

LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

Name of Community

* Name of Community

Tucson-Eastern Pima County Region

* State

Arizona

* Mayor or top elected official

Pima Association of Governments (PAG) Regional Council

* Phone

(520) 792-1093

* Email

ghayes@pagnet.org

* Address

177 N. Church Ave, #405, Tucson, AZ, 85701

* Website

http://www.pagnet.org/AboutPAG/RegionalCouncil/tabid/276/Default.aspx

Applicant Profile

* Applicant Name

Ann Chanecka

* Title

Senior Transportation Planner

* Employer

Pima Association of Governments

* Address

177 N. Church Ave #405

* City

Tucson

* State

Arizona

* Zip

85701

* Phone

(520) 792-1093

* Email

achanecka@pagnet.org

Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

* 1. Type of Jurisdiction

Town/City/Municipality

County

Metropolitan Planning Organization or Council of Governments

Regional Planning Organization

Rural Planning Organization

Indian Nation

Other

If other, describe

* 2. Population

965209

3. Square milage of community

* Total area

2193

* Water area

0

* Land area

2193

* 4. Population Density

448

5. Climate

- * Average temperature for January
54
- * Average temperature for April
68
- * Average temperature for July
89
- * Average temperature for October
84
- * Average precipitation for January
.9
- * Average precipitation for April
.3
- * Average precipitation for July
2.4
- * Average precipitation for October
1.1

* 6. Median Household Income
44274

7. Age distribution

- * % under 5
7.6
- * % age 6-17
15.3
- * % age 18-64
61.7
- * % age 65+
15.4
- * Totals
100

8. Race

- * % White
74.8
- * % Black or African American
3.6
- * % American Indian and Alaskan Native
2.6
- * % Asian
2.7
- * % Native Hawaiian and Other Pacific Islander
0.2
- * % Some other race
12.4
- * % One race
96.3
- * % Two or more races
3.7
- * Totals
100
- * % Hispanic or Latino (of any race)
34.8

* 9. What is the name of your community's bicycle program manager?

See Note 9 - Each agency in the region has a designated staff person on bicycle issues.

* 10. In which department does your bicycle program manager work?

- Engineering/public works**
- Planning**
- Parks and Recreation**
- Transportation**
- Other**

If other, describe

In this application for regional recognition, the staff members listed in Note 9 manage the programs for their respective organizations and, therefore, work in different departments. - City of Tucson, Pima County, UA: Transportation - Oro Valley: Parks and Recreation - PAG, Town of Marana, South Tucson, Tohono O'odham Nation: Planning - Sahuarita: Town Manager's Office

* 11. Are you the Bicycle Program Manager?

- Yes**
- No**

* Bicycle Program Manager Phone

(520) 792-1093

* Bicycle Program Manager Email

achanecka@pagnet.org

* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 10-25%**
- 25-50%**

50-75%

75-100%

* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

28

* 14. Do you have a [Bicycle Advisory Committee](#)

Yes

No

* 14a. How often does it meet?

Monthly

Every two months

Quarterly

Annually

Other (describe)

If other, describe

The Tucson-Pima County Bicycle Advisory Committee (BAC) was first established in 1982 and is very active and influential. The regular committee meets monthly. The primary purpose of the BAC is to act as an official advisory agency to the City, County and other regional governing bodies for technical questions and concerns related to bicycling. In 2006, the BAC established five subcommittees to better address specific topic areas: Executive, Downtown/UA, Facilities, Enforcement and Education/Outreach. Most subcommittees also meet monthly; each subcommittee has at least two BAC members and additional community members. BAC members serve as official BAC representatives for various regional transportation committees including: Transportation Enhancement Task Force, RTA Bicycle and Pedestrian Working Group, Modern Streetcar TAC, 2040 Regional Transportation Plan and the Citizen's Interview Committee for the replacement of the Tucson Director of the Department of Transportation. The BAC also coordinates the activities of one of the main parks for Cyclovia Tucson. Activities include: a bicycle rodeo, helmet giveaway, bicycle puppet show, photo booth, a fur your bike station and many others. In addition to the BAC, the Santa Cruz Valley Bicycle Advocacy Committee (SCVBAC) is a grassroots organization that works on bicycle issues in the unincorporated community of Green Valley and Sahuarita in the southern part of the region. The SCVBAC meets monthly and is a formal Green Valley Council (GVC) subcommittee; they developed a master plan for bike lanes and trails as part of the GVC Vision 2020 plan. Over the past 5 years, the SCVBAC has achieved ALL of its goals such as a separated one-mile bike path to an elementary school, safer bike accommodations through roundabouts and a new lane on the Interstate 19 Frontage Road.

* 14b. How many members serve on the committee?

20

* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

User group

Law enforcement

Chamber of commerce

Public health

Planning department

Transportation department

School board

Parks department

Recreation department

Transit agency

Other (describe)

If other, describe

The BAC committee members are appointed by the City of Tucson Mayor and Council, Pima County Supervisors and other local jurisdiction governing bodies. Staff from each of the jurisdictions serve as Ex-Officio members. Law enforcement personnel attend from the City of Tucson and Pima County. In addition, staff from Tucsonvelo.com and the Tucson Pedaler Magazine regularly attend the meetings to report on cycling issues. For the current BAC membership list see Attachment 5 (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att4-BACMembership.pdf>). The Bicycle Friendly Community Program directly influenced the Vice Mayor of Sahuarita to join the BAC as the citizen representative for her Town. She commented on her desire to be a BAC member, "I participated in a roundtable with League President Andy Clarke last spring regarding bicycle issues in our region. At the time, I was Mayor of Sahuarita and recent past chair of the Regional Transportation Authority. During my tenure at RTA, I assisted with the promotion of bicycling as a viable form of transportation in our region. After meeting Andy, I was eager to further assist in regional cooperation. As Vice Mayor of Sahuarita, I am excited to now represent my Town on the Tucson-Pima Bicycle Advisory Committee. I look forward to sharing our Town's successful bike events and plans for new multi-use trails, and working with other local advocates." --Lynne Skelton, Vice Mayor, Town of Sahuarita

* 14d. Name of Bicycle Advisory Committee Chair

Ian Johnson

* Email of Bicycle Advisory Committee Chair

ianjohn27@gmail.com

* 15. Is there a bicycle advocacy group(s) in your community?

Yes

No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

- **Greater Arizona Bicycling Association: Tucson GABA chapter, founded in 1981, is the largest in Arizona with over 1,000 members. In addition to hosting tours and rides, Tucson GABA provided funding to help start the regional Safe Routes to School program and has a subcommittee dedicated to advocacy.** - **Living Streets Alliance (LSA):** Launched in spring of 2011, LSA quickly became a strong voice for everyday urban cyclists of all ages and abilities. Through its growing membership, LSA advocates for Complete Streets and multi-modal transportation. They are the umbrella organization for Cyclovia and regularly host fun family rides. LSA hosts national experts and trainings such as the Walking and Biking Alliance's Winning Campaigns Training and the inaugural Advocacy Advance Action 2020. LSA provides technical assistance to government staff, and they work on policy changes. - **Coalition of Arizona Bicyclists (CAB):** The statewide advocacy organization pushes for safe cycling legislation and better infrastructure and programs throughout Arizona. - **Santa Cruz Valley Bicycle Advocacy Committee:** (see question 14) - **Sonoran Desert Mountain Association:** This mountain biking club maintains trails, supports Trips for Kids, conducts an annual mountain bike count, encourages the creation of bicycle parks and sends representatives to the IMBA summit each year. - **Pima Trails Association:** This nonprofit, volunteer organization includes mountain bikers, hikers and equestrians who work to protect and preserve trails in Pima County. - **Brad P. Gorman Memorial Bike Fund:** The fund was established by Jean Gorman, a mother who lost her son to a bicycle collision. The Brad Fund was instrumental in getting the state to pass the 3-foot law in 2000 to maintain a 3-foot distance between vehicles and bicycles.

* 15b. Are any of them working with you on this application?

Yes

No

* 15c. List the name of the primary group:

GABA Advocacy Subcommittee (Though all the advocacy groups listed in Q. 15a have also assisted).

* 15d. Does this group have paid staff?

Yes

No

* 15e. Do you contract with this group for any services or programs?

Yes

No

* 15f. Who is the primary contact for them?

Wayne Cullop

* 15g. Email of primary contact of advocacy group

pwcullop@comcast.net

* 16. What are the primary reasons your community has invested in bicycling?

Improved quality of life

Improving public health

Community connectivity

Transportation options

Climate change concerns

Decrease traffic congestion

Increase tourism

Increase property values

Cooperation with adjacent communities

Public demand

Economic development

Traffic safety

Other (describe)

If other, describe

The region invests in cycling for many reasons. - Bicycling is one of the healthiest, cheapest and most effective ways to get around the community for short trips and getting to work. We want to eliminate barriers so that everyone in the region has the choice to bicycle. - Retaining college graduates and young professionals who want options for their transportation choices. - Making the community an attractive and livable place where streets are alive with people. - Providing recreational and physical fitness options to the many active retirees in the Tucson-Eastern Pima County Region. - To improve and promote nationally-known cycling opportunities like Saguaro National Park loops, Mt. Lemmon climb in Coronado National Forest, Sabino Canyon National Recreational Area, Kitt Peak National Observatory, Mt. Hopkins, Madera Canyon and the Arizona Trail. - Desire to be a top-rated bicycle friendly community with the economic development benefits related to that rating.

17. What was your community's most significant investment for bicycling in the past year?

To increase ridership and improve accessibility, the region invested in low-stress facilities. The 4th Avenue Bike Boulevard was completed, the first to be designed and constructed using all the bike boulevard elements. In this same neighborhood, Tucson initiated a pilot Smart Trips program. In addition, 24 miles of 'The Loop' have been built in the past 18 months. When completed, this 53-mile shared use path will circle the City of Tucson and connect to other jurisdictions. Marana built a 4-mile Twin Peaks Road path, giving new access over Interstate 10. These are among the investments resulting from the voter-approved 2006 Regional Transportation Authority Plan that includes over \$80 million for bike-ped projects.

18. What specific improvements do you have planned for bicycling in the following year?

Seven miles of Bicycle Boulevards and 12 additional miles of 'The Loop' will be constructed. Marana and Oro Valley will complete their River Path systems. Pima County will build a 2.2-mile section of the Anza Trail shared use path in Sahuarita. Pima County has the largest bicycle education program in the U.S. and plans to expand that program in 2012. Pima County will kick off the Middle School Bicycle and Pedestrian Program with \$850,000 allocated for bicycle safety education. The University of Arizona will finalize a bicycle plan to identify specific improvements on campus and in the surrounding neighborhoods to make bicycling safer and more appealing. Cyclovia Tucson plans to expand to more than one event in 2013.

Engineering

19. Does your community have

a [complete streets policy](#)?

a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

Neither

19a. When was it adopted

1998

19b. Provide a link or attach a copy of this legislation or policy.

In 1998, the City of Tucson adopted Revised Roadway Development Standards, which required that new roadways include a 5-foot wide bike lane. There is information on bicycle facilities throughout the document; however, page 14 is dedicated solely to bicycles and is Attachment 6 (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att6-TucsonRoadwayDevPolBike.pdf>). In 2005, the City of Tucson Department of Transportation Director approved a bicycle accommodation policy for existing roadways that allows for 10-foot travel lanes (and 9-foot turn lanes) to allow for 5-foot bike lane installation. Attachment 7 is the written policy (<http://cms3.tucsonaz.gov/sites/default/files/bicycle/bikeroutestriping.pdf>). Pima County has also approved restriping of arterial roadways to 10-foot lanes to accommodate bicycle lanes. The County requires 6-foot lanes for bicycles on arterials and collectors as mandated in its 2010 adopted Roadway Design Manual. Attachment 8 contains the bicycle specific content in the manual (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att7-PCRoadwayDesignManBike.pdf>). In 2009, Pima County Board of Supervisors passed a local 'Safe Routes to School Ordinance' requiring that new developments show proof of consultations with school board planners to ensure there are adequate safe routes to school from the new development to local schools. Attachment 9 is the "Safe Routes" ordinance (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att8-SafeRoutesOrd.pdf>).

19c. How was it adopted?

Legislation

Resolution

Internal Policy

Other

If other, describe

In addition to the formal written policies linked to above, the smaller jurisdictions also routinely include bicycle facilities in new roadway projects: Sahuarita and the City of South Tucson follow Pima County roadway guidelines. Oro Valley has an internal policy that new roads are built with bike lanes and shared use paths. The Town of Marana has an internal policy that requires new and reconstructed collector and arterial roadways to include multi-use lanes at a minimum width of 6 feet, though 7 feet is standard when right-of-way conditions allow for it. The Marana general plan from 2011 contains language regarding bicycle accommodation and Complete Streets: "Bicycling and walking are also critical modes of transportation that should be promoted and designed for in every neighborhood. A growing system of bikeways and pedestrian paths will reduce dependency on the automobile, allow safe access to schools, parks, and shopping, and will provide more environmentally friendly options for commuting to work. To supplement the planned bikeways shown in the Open Space and Trails element of the General Plan, all arterial and collector roads should be designed and built to safely accommodate bicycling and walking. Collector and arterial roads should be designed with striped multi-use lanes to accommodate cycling. Arterial roads should be designed with sidewalk on one side and a shared use path on the other."

19d. What tools are in place to ensure implementation?

Implementation Guidance

Design

Manual

Training

Other

If other, describe

Most jurisdictions within the Tucson region have staff that work part-time or full-time on bike/pedestrian issues, and they provide input and review designs before they are finalized to ensure proper accommodations are included. All of the Bicycle Coordinators are either AICP planners or have graduate degrees in planning or transportation engineering. In addition to jurisdictional bike staff having input on design, the Bicycle Advisory Committee reviews design and provides input on major projects in the region. The Regional Transportation Authority (RTA) ensures project implementation using \$80 million in dedicated funding for bicycle and pedestrian facilities through the voter-approved RTA plan. The region has also been very successful in accessing additional funding sources which are described more thoroughly in question 77c. Regional staff participated in a national Complete Streets Workshop held in Tucson in March 2011. Jurisdictions routinely include Complete Streets concepts in local policies and projects.

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

- Training
- Offer [FHWA/NHI Training Course](#)
- Hire Outside consultants to train staff
- Send staff to [bicycle-specific conferences/training](#)
- Require project consultants to have bike/ped qualifications
- Internal training or [design manual](#)

20a. Describe each checked

The policy that each jurisdiction has to mandate inclusion of bike lanes refers to proper design via the AASHTO and MUTCD guides. The 2009 update to the Regional Bicycle Plan references AASHTO and the MUTCD. Jurisdictions encourage engineering staff to attend various AASHTO and MUTCD training events and conferences as available. The City of Tucson or PAG regularly sign up for APBP or ITE webinars and invite key staff to ensure that everyone is aware of current trends. The Marana Traffic Engineering Division requires all staff members to complete an internal Traffic Engineering Training Program, which includes sections pertaining to AASHTO and MUTCD standards. The region regularly hosts bicycle experts and national workshops to help us evaluate our bicycle programs and offer an outside perspective. Recent speakers have included Andy Clarke, Peter Lagerwey, Michael Moule, Mia Birk, Dan Burden and Michael Ronkin. Transportation staff members are encouraged to attend these events. Many of the transportation planners and engineers attend state and national conferences with sessions on bicycling topics including ProWalk ProBike, APA, Safe Routes to School and ITE. Pima County hosted the second APBP Professional Development Seminar in 2001, the first-ever Safe Routes to School National Training Course in Tucson in 2005 and the LAB National Bicycle Rally in 2007.

* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

100

21a. What are the exceptions?

All bridges, overpasses and underpasses permit bicycle use. However, approximately 30 percent of these structures do not have dedicated bicycle facilities.

* 22. How do you ensure there are end-of-trip facilities for bicyclists?

- Bike parking ordinance
- Bike parking ordinance for all new developments
- Ordinance requiring showers and lockers
- Building accessibility ordinance
- On street bike parking
- [Ordinance that allows bike parking to substitute for car parking](#)
- Standards for bicycle parking that conform to [APBP guidelines](#)
- Other

If other, describe

The City of Tucson bicycle parking standards ordinance is Attachment 10 (http://cms3.tucsonaz.gov/sites/default/files/bicycle/Parking_Ordinance.PDF). These parking standards were revised in March of 2011 due to an initiative to relax the motor vehicle parking requirements. The initial draft of the proposal also relaxed the bicycle parking requirements and would have resulted in a much weaker standard. However, the bicycle community rallied, led by the BAC and the new advocacy organization Living Streets Alliance (see Question 15a for a description of LSA). The Tucson City Council postponed the adoption of the new standards until the bicycle community provided more input and stronger consensus was shown for a new standard. The result was an even stronger standard that conforms to APBP guidelines. The Town of Oro Valley requires provision of bicycle parking that meets APBP standards through the Zoning Code. Pima County also requires bicycle parking as part of new developments. The Town of Marana is currently working on adopting a bicycle parking ordinance. The University of Arizona routinely puts in bicycle racks on campus when requested. UA staff performed a rack utilization study in 2011 to ensure an adequate number of racks are available to serve the campus needs. In 2011, the City of Tucson used regional funding to provide over 300 racks to all local jurisdictions. The racks were installed at trailheads, parks, libraries, the airport, bus stops, etc.

23. How many bike parking spaces are there in your community?

23a. Bike racks

20000

23b. Bike lockers

1500

23c. Bike depot (i.e. [Bikestation](#))

0

23d. In-street bike parking

62

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

76-90%

24b. Libraries

76-90%

24c. Transit Stations

91-100%

24d. Parks & Recreation Centers

91-100%

24e. Government buildings

91-100%

24f. Office buildings

46-60%

24g. Shops

61-75%

24h. Public Housing

46-60%

* 25. Does your community have transit service?

Yes

No

* 25a. Are buses equipped with [bike racks](#)?

Yes

No

25b. What percentage?

91-100%

25c. Are bikes allowed inside transit vehicles?

Yes

Sometimes

No

If yes or sometimes, describe

Folding bikes are allowed inside transit vehicles. Additionally, the region is considering replacing the 2-bike rack system on our public buses with a 3-bike rack system. Initial research a few years ago showed problems with 3-bike rack systems including the rack extending too far from the bus making it tough to make right turns, or the racks obstructed the buses headlights. Recently, staff discovered a new design (the APEX 3 model from Sportworks) and is about to purchase two pilot racks. If the pilot is successful, new buses will get the 3-bike rack system.

* 26. What is the mileage of your total road network?

6454

* 27. What is the mileage of your total shared-use path network?

158

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

701

Planned Miles

219

b. [Shared lane markings](#)

Current Miles

12

Planned Miles

220

c. [Bike boulevards](#)

Current Miles

10

Planned Miles

180

d. Signed bike routes

Current Miles

102

Planned Miles

382

e. Paved shared use paths

Current Miles

158

Planned Miles

104

f. Natural surface shared use paths

Current Miles

25

Planned Miles

60

g. [Singletrack](#)

Current Miles

455

Planned Miles

145

* 29. What other innovative ways have you improved on-road conditions for bicyclists?

[Road diets](#)

- [Area wide traffic calming](#)
- [Cycle tracks](#)
- [Contra-flow bike lanes](#)
- Speed limits 20 mph or less on residential streets
- Bike cut thrus
- [Way-finding signage with distance and/or time information](#)
- None
- Other

If other, describe

- **HAWKS:** Tucson transportation planners helped invent the Pedestrian Hybrid Beacon (HAWK) which is now accepted into the MUTCD. There are over 100 HAWKS in the region with a dozen more to be installed in the next two years. Many of these HAWKS are located along popular bikeways, and the City recently installed a pilot 'Cross-Bike' treatment along with a HAWK to allow bicyclists to cross without dismounting. The region also installs TOUCAN signals along bike boulevards which come equipped with bike signal heads and diverts car traffic off the boulevard. - **Road Diets:** Provide additional bike lane miles by restriping the roadway to eliminate one vehicle travel lane and striping bike lanes. Since 2008, there have been eight additional road diet segments. - **Repared Bike Lane Swath:** For the recently installed 4th Avenue Bicycle Boulevard, the City experimented with milling and paving a 5-foot swath in both directions for bicycles to use because they did not have the funding to repave the entire street. If the paved lane holds up, the city will consider using this treatment on other bikeways. - **Small Fixes:** The City of Tucson has initiated innovative fixes to problematic areas. A recent example includes a cut through in a 'pork chop' along a popular bikeway where, previously, there was no legal way for a bicyclist to cross through the intersection to continue on the bikeway. Another example is that the City built asphalt ramps up to the sidewalk with signage to allow shared-access under a very busy railroad underpass. Such examples illustrate the City's commitment to finding creative solutions to make cycling more accessible to the 'interested but concerned' riding population. Pima County has installed roadway closure devices on local streets and has built short connections of bicycle routes past the closures. - **Sharrows:** Busy bicycle corridors that are too narrow for bicycle lanes now have shared use markings. - **Way-finding Dinner Plates:** The City of Tucson is also using way-finding pavement markings to help navigate cyclists through tricky areas. - **Green Lanes and Bicycle Boxes:** The City and the County regularly use green pavement coloring treatments in bike-vehicle conflict areas. The County has installed this at eight intersection locations and has adopted this as a standard for drop-right turn lane merge areas. - **Buffered Bike Lanes:** Mountain Avenue, one of the busiest bike corridors in town, was the first to receive buffered bicycle lanes. The Mountain Avenue cross section includes six-foot bicycle lanes, a three-foot colored-concrete buffer area and reduced travel lanes of 11 feet. Toole Avenue, a busy downtown corridor, recently received a painted buffered bike lane treatment between the bike lane and the door-zone of the parking lane. Pima County installed an 8-foot bike lane with a 3-foot buffer in Green Valley and has plans for more. - **Neighborhood Traffic Management Programs:** Provide traffic calming devices to neighbors that request slower speeds and elements that reduce cut-through traffic. Several neighborhoods have received chicanes and traffic circles which have the ancillary benefit of making the neighborhoods safer and more pleasant for biking. Pima County researched the safety benefits of traffic circles that have yield signing only, which reduce crashes by an average of 94 percent, resulting in an improved policy for installation of traffic circles with yield signs.

* 30. What percentage of arterial streets have bike lanes or paved shoulders?

62

* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

75

31a. What are the exceptions?

The Tucson Region is lucky to be surrounded by public lands. Bikes can access most trails in Coronado National Forest, Arizona State Trust Land, BLM Land and Pima County land. Because of federal law, bikes are not allowed on trails in federal wilderness areas, nor are mountain bikes allowed on trails in Saguaro National Park. An exception to this is a 2.5-mile trail that is the first multi-use trail in a National Park to allow bicycles. Bikes are allowed on paved roads in Saguaro National Park, and these are popular scenic rides for locals and visitors. Attachment 11 contains photos of cyclists enjoying Tucson mountain biking trails (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att11-MtBikePhotos.pdf>).

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

* 32a. Street sweeping

- More than other travel lanes
- Same as other travel lanes
- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

Street sweeping varies by jurisdiction. The University of Arizona sweeps the roads and paths on a weekly basis. Marana sweeps bike lanes at the same time as other travel lanes. Main residential streets are typically swept quarterly, unless needed more frequently. Some streets are swept on a monthly basis. Other streets are generally swept on an as-needed basis, which may be more frequently than quarterly. Sahuarita sweeps monthly. Pima County generally sweeps monthly or on an as-needed basis or by request. Oro Valley sweeps the bike lanes at least once/month (irrespective if the travel lanes are swept). They are swept more often if needed (i.e. during monsoons, before El Tour, etc.) The City of Tucson sweeps the arterial and collector streets twice a month.

* 32b. Snow clearance

- Before other travel lanes

- Same time as other travel lanes
- Within 48 hours of storm
- Never
- Other
- Not applicable

If other, describe
 * 32c. Pothole maintenance

- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never
- Other

If other, describe

Potholes are generally repaired within one week of complaint; sooner if it is a significant health and safety issue. Due to City and County budget cuts and the State of Arizona sweeping gas tax monies, road maintenance programs have been reduced. The region is exploring the use of Highway Safety Improvement Program funding to make spot repairs in bike lanes and on residential streets.
 32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)
The University of Arizona Parking and Transportation Services maintains the bicycling stenciling and striping on the UA campus. This is done at least annually, and sometimes more frequently.

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

* 33a. Path sweeping

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

Path sweeping varies by jurisdiction. Pima County sweeps paths on a weekly basis; however, after major rainstorms, trails are swept as soon as they dry. Marana shared use paths that are maintained by the Town receive regular maintenance in the form of sweeping and landscape maintenance twice each month. In the event that a storm, drainage runoff, etc. occurs that necessitates interim maintenance, the Town will address the situation as needed. The University of Arizona sweeps its paths weekly. Sahuarita sweep its paths monthly. Oro Valley sweeps the shared use paths parallel to roadways monthly, if needed. The CDO Shared Use Path is swept weekly. All locations are swept more frequently if conditions warrant.

* 33b. Vegetation maintenance

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

* 33c. Snow clearance

- Before roadways
- Same time as roadways
- Within 48 hours of storm
- Never

Other

Not applicable

If other, describe
* 33d. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe
33e. Other Maintenance policies or programs for shared-use paths (describe)

There is an adopt-a-road/trail program where local groups commit to cleaning up a section of a shared use path on a monthly basis. Pima County shared use path maintenance is done on a weekly basis. Holes or pockmarks that are not a serious threat to the safety of the trail user are at least marked, if not repaired, as quickly as possible (usually within 24 hours). Severe maintenance deficits are fixed as soon as staff is notified. In Marana, the area around most of the paths is hydroseeded with a low water use and low maintenance seed mix of grasses and native species. This vegetation needs to be trimmed 2-3 times per year. Sahuarita paths are maintained by private developers (the Town contracts with a private landscaping company for vegetation) with occasional assistance from Town Public Works staff.

* 34. How do you accommodate cyclists at intersections in your community?

All /Most signals are timed for bicyclists

All /Most signals are timed

[Loop detector markings](#)

[Video detection](#)

[Advance stop line or Bike Box](#)

[Bicycle signal heads](#)

Other

None of the above

If other, describe

Major improvements have recently been installed at a new and complicated intersection that leads into downtown where four roads merge at odd angles and has streetcar tracks to make cycling through there even more challenging. The City initiated the region's first Road Safety Assessment with PAG and ADOT and the result was a series of recommendations to make the intersection safer for bicycles as well as other users. Several of the bicycle improvements have already been installed including a bypass path to avoid the intersection, a bicycle box, green lanes at bike-vehicle merge locations, and a bicycle path routed behind a streetcar stop, separated from traffic. Most signals in the region meet the Institute for Traffic Engineers' guidelines of having a clearance interval sufficient for a 12 mph bicyclist to safely reach the other side. Some intersections have a bicycle button to change the traffic light for the convenience of cyclists. In addition, there are cameras that detect cyclists. However, in instances where bike buttons or camera detection is not available, the City of Tucson is experimenting with a "bike puck." The device is about the size of a hockey puck and is installed under the asphalt where a bicyclist is expected to wait at an intersection. The device detects metal, and when a bicycle is near, it sends a wireless signal to the controller to trigger detection. So far there is one installed on a bicycle boulevard and other locations have been identified. In addition, facilities like 'The Loop' avoid intersections through grade separation of the shared-use path from many of the busy arterial streets. Pima County has installed six along 'The Loop' in 2011 and five more are planned for 2012. When grade separated crossings are not available, safety features such as green bike lanes, crosswalks, traffic signals and refuges help cyclists get across. Finally, the City of Tucson in collaboration with Union Pacific Railroad, recently installed a bike refuge and flashing lights at a complicated railroad crossing where two streets also intersect.

* 35. Are there other infrastructure improvements in your community to promote bicycling?

Yes

No

If yes, describe

Tucson-Eastern Pima County is a national leader in developing bicycling facilities, integrating the latest technology in new facilities and to retrofit existing infrastructure. - Award-winning Bicycle and Pedestrian Bridges: In 2002, the Diamondback Snake Bridge was installed to provide a critical connection along a shared use path over a very busy arterial street. The bridge has received many national and local awards for public art. Another key link along the same bike path was completed in 2007 with the installation of the Basket Bridge, designed by a local artist based on a Tohono O'odham basket. Another key public art bike and pedestrian bridge is the Mountain Avenue bridge, that connects both sides of the Rillito River along 'The Loop'. Public mosaic art decorates all the bridges along the Rillito pathway. - Public Art: The Towns of Sahuarita and Oro Valley regularly line bike lanes and paths with public art, benches, trash receptacles and water fountains. - University of Arizona: The UA invested in a permanent bicycle valet parking station in the middle of campus that is staffed during the week and partners with Pima County to run a Bike Station. Two new dorms built on campus have indoor secure bicycle parking. In addition, UA Parking and Transportation Services installed two Dero bike self-repair stations on campus (\$1,000 each) that are available to anyone 24/7. - Bicycle & Pedestrian Underpasses: Three underpasses were installed under a very busy six-lane arterial to provide convenient and safe access to the University of Arizona campus from adjacent neighborhoods. These underpasses also provide a key link along one of the most heavily used commuter routes in the Tucson region and are well lit at night for safety. The Towns of Marana and Sahuarita each have a prominent underpass providing safe access to major destinations separated by a busy road. - Trailheads: There are over 40 trailheads located at popular mountain biking trails and shared use paths. Many include parking, restrooms and water fountains. - Marana: The Town recently improved a number of trailheads that provide access to its shared-use path network. These improvements typically include vehicular parking, ramadas, benches and trash canisters. Many trailheads are located at Maranas community parks. One recently installed mountain bike trailhead is at the Ritz Carlton hotel in Dove Mountain and has parking for

60 passenger vehicles and 8 trucks and trailers. - Mountain Bike trail signage: Two popular trail systems were recently built with new color-coded directional signs at trail intersections. - Unique Signage: Installed along low-stress bikeways these distinct signs help market bicycle boulevards and 'The Loop' pathway. - Bicycle Boulevard Driver Awareness Signs: These huge signs hang from signal crossing posts at main crossings for motorists to see when they pass. These signs help promote bike boulevards and make motorists more aware of the new bicycle boulevard facility. - Street Trees: Shade is important in the desert. Rain-fed street trees line many of the main bicycle residential routes. - Automatic Air Stations: Available at the University of Arizona and on the Old Spanish Trail shared use path.

Education

* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

Yes

No

What percentage of schools in your jurisdiction participates?

a. Elementary (percentage)

53

b. Middle School (percentage)

38

c. High School (percentage)

12

* 37. Outside of schools, how are children taught safe bicycling skills?

Youth bike clubs

[Bike clinics or rodeos](#)

Youth recreation programs

Helmet fit seminars

[Safety town](#)

Trail riding classes

Other

None of the above

If other, describe

The Pima County Bicycle and Pedestrian program regularly teaches free 4-hour bike classes for children in the community, reaching over 3,000 kids per year. The County also teaches and provides community bike rodeos to outreach events. The County coordinates helmet fittings at community events. They partner with the YMCA of Southern Arizona to teach kids bike safety and provide family oriented bicycle safety days. Additionally, they provide bike safety education to 4-H clubs and Boy and Girl Scouts programs throughout the region. The County is also initiating the largest middle school bike and pedestrian education program in the U.S. BICAS (Bicycle Inter-Community Action & Salvage) is a 501(c)(3), collectively-run community education and recycling center for bicycles that welcomes people of all ages and walks of life. Through advocacy and recycling of bicycles, the BICAS mission is to promote education, art, and a healthy environment while providing service and opportunity for those in need. BICAS provides after-school programs to teach bicycle safety, repair and maintenance to school-aged kids. BICAS also offers an Earn a Bike program for kids and adults. BICAS in collaboration with Pima County offered three, one-week Summer Bike Camp sessions in 2011 to teach children ages 6 to 12 how to ride their bicycles safely. They split the campers by age groups for age-appropriate skills and safety training. The camp included skills lessons and practice, and route planning with the final day including a bike ride to a destination chosen by the campers. El Grupo began in 2004 at City High School as a way for 12 teenagers to train for El Tour de Tucson. Today, the team includes almost 100 youth from many high schools who regularly train with coaches. The team includes at-risk kids who go on to become state champions in the time trial, road race, criterium and cyclo-cross. The team participates in group rides, road races and mountain bike races. The team also sends kids to USA Cycling national development camps. Trail riding classes are offered by private entities such as Fat Tire Finesse, or by professional mountain bikers such as Cannondale-No Tubes racer Krista Park. Trips for Kids, coordinated by the Sonoran Desert Mountain Bicyclists, teaches kids how to ride on trails. University of Arizona Outdoor Recreational Services is now offering cycling classes, including mountain biking skills courses. Several Fire Departments including Northwest Fire, Avra Valley Fire, Drexel Heights Fire and Tucson Fire Department conduct bike safety sessions with helmet giveaways for kids. The Pima County Sheriff's Department and Tucson Police Department (see question 66) also conduct bike safety sessions and rodeos for kids.

* 38. Do you have a [diversion program](#) for cyclists or motorists?

Yes

No

If yes, describe

Pima County started the diversion program in 2009 for violations within the City of Tucson only. Students completed the entire 9-hour TS101 curriculum, with 299 students participating that year. In 2010, the diversion curriculum was shortened to 4 hours, covering laws, safe cycling practices, and parking lot drills for crash avoidance maneuvers. Pima County and the University of Arizona also incorporated the program in 2011. There were 733 cyclists who completed a diversion class in 2010 and another 229 in 2011. At present, over 95 percent of the population of the Eastern Pima County Region has access to the diversion program. The diversion program is available in the City of Tucson, University of Arizona, Pima County, Town of Marana, City of South Tucson, Town of Sahuarita, Saguaro National Park (Department of the Interior). Diversion is available upon request in the Town of Oro Valley. Davis-Monthan Air Force Base has its own internal diversion programs for the military. Eastern Pima County is entirely in compliance with diversion on local roadways. The exceptions are state highways administered by the Arizona State Department of Public Service, and roads on the sovereign tribal nations.

* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

Public service announcements

Community newsletter article

- New resident packet
- Utility bill insert
- Bicycle ambassador program
- Newspaper column/blog on bicycling
- Dedicated bike page on community Web site
- Billboards
- Share the Road Signs
- Share the road information in driver's education
- Other
- None of the above

If other, describe

In 2010 and 2011, Pima County Bike Ambassadors spent over 4,000 hours at nearly 100 locations throughout the County. They taught 216 distinct classes to over 1800 people (not counting Safe Routes to School classes described in the next paragraph). Ambassadors teach LAB safety classes, assist with bike rodeos and the middle school bike/ped education program, conduct bicycle counts, lead community bike rides, share printed information with bicyclists including maps and bicycling safety tips and rules. They also answer questions about safe routes for families, fast routes for commuters and perform a myriad of other tasks. Pima County continues to expand the Safe Routes to School program to reach more schools and students each year. In 2011, over 3,000 students in 32 schools were taught safe cycling and walking skills. Given the popularity of the fall International Walk to School Day, Pima County created a spring Walkin' and Rollin' to school day and in 2011, 45 schools participated. Pima County develops and prints many bike-safety oriented publications in conjunction with the other jurisdictions. This includes the 'Share the Road Guide' in both English and Spanish, a mechanics guide, a pocket guide to bike laws and fines, elementary age appropriate bookmarks and a brochure that explains the dangers of riding against traffic. These publications are all provided free to the public, distributed at numerous health and wellness fairs and provided at community events. Thanks to ARRA federal stimulus funds, the region is airing Public Service Announcements on safe driving and bicycling practices. In fall 2011, a television PSA was created to warn drivers about the dangers of distracted driving/texting. Through funding from the Zuckerman Community Outreach Foundation and Rosemont Copper Mine, Perimeter airs safe cycling PSAs in the months leading up to El Tour each year. There are six different PSAs that run on both TV and radio, several times a day. The PSAs raise awareness to motorists to expect cyclists on the roadway and carry the message to, 'Share the Road'. Local Bicycle Media Outlets Educate and Inform a Broader Audience: - TucsonVelo.com is a local news blog devoted to bicycle issues. It lists weekly rides and events; local, state and national links to stories about cycling; hosts information on stolen bicycles and offers daily original reporting on local bicycling topics. Monthly, the site receives roughly 20,000 visits from 11,300 different viewers. Since 2010, there have been 600,000 page views from over 140,000 unique visitors. - "Two Wheelin' in Tucson" is a weekly segment on the NBC TV affiliate KVOA, Channel 4 that covers cycling news. - Tailwinds, published six times per year by Perimeter Bicycling, has a circulation of 10,000 and covers outdoor activities with a focus on cycling: road, mountain and touring. - Perimeter-E-News - This monthly email newsletter reaches 35,000 people and promotes local outdoor fitness events. Information on bike safety and bike laws are also a part of the newsletter. - Tucson Pedaler, an all-inclusive newspaper on cycling issues in the community started in the spring of 2010. Every other month, this paper distributes 5,000 copies. Share the Road signs are permanently placed in certain areas; in addition, when bike lanes are under construction, temporary Share the Road signs are installed to keep drivers aware. The University of Arizona partners with Pima County to bring bicycle safety education to the University population. In September 2009, Pima County program staff and Ambassadors began working at a Bike Station on the main mall of the University to provide educational materials, and provide minor bike repair service such as flat repair to students. This booth is open three days each week, and served 4,915 cyclists during 2011.

40. What of the following options are available on a regular basis to your community?

* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

WEEKLY - TS101 is offered FREE of charge to any adult in the region. Each attendee receives a free helmet, free U-lock and front and rear light set. The City, County and PAG fund these items and the teacher's time. There are women-only class options, TS201 classes, commuter classes, beginning bike classes, advanced training and racing classes, kids' classes and more.

* 40b. Cycling Skills classes -- three to four hour classroom training courses

- Weekly
- Monthly
- Quarterly
- Annually

Never

Other

If other, describe

* 40c. Commuter classes - one/two hour classes

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

Yes

No

* 42. How many [League Cycling Instructors](#) are there in your community?

27

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

Chloe Black Tucson, AZ Ann Chanecka Tucson, AZ Pam Cullop Tucson, AZ Daniela Diamente Tucson, AZ Sheila Foraker Tucson, AZ Jorge Garza Sr. Tucson, AZ Jorge Garza Jr. Tucson, AZ James Harms Tucson, AZ Debra Harms Tucson, AZ Alicia Heiserer Tucson, AZ Dennis Kruse Tucson, AZ Janet Landis Tucson, AZ Martha Lemen Tucson, AZ Donna Lewandowski Tucson, AZ Julia Liatti Tucson, AZ Andrea Lightfoot Tucson, AZ John Pilger, Green Valley, AZ Eric Post Tucson, AZ Lisa Ribes Tucson, AZ Larry Robinson Tucson, Ignacio Rivera de Rosales Tucson, AZ Anton Russell Tucson, AZ Sharon Scofield Sonoita, AZ Robin Steinberg Tucson, AZ David Swain Tucson, AZ Matthew Zoll Tucson, AZ

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

City staff

Taxi drivers

Transit operators

School bus operators

Delivery drivers

Other

* If other, describe

* 44a. If yes to any of the above, describe the program.

One of Tucson's League Certified Instructors is also a Sun Tran Bus Operator. He speaks at Transit Operator trainings as well as several school district bus driver trainings on sharing the road safely with cyclists. In the employee training to use town vehicles in Oro Valley and Sahuarita, there is a section dedicated to sharing the road with bicyclists.

* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

Safe Kids Tucson - the local chapter of a national organization whose mission is to prevent accidental childhood injury, has held bicycle and pedestrian safety as one of its three core focus areas since its inception in 2006. Safe Kids Tucson has applied for and secured two Safe Routes to School grants to bring safety instruction and events to underserved communities. BICAS (mentioned in Question 37) helps homeless people build bikes from donated frames and parts, then teaches safe riding to them and provides a place for them to maintain their bikes. BICAS offered scholarships based on need for the kid's bike camps (see Question 37). In recent years, BICAS has established a program to work with the Tucson Refugee population. Through collaboration with the International Rescue Committee and BICAS, refugees from various countries are provided bicycles and BICAS provides maintenance classes to help them learn how to care for their bikes. Attachment 12 is a great short movie about BICAS's work with refugees (<http://vimeo.com/28206290>). Pima County Bicycle and Pedestrian Program produces English and Spanish Share the Road Guides and educational bookmarks in both English and Spanish. These are distributed at health and safety events targeting underserved communities. They also have translated the League Cycling TS101 and TS201 course materials into Spanish for use with our underserved Spanish-speaking community. El Grupo youth cycling team (mentioned in Question 37) works with at-risk kids. Sonoran Desert Mountain Bicyclists (SDMB) won a \$50,000 grant in 2011 from Ford Motor Co. to develop mountain bike trails and programming for urban youth. SDMB also runs a local Trips for Kids chapter to provide biking opportunities for kids of all backgrounds. GABA volunteers regularly visit Boys and Girls Clubs to fix and maintain bikes, do helmet fitting and teach safe riding skills. They also provide locks. Cycloviva includes underserved neighborhoods along its route. There are free tune-up days before the Cycloviva event in these neighborhoods. At the event, there is a Bike Rodeo, and free helmets are distributed along with safe riding information. The City of South Tucson, a traditionally underserved community, began a Safe Routes to School curriculum in January 2012. This area has also been a target area for health initiatives and in January 2012, South Tucson hosted a health fair that included bicycle rodeos, street closure for biking and walking, helmet give-aways and information on safe bicycle riding. Sunnyside and Elvira, low-income neighborhoods, received grant funds and purchased two bicycle trailers with a full complement of bicycle tools. Adult mentors are trained to teach kids how to fix common bicycle repairs. The mentors bring the trailers to community events. The Brad Fund provided folding bikes to the Primavera Foundation to assist homeless people seeking work and commuting to work. Because SunTran bus bike racks allow only two bikes to be carried, folding bikes are better options because they can be taken inside the bus. GABA and the Pima County Ambassador program are partnering with the Tohono O'odham Community Action (TOCA) to teach Traffic Skills 101. The Tohono O'odham Nation has a very high rate of obesity and has the highest rate of diabetes in the world. The new partnership is part of a TOCA initiative to get Tohono O'odham members to cultivate more active lifestyles. GABA and the Pima County Ambassadors will also provide bicycle repair education and organized rides on the reservation.

* 46. Are there other education efforts in your community to promote bicycling?

Yes

No

* 46a. If yes, describe

- **Bicycle Ambassador Program:** Established in 2008, the Ambassador program employs approximately 68 bike ambassadors (26 of whom are LCIs) on a part-time, hourly basis to provide ongoing safety outreach and education for the community. The Ambassadors also offer club riding seminars and bike safety classes to Team in Training participants. Bicycle Ambassadors provide printed information and do outreach at community events, health fairs, public libraries and along shared use pathways and other bicycling corridors. - **Book Bike:** The Pima County Public Library and Bicycle Program launched a Book Bike project in January 2012. The Book Bike is an adult-sized, three-wheeled tricycle custom built with a box in front that holds bookshelves filled with books. Library employees as well as Pima County Bike Ambassadors ride the bike on monthly visits to locations in the central Tucson area to give away books. The bike goes to places such as elderly housing, homeless shelters, soup kitchens, parks, schools, etc. In addition, the Book Bike will attend larger events that are connected to literacy, biking and the environment as well as parades such as Cyclovia and the All Souls Procession. Attachment 13 contains photos of the Book Bike (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att11-PimaCountyLibraryBookbikePhotos.pdf>). - **Perimeter Bicycling Association of America:** Perimeter is the non-profit organization that organizes El Tour de Tucson (see question 51) and other large cycling events. In addition, Perimeter coordinates several educational programs and disseminates bicycle safety information as part of El Tour: - **Kid's Riding For Those Who Can't:** Established in 2003, this is primarily a writing program to encourage and assist children under 14 who ride El Tour to write about their experience and to dedicate their ride to someone who is unable to participate. The purpose is to both strengthen writing skills and character development through a writing assignment to consider someone else's needs and to honor them. Perimeter Bicycling intends to publish a book within the next year that will contain the writings of the children. - **El Tour Reading Motivational Program:** This motivational program began eight years ago and brings El Tour fun into elementary school reading curriculum. Through a partnership with Reading Seed, a Children's Literacy Program, students receive a 'El Tour Monopoly Reading Board' that is divided into 109 squares, based off the 109 mile El Tour Ride. Every time a participating student reads for 15 minutes, they color in a square. Every sixth block the student picks a card with fun designs and information. Sometimes instead of a card, a bicycle helmet, bike tool kit or other incentive item is given away. When students complete the 109-mile reading ride, they get an El Tour Reading Medallion. - **Bike Patrol:** Perimeter Bicycling was the first organization in the country to establish a Bike Patrol Unit. Bike Patrol Volunteers receive training in three areas: mechanical, medical and morale. They assist at cycling events when there are accidents and they also help motivate participants to encourage them to finish. There are over 1,000 Bike Patrol Volunteers trained in the region. - **Retail Shops:** Two bicycle retail shops in town provide comprehensive bicycle repair education. TriSports teach El Tour Bike Mechanics classes. There and Back Bicycles provides a variety of workshops on specific bike repair topics. - **Sahuarita:** The Town of Sahuarita Parks and Recreation Department hosts a bike rodeo each year at Summer Family Night Out. - **Arizona Trial Lawyer Association:** (AzTLA) annually raises funds from its members to purchase and give away bicycle helmets. AzTLA partners with Safe Kids (see question 45) to disseminate the helmets.

Encouragement

* 47. How do you promote [National Bike Month](#)?

- City Proclamation
- Community Ride
- Mayor-led Ride
- Public Service Announcements
- Publish a guide to Bike Month Events
- Bike Month Web site
- Commuter Challenge
- Commuter Breakfasts
- Trail construction or maintenance day
- Other
- No promotion

* If other, describe

In addition to the events listed above, the region regularly hosts many additional events during the annual Bike Fest, which we hold in March/April due to the hot temperatures in May. The City of Tucson initiated Bike Fest over 20 years and has been the lead organization coordinating the activities. Some of these Bike Fest events, such as Cyclovia Tucson and Tour of the Tucson Mountains are signature events, thus they are listed in question 51. However, other events include: - **Mayor's Bike Ride:** The previous mayor of the City of Tucson led a bike ride every year during Bike Fest to raise awareness of bicycling in the community. The current mayor, Jonathan Rothschild, will hold his first Mayor's ride to the Bike to Work celebration in April 2012. - **Walkin' and Rollin' to School Day:** This is the local, springtime equivalent of International Walk to School Day and over 45 elementary/middle schools participate and encourage students to walk or bike to school. - **Tour de Campus:** The Tucson Police Department collaborates with Kiwanis Club each year to hold a preschool-age bike event on the UA campus mall during Bike Fest. There are five stations at the event: an obstacle course, bicycle decorating, nutrition and desert safety, bicycle helmet fitting and bicycle maintenance. Kids are taken on a short ride around the secure area of the mall for a parade to showcase bike decorations. Approximately 100 riders and their families attend each year. - **Bike 2 the Zoo 4 Ice Cream:** This annual event encourages families to bicycle to the zoo as admission is waived for those who arrive via a bicycle. Also, GABA hands out ice cream to the cyclists as well. Bike Valet is provided. - **Living Streets Alliance Family Fun Ride:** LSA hosts a fun ride during Bike Fest that is geared toward families with young children. This year they are hosting a 'Kidical Mass' ride. - **Arizona Police and Fire Games:** Every April, police and firemen from across the entire Southwestern United States gather in Tucson to participate in friendly athletic contests including a 41.1-mile bicycle road race, a 12-mile time-trial and a mountain bike race. - **Tour De Cure for the American Diabetes Association:** Riders of all abilities raise funds and ride to fight the epidemic of diabetes. Formerly hosted in Sahuarita and Green Valley, Oro Valley will host the ride in 2012. - **New Belgium Urban Assault:** Since 2009, New Belgium has brought its legendary urban assault ride to Tucson, and it has become an annual tradition during Bike Fest. Over 800 riders participated in the 2011 event. - **Bike Fest Events with participation numbers:** Bike to Work Week: 3,000 Cyclovia: 10,000 Street Fair Valet: 200 BICAS Burritos and Bikes: 20 Walk and Roll to School Day: 9,000 Downtown Bike to Work Celebration: 300 Hut to Nimbus Ride: 15 Tour of the Tucson Mountains: 2,300 Bike to Zoo Day: 125 GABA Swap: 5,000 Old Pueblo Grand Prix: 288 There and Back Bike Breakfast: 50 New Belgium Urban Assault: 850 Tour de Campus: 100

* 48. How many people participate in [Bike Month](#) events?

31248

* 49. How do you promote bicycling outside of [National Bike Month](#)?

- Community Ride
- Mayor-led Ride
- Public Service Announcements
- Trail construction or maintenance day
- [Summer Streets/Ciclovia/Sunday Parkways](#)
- Commuter Challenge
- Commuter Breakfasts
- Other
- No promotion

* If other, describe

- Greater Arizona Bicycling Association (GABA) - The Tucson chapter hosts several large-scale bike events and educational programs including: - Great Arizona Bicycle Adventure: The 30th annual seven-day, 500-mile camping tour from the Grand Canyon to Mexico. - Six overnight rides and five century rides in the Tucson region, and an annual Toys for Tots ride. - The newsletter (circ: 2,600) prints monthly educational articles written by a veteran LCI. - GABA gives the annual Michael Mossman Safety Award to a bicycle advocate for their efforts in promoting and enhancing bicycle safety. - Bicycle Ambassador Outreach: (see Question 46a) Pima County Ambassadors promote cycling through disseminating information along major bikeways, public events and libraries year-round. - UA-Pima County Bicycle Station: Bicycle Ambassadors assists students in finding routes, doing minor repairs and preventing bicycle theft through bicycle registration. - Tuesday Night Community Rides: This weekly bike ride starts on the University of Arizona campus and regularly gets 200 cyclists who come out for a ride around the city. Organizers of the ride have met with Tucson Police to facilitate the safety and enjoyment of participants. - El Grupo Scavenger Hunt: The youth cycling club (see Question 37 & 45) hosts a fun family scavenger hunt each year that takes cyclists to hidden gems within the city. There are two different courses, one geared toward kids with about 6 miles of riding and one geared toward stronger riders with about 20 miles of riding. - LSA Family Fun Rides and Events: LSA holds bicycle events year-round that are aimed at a different demographic than the competitive events (families, commuters, etc.). They host family fun rides, workshops, speakers, etc. - International Car Free Day: Pima Association of Governments organizes commuter breakfasts along popular bicycle routes and gives away prizes to select participants who write about their car-free commute on Facebook. - Bicycle-Themed Street Furniture and Art: One of the main commercial corridors in Tucson, 4th Avenue, is lined with artistic bicycle racks and trash receptacles made out of recycled bicycle parts. In addition, there is a new initiative to locate public art alongside bike lanes and shared use paths in Sahuarita and Oro Valley. BICAS (see Question 37, 45, 46a) hosts an annual art auction of bicycle-themed art every December where hundreds of Tucsonans bid on great art. - VelociPrints Art Show: In November 2011, an art show featured bicycle-themed prints created by 25 local artists; it reached a new audience as part of the downtown gallery/studio art walk. - Wellness Programs: There are numerous wellness programs held by major employers as well as Better than Ever and Team in Training series that promote bicycling. - Promotion from Local Businesses: In recent years, businesses such as There and Back Bicycles and Spoke 6 have hosted their own Bike to Work breakfasts on a regular basis and also have held their own raffles as part of a commuter challenge. - Arizona Trail Jamboree: This annual January mountain bike ride, in the mountains east of Tucson, raises money for the Arizona Trail Association. - Tour de Cookie: A fun annual fundraiser where participants cycle from cookie stand to cookie stand! Proceeds support the Tucson Kids' Try-athlon, a free triathlon designed for children with special needs and/or disabilities. - Other training rides: In addition to the events listed above, several race clubs host weekly and even daily rides. The Doodah Club hosts beginner rides twice a month.

* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

- Yes
- No

* 50a. If yes, describe

The PAG Travel Reduction Program provides materials about bike commuting to nearly 300 major employers in the Tucson region. Information includes the PAG 'Bike Buddy' program where new bicycle commuters are paired with experienced riders in their area. There is also information on the guaranteed ride home program where bike commuters can get a free ride home from work if needed. (More information on these Travel Reduction Programs is in Question 80a). During Bike Fest, a commuter challenge is organized through the Travel Reduction Program. Participants log their commutes, and those who bike at least 20 trips to work during the month are eligible to win great prizes including bicycles, bike gear, restaurant gift certificates and more. Also, private businesses are starting to offer more incentives to cyclists. There and Back Bicycles, a bike shop that caters to commuters, offers monthly breakfasts. They teamed with another local business to offer their own commuter challenge. During Bike to Work Week, over a dozen businesses offer free breakfast and/or discounts during the week. To promote Bike to Work events, there is paid advertising in newspapers, TV and radio. There is a Bike Fest website which includes Bike to Work Day. In addition, local media outlets cover events with video, photographs, and articles, which increase the visibility of bicycling. In addition, several Bike to Work Day Celebrations are organized in the community including: - Downtown Bike to Work Celebration: The City of Tucson organizes this annual celebration downtown where over 250 bicycle commuters gather for breakfast and fun. The Bicycle Advisory Committee hands out commuting and advocacy awards. There also are bike demonstrations, free minor repairs, bike registration and music. - Regional Bike to Work Celebrations: Smaller towns in the region have started providing their own Bike to Work Day celebrations including the Towns of Oro Valley, Sahuarita and Marana. - UA Bicycle to Work/School Day: The UA Cycling Club partners with Parking and Transportation Services to host a campus event that features free tune ups, breakfast, free bicycle registration and more.

* 50b. Approximately what percentage of the community workforce do you reach?

- 16-30%

* 51. List the signature cycling events in your community?

- El Tour de Tucson: America's largest perimeter bicycling event. Rides include 109, 81, 66, 36 miles and a Kid's Fun Ride. This annual bicycling event takes place in November. In 2011, El Tour de Tucson celebrated its 29th year, and welcomed over 8,700 participants. Approximately 30,000 people line the course to cheer for the riders. In 2011, El Tour raised over \$1.8 million to support 19 great organizations such as the Leukemia & Lymphoma Society, Susan G. Komen Race for the Cure and the American Parkinson Disease Association. Perimeter Cycling has raised over \$40 million for nonprofits in its 30-year history. - Ciclovia Tucson: Though a relatively new event, Ciclovia Tucson has quickly established itself as a signature cycling event in the community. Ciclovia is part of Bike Fest. The third Ciclovia will take place on March 18, 2012. There were about 10,000 participants at the 2011 event, and due to increased publicity, about 20,000 are expected this year. The event includes a 5-mile route closure with many events along the way. Ciclovia Tucson plans to expand and organize multiple events each year. - Kona 24 Hours Epic Ride in the Old Pueblo: Based in Tucson, Epic Rides organizes this annual 24-hour mountain biking event. In 2011, its 12th year, the event hosted over 3,500 participants and spectators. Proceeds from the event go to the Arizona Cancer Center. - Tour of the Tucson Mountains: This annual Perimeter Bicycling event in April includes 72- and 29- mile rides and a Kid's Fun Ride. Over

1,400 participants rode in last year's event. - GABA Bike Swap Meet: The Tucson chapter of GABA hosts a bike swap meet twice a year (one during Bike Fest), one of the largest in the United States. Held on 4th Avenue, near downtown, this bike swap meet takes up four city blocks that are closed to vehicle traffic for the event. Over 100 vendors participate with typical attendance between 5,000 and 10,000 visitors. Bike valet is provided. - Tucson Bicycle Classic: This is an annual three-day USA Cycling Stage Race held each spring. The Time Trial and Circuit races take place in Pima County; the road race takes place in Sahuarita, Green Valley and Pima County. This event had 564 participants in 2011. - Jim Click Old Pueblo Grand Prix Criterium: This downtown criterium is in the heart of Tucson and features racers of varying levels. In its first year in 2011, about 2,000 spectators came out to show support and cheer for 288 pro and amateur racers. USA Cycling named this race part of its National Criterium Series for 2012, which will increase pro rider participation. - American Bicycle Association BMX Southwest Nationals: Every August, the Tucson Convention Center hosts Southwest Nationals. In 2011, this event attracted approximately 3,000 racers and fans from across the country. - University of Arizona Criterium: Part of USA Cycling's collegiate calendar, this campus event also offers races for other USAC racers. In 2011, 352 racers participated. - GABA Mt. Lemmon Hill Climb: This May ride allows non-racers to ride 56 miles round trip to Ski Valley, with 6,600 feet of elevation gain. There are mobile support and aid stations along the way. Approximately 300 riders participated in 2011.

* 52. Does the municipality sponsor or actively support any of these rides?

Yes

No

* 52a. If yes, how?

Mayors of Oro Valley and Tucson are at the start line for El Tour de Tucson. The Vice-Mayor of Sahuarita and the Pima County Administrator ride in El Tour. There is promotional support from the municipalities for El Tour de Tucson, Tour of the Tucson Mountains and the Tucson Bicycle Classic. Pima County made major investments in bicycle rides/celebrations along 'The Loop' where critical segments were completed in the past year. Over 1,150 persons participated in the 'Launch the Loop' celebration in October 2011, which celebrated the linking of the Rillito path and the Santa Cruz path. Pima County, Tucson, South Tucson and PAG each contribute both funding and/or in-kind support to Cycloviva Tucson. Pima County made a three-year commitment to help the event expand to more than one time per year. Cycling events are regularly promoted on municipal websites, town newsletters, Facebook, and Twitter. Oro Valley, Marana and Sahuarita have joined other jurisdictions in maintaining a Bicycling webpage on their municipalities' websites. All jurisdictions have done a much better job at celebrating the completion of bicycle facilities within their communities. Every time a major bike facility is completed, there is a celebration with elected officials, staff, general public and media coverage. For example, the Mayor of Sahuarita rode her bike with the Santa Cruz Valley Bicycle Advocates to the ribbon-cutting of a new road with bike lanes. There is major support from PAG, City of Tucson and Pima County for "Keeling on the Move," the pilot Smart Trips program. They sponsored a block party on February 11, 2012, to celebrate the new bike boulevard and encourage neighborhood residents to ride their bikes for commuting, errands and recreation. Over 500 local residents came out for the party.

* 53. Does your local tourism board promote bicycling in your area?

Yes

No

* 53a. If yes, how?

The Metropolitan Tucson Convention and Visitors Bureau (MTCVB) promotes cycling on its website and in its printed material. "Welcome to Tucson" information packets have information about bicycling, with Greater Arizona Bicycling Association listed as the premier club. Pima County regularly supplies MTCVB with bike maps and other bicycling materials. Visit Tucson website features a video with Dr. Richard Carmona, former U.S. Surgeon General, riding his bike saying "This is my Tucson." (Attachment 14 - http://www.youtube.com/watch?v=MX7-E5H59HY&feature=player_embedded). Carmona currently is a candidate for U.S. Senate. The website has direct links to El Tour De Tucson and other local bicycling events with a calendar. There are also outdoor activities featured, as well as information on the benefits of cycling. Tucson's signature cycling events would not be possible without support from the MTCVB and the major financial contributions from the private sector including the health care industry. The 2011-2012 Discover Green Valley and Sahuarita Visitor's Guide includes a 3-page article on bicycling and the Santa Cruz Valley Bicycle Map. Cycling promotion is not limited to tourism organizations. A recent video for site selectors produced by the Tucson Regional Economic Opportunities (TREGO) features a cyclist riding on Pima and Tucson area roads with a theme for the local culture of innovation, energy and opportunity (Attachment 15 - <http://www.youtube.com/watch?v=zRkVIPdatPI&list=UUGHFwqpxu22LFibCUutU17Q&index=1&feature=plcp>). Each January, Outside Magazine brings the newest models of mountain bikes and road bikes to Tucson for testing. Pros and amateurs visiting Tucson, as well as local riders, demo bikes on local trails and roads, including test riders and editors from Bicycling Magazine. Photos and text about the demo event promote cycling in Tucson to the magazine's national readership.

* 54. Are there cycling organizations in your area?

Recreational Bike Clubs

Mountain Bike Clubs

Friends of the Trail Groups

National Mountain Bike Patrol

Racing Clubs or Teams

Bicycle Co-ops

Other

None

* If other, describe.

Youth Cycling Club - El Grupo (see Question 37 & 45) Mountain Bike Forum - The mountain bike community in the Tucson region is extensive. An online forum was created in 2007 to provide a venue for mountain bikers to talk to each other about mountain biking, issues, where to ride and how to ride. This forum is called TucsonMtb (www.tucsonmtb.com), registration is required but it's free. Anyone can join.

* 54a. For each type of club checked, list names of the organizations.

Recreational and Racing Clubs: Arizona Bevets and Randonneers, C4 Cycling, Cactus Cycling, Doodah Road Club, Greater Arizona Bicycling Association, International Christian Cycling Club, Oro Valley Bicycle Club, Saddlebrooke Cyclists, Vistoso Cyclists Club, Sonoran Desert Mountain Bicyclists, Southern Arizona Mountain Bike Association, Aggress, Arizona Cycling Racing Team, El Grupo Youth Cycling Club, GST Racing, Le Scomparsa Racing Team, O2 Modern Fitness, Presteza, Saguaro Velo, Southwest Hand Cycling Team, Summit Velo, Tachycardia Racing, Team Broadway Bikes, Team Colleen, Team Rhino, Tolero Racing, Trisports.com/Eclipse Racing, University of Arizona Cycling Team. Mountain bike clubs: Sonoran Desert Mountain Bicyclists, Southern Arizona Mountain Bicyclists, Arizona Endurance Series Mountain Bikers (offers free organized rides of 40 miles or more in southern Arizona and beyond). Trail Coalitions: Anza Trail Coalition (cyclists, hikers and horseback riders committed to finishing the Pima County section of the shared use national historic Anza Trail), Arizona Trail Association (builds, maintains, promotes this shared use trail from Mexico to Utah). Bicycle Co-ops: BLCAS recycles old bikes, offers bike repair classes, bike camps and provides homeless people

with skills to ride and repair bikes (see Questions 37, 45, 46a).

* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

39

* 55a. List their names.

Ajo Bikes, Arizona Bicycle Experts, Arizona Cyclist, BICAS, Bike Hub, Bike's Direct, Bikes Electric, Bike Masters, Broadway Bicycles, Craycroft Cycles, Cruz-Bikes, Eco Rider, Fair Wheel Bikes, Five 2 Zero, Freedom Bikes USA, Green Valley Bike & HiKe, Green Valley Bike Hub, J & J Bicycle LLC, Miles Ahead Cyclery, Ordinary Bike Shop, Oro Valley Bicycle, Performance Bicycle, Pima Street Bicycle, Pro Bikes, RC Bicycles, RentABikeNow, Roadrunner Bicycles, Rogue Cycles Works Inc., Ruthrauff Road Bicycle Repair, Sabino Cycles, Spooky Tooth Electric Bicycles, Super Cycles, There & Back Bicycles, Trek Bicycles of Tucson, Trek Bicycles of Oro Valley, TriSports, Tucson Cycle & Ski, Uno Bicycle Studio, VeloToGo! Roadside Bike Rescue and Repair

* 56. Which of these bicycling areas or facilities do you have in your community?

BMX track

Velodrome

Cyclocross course

Mountain bike park

Pump Tracks

Other

None

* If other, describe.

Kory Laos BMX park and pump track, built in 2011, has numerous jumps, table tops and banked turns of varying degrees of difficulty to accommodate beginner and expert riders. It is free and open to the public. This off-road bike venue is located in a public park in a working class neighborhood, next to 'The Loop' shared use path. There are two private BMX parks in Tucson. Manzanita BMX raceway hosts races every Wednesday and Saturday night, with a small entry fee for each race. Desert Sunset BMX hosts practice sessions on Thursdays with races on Fridays and Sundays. Desert Sunset also charges a fee for practice and racing. There is a private indoor BMX facility, Premises, where riders can practice jumps and tricks and land in a foam pit. Fantasy Island is a 20-mile network of easy mountain bike trails (mountain bike park) built on Arizona State Trust Land. This venue hosts TriSports Ride and Tie (2 teammates alternate mountain biking and trail running) and the Dirty Bunny Century (100 km ride on the seven-mile bunny loop). Tucson Mountain Park (TMP) has about 40 miles of mountain bike and hiking trails. The TMP Rock N Road Challenge is a 58-mile loop including roads and trails. Tucson cyclocross racing has been held at Quincie Douglas Park, hosting the Smackdown on Kino race in December 2011, part of the statewide Arizona Cross Series. Pima County in association with Perimeter Bicycling is planning for the funding and construction of a 250-meter velodrome, known as the "Arizona Bicycle Education Center," that will have a primary emphasis on youth bicycle safety training and velodrome training and racing. The velodrome and bicycle education center is seen by many cyclists as 'the icing on the cake' for the Tucson-Eastern Pima County Region. The velodrome is included in a proposed bond issue that is planned to go to Pima County voters in 2013. The \$5 million designated for the velodrome as part of the bond is matched by an additional \$2 million from a local non-profit, and in fact is one of the only projects in the bond to have a match. The velodrome initially was not included in the bond but has now actually risen to be the No. 1 project out of the proposed 95 projects for the bond, demonstrating very strong community support for the project.

* 57. Is there a skatepark in your community?

Yes

No

* 57a. If yes, do bikes have access to the skatepark?

Always

Sometimes

Never

* 58. Are there opportunities to rent bicycles in your community?

Yes

No

* 59. Does your community have a bike sharing program?

Yes

No

59a. If yes, of what use is it?

Public use

Private institution

Other

* If other, describe

University of Arizona Cat Wheels Bike Share is a free service provided to students and staff at the University of Arizona. The 25 bicycles are dispersed throughout parking garages on campus where garage attendants facilitate the checking-out process. The bikes are available on a short-term basis at no charge to the user. City of Tucson, Pima County and PAG all have a bicycle share program for employees. Raytheon Missile Systems, with over 9,000 employees, also has a bike share program for their employees.

* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

Yes

No

* 60a. If yes, list the names of the businesses.

TriSports (Silver), Eric Post Law (Silver), Ordinary Bicycle Shop (Bronze), Sanofi Aventis Tucson Research Center (Bronze), Van Amburg Law Firm, PLLC (Bronze) University of Arizona (Silver-level Bicycle Friendly University)

* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

[Recycle a Bicycle](#)

[Trips for Kids chapter](#)

[Earn a Bike program](#)

Co-op or Community Cycling Center

Other

None

* If other, describe

See Question 45 for detailed information on programs for underserved communities, which includes some youth and/or intervention programs. Perimeter Cycling (see questions 46 and 51) coordinates two youth recreation programs both designed to help address the obesity epidemic in youth: - Living in Fitness and Excellence (LIFE) Program: This program established in 2008, works with over 450 K-12 students at a few schools each year to teach bicycling and physical fitness. LIFE teachers go into classrooms and provide education on bicycle safety, bicycle mechanics, nutrition and overall health training. The program lasts three months, with bicycle training mainly on stationary bicycles. Upon completion of the curriculum, students are offered an opportunity to ride in the indoor El Tour event. Perimeter Bicycling is looking to expand this program in 2012. - Proactive Physical Therapy Junior Development Program - Established in 2007, the program is supported by Pima County Bike Ambassadors and works with about 25 students each year. The participants are selected through an application process and receive 2-3 hours of training each day for nearly four months on bicycle training, safety and maintenance. In addition, they learn about nutrition, benefits of active lifestyles, physical therapy and related topics. Each child receives a road bike and a free entry into El Tour de Tucson. The program receives funding from the Zuckerman Family Foundation and Wallace Foundation with an equal amount of matching funds by businesses in the community. Two groups mentioned previously, El Grupo and BICAS, work directly with youth. El Grupo Youth Cycling Team participates in group rides, road races and mountain bike races. BICAS is a non-profit collectively run community education and recycling center for bicycles that welcomes people of all ages and walks of life. Sonoran Desert Mountain Bicyclists (SDMB) runs the local Trips for Kids chapter. GABA regularly volunteers at Tucson Boys and Girls Club to fix bikes. Local Girl Scout Troops offer a bicycling badge for bike safety, skills and maintenance. Saddlebrooke Cyclemasters, a cycling club based out of a retirement community, coordinates an 'Earn a Bike' program and donates a bicycle to the most improved student in the local elementary school.

* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

Online route finding service

Online map

Printed on-road bike-routes map

Printed mountain bike trails map

Other

None available

* If other, describe

The regional bike map, first published in 1981, is available to the public at bike stores, libraries, schools, sporting goods stores, municipal buildings. The regional bike map is updated annually, and since 2004, approximately 300,000 maps have been distributed. Attachment 16 links to the regional map webpage (<http://bikeped.pima.gov/Publications.html>). There are also stand-alone Bike Maps for the Santa Cruz Valley (southern part of the region), Oro Valley (northern part of the region) and the University of Arizona Campus. Pima County produces the Santa Cruz Valley map with technical assistance provided by the Santa Cruz Valley Bicycle Advocate Committee. The map includes mountain bike trails for the West Desert Preserve next to Sahuarita. Fat Tire Tales and Trails: Arizona Mountain Bike Trail Guide book includes several popular Tucson mountain bike ride descriptions and maps. GPS units are widely popular and used by many mountain bikers for route finding and appear to be the preferred method of getting trail info compared to a paper map. The additional info paper maps provide can be easily found on the Internet and accessed via smart phone on the trail. This information is updated constantly. GPS & GPX tracks for most mountain bike trails in the Tucson area can be found for free at Sonoran Desert Mountain Bicyclists website: www.sdmb.org. This website also has printable maps. Topofusion.com was developed by a Tucson mountain biker, and this software provides trail information for the local trails in addition to longer 'epic' rides in the region. The basic software is offered for free at the site. Although the region does not have its own online route-finding service, bicyclists can use the bike feature on Google Maps to locate bicycle routes.

* 63. Does your community have other programs or policies to encourage cycling?

Yes

No

* 63a. If yes, describe

- Bicycle Church Sanctuary: In the summer of 2009, the Bicycle Church Sanctuary was built by a group of high school students and two professional artists. The students sought to honor victims of bicycle accidents in the community. The final product is an amazing, eye-catching structure built from recycled bicycled parts and stained-glass. There is a solar-powered light that lights up the glass in the evening. Funding was provided through PAG's Transportation Art by Youth Program. Enhancements to the Bike Church site location such as memorial pavers and benches are being installed courtesy of the Brad P. Gorman Memorial Bike Fund. Attachment 17 is a photo collage of this impressive sanctuary (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att14-BikeSanctuaryPoster.pdf>). - Bike Vigil: On January 11, a few days after the shooting that injured former U.S. Congresswoman Gabby Giffords, the founder of Tucson Pedaler newspaper organized a ride to honor the six victims of the tragedy. Over 150 cyclists attended the vigil. As a Congresswoman, Giffords supported bicycling programs and she often enjoyed riding her bike in Tucson, especially on the Rillito path. - Steve Vihel Memorial Breakfast: There and Back Bike shop, mentioned throughout this application for promoting cycling, lost its owner, Steve Vihel, to a heart condition in 2011. Steve was a strong advocate and he dedicated much of his time and resources to supporting

cycling efforts in the community. To honor this generous and amazing man, there was a breakfast held at his bike shop. - Ride of Silence, Green Valley/Sahuarita and Tucson: In 2011, this national event had two venues in the region on the third Wednesday in May. Green Valley/Sahuarita's Ride of Silence had approximately 110 participants. Tucson's Ride of Silence hosted about 300 riders. - Community Bike Movies: The Tucson Pedaler newspaper regularly sponsors bike movies at a beautiful historic theatre in downtown Tucson. Proceeds from the movies go toward local non-profit cycling organizations. Films have included: 3 Minute Gaps, Bicycle Dreams and Clips of Faith. For one of the films, With My Own Two Wheels, the director of the movie came to town and he went into local schools to show the film to over 1,000 students. The City of Tucson and PAG sponsored Bike Movie Festivals in 2009 and 2010. - Bicycle Belles: Established in early 2011, this informal group announces fun rides via Facebook. Here, women support and encourage other women to be comfortable riding on city streets. Belles events included bike rides to ice cream shops and movies. - Shoot Out Ride: Every Saturday morning this training ride departs from the UA and heads south to Sahuarita and Green Valley. This ride is for the fastest cyclists in the West, with about 100 local amateurs and pros taking the challenge. - Tucson Senior Games and Green Valley/Sahuarita Senior Games: With a large population of active seniors, the region hosts two different Senior Games. In 2011, the Green Valley/Sahuarita cycling event included almost 100 racers in two races. The Tucson 2012 event hosted 144 cyclists in four events. - Triathlons: Tucson has become one of the top triathlon training grounds in the United States and in 2009 was named the Best Place To Live by Triathlete Magazine. Triathletes of all levels enjoy bike riding on the region's roads. TriSports.com's retail store sponsors a triathlon team and a cycling team. Oro Valley hosted USA Triathlon's Duathlon National Championship events in 2011; the 2012 races will also be held in Oro Valley in 2012. The IronKids National Championship triathlon for youth was held in Oro Valley in 2011. - Race Across America: RAAM headquarters are in Tucson at Perimeter Bicycling. This 24-hour communications center allows RAAM racers and teams to call in with updates, ask for directions or assistance, and report on race status as it happens. RAAM staff and volunteers then post upda

Enforcement

* 64. How does your police department interact with the local cycling community?

- A police officer is an active member of bicycle advisory committee
- Identified law-enforcement point person to interact with cyclists
- No current formal interaction
- Other

* If other, describe

Tucson Police Department (TPD) and Pima County Sheriff's Department (PCSD) have officers assigned permanently to the Bicycle Advisory Committee. These officers report on collisions for the preceding 30-day period and citations issued in regard to targeted enforcement. Additionally, Sahuarita, Marana, Oro Valley and the University of Arizona have assigned staff members to work with the BAC who also have excellent communications with their respective law enforcement departments. The City of South Tucson has a staff member who works with its law enforcement on bicycle issues. TPD also assigned an officer to the Platinum Challenge. PCSD has a dedicated officer for bike/car collisions. PCSD-Green Valley Station assigns a Sheriff's Deputy and Sheriff Assistant Volunteer to participate in Santa Cruz Valley Bicycle Advocacy Committee meetings and they report on conflicts, safety concerns and items of mutual interest. As will be detailed in Question 66, TPD specifically requested guidance from the cycling community on what violations to focus on through grant funds. This resulted in TPD enforcement of the most dangerous illegal behaviors of cyclists and also motorists. TPD requested and received assistance from the Bicycle Ambassadors during the targeted enforcement. Ambassadors warned cyclists about the enforcement and handed out information to offer positive reinforcement of the laws before citations were issued. TPD organizes the Tour de Campus event for pre-schoolers (see Question 47). Since our last application, TPD met with Tuesday Night Bike Ride coordinators to improve safe riding in this group. PCSD, Sahuarita Police and TPD assist with the Rides of Silence in their respective communities. TPD and PCSD also work at the major Perimeter Bicycling events: Tour of the Tucson Mountains and El Tour de Tucson. El Tour pays for police to monitor the course; however, for the past two years, 12 officers have volunteered their time to make this a safe event for cyclists. Pima County and all of its jurisdictions require that all second-hand stores (pawn shops and thrift shops with the exception of nonprofit 501(c)(3) stores, report any item they have for sale that has a serial number on it, including bicycles. The reports go into a database that law enforcement agencies access. TPD routinely spot checks the pawn shops and thrift stores and has reported to the BAC that there is a high rate of compliance with the reporting statutes for the pawn shops. In addition, TPD is working with some of the smaller thrift stores to increase their compliance. Police provide traffic control at Cycloviva and gave helmets to children without helmets.

* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

- Basic academy training
- [International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training
- [National Highway Traffic Safety Administration Law Enforcement Training](#)
- Completion of [Smart Cycling course](#) by Police
- Presentation by League Cycling Instructor or local cyclist
- Institute for Police Training and Development bicycle training
- Other
- No training currently offered

* If other, describe

All officers receive mandatory academy quarterly training in bicycle law and technical skills. Each quarter, bike officers must re-qualify with a certain number of cycling hours. Several Tucson Police Department (TPD) officers and one Oro Valley officer are now trained LCIs. Police and BAC representatives are creating a series of roll call training (one-minute videos) that will be made available to all police officers in the region. For example, right hook and wrong-way rider videos are already completed. Support for these videos, when completed, has been offered by upper management at TPD, the Pima County Sheriff's Department (PCSD) and Sahuarita Police Department. When finalized, all TPD officers will be required to take the training. Tucson's bicycle officers attend the IPMBA training; with some receiving advanced training. The first IPMBA training was held in Tucson in the late 1990s. Both TPD and PCSD have specific bicycle trained officers who are available to review collision reports and/or interact with the investigating officer. TPD helps train Davis Monthan Air Force Base officers in a one-week course. TPD also provides training to UA police. They provide a two-day training to downtown Parkwise Security Officers who ride bikes on the job. Carmichael Training Systems (CTS) brings hundreds of cycling clients for its coaching services to the region each year. CTS coaches work with Tucson officers to let them know about CTS group rides, and let police know that CTS rides will follow traffic laws. CTS staff provided advanced training to Tucson Police and talked about concerns their clients had. TPD created a "Bicycle Rapid Response" program where officers on bicycles respond quickly to civil unrest or organized protests. The program allows for a less intimidating police presence. Rapid Response was recently used at the SB1070 protests (to insure the safety of people protesting the controversial Arizona immigration Senate Bill 1070) and at Occupy Tucson events. The Tucson-Pima County Bicycle Advisory Committee Enforcement subcommittee has been working on a major project in hopes of assisting law enforcement with better enforcement

and reporting skills. The subcommittee reviews the citations and collision reports involving bicyclists. The BAC subcommittee created a database to organize the information and are currently evaluating the reports the law enforcement officers make when there is an incident involving a cyclist. They plan to use their evaluation efforts to encourage police departments to provide better training on both bicycle laws and writing out detailed and clear reports so that there can be better follow up and a more equitable allocation of citations when there is a bicycle/motor vehicle collision.

* 66. What enforcement campaigns are targeted at improving cyclist safety?

- Helmet/light giveaways**
- Targeting motorist infractions**
- Targeting cyclist infractions**
- Share the road campaigns**
- Other**
- None of the above**

* If other, describe

In 2011, TPD received \$34,548 in grant funds from the Governor's Office of Highway Safety to enforce bicycle and pedestrian violations. The purpose of the program is to promote bicycle and pedestrian safety. It includes citations to motorists as well as citations to pedestrians and cyclists. TPD met with the cycling community to determine violations that were most in need of enforcement. At the request of TPD, Bicycle Ambassadors were paired with officers to hand out Share the Road Guides and maps. Cyclist violations included wrong-way riding, riding without lights at night and riding on sidewalks. Motorists were cited for endangering cyclists, including violating the 3-foot law. Police also ticketed drivers who drove into the bike lane to turn right, although signs prohibited this. Several sessions occurred where the 3-foot passing law was specifically targeted. TPD reports the results to the BAC. TPD is confident that future grants will make this an ongoing effort. During this 2011 enforcement operation: - Over 200 bicycle lights were handed out with warnings for no lights in lieu of citations. - Children under the age of 16 riding with no helmet were provided helmets. - 795 citations and 264 warnings were issued. The Pima County Bicycle and Pedestrian Program is providing \$24,000 in funds to TPD in 2012 for enhanced enforcement. The City of Tucson provided 700 bike lights to each jurisdiction's enforcement officers to hand out to cyclists who are riding without lights at night. PCSD has conducted targeted enforcement and education at Gates Pass and on the Shootout rides. The Gates Pass/Tucson Mountain Estates enforcement was at the request of the local residents. Substantially more vehicles (over 90 percent) were cited than bicycles during all of the enforcement operations. TPD has its own bicycle trailer and leads Bike Rodeos when requested. From 2008-2010, TPD held monthly Bike Rodeos. All law enforcement from local jurisdictions is provided Share the Road Guides to hand out to cyclists who are stopped for suspected violations. The Share the Road Guide contains information for both cyclists and motor vehicles regarding the laws as they pertain to bicyclists. University of Arizona Police Department conducts an education campaign at the beginning of each school year to promote safe cycling behavior. They hold a targeted enforcement operation; during the first two weeks of the campaign they issue warnings. After the two-week warning period, they cite cyclists who are observed violating cycling laws.

* 67. Do you have police department employees on bikes?

- Yes**
- No**

* 67a. If yes, what percentage of police department employees is on bike?

6

* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

- Yes**
- No**

* 68a. If yes, what percentage of safety department employees is on bike?

5

* 69. Do your local ordinances treat bicyclists equitably? (examples can be found on the [BFC resources page](#)).

- There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)**
- There are penalties for motor vehicle users that 'door' cyclists**
- There is a ban on cell phone use while driving.**
- There is a ban on texting while driving.**
- The community uses photo enforcement for red lights and/or speed**
- There is a state or local law that requires cyclists to use sidepaths regardless of their usability.**
- There is a state or local law that requires cyclists to use bike lanes where they are provided.**
- Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).**
- There is a general restriction on bicyclists riding on the sidewalk.**
- There are local or school policies that restrict youths from riding to school.**
- None of the above**
- Additional information on any of the above mentioned ordinances as it pertains to your community.**

* If Additional Information, describe

Arizona passed a 3-foot passing law in 2000, largely due to Tucson advocacy, especially Jean Gorman from the Brad Memorial Fund (see question 15a) and Matt Zoll from Pima County, who drafted the law and organized cyclists in support. Most jurisdictions including the City of Tucson and Pima County have a law requiring cyclists under the age of 18 to wear a bicycle helmet. The law requires an explanation of the helmet law be provided every time a child's bicycle is purchased. A state parental supervision law requires parents to make sure children follow traffic laws when riding with them. Arizona has several specific statutes that require motorists to make safe turns. When a motorist makes a bad right turn (right hook) or a bad left turn, officers often cite the motorist for failure to yield. Arizona has a state statute that occupants of vehicles are not to open doors unless safe to do so. Since 2009, Arizona has a criminal negligence driving law that protects cyclists and pedestrians. Under this law, a driver who causes serious physical injury or death while violating specific civil traffic infractions such as running a red light, failing to stop at a stop sign and speeding in a school zone is charged with a criminal offense. There is no specific ban on cell phone usage; however, the Tucson City Council is currently proposing a texting ban within the City limits. The Council Members voted unanimously in favor of forwarding the texting ban through the city process and held a public hearing in January. An adoption of the ban is expected at the end of February 2012. Specifically, Arizona does NOT require cyclists to use bike lanes or side paths. Cyclists may choose to take the lane or make left turns from appropriate roadway positions pursuant to the TS101 procedures. However, cyclists are required to remain to the right when at or below the speed of traffic in conditions, where the lane is sufficiently wide enough to share. Exceptions exist for passing, debris, left turns, etc. Multiple locations in Tucson and Pima County have photo enforcement traffic lights and photo enforcement roadway speed locations. In addition, TPD has a photo enforcement van for speed violations that it positions in different locations daily. TPD also has a 'Digital Speed Awareness' radar trailer they move around to locations where speed has been an observed problem. The radar trailer warns drivers about their speed. The City of Tucson bans bicycle riding on sidewalks unless otherwise authorized. Only a small number of locations are permitted, such as underpasses and bikeways designed for bicycle/sidewalk use. No other jurisdiction in Eastern Pima County bans sidewalk riding. The Coalition of Arizona Bicyclists is working on a vulnerable user bill for the state.

* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

Yes

No

* 70a. If yes, describe

Bikes are prohibited on portions of Interstate Highways in Tucson and between Tucson and Phoenix. Bicycles also are prohibited on Aviation Highway in Tucson; however, there is a shared use path next to Aviation. Bicycles are prohibited in City of Tucson skateboard parks.

* 71. Does your community have other programs or policies to enforce safe cycling?

Yes

No

* 71a. If yes, describe

Two bills currently in the Arizona Legislature that if passed, would enhance our bicycle friendly community efforts. The first is based off the Idaho Stop concept, to allow bicyclists to treat stop signs as yield signs. Representative Patterson who introduced the bill believes the law would benefit the state and references the BFC program. "It would make Arizona an even more bike friendly state," Patterson said. "Certainly I would hope it would improve chances of Tucson-Pima County achieving platinum status and then some cities in other parts of the state trying to achieve higher ratings as a bike friendly community." The other bill would ban texting while driving statewide.

Evaluation and Planning

* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

3.0

* 73. What additional information do you have on bicycle use for your community?

The Tucson Region has a lot of riders that are not considered as part of the journey-to-work data from the ACS. There is a very large recreational riding community, including a very strong mountain biking community. Many competitive athletes come to Tucson to train during the winter and many tourists come for the pleasurable riding conditions. There is also a very active retirement population who enjoy bike riding. University of Arizona data shows there are over 10,000 bike trips to campus each day, many of which are not reported in the ACS data because they are school trips and not work trips. The strong bike culture results in a lot of cycling activity for any purpose, including short trips to the store, etc. Pima Association of Governments (PAG) is actively collecting data on all types of cycling in the community to better gauge all types of cycling activity. In 2008, PAG implemented a massive count program in which data is collected during peak riding times at over 100 locations each October. Staff from all the jurisdictions in the region, the UA and the Pima County Bicycle Ambassadors strongly support the program and assist with the collection effort. In addition to counting the volume of cyclists, volunteers also document attribute information including approach direction, gender, approximate age, helmet usage, wrong-way riding and sidewalk riding. So far the manual count data corresponds with ACS data. In 2010, volunteers counted over 20,000 cyclists. Over 1,200 cyclists were observed during a four-hour period at the busiest location. The annual count includes weekend observation times at popular recreational routes. There is an enormous amount of data collected each year. Appendix 18 is a table that exemplifies the data available (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att15-2010BikeCountList.pdf>). Appendix 19 is the 2010 Count Volume Map (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att16-2010BikeCountsMap.pdf>). PAG has also launched another major bicycle data collection effort to supplement the annual count data. As part of the vehicle count program, PAG added bicycle counts to the 3-year contract to obtain 24-hour count data at roughly 300 locations each year. In January, PAG obtained the data for the first round of points; there were 294 mid-point locations along corridors. PAG is developing an interactive map with the collected data. In the meantime, Attachment 20 is a table with the 24-hour raw data of the 294 bike count locations (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att20-BikeCountSegments2011.pdf>). As part of the regional data collection effort, volunteers also count mountain bicyclists at popular trailheads. In May and October of 2011, over 450 cyclists were counted during a three-hour period. This shows that mountain biking is another strong form of recreational cycling in the Tucson-East Pima Region. In order to track the impact of competitive cycling in the region, staff created a chart showing the number of cyclists that ride in USA Cycling sanctioned events and races over the past seven years (raw data provided by race officials). Attachment 21 contains a chart with the race history data from 2005-2011 (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att18-SoutAZRaceHistory.pdf>). In December 2011, the City of Tucson purchased three automated counters in order to get even better data on cycling activity. One of the counters will be permanently placed in the ground on a Bicycle Boulevard; two are mobile counters and will be moved across the region to collect data on multiple locations.

* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

19

* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

1743

* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

* 76a. If yes, provide the link to the plan or describe.

Several bicycle safety programs are underway and over the past few years, the crash data suggests the programs are working to reduce the number of crashes. In order to monitor the effectiveness of the safety programs and to better understand the causes of the crashes, PAG established a crash analysis program. Every year, PAG receives data from the Arizona Department of Transportation regarding bicycle crashes (that were reported by local law enforcement agencies). The data provide a summary of

crashes with information including location, time of day, cause of accident, etc. PAG tracks the number of crashes and the conditions to help tailor education programs and infrastructure improvements. For instance, the analysis shows that roughly a third of the crashes involving cyclists also involve a wrong-way rider. By using the count data on wrong-way riding, the region installed stenciling and wrong-way signage on the corridors with the highest rates of this dangerous behavior. As both the count programs and crash analysis develop over time, they will complement each other further to enhance safety. Attachment 22 is a sample table from the PAG Bike Crash Analysis (<http://www.pagregion.com/documents/bicycle/BikeFriendlyCommunity/Att19-PAGCrashAnalysisSampleChart.pdf>). In 2009, the bicycle diversion program (see question 38) was established as a way to educate violators to prevent them from being repeat offenders of unsafe and lawful riding practices. Jean Gorman continues her efforts through the Brad Fund (see question 15a) to provide helmets and information on safe riding practices. As detailed in the enforcement and education sections, the Tucson Police Department and the Pima County Bicycle and Pedestrian Program continue to be national leaders in developing innovative programs to keep riders safe. The City of the Tucson and the BAC continue to offer 'Light the Night' events where they distribute free bicycle lights along popular bike corridors at dusk. To promote Safe Routes to School, Pima County paid for Public Service Announcements (PSAs) using grant and County funds. The Zuckerman Foundation funds PSAs leading up to El Tour de Tucson encouraging drivers to share the road and watch out for cyclists.

* 77. Does your community have a bicycle plan?

Yes

No

* 77a. When was it passed or most recently updated?

2009

* 77b. Is there a dedicated funding source for implementation?

Yes

No

* 77c. If yes, describe.

In 2006, voters approved a \$2.1 billion Regional Transportation Authority (RTA) plan to improve the regional transportation system. In addition to the bikeway improvements included as part of every roadway project, the RTA plan includes \$80 million specifically for bicycle and pedestrian facility improvements. This includes: - \$22 million for shared use path connections. - \$20 million to close key gaps in the on-street bikeway network, with priority given to bicycle commuter safety and urban mobility. - \$20 million for signalized crossings that benefit cyclists and Safe Routes to School facilities. The RTA Bicycle and Pedestrian Working Group which includes all jurisdictions in the region and regional stakeholders, prioritizes and selects projects to receive RTA funding. To date, over \$50 million of RTA funding has been spent on bike lanes, shared use paths, bicycle boulevards and signalized crossings that benefit cyclists. RTA funding has directly contributed to the development of 200 additional bikeway miles that have been added since 2008. RTA bicycle projects have been programmed through year 2013, with additional projects to be added through 2026. In addition to RTA funding, the region has been very successful at obtaining federal funding for bicycle infrastructure and programs. Since 2008, jurisdictions in the region have acquired \$9.4 million in Enhancement funds alone and almost \$2 million in Safe Routes to School funding. In addition, several jurisdictions dedicate federal STP monies for bicycle projects including the Pima County Ambassador Program and the artistic bike/ped bridges. In the spring of 2004, Pima County gained approval from the voters for bond money that included \$142.7 million on Parks and Recreations Facilities, River Parks and Flood Control improvements. These funding categories enabled the County to purchase and construct many miles of the region's shared use path system including development of 'The Loop'. Local funds are sometimes used as well. Tucson and Oro Valley have installed traffic calming elements such as traffic circles and chicanes through local general funds. Pima County and Oro Valley have used some of their general fund monies for development of 'the Loop'. A substantial portion of the grant funds from Ford Motor Co. that the Sonoran Desert Mountain Biking Association (SDMB) received will be spent on a mountain biking trail facility that will serve urban youth (see question 45). There is also funding for micro-grants for other organizations who want to implement smaller-scale mountain biking projects. Pima County received a \$16 million grant through the Center for Disease Control's program, Communities Putting Prevention to Work (CPPW). One of the five areas of focus is Built Environment and over \$150,000 was dedicated to projects that benefit cyclists. This funding helped support an Active Transportation Advertising Campaign, Cycloviva, BICAS-Pima County youth summer camp, a national Complete Streets Workshop and the 'Launch the Loop' bicycling celebration.

* 77d. What percentage of the plan has been implemented?

25%

* 77e. Are you meeting annual target goals for implementation?

Yes

No

* 77f. Provide a link to the plan or describe.

Attachment 23 is the Regional Plan for Bicycling (<http://www.pagregion.com/documents/bicycle/RegionalBicyclePlan2009.pdf>). In addition to the PAG Regional Bicycle Plan, other bicycle plans are under development or have been completed that contribute to the regional system. PAG hired Alta Planning and Design firm to create a University of Arizona Area Bicycle and Pedestrian Study currently under way. This \$100,000 study is primarily looking to enhance safety and increase numbers of riders and walkers to campus. There has been extensive public input including a survey of over 1,100 respondents to help inform the recommendations of the study. The study will wrap up in June with an action plan on how to implement the recommendations included in the plan.

* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

* 78a. If yes, provide the link to the plan or describe.

Attachment 24 is the Pima County Master Trails Plan (http://www.pima.gov/nrpr/pdfs/Pima_Trails_Draft_080910.pdf). The Pima County Master Trails Plan was recently revised and adopted by both the City and County in December 2009 and January 2010, respectively. The Marana Parks, Recreation, Trails and Open Space Master Plan was adopted by the Marana Town Council in October 2010. The plan addresses trail access for all users including mountain bikers. The Oro Valley Parks, Open Space and Trails Plan (POST) was adopted in 1994, and the Oro Valley Trails Task Force Report was adopted in 2002. Both reports address trails access for all users, including mountain bikers; the Trails Task Force report is updated every two years. The most recent update was 2010. Another important bicycle plan was developed by the Santa Cruz Valley Bicycle Advocacy Committee entitled "Master Plan for Lanes & Trails." The 2005 plan was approved by the Green Valley Council and is updated annually. Annual Objectives, Accomplishments, and Master Plan Updates are shown on www.scvbac.org.

* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

* 79a. If yes, describe.

Mountain bike advocates promoting the sport at various levels have worked with land managers for over 20 years in the Tucson region. The land managers have learned that the mountain bike community is knowledgeable about trail issues and is passionate about the sport and keeping mountain bike access open for future riders. In the past three years, the advocates at Sonoran Desert Mountain Bicyclists (SDMB) and Bicycle Advisory Committee Mountain Bike Subcommittee have been very active reaching out to the land managers and communicating with riders. In this process, the mountain bike community has become more organized and speaks with a unified voice. It is mainstream and widely accepted as a legitimate recreational activity. SDMB hosts monthly trail work days to maintain trails for all users. The Town of Marana holds a Tortolita Trail Volunteer Day at least once per year which attracts hikers and mountain bikers to perform trail maintenance. The Wild Burro Trail, Wild Mustang Trail and the Tortolita Preserve Trail have been constructed to mountain bike specifications.

* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

* 80a. If yes, describe.

Pima Association of Government's Travel Reduction Program (TRP) operates under Arizona State statutes and local ordinances that require all employers who have 100 or more employees and allow smaller employers who choose to participate in the TRP program. There are currently 292 TRP companies that participate and they have access to resources and programs that promote bicycling as an alternative mode of travel. Any Pima County resident can sign up to receive the benefits offered through the TRP programs. These benefits include: - Guaranteed Ride Home Program: Employees who uses an alternative mode (such as bicycling) at least twice a week are eligible for a free taxi service when there is an emergency or an unexpected overtime. Each employee can use up to four vouchers every 12 months. - Commuter Contest: PAG has been running commuter contests for alternative transportation users regularly since 2010. The contest randomly selects commuters who have entered their alternate mode work trips into the PAG commute calendar. This month, February 2012, eight winners will earn \$50 Visa gift cards. - Bicycle Buddy Program: Experienced bicycle commuters serve as mentors to interested commuters who want assistance on getting started biking to work. Potential bike commuters sign up for the Bike Buddy program and experienced commuters willing to serve as a mentor are notified. - Bicycle Commuting Encouragement and Safety Information: Most TRP sites have education and encouragement campaigns that distribute information such as bicycle maps, paycheck inserts, Share the Road Guides, fliers and posters to promote bicycling as an alternative mode of travel.

* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No

* 81a. If yes, describe.

The Platinum Task Force commissioned the UA Eller College of Business to conduct an economic impact study on bicycling and bicycle-related industries in the Tucson-Eastern Pima County Region. Sixty students from the Sports Management class interviewed numerous businesses and organizations. Economic impact includes everything from bike shop sales to fund-raising bike rides to local nonprofits that invest funds directed toward bicycling. The study focused on five areas: Races, rides, events, tours; manufacturing and distribution; retail, rental, repair; professional services and public investments. Additional data came from bicycle industry representatives who provided accurate bike shop sales data. After interviewing business owners and tabulating sales and employment data, the students used IMPLAN, an input-output model to determine the total economic activity related to bicycling. The model calculated direct, indirect and induced jobs. Preliminary findings indicate that total economic activity is \$70-90 million annually, with an estimated 700 to 800 jobs supported (though this is still being reviewed for accuracy). The Tucson Convention and Visitors Bureau estimates that the economic impact of El Tour de Tucson is \$20-30 million on ride weekend, with an estimated impact of \$50-70 million year-round. In February 2012, the Arizona Department of Transportation selected an economic consultant firm to conduct a state-wide economic impact study.

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

Yes

No

* 82a. If yes, describe.

There are many programs that target underserved communities in our region and they are described in Question 45. There are representative stakeholders from underserved communities on the BAC, the PAG/RTA Bicycle and Pedestrian Subcommittee and the Cyclovia Steering Committee. There has been a conscious effort by regional planners to make sure there is equity in the development of facilities and programs. There has been a recognized need of providing safer infrastructure improvements to the southern part of Tucson where there is a high rate of low-income and Hispanic residents. The City of Tucson submitted a grant and was awarded TE funding in 2010 to construct a bicycle boulevard that goes through the south side of town. The City also received Safe Routes to School funding for a signalized crossing in this area that will help cyclists get across a major arterial street. Pima County provides bicycle and pedestrian education at several elementary and middle schools in the southern part of Tucson and is building over 5 miles of 'The Loop' in this area to benefit disadvantaged residents. The County is also building several miles of bike lanes and other shared use pathways in the southern part of town and is researching good sites in the area for the potential siting of the Arizona Bicycle Education Center and velodrome. For the next update of the Regional Bicycle Plan, PAG is planning on conducting a Title VI Analysis on bikeways, similar to the one that is done each year for roadway projects as part of the Transportation Improvement Program. The analysis will map the location of protected populations and will overlay the bicycle map to gauge whether or not there is a distribution of accessibility to bikeways.

* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

Yes

No

* 83a. If yes, describe.

Surveys - There have been four separate surveys conducted in the past couple years to better understand the needs and desires of cyclists: - As part of the UA Area Bicycle and Pedestrian plan, UA created an online survey that was promoted to the campus community and in the adjacent neighborhoods; over 1,100 completed the survey. - Pima County has been distributing a survey at various outreach events and currently has nearly 1,000 surveys completed. - City of Tucson distributed a survey in 2010 along a popular bicycle boulevard to get a sense of what types of facilities and amenities are desired. - The Sonoran Desert Mountain Bicyclists conducted two surveys at popular mountain biking trail heads to identify features that today's rider wants in the trails, in addition to general riding practices. The information gathered will be presented to land managers when appropriate to discuss the needs of mountain bikers on multi-use trails. Additional Count Information: In addition to the efforts described in Question 73, there are other efforts to collect and track ridership numbers: The PAG Travel Reduction Program collects commute information from the 292 major employers (that have more than 100 employees). The latest data from 30 major employers who have consistently participated in the program indicates 4.1 percent of their employees commute by bicycle. Pima County Department of Environmental Quality performs random phone surveys every few years. During the 2011 survey, 15 percent reported they ride their bicycle to work. A record number indicated they ride their bike more often than they did in the previous year (17 percent, up from just 10 percent in 2007). Similarly, 31 percent indicated they ride a bicycle for short trips or errands (up from 29 percent in 2007). The regional Safe Routes to School program collects information on cycling habits of students at the schools that engage in

the program. The data is entered into the federal Safe Routes database. There are systematic counts taken at the annual Cyclovia event to better estimate the number of participants. Over 10,000 people attended the 2011 event. GABA and SDBM count riders in organized rides through waiver forms. Saguaro National Park East also collects information on number of cyclists who enter the park during business hours.

Final Overview

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

* 84a.

Commitment - To becoming a top-rated bicycle friendly community. The 'Platinum Task Force' has met regularly since 2004 and includes representatives from nine governmental bodies, several advocacy groups and many independent citizens. The Task Force plans for and implements solutions to improve cycling conditions. Voters approved \$80 million for bike/ped facilities to increase transportation options. The strong commitment by regional leaders has resulted in nearly 1,000 miles of bikeway miles including underpasses to reach UA campus, bicycle boulevards, award-winning artistic bridges and 'The Loop', that when completed will be a 53-mile shared-use path around the City of Tucson.

* 84b.

Growing Momentum - For decades, Tucson's dedicated citizens and staff have fought hard to develop a strong road and mountain bike culture. Now new advocacy groups like Living Streets Alliance and Sonoran Desert Mountain Bicyclists are re-invigorating the effort and support a broad range bicycling. In five years, Santa Cruz Valley Bicycle Advocate Committee's tenacity increased bikeway mileage by 100 percent in Green Valley and Sahuarita. The TucsonVelo.com blog raised awareness on cycling issues resulting in a new level of transparency. Several national organizations have recognized Tucson's cycling achievements including Outside Magazine rating it the No. 1 City for Road Riding and Forbes Magazine rating it No. 5 for Top Cycling Cities.

* 84c.

Responsiveness - The region has significantly improved in nearly all of the 17 areas identified by LAB reviewers in the 2008 application. The most noteworthy is the 58 percent increase in our bicycle commuting rate in 2010. Within that increase, Tucson saw a rise in female riders, up to 34 percent from 26 percent previously. In addition, in the past two years there was a 45 percent reduction in fatal bicycle crashes compared with the two years prior. Other significant areas of improvement include: implementing the Ambassador program, expanding the SRTS program, the pilot Smart Trips program, celebrating each new piece of bike infrastructure, more off-road bike facilities, Cyclovia and increased targeted enforcement for both cyclists and drivers.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

* 85a.

Increase Ridership - The BAC established a goal of 5 percent commuting ridership by 2020. More sections of 'The Loop' and additional Bike Boulevard miles will be added to reach 'interested but concerned riders' and encourage bike transportation to school, work or stores. Cyclovia, now an annual event, will expand to more than one per year. Encouragement programs such as the pilot Smart Trips should be expanded. More outreach to the Hispanic and Native American populations will encourage them to ride. Cycling safety classes should be required in every elementary school. The region is investigating a public bike share program.

* 85b.

Safety and Planning - The region's bicycle crash rate is lower, but still needs to be improved. Tucson's wide streets and large intersections with high posted speed limits pose risks for all road users. Ongoing retrofits such as road diets, chicanes and traffic circles will continue to reduce speeds and create a safer environment. Traditional land use planning has not only jeopardized safety, but has created a sprawling environment in which common destinations, such as employment centers, can be hard to reach by bicycle. Future land use planning should encourage mixed use and infill development. Zoning and review processes should incorporate access and connectivity to regional bikeways. The Imagine Greater Tucson planning process is attempting to address these issues.

* 85c.

More Resources Needed - Tucson's low average household income also means less sales tax and property tax revenue to support all government services. Fewer regional staff serve a large geographic area, meaning more miles per worker to maintain. This limits abilities to reach a broader audience, grant write and do basic things like sweeping and filling pot holes. Some Tucson police bike officers have been reassigned. The City of Tucson needs to dedicate more than one bike/ped staff member to handle the demands of a growing bike ridership. Smaller towns could also increase staffing. Tight government budgets mean decreased funding for programs also. For example, Pima County discontinued its bi-monthly 'Walking and Rolling' newsletter with bike news and safety tips when grant funding ended.

* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

* 86a. If yes, describe.

Tucson has participated in the Bicycle Friendly Community program since 2004. Being a BFC resonates with regional decision makers in terms of marketing our community to new residents and to site selectors for major industries and visitors. The 2008 application feedback sparked new bike initiatives previously described in the sections based on the 5 Es. For example, the region now regularly conducts a bike count each fall with volunteers counting at over 100 locations throughout the region. In addition, an analyst from Pima Association of Governments now reviews annual bike crash data. These two initiatives provide a more accurate picture of cycling activity and safety in the region. Andy Clarke visited Tucson in May 2011, and met with regional cycling advocates. He learned about bicycle infrastructure, programs and the education that all jurisdictions in the Tucson-Eastern Pima County region are implementing and planning for the future. His advice encouraged the region to consider other bike-friendly elements. The region has implemented a pilot Smart Trips program with expectation of expanding region-wide. Low-stress bikeways are installed and more are planned. Cyclovia is working to raise funds to hold the event more than once a year. Tucson staff members are researching bike share possibilities. In addition, Clarke's visit inspired a local elected official, Sahuarita Vice-Mayor Lynne Skelton, to join the Tucson-Pima County BAC as the representative from her town (see Question 14c). Clarke's emphasis on low-stress bikeways inspired the Santa Cruz Valley Bicycle Advocate Committee to promote the development of a paved path along the West Desert Preserve mountain bike area. This path could be part of a Suburban Loop trail connecting this path on the west side of Green Valley and Sahuarita to the partially built Anza Trail shared use path on the east side. Our desire to be a top-rated community has led to great changes for cyclists. For example, the City proposed to loosen bike parking standards. Bicycle advocates met with the business community to ensure that bike parking standards stayed in line with national standards. The City Council realized that loosening the standards could jeopardize our application for platinum status. Bike advocates and the business community both supported a stronger bike parking standard that was passed by City Council. Bicycle advocates met with City Council members asking them to pass a law banning texting while driving. Advocates explained that this is a critical issue on the BFC application. Using the Phoenix texting ban as a model, the Tucson City Council held a public hearing where a vast majority supported the texting ban. The City Council is scheduled to vote on the law by the end of February 2012. The call to increase ridership helped instigate the plan to develop 180 miles of Bicycle Boulevards and to do more spot improvements. We are a top-rated community, and we will continue to reach higher. LAB's Bicycle Friendly Community program continues to inspire regional decision-makers to improve cycling conditions.

* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

No

* 87a. If yes, describe.

Completing this application showed us just how much we have achieved with limited government resources. As part of the application process, Perimeter's Magazine, Tailwinds, featured a series of articles about the region's quest to be a platinum-level rated bicycling community. Regional staff, elected officials, and non-profit directors were interviewed about their role in making Tucson-Eastern Pima County an outstanding bicycling region. The Tailwinds articles and the completion of the application both highlight our strengths and the areas that can be improved upon. These are explained in the closing Questions 84 and 85. The application process confirmed the Tucson-Eastern Pima County region is an awesome place to ride bikes! Government staff members have worked hard to bring our total centerline bikeway mileage to nearly 1,000. In addition, we are a national leader with our Safe Routes to School programs and our safe pedestrian and bicyclist traffic signal crossings (hybrid beacons). The Pima

County Bike Ambassador program is the backbone of outreach to cyclists in the region. The City of Tucson coordinates month-long Bike Fest and is an innovator in bike infrastructure. Volunteers and staff from non-profit groups like Perimeter Bicycle Association of America (coordinator of El Tour de Tucson) and Living Streets Alliance have drawn national attention to the incredible bicycling opportunities here. Publications like Triathlon Magazine and Outside Magazine have extolled the virtues of our region for competitive and amateur athletes. El Grupo and BICAS work with at-risk youth in their cycling team and summer bike camps. On the other end of the spectrum, active seniors also take advantage of great bike infrastructure and the adult bicycle safety classes. In fact, in January 2012, AARP named Tucson one of the top 10 cities for "Where to Retire If You Love the Outdoors," and listed great bike riding as a major element. Preparing the application is a great opportunity to identify and summarize all the great bicycling activities there are in the Tucson-Eastern Pima County region for residents and visitors alike.

* 88. We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

No