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 remove 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:

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 $15.5 million from the Regional Transportation Authority for bicycle and pedestrian improvements inside city limits. We’re in the process of creating a commuter bicycle path (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.

Daryl Cole

As 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 our existing pedestrian infrastructure, so in 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.
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 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.

### BY THE NUMBERS

#### Housesholds 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

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Without a Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>1 - 5%</td>
<td></td>
</tr>
<tr>
<td>6 - 10%</td>
<td></td>
</tr>
<tr>
<td>11 - 15%</td>
<td></td>
</tr>
<tr>
<td>16 - 30%</td>
<td></td>
</tr>
<tr>
<td>31 - 59%</td>
<td></td>
</tr>
</tbody>
</table>

### Top 5 Bike Count locations for 2013

<table>
<thead>
<tr>
<th>LOCATION</th>
<th># OF BICYCLISTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Ave and University Blvd</td>
<td>1,143</td>
</tr>
<tr>
<td>2nd Street/Bike Path/Palm Dr</td>
<td>977</td>
</tr>
<tr>
<td>3rd Street and Campbell</td>
<td>902</td>
</tr>
<tr>
<td>Helen St and Mountain Ave</td>
<td>799</td>
</tr>
<tr>
<td>6th St and Highland</td>
<td>679</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>RIDERSHIP INCREASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arroyo Chico and Tucson Blvd</td>
<td>81%</td>
</tr>
<tr>
<td>Kolb Rd and Tanque Verde Rd</td>
<td>45%</td>
</tr>
<tr>
<td>Aviation Highway and Broadway Bvd (Stake Bridge)</td>
<td>37%</td>
</tr>
<tr>
<td>Park Ave and University Blvd</td>
<td>36%</td>
</tr>
<tr>
<td>4th St and Highland</td>
<td>28%</td>
</tr>
</tbody>
</table>

### Top 5 Bike Count increases (2013 vs. 4 year average of 2009-2012)

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<tr>
<td>4th St and Highland</td>
<td>28%</td>
</tr>
</tbody>
</table>

### Interesting Info from the 2013 Bike Count

- The number of total bicyclists increased 5% from 2012 to 2013 (increased 4% in 2011 vs. 4 year average from 2009 to 2012)
- The number of female bicyclists increased 21% from 2012 to 2013 (increased 16% in 2011 vs. 4 year average from 2009 to 2012)
- The number of under 18 bicyclists increased 20% from 2012 to 2013 (increased 15% in 2011 vs. 4 year average from 2009 to 2012)
- The number of over 65 bicyclists increased 18% from 2012 to 2013 (increased 15% in 2011 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

### Pedestrian Info: Top 5 Count locations For 2013

<table>
<thead>
<tr>
<th>LOCATION</th>
<th># OF PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Ave and University Blvd</td>
<td>2,672</td>
</tr>
<tr>
<td>4th St and Highland Ave</td>
<td>2,129</td>
</tr>
<tr>
<td>2nd St/Bike Path/Palm Drive</td>
<td>2,036</td>
</tr>
<tr>
<td>Alameda St and Church Ave</td>
<td>1,112</td>
</tr>
<tr>
<td>Congress St and Toole Ave</td>
<td>871</td>
</tr>
</tbody>
</table>

### 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 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.

### Permeability

<table>
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<tr>
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<th>TIME</th>
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<tbody>
<tr>
<td>0.5 MILES</td>
<td>10 minutes</td>
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<td>10 minutes</td>
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</table>

### Transportation

- 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.
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 repaving, and more!
BEFORE

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 travel in the opposite direction of motor vehicle traffic.

James E Rogers Way, which parallels Second Street and the Sun Link corridor west of Park Avenue, was originally paved to accommodate only motor traffic. The City of Tucson worked with the Sun Link Team to install a six-foot-wide contra-flow lane to allow bicyclists to navigate the environment of one-way streets. 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 can block traffic.

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 Harbison Park, near the Student Union.

AFTER

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 also 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 proven to save lives. “Case back” our roads for our capacity and the extra travel lanes are unnecessary. Depending on the right-of-way characteristics, road diets reduce crashes by 25 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 Arizona Boulevard and St. Mary’s Road

• Speedway Boulevard between Sentinel Road and Corona Road

These three road diet projects provide:

• Separated 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 Forgeus

36th and Kramer

36th and Kramer
Low-Stress Bikeways

The City of Tucson is proud of its extensive bike lane network. However, research shows that it is 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 bike-friendly facilities that appeal to riders of all ages and abilities. This section describes some recent efforts to add these street 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, tree-lined 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 Concept and Implementation

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 resilient heating infrastructure along the Treat Avenue Bike Boulevard between Broadway and Aviation Parkways. Through the efforts of WMG and numerous volunteers, and with grant funding from the Arizona State Forestry Department and the World Wildlife Fund, 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 vegetation—locating basins and plant shade-producing trees in their yards. Together, these efforts made 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.

Choosing Busy Tucson Roads

Most Tucsonans are familiar with pedestrian HAWKs—those red lights that pedestrians activate to cross busy streets. With HAWKs at your disposal, you have a green light, provided there is no oncoming traffic. HAWKs are used in conjunction with traffic signals at intersections where traffic volume is high. The pedestrian HAWK signal, located near the crosswalk, is activated by pressing a button attached to a post. The HAWK is illuminated red, signaling drivers to stop. After a brief period, the walk signal turns green, allowing pedestrians to cross the street.

Dinner Plates

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 interstate corridor to show where cyclists can cross the interstate at an angle. However, cyclists should always make sure traffic is clear before entering into the travel lane to cross the tracks at an angle.

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

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

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

Cyclists can drive over the chevron markings but that they should expect motorists who are in the lane. If a driver would like to pass a bicyclist, the driver must keep a safe distance and give the bicyclist at least three feet of clear space.

Door Zones

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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 and not just a stripe to designate the bicycling area, but also uses “protected barriers” 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 I-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 four-foot-wide buffer zone lined with hardy plants 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:

“Now that there is a protected bike lane I’m much more likely to ride and enjoy my whole ride more and more.

“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

“I couldn’t be more pleased with the new protected bike lanes on St. Mary’s. These barriers will help my children feel much more secure while cyling, and feel much more secure as they ride.” – Melissa

“I’m thrilled to see that the City is truly taking bike safety seriously and giving bicyclists the same respect and attention it gives motor vehicles. This new bike lane shows how serious our government is about ensuring the safety of cyclists who are out there daily.” – Karilyn

“I couldn’t be more pleased with the new protected bike lanes on St. Mary’s. These barriers will help my children feel much more secure while they ride.” – Melissa

“Alas, a bike lane I know that I lack is a bit too small and one great drawback to my situation: Protected bike lanes above the bike lane serve no purpose. I always felt that the street had no purpose. I was not going to become a bike rider in the future.” – Leif

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 attracting parking for their bicycling customers, and research suggests their decisions to add bike racks. Studies show that compared to motorists, bicyclists visit local businesses more often and spend more money every 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 EPC Cafe, Red Consporacy Co-op, Rollin’ Craft Pizzas and Drinks, the Corner Cafe, Alco Cafe, Top and Bottle, and Rico’s Cafe at Main Gate Square. In addition, a few artistic rack boxes were installed to both provide bike parking and celebrate the unique and vibrant Tucson culture.

In 2010, 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.
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.
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 biking, 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, works to create and 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 their 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—Blumen, 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, Blumen Elementary hosted a bike scavenger hunt, Laguna Elementary hosted a free bike repair night, and several schools hosted “Kidical Mass” rides.

Pilot and other schools in surrounding districts also participated enthusiastically in the WALK’rAfter 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
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 58,000 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 invites everyone that streets are a public space—not just for cars but for everyone. Cyclovia events help 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 70 percent of Cyclovia attendees surveyed said that they are “likely or very likely to ride or bike more often participating in Cyclovia.”

• Cyclovia is organized by the local nonprofit Living Streets Alliance with help from dozens of sponsors and community partners.

In 2014, a survey of Cyclovia Tucson participants indicated:

- 35% first timers
- 70% biked, rode or walked to event
- 80% would recommend it to friends
- 61% plan to encourage friends/neighbors to participate

Bike Fest 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.

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/private partnership, Bike Fest continues to grow and reach a much broader audience each year.

In April 2014, nearly 50,000 Tucsonans participated in what was the 15th Bike Fest event, such as bike-on movie nights, neighborhood-hosted nature rides, bike with the mayor, and more. Bike Fest also featured Petal the Pup, a week-long event during which dozens of businesses offered discounts to patrons who arrive by bike.

Now in the program in 2014 was a Bikeable Mallowerment Contest whereby entrants had the opportunity to upgrade their commuter bike with state-of-the-art parts, gear, and accessories. The winner was a young high-school science teacher who commutes to school daily on the same bicycle she’s been riding for the past 30 years. More than 100 people entered this contest, and we picked one winner. Congratulations, Jennifer Donohue! That’s a new bike for a new you—literally.

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www.bikefesttucson.com
www.livingstreetsalliance.org

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www.cycloviatucson.org

Because half of all household trips are two miles or less, Bike Fest also features a 2-Mile Challenge. Through such efforts, Tucsonans are encouraged to take their short trips by bike. Participants who tagged their bike trips were eligible for raffle prizes, such as bike gear, gift certificates to local businesses, and a brand new bike. In April 2014, 100 Tucsonans tagged more than 3,750 bike trips.

How many will you tag next year?

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- 70% biked, rode or walked to event
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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.aazlinkstreetcar.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, 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.
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.
1.6% Signs showing destinations

21% Benches/places to sit

12.8% Wide sidewalks

11.5% High-quality sidewalks

10.8% Street lighting

8.5% Push-button signals

6.5% Shade

5% Low-traffic speed

4% Sign sharing nearby destinations

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 many opportunities to do so.

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

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

Members of the public are invited to speak on any pedestrian-related issues during the call to the audience at every PAC meeting. The committee may choose to put the item on its 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 biking and walking facilities and the thoroughfare 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 our area in 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 unlock the benefits of bike lanes and top-notch biking facilities Tucson has to offer, Pima Association of Governments and 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, include 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, 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?

WHAT MAKES A STREET A GOOD PLACE TO WALK?
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 will 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 Ave. A Bike/WALK
3. Amos-Doherty Greenway, Country Club Rd to Trad Ave
4. Country Club Fst at Winnett St Bike/WALK
5. Campbell Ave Streetcape Improvements
6. Campbell Ave at N 5th St Bike/WALK
7. Church Ave Complete Street Project
8. Columbus/Cordero Pedestrian Path
9. Copper/Flower Bicycle Blvd
10. Stone Ave at Hohokam Bike/WALK
11. Oracle Ave at Konza St Bike/WALK Remote
12. Farnsworth Ave at Ajo/Chaparral St Bike/WALK
13. Campbell vs Copper St Bike/WALK Parkection
14. Craycroft Bl at Ft. Lowell Park Bike/WALK
15. EPSW/Broadway Swan Bike/WALK Gateway
16. EPSW Concept to 45th St
17. EPSW 45th St to 49th St
18. EPSW Congress St to St. Mary’s Rd
19. Fifth Street Bike
20. Fifth St and East Ave Toss
21. First Protos Transportation Enhancement
22. Garity Elementary TARTS
23. Henry Elementary TARTS
24. Liberty Bicycle Blvd and Liberty Safe Routes to School
25. Agua Fria Bike/WALK
26. Integrate Bike/WALK
27. Tenth St and Avenue B Bike Crossing
28. 12th Ave at Congress St Bike/WALK
29. Stone Ave Road Diet
30. Park Ave Enhancement
31. Plane Pedestrian Pathway
32. Riva Vista Elementary TARTS
33. Sunrise Elementary TARTS
34. Country Club Rd at Eastland Ave Bike/WALK
35. Stone Ave Cycle Track
36. Trad Ave Bicycle Intersection
37. Broadway Blvd at Trad Ave Bike/WALK
38. Tumamoc Hill Roadway Ped and Bike Improvements
39. UA Second St at Silver and Highland
40. University Blvd at 1st Street Bike Blvd

A SNEAK PEAK AT 2015-2016!

Image: Pima Association of Governments, Construction of St. Mary’s separated bike lane
BIKE 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.

BIKE BOULEVARD DEMAND MODEL

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 vocal in designating where they would like to see bike share systems installed, and the response has been overwhelming. 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 2018.
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