

Alternative Transportation

Bicycles, Pedestrians, & Transit

Goal

To increase safety, access, and opportunities for bicycling, walking, and bus ridership thereby encouraging greater alternative transportation use.

Providing better quality alternative mode facilities and services will provide a strong visual and physical statement that the use of alternative transportation in the Stone Avenue Corridor is actively encouraged.



Reduce impediments along street front.

Currently, there are numerous impediments to using alternative transportation along or across Stone Avenue. These impediments include lack of sidewalks, obstacles such as utility poles in the shoulders and sidewalks, lack of shade, discontinuous bicycle lanes, discontinuous local street bicycle routes, difficult street crossings for pedestrians and bicyclists, lack of bus shelters and benches, and limited and infrequent bus service. Even with these impediments, however, Stone Avenue has higher alternative mode use than many areas of the city.

Recommendations

Bicycle Facilities

Provide 5-foot bicycle lanes on both sides of Stone Avenue for the length of the corridor and for all intersection approaches along and across the corridor. (See typical cross section in Study Card titled *Roadway Improvements*.)

Provide painted or dyed bicycle lanes, enhanced signage, and stenciled lanes at major intersections to help reduce bicycle/vehicle conflicts.

Painted bicycle lanes, which are recommended to be blue based on current practice in some U.S. and European cities, provide substantial safety benefits at major intersections. In addition to enhancing visibility of the bicycle lanes, continuous blue lanes will make the road appear narrower and help calm traffic speeds.

Develop nearby north-south local street routes that can serve child, recreational, and other bicyclists seeking an alternative to the more commuter-oriented Stone Avenue bicycle route.

These local bicycle routes should be developed as near to Stone Avenue as possible. The City of Tucson should work with individual landowners to secure easements and/or right-of-way to establish bicycle routes from Downtown Tucson to Wetmore Road and the Rillito River Park. These connections will provide benefits to pedestrians also.



Provide continuous bike lanes.

Pedestrian Facilities

Provide continuous sidewalks with a minimum width of 6 feet on both sides of Stone Avenue for the length of the corridor.

The sidewalks should be shaded as much as possible through landscaping, building overhangs and awnings, arcades, and other such elements to facilitate walking trips to work, school, shopping, and bus stops, or for leisure. Impediments to pedestrian movement should be removed throughout the corridor.



Provide continuous sidewalks.

Bicycle Pedestrian Roadway Crossings

Provide raised median refuges, signalized if warranted, to facilitate safe crossing for bicyclists and pedestrians at several locations along Stone Avenue.

Raised median refuges help to reduce the “barrier effect” of the roadway, serve as devices to help calm traffic, and, if landscaped or artistically treated, improve the overall visual quality of the corridor.

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Recommendations Continued

A general goal is to have raised median crossings at one or more locations between the signalized intersections, or at distances no greater than one-quarter mile from the intersections.

Toucan Crossings: University Boulevard is a designated bicycle route and the intersection of Stone and University is a major bicycle and pedestrian crossing. A specialized crossing known as a “toucan” is recommended for this location. The toucan is a signalized crossing that allows pedestrians and bicyclists to cross the intersections while drivers are restricted from crossing. Side street medians and raised islands are required to prohibit all side street traffic crossing movements and only permit right

turns. Blackledge Drive is also a designated bicycle route. A toucan is recommended for installation at the Stone/Blackledge intersection in the future when the bicycle and pedestrian demand warrants it.



Improve pedestrian and bike crossings.

Pelican Crossings: Another type of specialized crossing, known as the “pelican,” is used to improve crossing opportunities for pedestrians. Pelicans are located in the median of roadways and include two separate traffic signals activated by pedestrians. The first signal stops traffic on half of the roadway and allows pedestrians to cross that half, while the traffic on the other half is allowed to continue. Once in the median, pedestrians then activate the second signal that stops traffic on the second half of the roadway. This allows the pedestrians to complete their crossing. Along Stone Avenue, some locations that should be considered for pelican installation include between Elm Street and Lester Street, between Lester Street and Ventura Street, between Jacinto Street and Kelso Street, between Navajo Road and Yavapai Road, and just south of Calle Arizona.

Provide decorative or painted crosswalks at other locations along Stone Avenue that do not warrant raised and/or signalized crossings.

Time traffic lights at signalized intersections to facilitate complete pedestrian crossings on the green phases of the traffic signals, and to facilitate crossing by persons with disabilities.

Achieving this goal will affect signal progression along the corridor and vehicular movement, but the trade-off is considered necessary to promote safety and encourage people to more regularly consider walking as an option.

Transit Facilities & Service

Provide improved quality bus shelters at every bus stop.

Encourage bus shelter design that emphasizes shade and, where appropriate, neighborhood identity.

Designate names for bus shelters based on neighborhood or other applicable place names to reinforce a sense of place and identity. Promote the adopt-a-shelter program for neighborhoods and businesses to assist with the maintenance of bus shelters along Stone Avenue.



Construct bus pullouts to City of Tucson standards at high use stops and transfer stops.

Bus stops and pullouts should generally be located as close as possible to street intersections and should be placed on the far sides of intersections. This allows a bus to wait for a red light to stop through traffic, thus creating a gap in the traffic flow sufficient for the bus to re-enter the through traffic lanes. If a situation warrants a mid-block stop, it should be accompanied by a mid-block pedestrian crossing.

Reduce the time between buses (i.e., headways) from 30 minutes to 15 minutes during off-peak hours and to 10 minutes during peak hours when demand warrants.

The City of Tucson should consider flexible route transit service, possibly with the ability to deviate from fixed bus routes along Stone and provide service within adjacent neighborhoods. Smaller, more maneuverable transit buses are more appropriate for this type of service.

**Have questions about the study results?
Contact the City of Tucson
Comprehensive Planning Task Force
at 791-4505.**