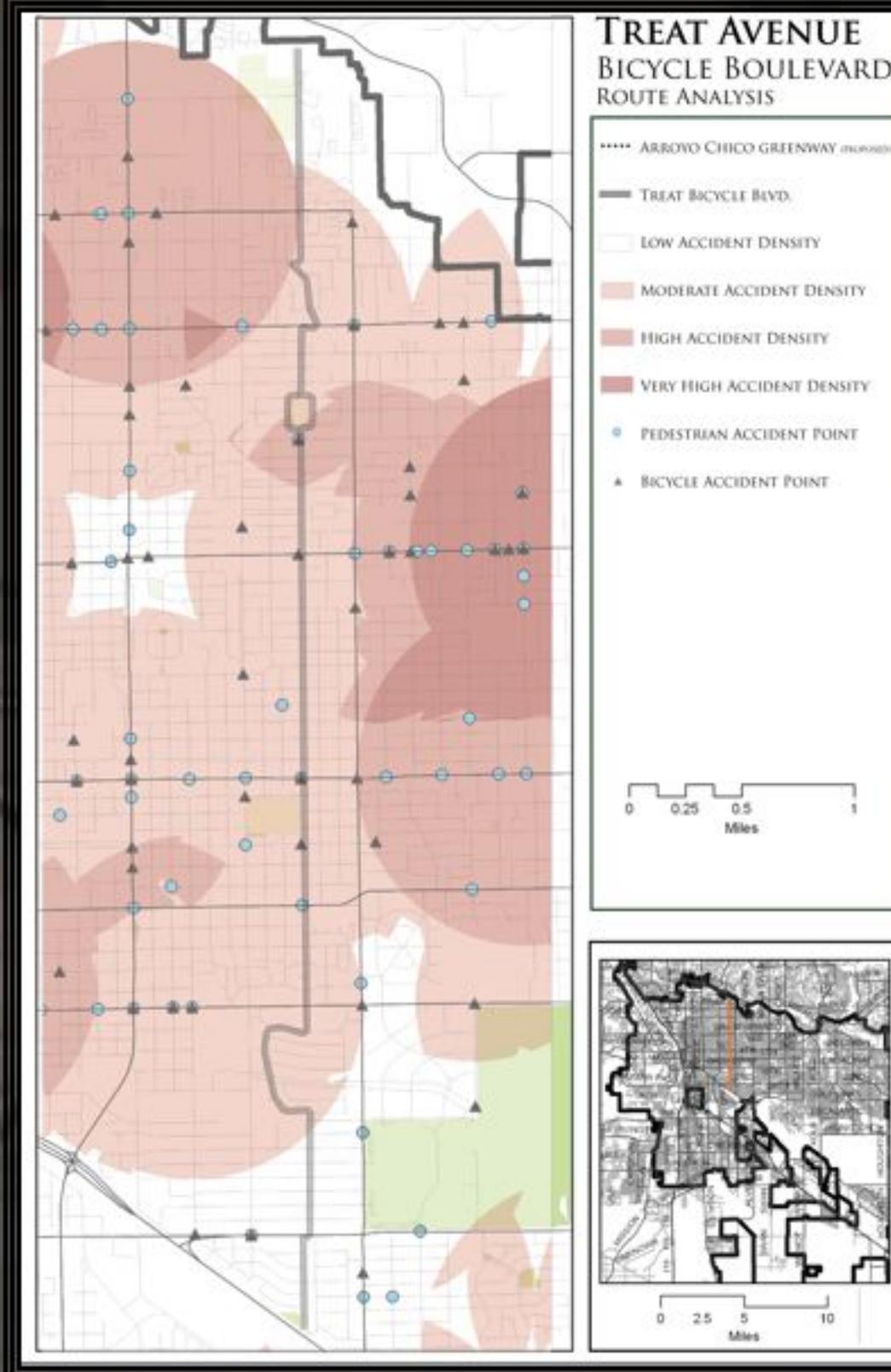
CONNECTIVITY AND CONTINUITY

## SAFETY

ACCIDENT RATES

EXISTING TRAFFIC SIGNALS

RESIDENTIAL STREETS



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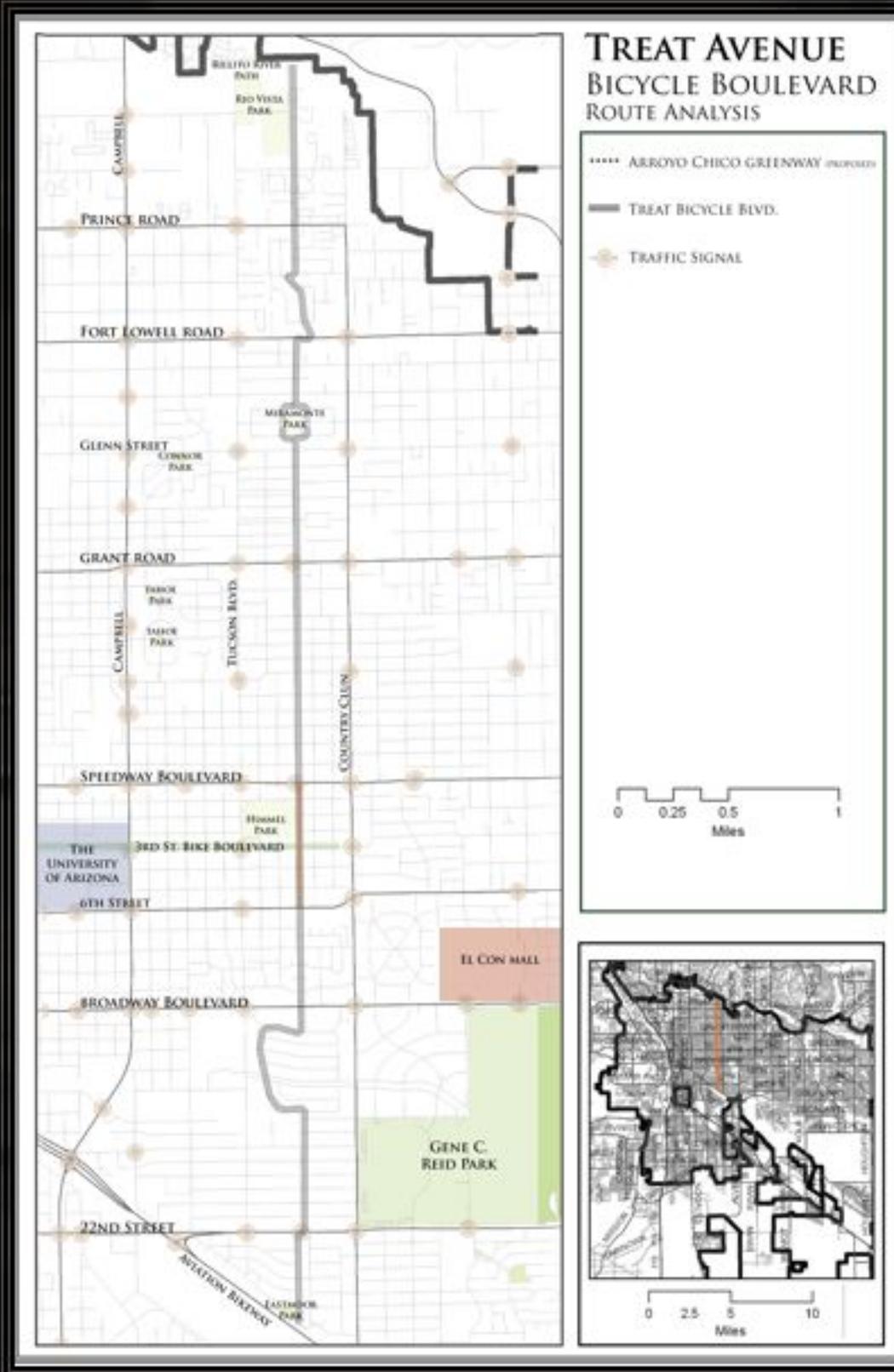
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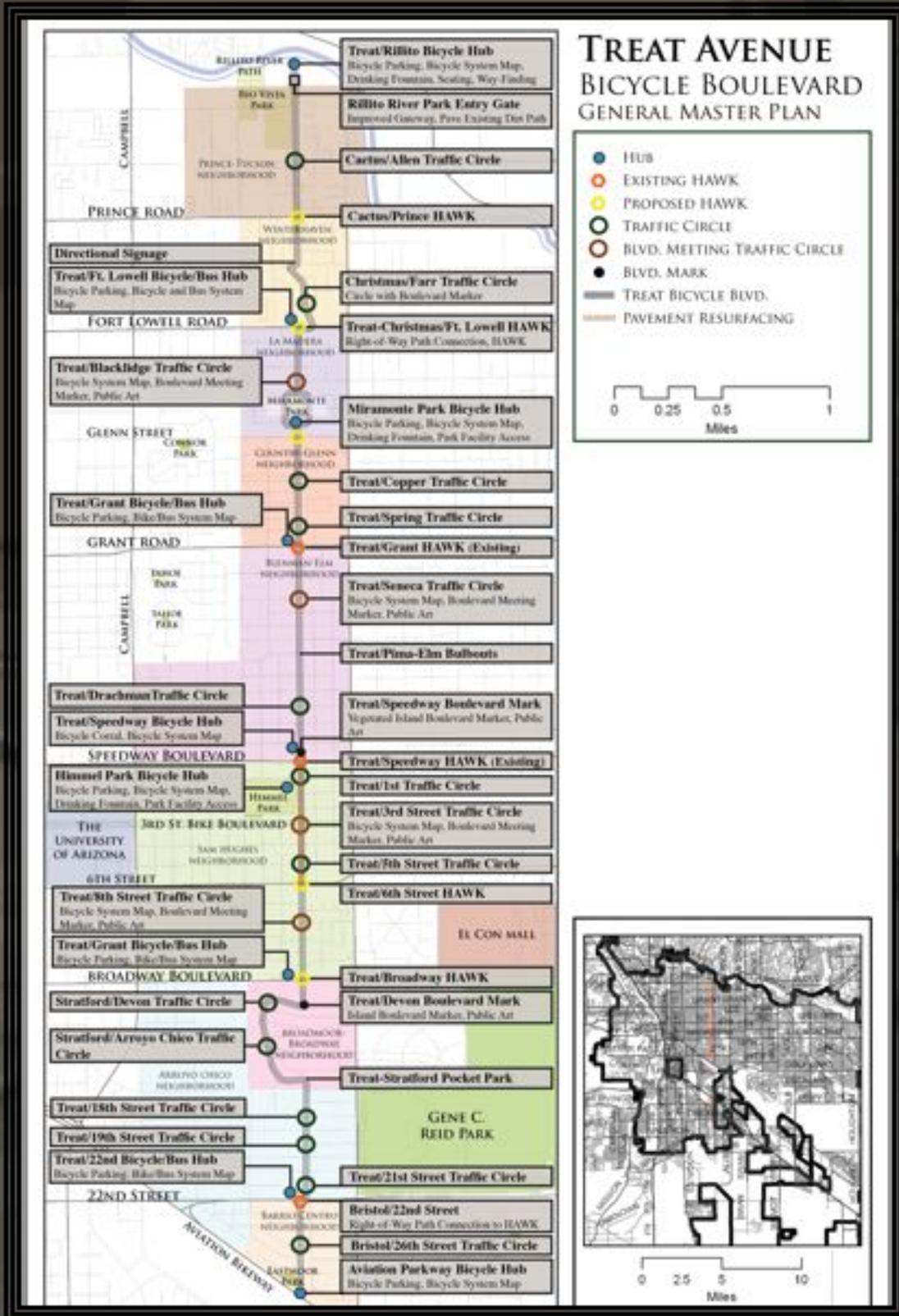
RESIDENTIAL STREETS



# WHAT WOULD IT LOOK LIKE?

## PROPOSED DESIGN FEATURES

- TRAFFIC CIRCLES
- SPEED HUMPS
- PAVEMENT IMPROVEMENT
- WAY-FINDING
- HUBS
- BICYCLE PARKING
- DRINKING FOUNTAINS
- STREET TREES
- IMPROVED CROSSINGS
- IMPROVED CONNECTIVITY
- MEDIANS
- ENTRY FEATURES



# WHAT WOULD IT LOOK LIKE?

## PROPOSED DESIGN FEATURES

TRAFFIC CIRCLES

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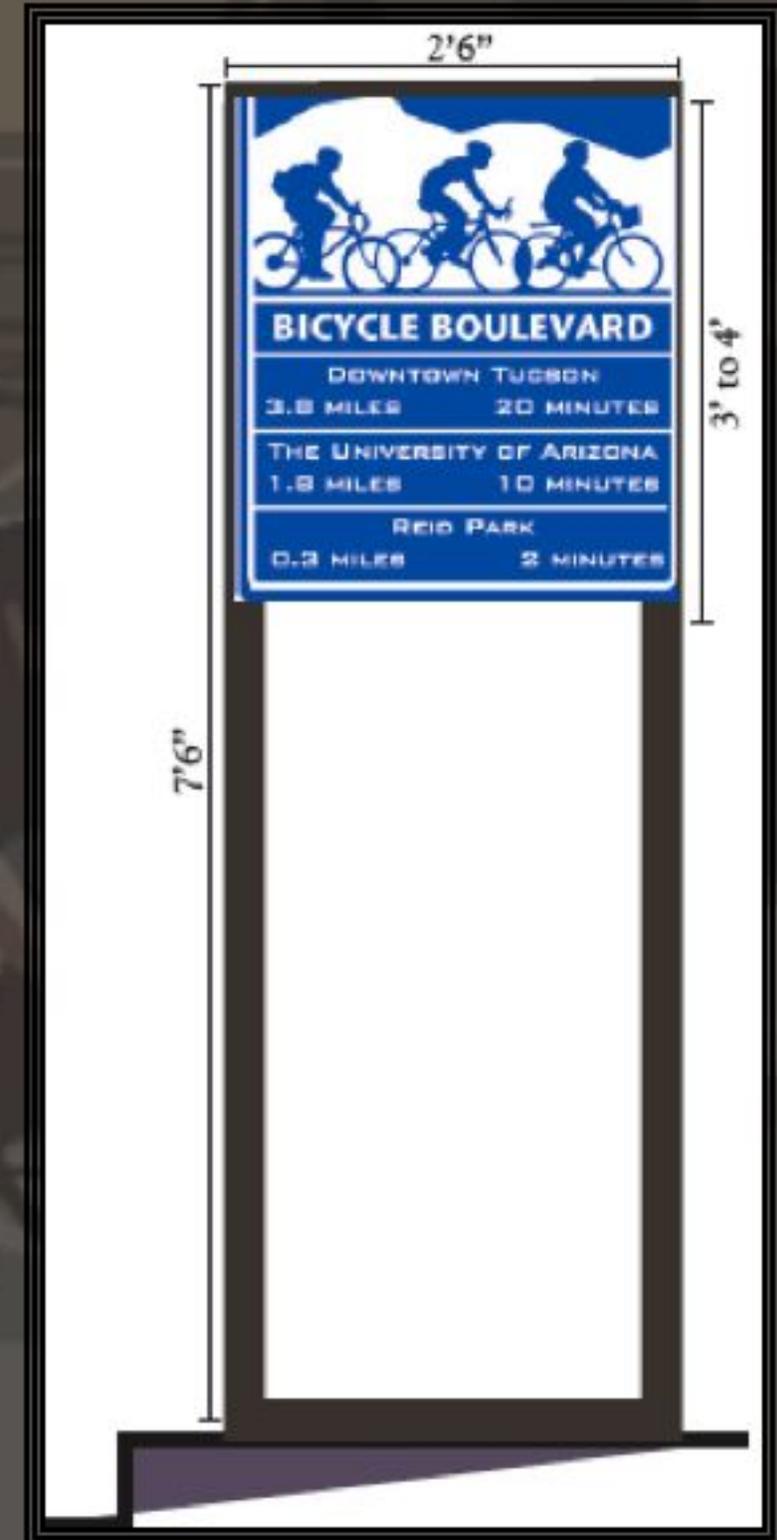
STREET TREES

IMPROVED CROSSINGS

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# WHAT WOULD IT LOOK LIKE?

## STRATFORD AND DEVON

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

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# WHAT WOULD IT LOOK LIKE?

## 22ND STREET AND BRISTOL

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

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# WHAT WOULD IT LOOK LIKE?

## TREAT AND THE RILLITO PATH

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

STREET TREES

IMPROVED CROSSINGS

IMPROVED CONNECTIVITY

MEDIANS

ENTRY FEATURES



# WHAT WOULD IT LOOK LIKE?

## RILLITO BIKE HUB

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

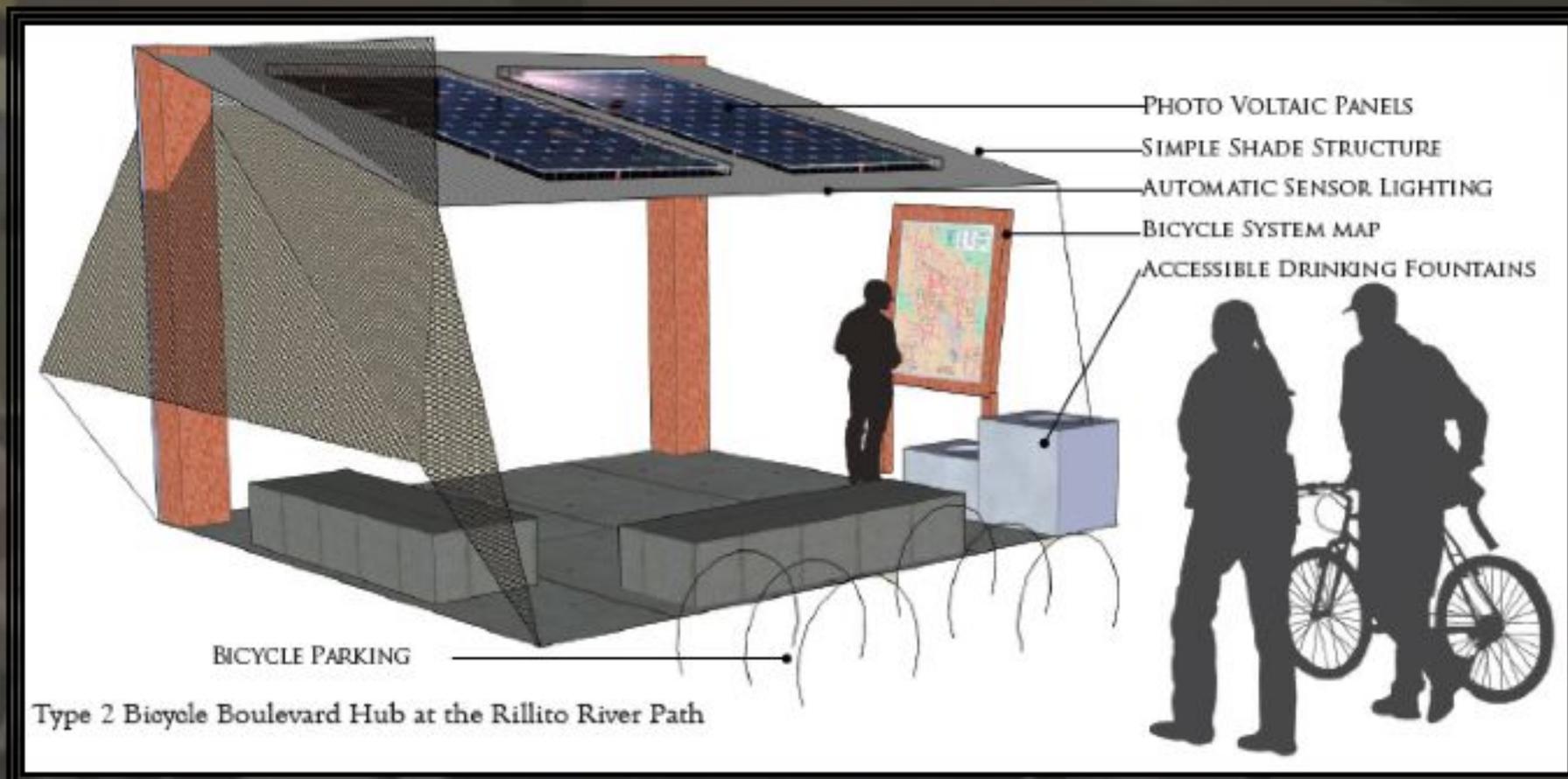
STREET TREES

IMPROVED CROSSINGS

IMPROVED CONNECTIVITY

MEDIANS

ENTRY FEATURES



# WHAT WOULD IT LOOK LIKE?

## PROPOSED DESIGN FEATURES

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

STREET TREES

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ENTRY FEATURES



# WHAT WOULD IT LOOK LIKE?

## ROBINSON ELEMENTARY SCHOOL

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

STREET TREES

IMPROVED CROSSINGS

IMPROVED CONNECTIVITY

MEDIANS

ENTRY FEATURES



# WHAT WOULD IT LOOK LIKE?

## PROPOSED DESIGN FEATURES

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

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# WHAT WOULD IT LOOK LIKE?

## FT. LOWELL AND TREAT

TRAFFIC CIRCLES

SPEED HUMPS

PAVEMENT IMPROVEMENT

WAY-FINDING

HUBS

BICYCLE PARKING

DRINKING FOUNTAINS

STREET TREES

IMPROVED CROSSINGS

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# WHAT DO YOU THINK?

