February 19, 2008

Andy D. Clarke  
Executive Director  
League of American Bicyclists  
1812 K St. NW, Suite 800  
Washington DC 20006-2850

Re: Bicycle Friendly Communities Application

Dear Mr. Clarke:

In 2006 the Tucson Eastern Pima Region had the honor of becoming the first region to be awarded Gold status. Since that time a dedicated group of staff and volunteers has made it their goal to improve on that standing and reach for Platinum. Our region feels so strongly about the importance of this designation to our community that the Pima Association of Governments took the committee under its wing and created the Platinum Challenge Task Force and assigned staff to directly coordinate our efforts.

In 2007 the Tucson region was named a Playful City by KABOOM! and in 2008 we received the Solar America City designation from the U.S. Department of Energy for our alternative energy efforts. These acknowledgements of our efforts toward improving the environment of our region directly complement our dedication toward making the Tucson region the most bicycle friendly community in the U.S.

We look forward to the League’s assessment and feedback on this application.

Knowing the magnitude of our undertaking and the seriousness that we have placed on this endeavor, we understand that no matter the outcome our region will be better for the hard work and effort we have committed to improving our community. It is in that spirit that we submit this application for your formal review.

Please contact Gabriel Thum (520-792-1093 x 476, gthum@pagnet.org) if you have any specific questions about this application. Thank you for your consideration.

Sincerely,

Robert E. Walkup
Mayor, City of Tucson  
Chairman, PAG Regional Council
APPLICATION PART 1

CONTACT INFO

Name of Community: Tucson, Arizona, and the Pima Eastern Region

Elected Officials: Pima Association of Governments (PAG) Regional Council

Consists of: Pima County Supervisor Ramon Valadez, Chairman – PAG Regional Council
City of Tucson Mayor Robert Walkup
City of South Tucson Mayor Jennifer Eckstrom
Marana Mayor Ed Honea
Oro Valley Mayor Paul Loomis
Sahuarita Mayor Lynne Skelton
Tohono O’Odham Nation Chairman Ned Norris Jr.
Pascua Yaqui Tribe Chairman Peter Yucupicio
S. L. Schorr, Arizona State Transportation Board

Contact Names: Gabe Thum
Tom Thivener
Matthew Zoll

Positions: Pima Association of Governments Senior Transportation Planner
City of Tucson Bicycle & Pedestrian Coordinator
Pima County Bicycle & Pedestrian Program Manager

Employers: Pima Association of Governments (the Tucson Region Metropolitan Planning Organization)
City of Tucson
Pima County

Address: Pima Association of Governments
177 N. Church Ave., Suite 405
Tucson, AZ 85701

Phone: (520) 792-1093
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E-mail: GThum@pagnet.org
Tom.Thivener@tucsonaz.gov
Matt.Zoll@dot.pima.gov

Web sites: http://www.pagnet.org/Programs/TransportationPlanning/BikePedestrians/tabid/486/Default.aspx
http://dot.tucsonaz.gov/bicycle/
http://www.dot.pima.gov/tpcbac/
COMMUNITY PROFILE

1. POPULATION (2006)
   541,132 ..............................................................within the City of Tucson
   347,505 ..............................................................unincorporated Pima County
   5,803 ..............................................................City of South Tucson
   42,551 ..............................................................Town of Oro Valley
   32,274 ..............................................................Town of Marana
   21,110 ..............................................................Town of Sahuarita
   10,787 ..............................................................Tohono O’Odham Nation (2000 census)
   3,315 ..............................................................Pascua Yaqui Tribe (2000 census)

2. SQUARE MILEAGE
   Total area .......................................................... 1,924 square miles
   Water area ...........................................................not applicable
   Land area ...........................................................not applicable

3. POPULATION DENSITY
   488.24 persons per square mile

4. CLIMATE
   Average Jan. daytime temp. ......................64 degrees
   Average April daytime temp. ....................80 degrees
   Average July daytime temp. ......................98 degrees
   Average Oct. daytime temp. .....................83 degrees
   Average Jan. precip. ..............................0.87 in.
   Average April precip. .........................0.30 in.
   Average July precip. ..............................2.42 in.
   Average Oct. precip. .........................1.06 in.

5. MEDIAN FAMILY INCOME
   Median Family Income
   (Pima County, 2006) ...................................... $52,302

6. AGE DISTRIBUTION
   Under age 20 ...................................................27.3%
   ages 20 – 64 .....................................................58.1%
   ages 65 – 84 .....................................................12.8%
   ages 85+ .......................................................... 1.8%

7. RACE
   a. Hispanic or Latino (of any race) ...........29.3%
   b. White, Non-Hispanic .............................61.5%
   c. Black or African American .................2.9%
   d. American Indian or Alaska Native .......2.6%
   e. Asian .......................................................2.0%
   f. Native Hawaiian and Other Pacific .......0.1%
   g. Other ......................................................0.1%
   h. Two or more races ...............................1.5%

Our jurisdictions total over 1,000,000 people in the Tucson-Pima Eastern Region.
8. If you have Journey-to-Work census data on bicycling to work, what percentage of people in your community bike to work?

1.6 % (Census Transportation Planning Package, 2005 PAG Travel Reduction Program, and Household Travel data). According to a 2007 Pima County Department of Environmental Quality survey, 9% of Tucson-Pima Eastern Region residents ride their bicycles to work at least once per week (Appendix Item 1).

9. How many households are within ¼-mile of a retail or business area?

Most

The Tucson-Pima Eastern Region is composed of several jurisdictions, including the City of Tucson, the City of South Tucson, Pima County, the towns of Marana, Oro Valley, Sahuarita, and the Tohono O’Odham Nation and Pascua Yaqui tribal jurisdictions (The State of Arizona also has jurisdiction on the University of Arizona campus and enforcement authority on State highways in the region). The great majority of housing within the region’s cities and towns is within ¼-mile of a retail or business area, but this is less the case in rural and suburban areas of some smaller jurisdictions and in unincorporated Pima County. The Green Valley community, and other unincorporated urban places do have many households within ¼-mile of retail and/or business areas.

10. How many neighborhoods have significant grass, flowers, and trees?

Some

The Tucson-Pima Eastern Region is located in the heart of the lush Sonoran Desert and has an unsurpassed climate of 300 sunny days a year, with the average summer high temperature of 98 degrees. Naturally, this climate with its water conservation ethic precludes significant grass, flowers and trees. Native plants such as cactus (saguaro, cholla, cereus and prickly pear), native trees (including mesquite, palo verde and ironwood) and seasonal wildflowers make up our amazingly rich desert landscaping. There are more than 300 mini, neighborhood, community, metro, regional, and joint-school parks in the region that do have grass, flowers and trees. When taken in this context, the vast majority of neighborhoods have significant and attractive native vegetation or ready and convenient access to traditionally greened parks.

11. How many neighborhoods have significant amenities such as parks, water fountains, benches, and public art?

Most

The City of Tucson, and each of the participating jurisdictions, provide requirements for parks, recreational facilities and amenities based on population density throughout the region. Using these parameters, park size and facility type is provided for the following density levels: mini,
neighborhood, community, metro, and regional park level. Living in the Sonoran Desert does influence the types of facilities that are provided in parks for the community. As stated above, with more than 300 parks in the Tucson-Pima Eastern Region, many neighborhood parks (typically within a ¼-mile service radius) provide a grassy area, trees, drinking fountains and playground facilities. On the other hand, larger parks, such as Reid Park located in central Tucson, provide a wide variety of amenities, such as baseball fields, golf courses, tennis courts, shared use paths, bathrooms and other facilities.

The Tucson-Pima Eastern Region is fortunate to have both the Coronado National Forest, and the Saguaro National Park surrounding us. These areas provide multiple recreational opportunities for cyclists, including the Sabino Canyon Recreation Area, the Mt Lemmon hill climb, and Saguaro National Park’s east and west loop roads. Sabino Canyon is a favorite family cycling area, since the roads are closed to private motor vehicles. The Coronado National Forest has one of the premier rides in the region, the Mt Lemmon hill climb (a climb of 5,490’), this includes, at the base, the Brad Gorman Memorial Bikeway (the 4.5 miles of the Catalina Highway which leads to the actual highway up into the Catalina Mountains, where there are numerous outdoor recreational opportunities). The southern part of our region includes a similar climb from Green Valley to the top of Madera Canyon (another area with many outdoor recreational opportunities), in the Santa Rita Mountain Range (a climb of 2,744’), and a mountain bike climb up the Mount Hopkins access road (mostly dirt, a climb of 5,219’). On the Tohono O’Odham Nation main reservation west of Tucson, Kitt Peak National Observatory (elevation 6,875’) has a visitor center, tours and picnic facilities. It is a major tourist attraction which provides another fine paved road climb for cyclists of 3,565’.

Pima County maintains Tucson Mountain Park, immediately west of the Tucson urban area, adjacent to Saguaro National Park (west unit) and is a popular destination for hikers, picnickers and cyclists.

12. How many neighborhoods in your community would you consider a good place to raise children?

Most

This is a really challenging question to address, due to the diverse cultures that make up the Tucson-Pima Eastern Region. We would not be so proud as to claim that every neighborhood is a good place to raise children (especially since Tucson has its fair share of adult-living communities), but we feel the vast majority is focused on providing a good and safe place to raise children.

Programs including the Pima County Neighborhood Reinvestment Program and the City of Tucson Back to Basics Program are investing over $10 million per year to continually improve the quality of life in our neighborhoods. Often these local funds are used to leverage substantial additional funding, such as federal Transportation Enhancements funds, to improve outdoor activity opportunities for families and to provide facilities including for Safe Routes to Schools.

Tucson is home to three co-housing communities. Co-housing communities balance the traditional advantages of home ownership with the benefits of
shared common facilities and ongoing connections with neighbors. Co-housing communities are designed with parking on the perimeter, enabling interactions among community members and providing car-free space for kids to play. (For more information, visit their Web sites at www.sonoracohousing.com, www.milagrocohousing.org, and www.stonecurves.com.

13. Do you have a Bicycle Master Plan?

Yes, we have a Regional Bicycle Master Plan created by Pima Association of Governments (the fifth in a series that dates back to 1975). Each jurisdiction in the Tucson metropolitan area contributed to this regional document. The Regional Plan for Bicycling is currently being updated. The Town of Oro Valley maintains its own jurisdictional bicycle and pedestrian plan (coordinated with the Regional Plan), updated bi-annually (Appendix Item 2). The Town of Marana has incorporated several bicycle-related elements into its recently adopted General Plan. The community of Green Valley (in unincorporated Pima County) developed a bicycle, pedestrian and trails master plan and is actively working to implement the plan. The Pascua Yaqui Tribe is also in the process of developing a Transportation Plan that will include significant bicycle and pedestrian elements. The Regional Bicycle Master Plan, Green Valley Plan, and portions of the Pascua Yaqui Plan are included in the appendix (Appendix Items 3, 4, and 5).

14. Do you have a written bicycle accommodation policy?

Yes. The City of Tucson's Roadway Development Policies, Bicycle Considerations provides a written bicycle accommodation policy. The City of Tucson Major Streets and Routes Plan, General Design and Development Guidelines provides for bicycle accommodation on major streets, including, under special consideration, 10-foot travel lanes to allow five-foot bike lane installation. The Town of Oro Valley requires provision of bicycle parking through the Town's Code. The Town of Marana requires 5-foot bicycle lanes on all new roads. Pima County's Major Streets and Routes Plan also provides routine accommodation for bicycles on arterials and collectors. Pima County and the City of Tucson also have joint development standards for bicycle parking, which is required in both jurisdictions by ordinance.

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

This region's most significant investment for bicycling occurred in three primary areas: Addressing needs in facilities, programs (especially enforcement) and securing funding sources for implementation.

**FACILITIES**
First, the numerous miles of new bike lanes and paved shoulders that were built in the past year throughout the region are significant.

Between the City of Tucson, Pima County, the Arizona Department of Transportation, and other jurisdictions, over 50 miles of bike lanes or paved shoulders were built in 2006-2007. In 2006-2007, Pima County added 15 miles of bike lanes/paved shoulders, the City of Tucson added 18 miles, ADOT added 5 miles, Oro Valley added 7 miles, Marana added 4 miles, and Sahuarita added 5 miles.
miles. An additional 15 miles of shared use pathways also were built, and others are currently under construction. In addition:

- The City of Tucson won national recognition for its use of innovative bicycle and pedestrian signalization devices, known as Toucans, Hawks and Pelicans:
  - The signal systems were designed similar to European techniques to provide safe crossings at mid-block cross walks, and along major roadways either by the use of median islands or by timing of the signals. These devices are all pedestrian-bicycle traffic signals that are activated by camera detection and backed up with a push button system, which facilitates cyclists and pedestrians crossing a major street.
  - To date, jurisdictions in the region have installed 3 Toucans, 4 Pelican crossings and over 75 Hawk crossings, 19 of which have been installed since the 2006 Bicycle Friendly Community Application.
- The City of Tucson has completed the construction of a fourth major bicycle/pedestrian bridge, the Park/Euclid Pedestrian/Bicycle Bridge, based on an American Indian basket design. This bridge provides the final link for a continuous connection on a shared use path from east Tucson that parallels an expressway. The “Basket Bridge” connects to the Diamondback Bridge and the Aviation Bikeway, offering close to 10 miles of a shared use path from the Davis Monthan Air Force Base to the downtown/University of Arizona area.
- Pima County has added a section of blue bike lane along Kolb Road and Sunrise/Skyline Drive.

PROGRAMS

Second, the programmatic actions (both education and enforcement) that have been taken, and are in process, are equally significant. These include:

ENFORCEMENT

In the fall of 2007, local bicycle advisory members and bicycling advocates met with administrators from the City Managers Office, Tucson Police Department, Department of Transportation and the Mayor’s Office to develop a stronger enforcement framework. This has led to some changes in the way Tucson Police handle enforcement issues. A list of the changes in effect are below:

- TPD will prepare a listing/overview of all efforts that they are already undertaking in support of bicycling and enforcement.
- TPD will take the lead to bring reps of all regional law enforcement entities together to discuss bicycle-related training for officers from all agencies; bicycling public information for all localities; and to share other plans TPD has to help address bicycle-related issues/concerns and to support the Platinum Challenge application.
- TPD will follow-up with the City of Davis, CA (only Platinum Challenge recipient) and selected other municipalities to learn about enforcement
approaches and best practices which may be used by TPD and other regional agencies.

- TPD will put together a training and information plan for all TPD employees about bicycle-related laws, issues, best practices etc. The plan will include:
  - Having TPD staff view the videos already produced by the BAC and sharing these with colleagues of the other law enforcement agencies for their use.
  - Working with the BAC enforcement subcommittee to help with the law enforcement training videos to be produced in the future via a grant that has already been secured by the BAC.

- TPD will plan to do info-gathering/tracking two times per year for selected bicycling-related enforcement data. The data gathered will be used to extrapolate information that can help point out gaps or areas that need attention.

- The TPD Bicycle Units citywide will conduct targeted “Educate and Advise” deployments for a set number of hours per month, focused on bicyclists. TPD Motor officers will carry out a similar plan, focused on motorists, educating and advising them on bicycle issues.

- The City also supports the creation of a bicycle diversion program.

EDUCATION
The Pima County-Tucson Safe Routes to School Program, the Bicycle & Pedestrian Middle School Education Program, and the regional Bicycle and Pedestrian Safety and Education Program are particularly noteworthy and are described below. Other significant educational efforts also are included here:

- The Safe Routes to School program has conducted bicycle and pedestrian safety training at eight pilot elementary schools in the Safe Routes to School Program, including pedestrian safety training for over 500 second graders and in-class bicycle safety for over 450 fourth graders. The program also has conducted outdoor bicycle rodeos for over 300 fourth grade students at the pilot schools and over 130 students at a non-pilot school. Starting in spring 2008, the program will educate over 1,300 second grade and fourth grade students. This program is funded through a $457,000 Transportation Enhancement grant, over $145,000 in Pima County funding, and $29,000 in City of Tucson funding. At a minimum, we anticipate at least $1.8 million per year to sustain and expand the program in the Tucson Metropolitan Area, which includes the $15 million over 20 years ($750,000 annually) that has been identified in local transportation funding through the Regional Transportation Plan (RTP), and the $10 million over 20 years ($500,000 annually) that has been identified in funding from the Regional Transportation Authority (RTA). Pima County also provides the equivalent of four full-time Bicycle and Pedestrian Program staff working on the Safe Routes program and pays for the consulting engineering team. Staff and consultants also have provided free training to agencies and citizens around the State of Arizona on how to implement Safe Routes to Schools programs.
The Bicycle & Pedestrian Middle School Education Program has instructed over 280 middle and high school students in bicycle safety through a 9-hour classroom and on-road bike safety training curriculum. Beginning in 2008, the County will instruct middle school students through a special federal grant and matching funds by the County. This grant, the “Pima Region Middle School Bicycle and Pedestrian Education Program”, will educate 7th grade students throughout the Tucson-Pima Eastern Region on safer bicycling and walking practices and will provide bike lane pavement markings near schools to enhance safety. The program will also educate teachers, staff and parents on safety practices and laws.

This program will include comprehensive bike and pedestrian safety training, helmets, educational videos, Public Safety Announcements on radio and TV, safety guides, and posters. It will work closely with school districts and with other groups promoting safe travel at over 45 middle schools in the region. The education curriculum will be designed to enhance the bicycle and pedestrian education students receive in elementary school through the existing Pima County-Tucson Safe Routes to School Program. This program is funded through a $500,000 federal Transportation Enhancement grant and over $250,000 in Pima County funds.

The regional Bicycle and Pedestrian Safety and Education Program (using a $454,000 Transportation Enhancement grant, $105,000 in Pima County funds, and $29,000 in City of Tucson funds) is working with bicyclists, pedestrians and motorists to improve safety throughout the region, through advertising in nearly all available media, provision of LAB bicycle safety courses for middle school students up through adults, selective crosswalk enforcement actions to encourage drivers to yield to pedestrians, education and enforcement efforts with both cyclists and drivers, and other measures. This program is intended to run concurrent with the Safe Routes program in order to broaden and increase the safety messages and effect. Some examples of the many accomplishments of the program:

- Approximately 220 bicycle and pedestrian 4-foot by 6-foot safety signs and 80 “Share the Streets” bus bench signs are posted at bus stops around the region. Safety signs and posters have been put up in over 40 regional libraries and bike shops. We have distributed over 50,000 regional bike maps with safety information and 30,000 Share the Road motorist/bicyclist pocket guides, including Spanish-language guides. We also are distributing a safety newsletter on a monthly basis.

- Implementing a “Bike Ambassadors” program for persons to assist with the Safe Routes to Schools program, bicyclist safety outreach events, bike safety classes, and other activities including at the University of Arizona to conduct safety outreach to students. Over 780 adults and children were trained in 2006-07 in 9-hour bicycle safety training classes. As part of the classes, we distributed free helmets, front and rear bike light kits, bike locks, pumps, water bottles, tire repair kits, and safety reflective tape.
- Developed a bicycle driver diversion class to offer safety classes to bicyclists who receive citations for traffic infractions. Will be implementing the classes working with the Bike Ambassadors and League of American Bicyclists-certified safety instructors in spring 2008.

- Have installed over 400 bike stencils in bike lanes and also installing “Wrong Way” bicycle signs in select shoulder bike routes where wrong-way riding is a concern.

- **In 2001,** the City of Tucson Department of Transportation created the Traffic Safe Kids Program (TSKP). The program, funded through Pima Association of Governments, has reached nearly 8,000 third-grade children since its inception. The 25-minute presentation uses magic and humor to get bicycle and pedestrian safety rules across to children. At the conclusion of the program, the children are given gift bags that contain Traffic Safe Kids coloring books, bicycle and pedestrian safety bookmarks, flashing bike lights, reflective spoke inserts, reflective wristbands, and reflective shoelace clips.

- **Pima County,** with support from the City of Tucson and the Greater Arizona Bicycling Association (GABA-Tucson) has been aggressively offering and teaching the LAB bicycle safety classes. Approximately 1,000 adults have been taught since this program began in April, 2006. Additionally, Road I classes are taught at the beginning of each Team in Training season for all bicycle and triathlon participants. Participants in these classes also receive free bicycle safety equipment, including a helmet, light kit, insulated water bottle, lock, bicycle pump, patch kit, and tire levers. All classes are taught using League Certified Instructors. In support of this program, GABA maintains a site license for the Street Skills Instructor Package from Bicycle Solutions, and assigns them to instructors who are volunteering their time to help teach these classes.

- **Short cycling clinics** are provided by many of the 30 bike shops in the Tucson-Pima Eastern Region.

- The Tucson Police Department dedicates twenty-two hours per month to targeted enforcement of bicycle-related laws. As part of these deployments, they will hand out the Share the Road pocket guide to educate both cyclists and motorists how to drive around each other. Additionally, in cooperation with the City of Tucson Department of Transportation, they will hand out light kits to cyclists who are stopped for bicycle lighting infractions.

- **The Perimeter Bicycling Association of America** sponsors safety training in several ways: Bike Patrol training, safe riding classes, and junior classes for minors, all of which are focused around training and preparation for the annual “El Tour de Tucson” event – a nationally and internationally recognized cycling event held in and around Tucson.

- Pima County and the City of Tucson have jointly produced public service announcements which run periodically on local television stations. PSAs have been produced on Sharing the Road, helmet use, riding on the right, riding at night, and safe passing. Additionally, PSAs were produced to
promote Bike to Work Day, International Walk to School Day, Walk n’ Roll to School Day, and free bicycle safety classes. Several of these have been translated into Spanish and also are being run on TV and radio. Public service announcements can be viewed at: www.bikeped.pima.gov/Videos.html

FUNDING FOR IMPLEMENTATION
Other significant investments for bicycling that have been made locally include:

- In the spring of 2004, Pima County gained approval from the voters for bonds in the amount of $582.3 million. Of that amount, $142.7 million will be spent on Parks and Recreation facilities, River Parks and Flood Control improvements. These funding categories will enable the County to purchase, or contribute to funding to create shared use paths and complete construction of Regional River Park Trails. Plans to add an additional 44 miles in the next 20 years will be funded in part from this funding source. Funding also will be used to support additional mountain biking opportunities in the region.

In addition to the substantial recent improvements for bicycling in this region, planning has included substantial provisions for bicyclists, including the Regional Transportation Authority (RTA) bicycle and pedestrian safety program.

The RTA Bicycle and Pedestrian Working Group meets monthly to prioritize and implement projects from a pre-established project list and newer projects brought forth from member jurisdictions. This is part of a $2.1 billion comprehensive transportation improvements plan and package passed by the voters in the spring of 2006. The RTA Plan covers the Metropolitan Tucson region and eastern Pima County, and is a long-range vision of how to address the transportation needs created by current travel demands and continuing growth. It identifies potential multi-modal projects, policies and strategies to help move people throughout the Tucson-Pima Eastern Region.

The Bicycle and Pedestrian categories of the RTA Plan include $80 million for bicycle and pedestrian facilities:

- $22 million for completion of key segments of Pima County Trails System Master Plan, with special focus on regional river-park connections
- $20 million to close key gaps in the on-street bikeway network, with special focus on bicycle commuter safety and urban mobility
- $18 million for completion of key gaps in the regional sidewalk network, with key focus on regional corridors and transit routes ADA-accessible for seniors and person with disabilities
- $20 million for signalized pedestrian crosswalks, ADA access improvements, and Safe Routes to School programs and facilities.
The RTA Bicycle and Pedestrian Project list includes specific funding that will:

- Provide restriping projects that complete gap closures for bicycle lanes, totaling 23.5 miles
- Include reconstruction for gap closure with bicycle lanes totaling 142.8 miles
- Construct, and close gaps on the shared use path system totaling 44.2 miles
- Include more than 75 miles of sidewalk gap closures

16. List current community activities that encourage/promote bicycling.

The Tucson-Pima Eastern Region is the proud and supportive home of numerous annual cycling events that encourage and promote bicycling, and bring more than $30 million of positive economic benefits to the region. These include:

- **The 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 2007, El Tour de Tucson celebrated its 25th year, and welcomed over 9,300 participants from 21 countries. The 2007 League of American Bicyclists National Rally was held in Tucson in conjunction with the El Tour de Tucson.

- **The Tucson Bicycle Classic** – an annual three-day United States Cycling Federation Stage Race (Time Trial, Tumacacori/Garrett Lemire Memorial Road Race, and Circuit Race) normally held in the spring. This event had over 275 participants in 2007.

- **The Tour of the Tucson Mountains** – An annual event that includes 72 and 29 mile events and a Kid’s Fun Ride. This event takes place in April. Over 1,000 participants rode in last year’s event. The event is in its 21st year.

- **Clean Air Days and Bike 2 Work Day** – Clean Air Days is a month-long event that seeks to promote alternative modes of transportation regionally. One of the principal events under Clean Air Days is the annual Bike 2 Work Day. Bike 2 Work Day includes free breakfast, bike registration, bike tune ups, commuter information, several bike stations, and a bike raffle. There were approximately 350 participants at the Bike 2 Work event downtown in 2007. In addition to Bike 2 Work Day, there are several other bicycle activities scheduled for 2008 Clean Air Days including Walk n’ Roll to School Day, a beginners bike ride, a Bike to the Zoo event, GABA Bike Swap Meet, and a brown bag lunch series on bicycle commuting. Several of the jurisdictions in the region participate. This year’s participants included the City of Tucson, Pima County Departments of Environmental Quality and Transportation, Town of Oro Valley, Pima Association of Governments, Sun Tran, Pima Community College and the University of Arizona.
• **City Cycle** - The City Cycle Employee Bike-Sharing Program is a Tucson Department of Transportation initiative that encourages City of Tucson employees to sign out city-owned bicycles for traveling to appointments or for wellness rides. Tucson's program serves as a model that other employers can follow. The blueprint of the program is being marketed to other employers as a way to be environmentally and bicycle friendly. Raytheon Missile Systems, with over 9,000 employees recently purchased 20 bikes for their employees to use at their airport campus. More info available at [www.dot.tucsonaz.gov/citycycle](http://www.dot.tucsonaz.gov/citycycle).

• **Kona 24 Hours Epic Ride in the Old Pueblo** – Based in Tucson, Epic Rides organizes this ride, which is one of the largest 24 hour mountain biking annual events. In its 9th year, the Kona 24 Hours in the Old Pueblo Ride hosted over 3,000 participants, volunteers and spectators. Proceeds from the event go to the Copper Corridor Economic Development Coalition, a non-profit organization established to promote economic stimulus in nearby old mining towns located in eastern Pinal County.

• **National Rally 2007** – The League of American Bicyclists made Tucson the site of the 2007 National Rally. Members of the LAB were in town for a festive week of activities that included rides, discussions with the bike community, the Basket Bridge Dedication event, Mayor’s ride and El Tour de Tucson event.

• **Mayor’s Bike Ride** – The mayor of the City of Tucson leads one or two bike rides every year through the metro area to raise awareness of bicycling in the community. The 2007 ride had over 80 participants. Members of the League of American Bicyclists were present for one of those rides, which occurred before the Basket Bridge dedication event.

• **Davis-Monthan Air Force Base (DMAB) Day Ride** – John Thaxton, a retired Air Force Veteran and BAC member for the base, led a ride inside the Davis-Monthan Air Force Base in the spring of 2007. The 20-mile ride gave some lucky members of the BAC a chance to see the base facilities, aircraft, static displays, the housing area, etc. There are plans to do another DMAB ride in the spring of 2008.

• **Triathlons** - In addition to bicycle rides, the region hosts several annual triathlons including the Tucson Triathlon in March; Firecracker Triathlon in July; the Tinfoilman Triathlon in October, and the Sahuarita Lake Triathlon in May. More information on these events and more can be found at: [http://www.tritucson.com/index.html](http://www.tritucson.com/index.html)

• **Bicycle Valet Parking** – Tucson Department of Transportation offers free bicycle valet parking at major public events. Bicyclists can leave their bicycles in a guarded area, receive bike safety and commuting information, and get free safety devices. Valet parking was available at 10 events in 2007.

• **Greater Arizona Bicycling Association (GABA)** - The Tucson chapter of the GABA has over 1,000 members and is the host to several large-scale bike events throughout the year. They also foster, run and/or support educational programs:
  - One of GABA’s most popular events is the Great Arizona Bicycle Adventure (the Almost Across Arizona Tour). This is a seven-day
500-mile camping tour from the Grand Canyon to Mexico. This event is in its 26th year.

- GABA also hosts six overnight rides and five century rides.
- Other annual rides include the Mt. Lemmon Ride and Mt. Hopkins Hill climb Mountain Bike Ride.
- They have financially supported LCI Training for more than 12 years.
- They have supported LCI’s teaching and otherwise promulgating cycling education.
- Every month, educational articles written by a veteran LCI are published in the club’s newsletter, “The Arizona Bicycling Update”, with a circulation of more than 2,600.

• **GABA Bike Swap Meet** - The Tucson chapter of GABA hosts a bike swap meet twice a year, one of the largest in the United States. Held on 4th Avenue, near downtown, this bike swap meet takes up four city blocks. Over 100 vendors display their wares, all bicycle-related. The typical attendance is between 5,000 and 10,000 visitors.

• **Bike Shops** - There are 30 bike shops in the Tucson metropolitan area (according to DexOnline - August 2, 2007). Many of them host weekly bike rides and clinics.

• **Bike Rentals** - There are nine bike shops around the city that rent mountain, hybrid, and road bikes by the hour, day, week or month.

• **Bike Tours** - Tucson has two companies that offer ½-day – multiple day tours for both mountain bike and road bike trips throughout southern Arizona and Northern Mexico for up to 100 people. These companies also rent road, mountain and hybrid bikes.

• **The Brad P. Gorman Memorial Bikeway Fund** - Jean Gorman, the mother of Brad Gorman, a cyclist who was killed while riding his bicycle, started this fund. Multi-faceted support for cycling safety has included:
  - Purchase of the regional “Share the Road” guides
  - Purchase of bicycle helmets and lights
  - Printing and distribution of “Share the Road” bumper stickers
  - Printing and distribution of “Share the Road” safety guides

• **Ride of Silence** – The Tucson-Pima Eastern Region hosts the annual Ride of Silence at two locations to honor those who have been injured or killed while cycling on public roadways. The BAC, GABA, SCVBAC and Brad Fund help to organize the two events.
• **Tuesday Night Community Rides** – Around 300 bicyclists gather at the University of Arizona every Tuesday night at 8 p.m. for a ride around the city. The rides are coordinated with the Tucson Police Department. The group has designated marshals who have reflective vests supplied by the City of Tucson to help them get through intersections safely. The City of Tucson Transportation Department occasionally distributes free bike lights to the group.


Over the past year B.I.C.A.S. enabled the following participation and results in the programs:

– **The Community Tools Program** - Throughout the day, B.I.C.A.S. employees teach community members to fix their bicycles by providing tools, work space and bicycle repair expertise. **WRENCH** - WRENCH offers additional shop time and workshops for women and transgender individuals that take place outside of regular shop hours. WRENCH was developed in response to an expressed community need for such a program, drawing inspiration from similar programs nationally and internationally.


– **El Grupo De BICASyling Youth Club** - As requested by high school students in our area, B.I.C.A.S. has created a riding club that meets and rides on Sunday mornings.

– **B.I.C.A.S BIC-ED Workshops** - In this eight-week course, students are taught how to safely recondition and ride bicycles. Fifty-eight Earn-a-Bike courses were conducted for members of the Tucson community; and more than 100 community members participated. Bicycle Art - open workshop hours are used to create crafty things, such as Inner Tube wallets, tire belts, mobiles or sculptures made of bike parts. BICAS recycles old unusable bike parts through the creation of beautiful new art pieces. Examples of some of the art created at BICAS, such as bicycle racks, trash containers, and accessories can be found throughout the City of Tucson, around the BICAS building, or worn by folks around town.

17. **Bicycle Coordinator and Government Staff**

**A. List your official bicycle/pedestrian coordinator or bicycle issues contact person on government staff.**

• Coordinators: Gabe Thum (PAG Regional), Tom Thivener (City of Tucson), Matthew Zoll (Pima County), and Nancy Ellis (Town of Oro Valley).
• Contacts: Shad Bustamante and Steve Cheslak (Town of Marana), Walker Smith and David Ruelas (City of South Tucson), John Neunuebel and Rick Robinson (Town of Sahuarita), Nathan Barrett (Tohono O’Odham Nation), Artemio Hoyos (Pascua Yaqui Tribe), Michael Sanders (Arizona Department of Transportation), and Charles Franz (University of Arizona).

B. What department is the bicycle coordinator located in?

PAG Transportation Planning Division, Tucson DOT, Pima County DOT, and Oro Valley Parks and Recreation Department.

C. How many hours are spent by bicycle coordinators per year?

Thum, Thivener, Ellis and Zoll are full-time – 2,080 hours per year x 4 employees = 8,320 total hours per year minimum.

D. List all other government staff or contractors whose primary duties are devoted to bicycle issues.

• Donna Lewandowski is the full-time Safe Routes to School Coordinator for Pima County.

• Ignacio Rosales de Rivera is the full-time Pima County DOT Bicycle and Pedestrian Safety Educator for Pima County.

• Kathryn Skinner, Professional Engineer, is the full-time Pima County Bicycle and Pedestrian Program Engineer for Pima County.

• Diahn Swartz, Traffic Engineer, is in charge of signing and striping and works extensively on bike issues City of Tucson.

• Ann Chanecka, City of Tucson Bicycle & Pedestrian Program Intern, from the University of Arizona.

• G.J. Anderson, Engineering Tech, Oro Valley Public Works.

• The City of Tucson and Pima County’s Parks and Recreation Departments build trails, open to mountain bikers, throughout the region.

• Perimeter Bicycling Association of America employs 14 full-time staff, all of whose primary duties are promoting bicycling.

• BICAS also has two full-time staff and several part-time staff promoting bicycling.

• Innovations, Inc., which manufactures bicycle accessories, is based in Tucson, and employs approximately 60 people.
18. Do you have a Bicycle Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes. The Tucson-Pima County Bicycle Advisory Committee (BAC) was first established in 1982, and formally established in 1987. This Committee is made up of 22 members appointed by the City of Tucson Mayor and Council, the Pima County Board of Supervisors, and other local jurisdiction governing bodies. The purpose of the Committee is:

- To confer with and advise the governing bodies of the City and County on community concerns related to bicycling.
- To organize community programs and projects to provide information and education to the community on bicycling.
- To review and make recommendations on proposed local, state and federal legislation relating to government.
- To act as an official advisory agency to the City and County governing bodies for technical questions and concerns related to bicycling.
- To render an annual report of Committee activities to the governing bodies of the City and County, and to file minutes of Committee meetings with the two governing bodies.
- To recommend such action to the governing bodies of the City and County as the Committee deems necessary or desirable to accomplish the above functions, and to put its policies into practice.

In late 2006, the BAC established five subcommittees to better carry out its responsibilities. The subcommittees are: Executive, Downtown Bicycle, Education-Outreach, Enforcement and Facilities. There are many adhoc members from the community that serve on the subcommittees in a non-voting manner.

Please see the attached BAC Membership list (Appendix Item 6), which demonstrates the diversity and inclusiveness of this Committee.

In addition to the Tucson/Pima BAC, the unincorporated community of Green Valley has a Bicycle Advocacy Committee. This grassroots organization now known as the Santa Cruz Valley Bicycle Advocate Committee (SCVBAC) focuses on bicycle issues in the developing corridor south of the metro Tucson area to Nogales. Originally organized by concerned bicyclists in 2004 to address some immediate safety issues with the Green Valley Community Coordinating Council (GVCCC) and Pima County, this group became a GVCCC subcommittee, responsible for developing a master plan for bicycle lanes and trails as part of the GVCCC Vision 2020 Plan published in 2005. This master plan, reviewed and updated annually, provides current goals and priorities for multi-use lanes required for safety, connectivity, and future growth. The plan, and other information on the activities and achievements of the SCVBAC, is available on the Web at www.scvbac.org.
With assistance from Pima County, the SCVBAC has been successful in winning two Transportation Enhancement Grants and in providing several links that will soon provide continuous travel on bike lanes from Tucson all the way to the south end of Green Valley at Canoa Ranch. During the last two years the Committee, supported by Green Valley Bike and Hike and the Pima County Sheriff’s Department, has conducted well-attended “Ride of Silence” awareness rides promoting bicycle safety. The Committee maintains a strong position that the rules of the road apply equally to both cyclists and motorists and its members promote responsible cycling by example throughout the community.

The SCVBAC is composed of volunteers, three of which now serve on the Tucson-Pima County Bicycle Advisory Committee, and many others who play an active role by interfacing with community, county and state agencies to insure bicycle interests are adequately considered. Monthly meetings are attended by members from unincorporated Green Valley, Tucson, Sahuarita, Tubac in Santa Cruz County, representatives from the local bike shop and the Pima County Sheriff’s Department with the common vision of achieving safe bicycle routes throughout the corridor without regard to jurisdictional boundaries.
1. Do you have a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing? Please include a copy of this legislation or policy.

Yes. The City of Tucson has two important and bicycle friendly policies in place:


- **The Tucson Department of Transportation (TDOT) policy** - “A Standard Guidance for the Installation of a Bike Route With Striped Shoulder on an Existing City of Tucson Arterial or Collector Street.”

The Roadway Development Policies apply to new construction, and the TDOT policy applies to existing roadways. Provisions under the Roadway Development Policies include policy and specifications for on-street bike lanes, underpass and overpass accommodation, and crossings of major bikeways and major streets. The TDOT Policy provides guidance for the installation of a Bike Route with a Striped Shoulder (effectively a bike lane) on existing City of Tucson arterial and collector streets. This policy seeks to support achievement of five-foot bike lanes wherever and whenever possible. Factors addressed include reduction of lane and turn lanes.

These two City of Tucson documents are included in the appendix (Appendix Items 7 and 8).

Pima County’s Major Streets and Routes Plan and the Roadway Design Manual also provide routine accommodation for bicycles on arterials and collectors using 6-foot bike lanes. These documents are also included in the appendix (Appendix Items 9 and 10).

The Tucson-Pima Eastern Region’s smaller communities, including Oro Valley, Sahuarita, Marana, and South Tucson, also typically include bike lanes on all of their new or reconstructed arterials and collectors.

2. Have you provided training for your engineers and planners on how to accommodate cyclists? Please describe. Is there a mechanism to provide training on an on-going basis?

Yes. The Training Coordinator for the Southern Arizona Chapter of the Institute of Transportation Engineers and The City of Tucson Traffic Engineering Division is committed to providing training opportunities for engineers and planners on accommodating cyclists.

Continuing education Web seminars are offered to county and city employees. In October 2007 two webinars were offered: Designing Bicycle Facilities (ASCE) and Developing Trends in Bicycle Facilities Planning and Design (ITE).

In addition, PAG, the City of Tucson and Pima County each sent a staff member to the APBP Professional Development Seminar held in Davis, California in September 2008.
Tucson has a staff member who provides information to engineers and staff on roadway designs for the Safe Routes to School Program. Pima County has four full-time staff members in its Bicycle and Pedestrian Program who provide information on Safe Routes to School and bike/ped accommodations on engineering projects. Pima County is in the process of hiring a fifth staff member to run a new Middle School Bike Education Program; the position also will include engineering review and recommendations.

The bicycle and pedestrian coordinators for the region (includes Pima County, City of Tucson, Pima Association of Governments and the Town of Oro Valley) are either AICP planners or have graduate degrees in planning or transportation engineering. The bicycle and pedestrian coordinators typically review planning and engineering projects to ensure that sufficient attention is being given to bike-related issues. Other training opportunities are made available to both our engineers and planners.

Pima County provides periodic training for engineers and planners on bikeway facilities and safety programs. Pima County secured the services of Michael Ronkin and Charlie Zegeer to provide a bicycle and pedestrian training seminar to Pima County staff. Pima County, with support from the City of Tucson, also arranged the services of Dan Burden to promote bicycle and pedestrian friendly community design in the Tucson-Pima Eastern Region by providing special training to staff. Pima County, with support from the City of Tucson, also hosted the first-ever Safe Routes to School National Training Course, which was held in Tucson in the spring of 2005. Since that time two additional SRTS seminars have been held in the region.

3. **How many bridges are in your community? How many are closed or inaccessible to cyclists? Of those accessible by bike, how many have shoulders, bike lanes, wide curb lanes, or multi-use paths?**

There are approximately 42 significant bridges in the City of Tucson. There are six bridges in the Town of Oro Valley, all of which have bike lanes or striped shoulders. There are more than 100 bridges in the other PAG jurisdictions. None of these bridges are closed to cyclists. Virtually all non-rural bridges have sidewalks on at least one side. Most that don’t have bike lanes have wider shoulder lanes.

In addition, cycling is allowed on the sidewalk of the Stone Avenue Underpass, an historic and narrow underpass that is a gateway to the downtown area. Along the river park path system, there are dozens of bicycle/pedestrian bridges.

4. **Do you have a bike parking ordinance? If yes, please include a copy of your ordinance:**

Pima County and the City of Tucson have a joint bike parking ordinance (Appendix Item 11). Oro Valley also has a bike parking ordinance. All public buildings must provide bicycle parking. Within the City of Tucson, over 750 bicycle racks and lockers are located in front of public buildings and transit centers. Most jurisdictions require both short-term and long-term parking for bicycles in all new development projects.
5. **Are there bike racks or storage units at:**

Schools  All
Libraries  All
Transit stations  All
Recreation Centers  All
Government buildings  All
Office buildings  Most
Retail centers  Most
Public spaces and parks  All

6. **If your community has transit service:**
   A. **Are buses equipped with bike racks?**
      All
   
   B. **Can bikes be brought inside transit vehicles?**
      Yes, bicycles are also allowed inside the bus if they are folding bicycles and keep clear of the aisles. All buses are currently equipped with racks that accommodate two bikes.

7. **How many miles of bike lanes do you have?** How many miles of bike lanes are in your bicycle master plan? What is the mileage of your total road network? In rural communities, rideable paved shoulders may also be considered.

There are more than 631 miles of on street bikeways in the region. We have more than 100 miles of signed bike routes, more than 72 miles of shared use paths and 7.5 miles of bus-bike lanes, for a total of more than 700 miles of designated bikeways.

8. **What percent of arterial streets have bike lanes or paved shoulders?**

More than 50 percent of the arterial street system throughout the entire Tucson-Pima Eastern Region has bike lanes or paved shoulders.

9. **How many miles of designated bike routes do you have?** How many miles of signed bike routes are in your bicycle master plan?

The Tucson-Pima Eastern Region has over 100 miles of signed bike routes and a total of 631 miles of on-street bikeways. A realistic and firm goal is to develop 100 additional miles of signed bike routes by 2010.

*NOTE: The most recent Tucson Metro Bike Map (Appendix Item 12) shows almost all the bikeways and striped shoulders we have in our region.*
10. Please describe any maintenance programs or policies that ensure bike lanes and shoulders remain usable.

A. Routine maintenance

The City of Tucson sweeps all designated bike lanes on major streets & routes (arterials & collectors) twice a month. Higher use areas, such as downtown and Armory Park, are swept 4 times per week. Bike paths such as Aviation Hwy, Golf Links, Wilmot and Escalante, are maintained on a monthly basis. Bike routes through neighborhoods are swept twice per year. Special requests also are accommodated as much as possible. Within the jurisdiction of Pima County the maintenance schedule of roads including bike lanes and shoulders is determined by the six districts. If the public calls in a request for maintenance, Pima County will address the issue within two weeks.

B. Capital improvements

During the construction of Capital Improvement Projects “Share the Road” signage is used.

11. Please describe initiatives your community has taken to ensure or improve bicycle access, safety and convenience at intersections, including bicycle detection, signing and marking.

The City of Tucson has led the nation in the approval of High-intensity Activated Crosswalk (HAWK) signals by the MUTCD. The Tucson-Pima Eastern Region currently has over 75 Hawks built or under construction and the region also has a number of Pelican and Toucan pedestrian-bicycle crossing signals. In addition, there is camera detection at crossings specific to detect bicycles, and the region continues to add striped bike lanes, bicycle pavement legends and signing along bicycle routes. The City of Tucson is currently looking to install a bicycle box along a busy bikeway near the University of Arizona. Also, The City of Tucson has recently revised the barricade manual to ensure bicycle access through construction zones. Both the County and City use “Share the Road” construction signs. In addition, the County and City have a pilot program to install signage along bike lanes near schools targeting wrong way riders. Colored lane markings have been used at three locations and are planned for two more locations.

12. How many miles of paved or hard surface trails (e.g. asphalt, concrete, crushed rock) do you have? How many miles of paved or hard surface trails are in your bicycle master plan?

A feature enhancing our bicycling and pedestrian system is our river park shared use path system. Over 72 miles of shared use paths along our river system provide our community with both a recreational opportunity and expanded transportation connectivity throughout the region. Currently, there are shared use paths along the Santa Cruz River in west Tucson, the Rillito River in north Tucson, the Cañada del Oro in Oro Valley (north Tucson-Pima Eastern Region), the Pantano Wash in east Tucson, and the Tucson Diversion Channel in southern Tucson.
There are plans for 10 more miles of shared use paths by 2010 in Pima Association of Government’s Regional Plan for Bicycling. The majority of the shared use paths are within the County along the Santa Cruz, Rillito, Pantano, and Cañada del Oro Rivers.

13. How many miles of natural surface trails (singletrack) do you have? What is the total mileage of natural surface trails that are open to mountain bikes?

Mountain biking trails are another popular amenity in the Tucson-Pima Eastern Region. The Saginaw Hill Trails Park will be 540 acres in size; the Robles Pass Trails Park will be 800 acres in size, and the Indian Kitchen Trails Park will be 1,313 acres in size. Marana has the Tortolita Preserve accessible now, and it has at least 8 miles of shared use trails that are used by mountain bikes. Fantasy Island Trails Park has 12 miles of singletrack used by mountain bicycles. Tucson Mountain Park has over 60 miles of trail, Saguaro National Park has 3 miles, Colossal Cave Park has over 4 miles and Coronado National Forest has over 40 miles of bike trails.

Pima County is presently constructing its gap-closure segment of the Arizona Trail (www.aztrail.org), which is a nearly 800-mile unpaved, shared use trail that is used by mountain bicyclists, hikers and equestrians. The Cienega Corridor Construction Project (www.aztrail-build.org) has completed 20 miles of of the total 25-mile gap closure segment of the trail in the Pima County region.

Catalina State Park is 5,500 acres in size, and has 14 miles of shared use singletrack.

14. What is the estimated acreage of open space and public lands within the community (city, county, state, and federal public lands)? Are these areas open to cyclists?

In addition to the park areas and bike trails referenced above, Tucson Mountain Park, which is immediately west of the Tucson valley, is approximately 22,000 acres in size, and has approximately 26 miles of unpaved trails that are favorites of the mountain biking community. There are also 13.8 miles of paved roads that road cyclists regularly enjoy in the Park.

State and Federal Trails in the region include:

- The Fantasy Island Trails Park, which is 335 acres in size, has 12 miles of single-track used by mountain bicyclists.
- The Saguaro National Park east unit has a single-track trail open to mountain bicyclists, the Cactus Forest Trail, 2.5 miles in length, in addition to 9 miles of paved road-bicycle friendly road inside the Park. The west unit of Saguaro National Park has 10.2 miles of non-paved roads and trails open to mountain cyclists, and 5.75 miles of paved roads open to any cyclists.
- The 50-Year Trail linking Catalina State Park with Pinal County in the northwest side of town is a multi-use trail. Mt. Lemmon in Catalina State Park at the north side of Tucson provides many biking opportunities in a cooler climate for the summer months. Some of the trails on Mt. Lemmon include Crystal Springs,
Butterfly, Aspen Draw, Meadow, Green Mountain, Bug Springs, Molino and connections to the Arizona Trail at Molino via the Milagrosa Trail.

15. Please describe maintenance programs or policies for your Multi-use Paths.

A. Routine maintenance

River Park shared use paths within the Town of Oro Valley are maintained by the Oro Valley Parks and Recreation Department. Off Road shared use trails in Pima County are maintained by volunteer groups, non-profit groups and supported by Pima County Natural Resources, Parks and Recreation Planning Division (PCNRPR). Trails are routinely assessed for safety and sustainability. PCNRPR employs full-time staff to regularly maintain the river park shared use path system through the River Park Operations and Maintenance Manager's office. Citizen concerns and interest about trail conditions are also fielded, investigated and addressed upon receipt by PCNRPR.

B. Capital improvements

Trail alignments are evaluated based upon site conditions and use; they are sometimes re-routed to better accommodate the needs of the trail community.

16. Does your community have an ordinance or local code requirement for employers to provide bicycle parking, shower facilities, etc.? If yes, please describe or include a copy.

In addition to the bike parking ordinance described in question No. 4, the PAG Travel Reduction Program (TRP) operates under local ordinances that require all employers who have 100 or more employees to participate in the program. There are 289 TRP companies with bicycle campaigns to promote bicycling as an alternative mode of travel.

- 289 of the TRP sites with over 100 employees have bicycle campaigns (distributing information including bike maps, check-stuffers, flyers and posters) to promote bicycling as alternative mode of travel.
- 273 of the TRP sites with over 100 employees have worksite bicycle parking (racks or areas) for a total of 3,466 racks and 1,523 lockers
- 144 of the TRP sites have shower facilities for a total of 1,125 showers and 15,986 personal lockers

17. Please describe recreational facilities for cyclists such as low traffic rural roads and signed touring routes.

The region includes three signed touring routes. The Cactus Forest Loop in Saguaro National Park East is a scenic 8-mile loop. The Brad Gorman Bikeway and the Colossal Cave loop are both signed routes.

The GABA Web site provides maps and cue sheets for over a dozen rides in the
Tucson/Pima County area. The routes vary from 315 mile level rides to 26 mile one-way hill climbs. GABA also organizes many overnight tours through-out the year.

Funding is being raised for a Velodrome. The Velodrome will serve as an educational center for young people to learn about cycling.


18. Are there other facilities that have been created to promote bicycling in your community? If yes, please describe.

The Tucson-Pima Eastern Region has a variety of bicycle facilities focused on encouraging bicycling:

- There are several public art bicycle-pedestrian bridges. The Diamondback Snake Bicycle/Pedestrian Bridge was completed in 2002. This bridge provides a critical connection in the overall regional bikeway system. It connects the downtown area with the existing bikeway and pedestrian network to the east. A second bicycle-pedestrian bridge was completed in 2007, and is designed after a Tohono O’odham basket. This ‘basket’ bridge will provide a vital link to the Aviation Bikeway, a shared use path that runs east to west for nine miles. A third significant public art bike and pedestrian bridge is the Mountain Avenue Bridge, this bridge connects central Tucson to both sides of the Rillito River.

- Another innovative bicycle and pedestrian project is the Mountain Avenue Demonstration Project. Mountain Avenue is a north - south primary collector that leads to/from the University of Arizona. The Mountain Avenue corridor was chosen to encourage and facilitate the use of alternative, non-polluting modes of transportation. Six-foot bike lanes, separated by a rideable three-foot colored-concrete buffer area and reduced travel lanes of 11 feet, effectively make this a bicycle boulevard that provides a connection from the University of Arizona to the Rillito River Linear Park and Pima County Trail System.

- The Third Street Bicycle Boulevard is an east-west bicycle connector route that provides bicycle access to/from the University and mid-town areas. The Third Street Boulevard includes special arterial street crossings, traffic calming devices and other bicyclist friendly enhancements. Both of these bicycle boulevards include a variety of amenities for pedestrians and cyclists (water fountains, trees, public art, special major street crossings, etc.).

- Pima County and the City of Tucson have put trial applications of Blue Bike Lane striping at three locations. One is at a merge on the street transition from Sunrise Drive to Skyline Drive; one at the Mountain Avenue Bike Boulevard, at an unusually busy peak period intersection, to better define who has the right of way (cyclists do); the last is along Broadway Boulevard at a merge location. Two additional areas have been identified for the
application of colored bike lane treatment. One will be over a narrow bridge crossing; the other along a high speed roadway with dual right turn lanes.

- There are Neighborhood Traffic Management Programs managed by the City of Tucson, Pima County, the Town of Oro Valley and South Tucson. These provide traffic management services to neighborhoods that help to control traffic speeds, and to increase safety for neighbors, pedestrians and cyclists. Neighbors can petition to alter speed limits, install traffic-calming devices such as speed humps, or install traffic circles to discourage cut-through traffic and higher speeds. Each aspect of this program helps to maintain the safety and stability of the neighborhood and has the ancillary benefit of making Tucson-Pima Eastern Region neighborhoods more bicycle friendly.

- The City of Tucson will implement a trial use of shared use lane markings in 2008. The markings will be used to show cyclists where to ride in the roadway to avoid the “door zone” and raise awareness of bicyclists on popular bike routes with parallel parking.

- The City of Tucson utilizes back-in angle parking along many busy urban bicycle routes. Back-in angle parking is currently used along University Boulevard, which is an active commercial area near the University. Another popular bike route, 9th Street near the University and downtown, will get back-in angled parking this year.

- Throughout the region road diets have been used to provide additional bike lane miles by restriping the roadway to eliminate one vehicle travel lane and striping in bike lanes. In the past two years 7 roadways within the region have had a diet providing over 8 additional miles of bike lane.

**EDUCATION**

1. How do you educate motorists to share the road with cyclists? Please describe. How many community motorists do you reach with these efforts?

   *Most*

   - **Public Service Announcements**
     Pima County and the City of Tucson have jointly produced public service announcements which run periodically on local television stations. PSAs have been produced on Sharing the Road, helmet use, riding on the right, riding at night and safe passing. Additionally, PSAs were produced promoting Bike to Work Day, International Walk to School Day, Walk n’ Roll to School Day, and free bicycle safety classes. Several of these have been translated into Spanish and also run on TV and radio. Public service announcements can be viewed at: www.bikeped.pima.gov/Videos.html

   - **Share the Road Guide**
     Pima County, Pima Association of Governments, the City of Tucson, the Tucson-Pima County Bicycle Advisory Committee, and the Brad Gorman
Fund have worked together to create a Share the Road Guide for motorists and bicyclists. Over 80,000 have been distributed to the public through free safety classes, drivers education classes, schools, libraries, bike shops, Council offices, private businesses and bicycle clubs throughout the region. The 3rd Edition of the guide was published in 2008. The guide has also been translated into Spanish, and more than 20,000 copies are being similarly distributed throughout the region. The Share the Road Guide can be viewed in both English and Spanish at: www.bikeped.pima.gov

- **Bus Shelter Safety Promotion**
  Bus shelter advertisements and bus benches promoting sharing of the road and safe passing distances are in place throughout the region. Approximately 200 bus shelter safety signs and 80 Share the Streets bus bench signs are posted on a rotating schedule.

- **Driver Education Classes**
  Pima County requires all employees to attend a driver’s education class once every three years to qualify to use county vehicles. The Pima County Bicycle and Pedestrian program teaches a half-hour of this class on how to share the road safely with cyclists. Additionally, the program is presented each year at high school driver’s education classes. With our Bicycle Ambassadors program (described below), we are expanding into as many driver’s education programs in the region as possible.

- **Education by Targeted Enforcement**
  The Tucson Police Department dedicates 22 hours per month to targeted enforcement of bicycle-related laws. As part of these deployments, they will hand out the Share the Road pocket guide to educate both cyclists and motorists on how to drive around each other. Additionally, in cooperation with the City of Tucson Department of Transportation, they will hand out light kits to cyclists who are stopped for bicycle lighting infractions.

- **Bus Driver Education Classes**
  The Pima County Bicycle and Pedestrian Program presents information on sharing the road with cyclists each year at the Sun Tran bus driver orientation. Additionally, this is presented to various school district bus driver orientations.

- **Traffic Control Signs**
  All local jurisdictions use the MUTCD approved “Share the Road” orange construction signs in road work zones. Over 100 permanent “Share the Road” signs are posted throughout the region.

2. **Are there other bicycle education opportunities for Adults? Please describe.**

Pima County, with support from the City of Tucson and the Greater Arizona Bicycling Association (GABA-Tucson), has been aggressively offering and teaching the LAB bicycle safety classes. Approximately 1,000 adults have been taught since this program began in April 2006. Additionally, Road I classes are taught at the beginning of each Team in Training season for all bicycle and triathlon participants. Participants in these classes also receive free bicycle
safety equipment, including a helmet, light kit, insulated water bottle, lock, bicycle pump, patch kit, and tire levers. All classes are taught using League Certified Instructors. In support of this program, GABA maintains a site license for the Street Skills Instructor Package from Bicycle Solutions, and assigns them to instructors who are volunteering their time to help teach these classes.

A shorter, three hour version of the road one class is being presented by Pima County at the University Medical Center (Title sponsor of El Tour de Tucson). Additionally, Pima County has presented a 45-minute bicycle laws and crash avoidance presentation at GABA meetings, the Saddlebrooke Bicycle club, and the Desert Heat Triathlon club. Several more presentations at public venues are already scheduled for 2008.

The Pima County and City of Tucson Bicycle and Pedestrian programs also attend public events, handing out bicycle maps, share the road guides, and other bicycle safety information, as well as informing people of the LAB bicycle safety classes being offered. Over 30 events were attended over the past year.

The Perimeter Bicycling Association of America offers adult safety training in several ways: through training of bicycle patrol volunteers, and through El Tour 101 safe riding classes.

Local bicycle co-operative Bicycle Inter-Community Action and Salvage (BICAS) offers bicycle safety and maintenance classes for adults at low cost, and maintains a work-exchange program so that people who cannot afford to pay for the classes may volunteer their time in exchange for access to the classes and workspace. BICAS also offers bicycle maintenance classes open exclusively to women and transgender individuals; the goal of which is to help teach individuals who have been marginalized or intimidated in this setting to be knowledgeable and confident working on their bikes and cycling.

The DooDah Road Club offers a beginner and an advanced beginner ride each month, during which group riding techniques and bicycle safety maneuvers are taught.

The Greater Arizona Bicycling Association offers a series of coached training rides for local century rides. These rides are intended to provide new and/or inexperienced riders with high-quality coaching to improve their cycling performance, abilities and comfort on the bicycle.

3. Do you have a bicycle safety program for children in schools? How many schools participate?

Most

The Pima County – Tucson Safe Routes to Schools pilot program has developed a bicycle safety program for 4th grade students, which consists of two 45-minute bicycle safety classes, and a bicycle rodeo. A truck, trailer and thirty-five bicycles were purchased to support the bicycle rodeo portion of this curriculum. In the 2006-08 school years, this program was presented in all 8 pilot SRTS schools as well as two schools not in the program. In 2007-08, the program will be presented in approximately 30 schools throughout the region. Through a
transportation tax passed in 2006, more than $10 million over 20 years has been identified to support and expand this program through Safe Routes facilities upgrades.

The bicycle and pedestrian safety class curricula can be downloaded at: www.bikeped.pima.gov/SafeRoutes.htm

In 2001, the City of Tucson Department of Transportation created the Traffic Safe Kids Program (TSKP). The program, funded through Pima Association of Governments, has reached nearly 8,000 third-grade children since its inception. The 25-minute presentation uses magic and humor to get bicycle and pedestrian safety rules across to children. At the conclusion of the program, the children are given gift bags that contain Traffic Safe Kids coloring books, bicycle and pedestrian safety bookmarks, flashing bike lights, reflective spoke inserts, reflective wristbands, and reflective shoelace clips.

The Tucson Safe Kids coalition with assistance from Pima County was recently awarded a federal SRTS grant to train 10 new teachers in the elementary school safety program, and to bring these classes, along with a full Safe Routes program, to 8 additional elementary schools in the region. This training was held on November 13-16, 2007. The curriculum is expected to be taught in the eight program schools beginning in February 2008. Pima County will conduct walkabouts and prepare reports for each of the seven schools in the program. The program is funded for two years.

In November 2007, Pima County and the City of Tucson were awarded a $500,000 Federal Transportation Enhancement grant to conduct a middle school bicycle and pedestrian safety program. The program will educate 7th grade students on safer bicycling and will provide bike lane pavement markings near schools to enhance safety. Pima County is providing an additional $256,000 to this program which will bring safety education to over 45 middle schools in the region, reaching approximately 4,500 students over the next three years.

4. **What other types of bicycle safety and education opportunities are available for children? Please describe. How many children participate?**

Pima County, with support from the City of Tucson and Bicycle Inter-Community Action and Salvage (BICAS), has been offering a 4-hour kids bicycle safety class based on the Kids II class from the League of American Bicyclists. This class is taught one to two times each month by League Certified Instructors and has an average of 8 participants. Parents are encouraged to participate with their children and participants receive a free insulated water bottle and helmet.

The Sunnyside and Elvira Advocates for Health (SEAH), a community coalition in the South Tucson area, have purchased two bicycle trailers and outfitted them with a full complement of bicycle tools. Using funding provided by the Mayor’s office, a program is being created to train adults how to teach kids to fix eight of the most common bicycle repairs, and to recognize unsafe bicycles to alert kids and their parents as to when they have a bicycle in need of repair that is beyond the program’s capabilities. These trailers will then be towed by the adult mentors to neighborhood events and community centers to provide instruction and tools so that kids can learn to perform repairs and maintenance.
on their own bicycles. Additionally, three high school students have created a neighborhood family bicycle map with kid-friendly destinations, and safety tips, worksheets and games on the reverse.

BICAS is a local non-profit bicycle co-operative that offers 8-week Build-A-Bike classes for both youth and adults. Youth who participate in the program build up a bicycle from spare parts, which becomes theirs at the end of the program. Using LCI's, BICAS also works with area elementary, junior high and high schools to provide bicycle education classes which range from short bicycle safety classes to week-long bicycle camps and organized bicycle clubs and teams.

The Tucson Police Department has a designated Community Outreach Supervisor, who is currently a Bicycle Patrol Sergeant. Through this program, the police provide bicycle safety presentations at local schools and safety fairs, and bicycle rodeos when requested. They have conducted approximately 10 bicycle rodeos over 2007. They are currently updating their bike rodeo lesson plan based on the Pima County – Tucson Safe Routes to School bike rodeo curriculum, and will make it available to any agency in the Tucson metropolitan area. They also are currently planning on assigning a trailer to transport bike rodeo supplies.

There are several other entities that provide bicycle safety training for children in the Tucson-Pima Eastern Region. The Perimeter Bicycling Association offers bicycle safety training for minors through their El Tour Junior classes. The City of Tucson Parks and Recreation Department provides bicycle rodeos to 4th grade students at area elementary schools. The Northwest Fire Department provides bicycle rodeos to all elementary schools within their district. Local Boy and Girl Scout Troops provide bicycle education through the merit badge program. The Zuni Avenue Peace Center offers bicycle mechanic and safety training for children under the direction of a League Certified Bicycle Instructor.

5. Do you make bicycle safety materials available to the public? Please describe.

- **Share the Road Guide**
Pima County, the City of Tucson, PAG, and the Brad Fund provide the Share the Road guide for motorists and cyclists. It is in its third edition, and more than 80,000 have been distributed through libraries, safety fairs and events, schools, bike shops and classes since its inception. It has been translated into Spanish, and more than 20,000 have been distributed. This guide can be viewed in both English and Spanish at: www.bikeped.pima.gov

- **Share the Road Bumper Stickers**
Pima County and The Brad Fund provides Share the Road bumper stickers reminding motorists that safe passing is the law. Approximately 50,000 of these have been distributed since 2001. The popularity of these bumper stickers is evident in the frequency they are seen on cars in the region. This is the same design that is displayed on 100 bus benches on a rotating schedule.
• **Regional Bike Map**
  A regional bike map that was first published in 1981 is available free to the public. It is updated approximately once each year. Since 2004, more than 100,000 copies have been distributed through libraries, schools, bike shops and many other venues. It includes all bicycle routes, paths and lanes, as well as identifying lower-traffic volume streets suitable for cyclists. The map also includes safety tips and laws pertaining to cyclists. This map can be viewed on the City of Tucson, PAG, and Pima County Web sites. An example is included in this application.

• **Bicycle and Pedestrian Safety Bookmarks**
  The Pima County – Tucson Safe Routes to School program provides bicycle and pedestrian safety bookmarks to schools, libraries, and at safety fairs and events. More than 30,000 of these have been distributed since July 2006.

• **Bicycle and Pedestrian Promotion and Safety Brochures**
  The City of Tucson, the Town of Oro Valley, PAG and Pima County all publish and distribute brochures on the bicycle and pedestrian promotion and safety programs within their jurisdictions.

• **Walkin’ and Rollin’ Newsletter**
  The Pima County Bicycle and Pedestrian Program publishes a bi-monthly newsletter with news and safety tips for bicyclists and pedestrians. Between 15,000 and 20,000 of each issue are distributed through the above venues, and also through insertion into the GABA newsletter and the Perimeter Bicycling Association's TailWinds publication. Examples of this newsletter can be downloaded here: www.bikeped.pima.gov/Publications.html#WR.

• **Safety Zone Newsletter**
  The Pima County – Tucson Safe Routes to School Program publishes a bi-monthly newsletter with news regarding the program and safety while walking and cycling to school. These newsletters are distributed with the above-mentioned Walkin’ and Rollin’ newsletter. Examples can be downloaded here: www.bikeped.pima.gov/Publications.html#WR.

• **GABA Update**
  The Greater Arizona Bicycling Association publishes a monthly newsletter, which includes a listing of all GABA-sponsored rides, as well as listing other bicycle events in the region. The newsletter also includes many articles about bicycle safety and technique. Approximately 3,000 newsletters are distributed by mail to members and made available to the public, free of charge, through local bicycle shops. The last five years of this newsletter can be found at the GABA Web site: www.bikegaba.org.

• **Tailwinds**
  The Perimeter Bicycling Association publishes a bi-monthly magazine aimed at bicycling and other outdoor activities in the region. It regularly features articles regarding cycling safety, events and bicycling technique.
6. **Do you have a bicycle ambassador program that educates community members on local opportunities for bicycling and answers their questions?**

Pima County and the City of Tucson are in the process of creating a joint bicycle ambassador program to promote safe cycling in the community. A contract was awarded to Perimeter Bicycling Association in November of 2007, and the program is expected to be up and running in early 2008. The program will employ 8 individuals to assist in teaching classes tabling events, and promoting good will among bicyclists and motorists throughout the region. Additionally, the program will employ 4 youth ambassadors to assist with outreach and educational efforts.

7. **Do you have League Cycling Instructors in your area? Please list active instructors.**

Yes. The following 24 instructors are certified in the Tucson-Pima Eastern Region, and have taught or co-taught at least one class in 2007:

- John Pilger, Green Valley, AZ.
- Donna Aversa, Tucson, AZ.
- Josef Bellucci, Tucson, AZ.
- Steve Bresler, Tucson, AZ.
- Roger Carrillo, Tucson, AZ.
- Conor Cash, Tucson, AZ.
- Richard E. Corbett, Tucson, AZ.
- Wayne Cullop, Tucson, AZ.
- Daniela Diamente, Tucson, AZ.
- Tony Everett, Tucson, AZ.
- Carrie Hasley, Tucson, AZ.
- Alicia Heiserer, Tucson, AZ.
- Ellie Kaszniak, Tucson, AZ.
- Donna Lewandowski, Tucson, AZ.
- Troy Neiman, Tucson, AZ.
- Jill Oliver, Tucson, AZ.
- Clifford Pappin, Tucson, AZ.
- Eric Post, Tucson, AZ.
- Ignacio Rivera De Rosales, Tucson, AZ.
- Kathryn Skinner, Tucson, AZ.
- Robin Steinberg, Tucson, AZ.
- Arlo Todd, Tucson, AZ.
- Diana Tolton, Tucson, AZ.
- Matthew Zoll, Tucson, AZ.

An instructor training course is being scheduled for March 2008 where an additional 8 to 12 instructors will be trained from this region.
8. **Is bicycle safety education included in routine local activities (e.g. tax renewal, drivers licensing and testing, or inserts with utility bills each month)? If so, please describe.**

Bicycle safety information is included in the Arizona driver’s licensing and testing materials – in both the manual and the examination – as required by Arizona State Law. Pima County also distributes Share the Road guides to the local Motor Vehicle Division Offices, where a “captive” audience has the opportunity and plenty of time while waiting to review the materials.

Pima County also has periodically provided bicycle safety information and offerings of free bike classes in paycheck envelopes to over 7,000 employees. Pima County also provides bicycle safety training to motorists during the required Pima County Driver Safety class. Bicycle safety training is also provided to teen driver education classes and various traffic diversion classes. In 2008, bike ambassadors will present bicycle safety issues at truck driver training classes, and UPS and FedEx driver trainings.

**ENCOURAGEMENT**

1. **How do you promote National Bike Month in May (or any other month)? Please describe.**

In 2008, BikeFest will be a major component of Clean Air Days, and will include several bike-related activities such as Bike to the Zoo, Walk ’n Roll to School Day, beginners rides, advanced beginners rides, a bike scavenger hunt, a bike movie night and Bike 2 Work Day. An advertising campaign is conducted and several thousand brochures and posters are distributed throughout the community. Part of the brochure includes a pledge card that offers the participant the opportunity to pledge their use of alternative modes of transportation over a set period of time. The card is then mailed in to enter into a drawing for several high profile prizes. On top of the 3,000 attendees at our events, we received several thousand entries pledging use of alternative modes of transportation.

2. **How many people do you reach with events and activities during this celebration?**

Our mass marketing outreach reaches over 130,000 people living in the Tucson-Pima Eastern Region.

3. **Do you actively promote Bike to Work Day or other bicycle commuting incentive programs? Please describe. What portion of the community workforce do you reach?**

   *Most*

   Yes. Our Bike 2 Work Day (as part of our Clean Air Days and BikeFest) promotion includes mailings of outreach and registration materials to city and county employees, communication with all 289 Travel Reduction Program Companies.
and regular media promotion through press releases, news interviews on radio and television, brochures and posters displayed in bike shops and bike clubs and all participating jurisdictions’ Web sites.

This year, the City of Tucson, Pima County, Pima Association of Governments, and the Governor’s Office of Highway Safety are sponsoring Bike 2 Work Day as a vehicle for beginning a long-term bike commuting program. Bike commuters are encouraged to bike to their workplace, as well as stop by Bike 2 Work Fairs in the central downtown Jacome Plaza, the University of Arizona, and an eastside Tucson location. Commuters that present their bicycle helmet will receive a free continental breakfast. In addition, bike demonstrations, bike registration, repair tips, and information on bike commuting will be available. Registered participants will have a chance to win raffle prizes that include everything from bike gear to restaurant gift certificates. A Trek Commuter Cycle and folding bike are the grand prizes.

4. **Is there an annual bike tour or ride promoted to the general public in your community? Please describe.**

Yes. There are many annual bike tours and rides in our community. The most popular by far is the nationally and internationally known and acclaimed El Tour de Tucson. El Tour, founded in 1983 with 198 cyclists, attracted 10,000 participants, 2,000 volunteers, and more than 30,000 spectators in 2007. The Tour of the Tucson Mountains attracts more than 1,000 participants, and the Tucson Bicycle Classic attracts at least 275 participants, while the 4th of July Tour for Tucson’s Children also has 1,000 participants. The Kona 24-Hour Epic Mountain Biking Ride in the Old Pueblo hosts over 3000 participants each February. The Greater Arizona Bicycling Association, Tucson chapter, sponsors multiple rides every weekend and throughout the week, as well as century rides, weekend tours, and the nationally known Great Arizona Bicycle Adventure (Grand Canyon to Mexico). There are many more bike club and shop-sponsored rides.

5. **Are there community road or mountain bike clubs, bicycle advocacy organizations or racing clubs? Please describe.**

Yes. The Perimeter Bicycling Association of America (PBAA) is a 501 (c) 3 non profit tax exempt organization puts on four major bicycle events each year, the two largest in Tucson - El Tour de Tucson, and Tour of the Tucson Mountains. PBAA also put on events ranging from the annual Bicycle Expo, a Health, Education & Safety Conference, to Kids Fun Rides for Tour of the Tucson Mountains and El Tour de Tucson.

There are numerous bike clubs; foremost among which is the Greater Arizona Bicycling Association, the largest club with over 1,000 members. On of our strongest advocacy groups are the Tucson-Pima County Bicycle Advisory Committee.

Some of our larger clubs and associations include the Southern Arizona Mountain Bike Association (SAMBA), the Sonoran Desert Mountain Bicyclists (SDMB), the Tucson Bicycle Club, the DooDah Road Club, the Oro Valley Bikes
There is an active mountain biking community in the Tucson-Pima Eastern Region. In addition to organizing mountain biking rides, the SDMB promotes responsible trail use, educates new riders on proper etiquette and works hard to build and maintain trails. SDMB provided crew leaders and trail builders to the Arizona Trail Cienega Corridor Project, a volunteer effort that built a 25-mile segment of the Arizona Trail from Saguaro National Park in the Rincon Mountains and to the Santa Rita Mountains. This project received Congressional recognition from Gabrielle Giffords. The International Mountain Bike Association (IMBA) is active in the area and sends out crews for trail building and maintenance classes. TucsonMTB.com and RideAZ are two Web-based resources established to announce mountain biking events, host discussions, and share photos.

Racing clubs in the Tucson-Pima Eastern Region include: the Eclipse Team; the Desert Foxes; Team Rhino; the Fairwheel Racing Team; Team Saguaro Velo; the Arizona Feeds Team; the U of A Cycling Team; the Arizona Cycling Racing Team; Team GS Tucson; Le Scomparse Cycling Team; Presteza Cycling Team; Southwest Hand Team; Team Revolution; 19 South Racing Club; Aggress Cycling; and Team 53X11 Coffee.

There are 469 USCF-licensed road racers in the Greater Pima area. Also, the Tucson-Pima Eastern Region probably has more clubs and teams that we do not even know of. This region has always had many bike clubs and organizations, due to the great year-round cycling weather and the consistent, decades-long positive measures that local governments have taken to facilitate and promote cycling. In addition to local riders, racers from around the country and world train here during the winter months because of the climate and facilities.

6. How many specialty bicycle retailers (i.e. bike shops, not big box retailers like Kmart or Wal-Mart) are there in your community?

There are 30 bike shops in the Tucson metropolitan area (according to DexOnline - August 2, 2007). Many of them host weekly bike rides and clinics.

7. Are there other bicycling areas or facilities such as BMX tracks, velodromes or mountain biking centers in your community?

There are two BMX tracks in the area: Manzanita BMX (http://www.racebmx.com/) and Desert Sunset BMX (http://www.desertsunsetbmx.com/).

The Arizona Velodrome Association is currently working on getting a velodrome in the Tucson-Pima Eastern Region. Contact information for the Arizona Velodrome Association is Don Melhado at dmelhado@cox.net. The group has been working with Pima County to identify locations and to include a velodrome on the 2008 Pima County bond election.

Mountain bikers have access to most southern Arizona trails. The Parks and Recreation departments in the multiple jurisdictions have designated all
existing and future city and county trails as multi-use, open to bicyclists. The Fantasy Island Mountain Bike Trail was designed by mountain bikers for mountain bikers. Development endangered this popular 19-mile trail but the mountain biking community rallied to save the trail from being sold.

8. Does your trails system have a unit of the National Mountain Bike Patrol? Patrollers inform, assist and educate mountain bikers and other trail users?

No.

9. Are there opportunities to rent bicycles in your community or other recreational opportunities involving bicycling? Please describe.

**Bike Rentals:** There are nine bike shops around the city that rent mountain, hybrid, and road bikes by the hour, day, week or month.

**Bike Tours:** Tucson has two companies that offer ½-day – multiple day tours for both mountain bike and road bike trips throughout Southern Arizona and Northern Mexico for up to 100 people. These companies also rent road, mountain, and hybrid bikes.

10. Do you have Safe Routes to School program that includes bicycling? How many schools are involved?

*Some*

Yes. The Safe Routes to School Pilot Program described earlier under “Significant Investments” included the hosting of the first National Safe Routes to Schools Training Course and includes a bicycle safety program for 4th grade students. The program consists of two 45-minute bicycle safety classes and a bicycle rodeo. A truck, trailer, and thirty-five bicycles were purchased with a Transportation Enhancement Grant by Pima County and the City of Tucson to support the bicycle rodeo portion of this curriculum. This past year the program worked with the seven pilot schools as well as two schools not in the program. In addition, the City of Tucson and Pima County were jointly awarded a second SR2S Transportation Enhancement Grant for a joint middle school bicycle and pedestrian education program that targets all the middle schools in the region.

All schools in Arizona are eligible to receive a Safe Routes to School grant from the State of Arizona for infrastructure improvements or for technical advice. Brian Fellows with the State of Arizona DOT administers the program that is marketed to jurisdictions and schools but also to non profits and community groups. For the 2007 funding cycle, $840,000 for infrastructure projects, $265,000 for non-infrastructure projects, and $20,000 in planning consulting service was available.

The voter approved 20-year Regional Transportation Authority also has approximately $10 million set aside for Safe Routes to School projects that jurisdictions can apply for.
The Tucson SafeKids program received funding to train 10 new teachers in the elementary school safety program and for the new teachers to bring the program to eight additional schools in the region.

11. Does your community have youth recreation and intervention programs that are centered around bicycling?

Yes. Bicycle Inter-Community Art and Salvage (or B.I.C.A.S. for short) is a non-profit community cooperative dedicated to promoting and recycling bicycles, bicycle awareness, and bicycle art and culture. Other B.I.C.A.S. activities include:

- Sell quality, reconditioned, used bikes that are very reasonably priced
- Rent bikes by the day or by the week
- Have a full-service repair shop and a fully-stocked stash of used parts for sale. Patrons can bring their bike down and rent shop space to work on their bikes
- Has a custom metal works shop where they make sculptures, bike racks, gates, and just about any other thing you can imagine out of old bike parts
- Conduct hands-on classes that teach folks of all ages the art of ‘bikeology’

The Tucson Police Department (TPD) conducts “Bike Safety Rodeos” (which are actually specific skills training) at elementary and middle schools within Tucson. In 2007, TPD held 10 bike rodeos and have plans to double that number in the upcoming year.

Each year around the Christmas holidays, organizations give away hundreds of bicycles and helmets to children of families that otherwise could not afford them. The Ruthwath Church and the Latin American Social Club are two organizations that participate. Last year the Casas Adobes Baptist Church gave away bicycles to children of inmates.

The Tucson Medical Center (TMC) receives grant monies to give away bicycle helmets for children in southern Arizona. They target children identified in high risk areas of Pima County. In 2007 TMC distributed over 6,000 helmets. TMC hosts an annual event in the spring, Be Safe Saturday, where they fit and distribute approximately 2,500 helmets in one day.

12. Do you publish a bike map and keep it up to date?

Yes. The region has published a regional bike map since 1981. The current map is the 16th edition, released in September 2007. They are available to the public for free and the latest version is currently available on line at: http://www.pagnet.org/Default.aspx?tabid=106. The Tucson Bike Map shows the principal trailheads for mountain bike trails in the metropolitan area, as well as on-street bike facilities and shared use paths. We have created a “real-
time” map that is available online, and which displays the bike routes and all additional bike facilities as they are added. This allows us to provide more up to date information than is possible with only a printed version. Oro Valley also maintains and publishes a map of Oro Valley and adjoining facilities.

13. Do you publish a map of mountain bike trails?

There are three organizations that publish mountain bike maps in the region, Sonoran Desert Mountain Bikers (www.sdmb.org), Southern Arizona Mountain Biking Association (SAMBA), and Adventures in Tucson Mountain Biking. In addition, the Tucson Metro Bike Map shows indicates where mountain bike trailheads exist.

14. Please describe any other efforts in your community to encourage cycling.

We are fortunate to have nature as our ally for most of the year. Sunshine for over 300 days a year, temperatures that accommodate outside activity for the great majority of the year, and a beautiful landscape that offers mountains and valleys – both on the road and off-road, provide an open invitation year-round. If you do a search on the Internet and type in “biking in Tucson” you will find numerous Web sites that meet whatever style of cycling you are interested in – for both road and mountain biking. Tucson is a winter training site for many professional bicycling athletes. Tucson also offers BMX tracks for BMX enthusiasts.

The Tucson-Pima Eastern Region’s elected and appointed officials fully support bicycling for both transportation and recreation. The Mayor of Tucson, Bob Walkup, actively promotes bicycling in the region. The Tucson Director of Transportation, Jim Glock, is a strong bike advocate and a daily bicycle commuter himself. The Pima County Director of Transportation, Priscilla Cornelio, regularly rides in the El Tour de Tucson. A member of the Marana Town Council is a former BAC member (Russell Clannagan). The University Medical Center (UMC) CFO, Kevin Burns, is an avid cyclist and helped steward UMC’s sponsorship of El Tour de Tucson. The University of Arizona has 10,000 parking spots for bikes. Lastly, the Saguaro National Park has a new policy that allows cyclist members to bring three additional guests into the park for no charge. On top of it all, the voters of this region have approved a half cent sales tax to pay for transportation improvements, including $80 million over 20 years for bikeway, greenway and sidewalk improvements.

ENFORCEMENT

1. Is your local police department aware of the concerns of cyclists in your community? Is there a liaison that communicates with the bicycling community?

Yes. The Tucson Police Department is aware of the concerns of cyclists and the agency has made great strides to maintain open channels of communication with the local bicycling community.
The Tucson Police Department is the second largest law enforcement agency in Arizona with over 1,100 sworn members. The agency is responsible for a city over 225 square miles serving more than 500,000 citizens. It has been recognized as one of the leading law enforcement agencies in the United States and has taken a leadership role in its sensitivity to the concerns of the cycling community. Both the Tucson Police Department and the Pima County Sheriff’s Department have appointed police representatives who attend the monthly Tucson Pima County Bicycle Advisory Committee (BAC) meetings. The same police representatives attend the Enforcement Subcommittee of the BAC and report on all bicycle collisions and incidents. In addition to the Tucson Police Department and Pima County Sheriff’s Department, the University of Arizona Police Department began sending a liaison in December 2007. These representatives are the liaisons between the bicycling community and their respective police departments.

Furthermore, the Tucson Police Department offers the bicycling community Internet access to express concerns or ask questions related to bicycling at www.tpdinternet.tucsonaz.gov. The questions received through the Web site will be answered by the Tucson Police Department’s Bike Patrol training supervisor. The Tucson Police Department Web site also allows citizens that live outside the city limits to have an Internet link to their respective agencies’ Web sites in the Tucson metropolitan area. The following agencies have provided, or are currently working toward providing, their respective Web site links to the Tucson Police Department Web site:

- The Pima County Sheriff’s Department
- The University of Arizona Police Department
- Sahuarita Police Department
- South Tucson Police Department
- Oro Valley Police Department
- Marana Police Department
- Pima Community College Police Department
- Tohono O’odham Tribal Police Department
- Pascua Yaqui Tribal Police Department

The concerns of the bicycling community are taken into consideration when the Tucson Police Department and Pima County Sheriff’s Department review bicycle-related collisions. Both agencies have dedicated personnel within their traffic investigation sections to review collisions involving bicyclists. Tucson Police Traffic Investigations Sergeant Tim Beam has reported that improved search engines of the police database will enhance the detective’s ability to provide quality follow-up investigation to bicycle-related collisions. This feature upgrade will ensure that bicycle-related investigations come to their proper conclusions and the appropriate citations issued. This policy of law enforcement will identify any training or performance issues by its police personnel and those issues will be quickly corrected.
The Tucson Police Department, the City of Tucson Transportation Department, and Pima Association of Governments also provide an Internet service for the bicycling community by allowing riders to check traffic conditions at http://www.transview.org/ and to report road hazards at the Greater Arizona Bicycling Association (GABA) Web site www.bikegaba.org.

The Tucson Police Department and the Pima County Sheriff’s Department are committed to maintaining accessibility to the bicycling community and will continue to encourage other agencies to follow their example.

2. Do you offer specific training to police officers regarding traffic law as it applies to bicyclists?

Yes, the Tucson Police Department trains its police personnel on traffic law as it applies to bicyclists by utilizing several effective methods. The agency has been using a technique called “six-minute training” at the daily briefings conducted at the start of each shift. The technique trains officers on scenarios they may not face every day. A total of six scenarios regarding traffic law as it applies to bicyclists have been submitted for incorporation into the “six-minute training” scenarios program.

The following is an example of one of this year’s “six-minute training” scenarios:

**Title: Overtaking Bicycles**

**Discussion:** You respond to a collision involving a vehicle and a bicyclist. Your investigation reveals that the bicyclist was riding in a bike shoulder. The motorist was traveling in the same direction in the curb lane next to the bike shoulder. However, as the vehicle passed, its passenger-side mirror struck the cyclist, knocking him to the ground.

**Critical Issues:** Has there been a violation of ARS Title 28? Is there a minimum distance a vehicle must allow when passing a bicycle? If so, would the minimum distance still apply if the bicycle had to move left into the curb lane to avoid a pothole or surface debris in the bike shoulder?

**Discussion:** According to ARS 28-735, “When overtaking and passing a bicycle proceeding in the same direction, a person driving a motor vehicle shall exercise due care by leaving a safe distance between the motor vehicle and the bicycle of not less than three feet until the motor vehicle is safely past the overtaken bicycle."

However, ARS 28-815 requires bicyclists to ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:

1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. If preparing for a left turn at an intersection or into a private road or driveway.
3. If reasonably necessary to avoid conditions, including fixed or moving objects,
parked or moving vehicles, bicycles, pedestrians, animals or surface hazards.

4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

**Conclusion:** In the example, the motorist should be cited for violating ARS 28-735 since it was evident that he/she did not pass outside of the minimum distance. Also, the bicyclist that needs to move out of the bicycle path to avoid a surface hazard, such as the pothole, can legally move into the curb lane and the minimum distance would still apply.

A series of bicycle-related training videos will be another method used by the Tucson Police Department. Sergeant Tosca, training supervisor for the Tucson Police Department Bicycle Patrol Unit, is scheduled to work with the BAC Enforcement Subcommittee on developing a series of police training videos that are funded through a Tucson/Pima County grant. The videos will vary in length from thirty seconds to two minutes. They are scripted with a narrator for television public safety education, and then re-scripted in more detail, for law enforcement officer training.

The first video has completed production, and its message encourages safe passing and reminds the public (TV version) that safe passing is the law. The law enforcement training version shows still photos of a motorist violating the statutory requirements for passing a bicyclist and provides several tips on how an officer might determine if a violation has been committed. Approximately 17 other scenarios are on the agenda for future productions. The scenarios will be balanced between common bicyclist and motorist traffic laws and violations. Both the Tucson Police Department and the Pima County Sheriff’s Department have committed to making these training videos mandatory viewing for all officers. The training videos will be provided for use by other law enforcement agencies in the Tucson Metropolitan area as well.

Sgt. Coulta, the Pima County Sheriff’s Department Traffic Investigations Supervisor, distributed “Share the Road” guides to every Pima County Sheriff Deputy in December 2007. The Share the Road guide contains techniques approved by the League of American Bicyclists. The guide also educates readers on the Arizona Revised Statutes and the Tucson City Codes that apply to both motorists and cyclists. This handy guide can be reviewed online at [http://www.dot.pima.gov/tpcbac/Pubs/STR06.pdf](http://www.dot.pima.gov/tpcbac/Pubs/STR06.pdf). These guides are currently being updated and reprinted and will be distributed to every Tucson Police Department officer by the end of January 2008.

Lastly, the most effective method that is used by the Tucson Police Department is the training of its bike patrol officers. The agency has specifically designated Sergeant Tosca, as the training supervisor, to train new bike officers annually and conduct advanced bike training twice a year for current bike officers. The training curriculum for the basic forty-hour bike school was revised and enhanced in April 2006 by Sergeant Tosca. The lesson plan dedicates a section to both state and city traffic laws specifically related to bicyclists.

The lesson plan also includes a discussion on the history of bicycle patrols in
which the first Police on Bikes Conference was held in Tucson in 1991. The lesson continues by teaching officers how the League of American Bicyclists came into existence and later recognized Tucson as a “Bicycle Friendly Community.” The formation of the International Police Mountain Bike Association (IPMBA) in 1992, as a separate division of the LAB, is also covered in the lesson. Lastly, the 10th anniversary IPMBA Conference was held again in Tucson in March of 2000. The conference brought hundreds of bike patrol officers together from all over the United States and Europe. The conference also marked the first time a professional from emergency medical services joined the board of directors of IPMBA.

The Tucson Police Department, in its leadership role, also opens its training course to other agencies. For example, Pima County Sheriff’s Department, the City of Tucson Parkwise agents, Tucson International Airport Police, Pima Community College Police Department, and the University of Arizona Police Department have all been trained by Tucson Police bicycle instructors in the past. Most recently, the Pinal County Sheriff’s Department has requested the assistance of the Tucson Police Department with setting up a new bike patrol unit for their agency.

The bicycle patrol officer position within the Tucson Police Department is a five-year rotating assignment. Therefore, former bike officers are working in other assignments such as uniform patrol officer, academy staff officer, detective, and motorcycle officer. This gives the Tucson Police Department a wide variety of assignments that are sensitive to the issues regarding the bicycling community.

In conclusion, Tucson Police Officers and Pima County Sheriff’s Deputies do receive specific training regarding traffic law as it applies to bicyclists that is effective and reaches officers in a variety of methods such as “six-minute training” scenarios, videos, “Share the Road” guides, and the basic and advanced bike patrol training.

3. **Do you use targeted enforcement to encourage cyclists and motorists to share the road safely?**

Yes, the Tucson Police Department has a policy for targeted enforcement deployments in which the goal is to educate and encourage cyclists and motorists to share the road safely. The deployments are conducted by the motorcycle police, whose mission is traffic enforcement, and by the bicycle patrol squads. The policy is for each squad of officers to dedicate two hours a month of targeted enforcement that is both fair and equitable among both bicyclists and motorists. The officers will look for motorists that commit violations that affect bicyclists. Such violations include motorists who pass bicyclists too closely or fail to yield to a bike rider when making a turn. The officers also will look for bicyclists that commit violations that are most likely to cause traffic collisions. The typical bicycle violations are wrong way riding, night time riding without lights, and riding on a sidewalk.

Currently, the Tucson Police Department has five bicycle and six motorcycle squads that will be conducting these targeted enforcement deployments.
Subsequently, this will account for 22 hours each month that officers will be educating both motorists and bicyclists to share the road safely. The officers also will be distributing the Share the Road pocket guide during each deployment to accomplish the educational goal of the targeted enforcements. The actual locations will be selected on the basis of the top areas where collisions have occurred, based on statistics from the Tucson Police Department Traffic Section. The statistics and the locations of the targeted enforcement deployments will be reported to the Tucson Pima County Bicycle Advisory Committee for input on the effectiveness of the deployments and to help identify issues within the bicycling community.

The Tucson Police Department is beginning to use new technology with the issuance of citations. The new equipment is called the “E-citation.” This will allow officers to print out electronic citations and download their activity for the shift at the end of the day. The technology is already in use by the motorcycle officers in the Tucson Police Department. The manufacturer of the “E-citation” has advised that they will add the ability to track citations issued that were bicycle related. Subsequently, the enforcement of bicycle-related violations can be reported to the Tucson Pima County Bicycle Advisory Committee.

An excellent example of the Tucson Police Department encouraging bicyclists and motorists to share the road safely is during the recent critical mass ride, which occurred October 26, 2007. TPD deployed bike patrol officers to ride amongst the group of critical mass bicyclists. The police also deployed motorcycle officers to assist with traffic control at the main intersections. Members of the Tucson Pima County Bicycle Advisory Committee volunteered to be “marshals” for the event to assist during the ride and hand out bike safety materials. The ride finished with no violent confrontations and numerous bicyclists applauded the Tucson Police Department Bicycle Patrol Officers. The Tucson Citizen printed an article covering the ride the following day: http://www.tucsoncitizen.com/altss/printstory/local/67090

The Tucson Police Department Bicycle Patrol also supported two other organized rides within the cycling community:

- The Ride of Silence was held on May 16, 2007, to honor those who have been injured or killed while cycling on America’s public roadways.

- The Mayor’s Ride held on November 16, 2007. The Mayor of Tucson, Bob Walkup, held a dedication ride for the newly constructed Basket Bridge. The ride was approximately nine miles through central Tucson and it was supported by ten bicycle patrol officers.

4. **Do you have public safety employees on bikes? Indicate the number of employees on bike as well as the size of the entire staff.**

The Tucson Police Department currently has five patrol divisions with a bicycle patrol squad assigned to each division. The entire bicycle patrol unit consists of 37 bicycle patrol officers, five bicycle patrol sergeants, and one Lieutenant. Several more officers are trained to patrol on bicycle in the newly formed Targeted Response Unit, which reports to the Captain of the Professional Standards Division.
The Pima County Sheriff’s Department has approximately 20 part-time bicycle patrol officers. The town of Oro Valley, in northwest Tucson, has eight full-time bicycle patrol officers and the town of Marana, also in northwest Tucson, has eight part-time bicycle patrol officers. The University of Arizona Police Department has 30 officers certified to patrol on bicycle. The South Tucson Police Department has seven full-time and three part-time bicycle officers. The Pima College Police Department has nine full-time bicycle patrol officers. The Pascua Yaqui Tribal Police have four full-time bicycle patrol officers and the Tohono O’odham Tribal Police have 10 security officers that patrol on bicycle. Federal agencies such as Arizona Game and Fish, the U.S. Border Patrol and U.S. Park Rangers all have agents that patrol on bicycle as well. The combined total estimate of public safety employees on bikes is well over 200.

The bicycle patrol specializes in community policing in areas such as the University of Arizona, Downtown, around major shopping malls, and the various neighborhoods and schools. These officers share the concerns of their fellow cyclists because they ride in the Tucson metro area when they are off duty and participate in the annual cycling events like the El Tour de Tucson and the Tour of the Tucson Mountains. These events provide an excellent opportunity for the police department to interact with the cycling community.

The Tucson Police Department has also designated the Operations Midtown Bicycle Patrol Sergeant as the “Community Outreach” supervisor. This position was designated to coordinate the department’s involvement with events such as school presentations, public safety fairs, and bike rodeos. In an effort to increase police involvement in the community on an educational level, the Tucson Police Department will update and enhance its bike rodeo lesson plan and assign a trailer to transport bike rodeo supplies. The standardized bike rodeo lesson plan and supplies will be available not only to officers from the Tucson Police Department, but any agency in the Tucson metropolitan area. The Tucson Police Department has already conducted approximately ten bike rodeos over the past year.

The Operations Downtown Bicycle Patrol Sergeant is designated as the personnel selection supervisor. The selection of bicycle patrol personnel is a competitive process that ends with personnel earning a position on a ranked list. The first step of the process is the physical agility test, which requires officers to ride 4.73 miles in seventeen minutes or less. Those who pass the physical agility test are scheduled for an oral board interview. The board consists of three sergeants and the bicycle patrol commander. The officer’s tenure is also considered with 5 percent of the total score allotted to seniority. The final portion of the testing process is an administrative review of the officer’s personnel file. The process concludes with a ranked list that the training supervisor uses to establish the next forty-hour basic bike school.

5. Do you have a mandatory helmet law? If so, is the requirement a state or local ordinance? To what ages does it apply?

Yes, the City of Tucson, Pima County, Oro Valley, Marana, City of South Tucson, Sahuarita, the Pascua Yaqui Tribe, Tohono O’odham Tribe, University of Arizona and Pima College all enforce mandatory helmet laws that apply to all persons
under the age of 18 years. The City of Tucson ordinance also prohibits anyone from renting or leasing a bicycle to anyone under 18 without providing a helmet.

Officers from the Tucson Police Department Midtown Bicycle Patrol Squad also have made efforts to increase bicycle safety awareness through a bicycle helmet donation program. The local Wal-Mart provided the officers a charitable donation to purchase bike helmets for children that officers encounter on routine patrol. Other local jurisdictions and agencies provide free helmets to school age children as well. Many of the children benefiting from the program are from families that otherwise could not afford to purchase bicycle helmets. The officers visit the children at their homes to properly size the helmets to the children and speak to their families about bicycle safety.

Local laws waive a fine for a bicyclist who receives a citation for not wearing a helmet, but subsequently shows the court they currently own a helmet. The law gives a bicyclist an incentive to buy a helmet or obtain a free helmet through many of the LAB Road 1 programs, which are tuition-free. The State of Arizona encourages helmet use as much as possible.

6. Do you have a mandatory side path law? If so, is the requirement a state law or local ordinance? Is it enforced?

No, we do not have mandatory side path laws. The State of Arizona repealed mandatory side path laws in 1987. However, Arizona does have a state statute that requires all bicycle riders to ride as close to the right side of the roadway as practicable. In addition, The City of Tucson does have an ordinance prohibiting riding on the sidewalk, and the region is increasing education on the safety hazards associated with this conduct through its targeted enforcement deployments. This is a positive step for safety, as every objective study ever done shows sidewalk cycling to be anywhere from two to four times as hazardous as riding on the road.

EVALUATION and PLANNING

1. Do you have any information on the number of trips by bike in your community including census data? Please describe.

Pima Association of Governments estimates that there were more than 91,000 average weekday bicycle trips in 2005, based on travel survey data, population, and travel rates. According to the Census Transportation Planning Package and 2005 PAG Travel Reduction Program and Household Travel data, 1.6 percent of Tucson area residents commute to work by bicycle. According to a 2007 Pima County Department of Environmental Quality survey, 9 percent of Tucson-Pima Eastern Region residents ride their bicycles to work at least once per week.
2. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

In the five-year period from 2001 through 2005, there were 24 fatal bike crashes in the entire region, an average of 4.8 annually. Of these, 7 occurred in darkness, 9 were alcohol-related, and 19 involved cyclists "going straight ahead" (1 of which was against traffic). Males were the majority by far, accounting for 21 out of the 24 fatalities, and the average age was 40.

It is assumed that the rate of fatalities is primarily due to the high rate of bicycling in the region. Major efforts in both enforcement and education are currently underway to help reduce the fatality rate. Please refer to the enforcement and education sections for further detail.

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

In the five-year period used above (2001 through 2005), there were 1,657 cyclist/motor vehicle crashes throughout the region, with most occurring within the City of Tucson. Please see the answer to No. 2 above for perspective.

While the actual number of crashes has remained relatively stable, the rate of crashes per 100,000 of population shows a decreasing trend, as shown in Figure 1 (13 percent reduction from 2001 – 2005). This is an encouraging sign, especially considering that data collection methods and reporting from law enforcement have improved during the 5-year analysis period, inflating the number of reported crashes.

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

Several jurisdictions in the region have dedicated bicycle program staff that focus on safety as one of their primary duties and are involved in numerous safety programs. One program in particular, the Pima County Bicycle and Pedestrian Safety Program, works in partnership with the Tucson-Pima County Bicycle Advisory Committee, the Brad P. Gorman Memorial Bikeway Fund, the Pima County Department of Environmental Quality, Pima Association of Governments (PAG), the City of Tucson, the Arizona Department of Transportation, the Greater Arizona Bicycling Association, the Perimeter Bicycling Association, and other interested agencies, citizens and groups who are striving to improve walking and cycling conditions in our community.

Pima County and City of Tucson Bicycle and Pedestrian Program staff are implementing the Pima County-Tucson Bicycle and Pedestrian Safety and Education Program with numerous community partners. This program is funded through a $454,000 federal Transportation Enhancement grant, $105,000 in Pima County funds, and $29,000 in City of Tucson funds. Several elements of the program are under way:
The programs have installed approximately 180 bicycle and pedestrian 4-foot by 6-foot safety signs and 40 Share the Streets bus bench signs that are posted at bus stops around the region. Safety signs and posters have been put up in over 40 regional libraries and bike shops. Have distributed over 50,000 regional bike maps with safety information and 30,000 Share the Road motorist/bicyclist pocket guides, including Spanish-language guides. The programs are also distributing a safety newsletter on a monthly basis.

Running bicycle and pedestrian Public Service Announcements promoting safety on local radio stations and on standard TV and cable stations. Messages for radio PSAs are based upon and reinforce the TV PSAs. Additional PSAs will be running in fall 2007 with a major emphasis on school safety. Developing a police training video on bicycle and pedestrian legal issues and safety, to be implemented with police departments in fall 2007.

Implementing a “Bike Ambassadors” program for persons to assist with the Safe Routes to Schools program, bicyclist safety outreach events, bike safety classes, and other activities, including University of Arizona safety outreach to students. Have trained over 780 adults and children in 2006-07 in nine-hour bicycle safety training classes.

Developed a bicycle driver diversion class to offer safety classes to bicyclists who receive citations for traffic infractions. Will be implementing the classes, working with the Bike Ambassadors and League of American Bicyclists-certified safety instructors, in spring 2008.

Have installed over 400 bike stencils in bike lanes and also installing “Wrong Way” bicycle signs in select shoulder bike routes where wrong-way riding is a concern.

The Bicycle and Pedestrian Safety and Education Program educates pedestrians and bicyclists in the Tucson Metropolitan Area on safe walking and bicycling practices in traffic. This program also works with the motoring public to improve safety for pedestrians and bicyclists. The goal is to reduce roadway crashes and injuries among pedestrians and bicyclists, increase awareness of the responsibilities of pedestrians, bicyclists, and motorists, and promote tolerance among all users of the roadway. This project is a cooperative effort between Pima County and the City of Tucson, and builds upon two existing safety and education projects funded statewide: the Glendale Bike Box Safety Program and the Pima County-Tucson Safe Routes to School Program.

This program includes television and radio announcements, educational videos for police and students, roadway user guides, posters, helmets, walking and bicycling light kits, and free cycling safety classes for the public. The program also includes close coordination with police and safety trainers, and basic messages that address jaywalking, motorist failure to yield to bicyclists and pedestrians, wrong-way bicycle riding, helmet use, use of lights at night, running stop signs and red lights by motorists and bicyclists, speeding, and promotes an overall “Share the Road” ethic in the community. New and existing
educational programs are used, such as youth driving schools, Motor Vehicle Division offices, the City of Tucson Safe Kids Program, AAA, the Governor’s Office of Highway Safety, the National Traffic Safety Institute, and adult bicycle safety courses.

Pima County and City of Tucson staff are implementing the Pima County-Tucson Safe Routes to Schools Pilot Program. This program is funded through a $457,000 Transportation Enhancement grant, over $145,000 in Pima County funding, and $29,000 in City of Tucson funding. Pima County also provides the equivalent of four full-time Bicycle and Pedestrian Program staff working on the Safe Routes program and pays for the consulting engineering team. Staff and consultants also have provided free training to agencies and citizens around the State of Arizona on how to implement Safe Routes to Schools programs. Several elements of the program are under way:

- To date, have conducted bicycle and pedestrian safety training at the seven pilot elementary schools, including pedestrian safety training for over 500 second graders and in-class bicycle safety for over 450 fourth graders. Also conducted an outdoor pilot bicycle rodeo with 68 fourth grade students at one of the schools, Laguna Elementary. Rodeos at the other pilot schools will be conducted starting in fall 2007, anticipating educating over 1,300 second grade and fourth grade students. The education program is also available to non-pilot elementary schools.

- Developing Safe Routes bicycle and pedestrian projects at three of the seven pilot schools to be submitted for PAG Regional Transportation Authority Safe Routes to Schools funds (Sam Hughes Elementary, Peter Howell Elementary, and Brichta Elementary). Have been awarded regional RTA funding for bicycle and pedestrian pathways for Agua Caliente Elementary, a fourth pilot school.

- Working on design of two funded Transportation Enhancement SRTS projects for two of the other pilot schools (Homer Davis Elementary and Laguna Elementary). Currently assessing potential Safe Routes projects for Butterfield Elementary School, the seventh pilot elementary school. Implementing minor demonstration projects at all seven pilot schools.

- Developed and ran Public Service Announcements on local TV and radio stations promoting child pedestrian and bicycle safety and promoting participation in International Walk to School Day and other important regional events, including the Walking School Bus Challenge. Have funded the Walking School Bus Challenge for over 40 regional elementary schools.

The Pima Region Middle School Bicycle and Pedestrian Education Program will educate 7th grade students throughout Pima County on safer bicycling and walking practices and will provide bike lane pavement markings and signs near schools to enhance safety. The program also will educate teachers, staff and parents on safety practices and laws. A recent tragedy in Tucson in May 2007 involved a middle school bicyclist killed when riding wrong-way at night without lights or a helmet, plus another incident occurred the same month.
where two middle school students were seriously injured while crossing against a red light. These incidents greatly heighten the need for a comprehensive traffic safety educational program to reach this age group.

The goals of the program include increasing traffic knowledge of students, reducing crash rates, and fostering a shift in travel behavior. This shift can result in the students not only becoming safer pedestrians and cyclists but also will give them a foundation to enjoy the health benefits of walking and bicycling as they mature. The program also can help them become safer drivers when they learn to drive, fostering tolerance and consideration for all users of the roadways.

This program will include comprehensive bike and pedestrian safety training, helmets, educational videos, Public Safety Announcements on radio and TV, safety guides, and posters. It will work closely with school districts and with other groups promoting safe travel at over 45 middle schools in the region. The education curriculum will be designed to further the bicycle and pedestrian education students receive in elementary school through the existing Pima County-Tucson Safe Routes to School Program.

Finally, the Tucson-Pima County Bicycle Advisory Committee, established to serve in an advisory capacity to local governments on issues relating to bicycle recreation, transportation, and safety, has recently been reorganized to address specific needs of the bicycling community. In particular, the Education, Enforcement, and Facilities subcommittees focus on safety issues to reduce the amount of bicycle-related crashes and fatalities.

5. **Do you have a system in place that allows bicyclists to submit ideas and concerns to public officials? Please describe.**

The Tucson-Pima Eastern Region has multiple ways to submit bicycle-specific concerns and ideas to public officials and jurisdictional staff. The Tucson Department of Transportation (TDOT) has a Bicycle/Pedestrian Spot Improvement Request Program. Comments can be mailed to TDOT on a yellow, self-addressed request form that is available at all bike shops, libraries, Ward offices and bike-related businesses. An electronic form is also available online. TDOT is committed to addressing all comments and questions within 48 hours of receiving them. Citizens also may call the City of Tucson’s ‘Mayor and Council Hot Line’, or submit E-mail requests to the city’s STAR Program (electronic version of the phone hotline). Comments and questions sent via either method are forwarded to the Tucson Bicycle Coordinator, or Traffic Engineering staff, as appropriate.

Pima County lists contact information in their bi-monthly Walkin’ and Rollin’ newsletter, distributed to over 11,000 people, and contact information for all jurisdictions is listed on the Share the Road guide and the regional bike map. Bicyclists also can submit ideas and concerns to PCDOT through its Web site.

Oro Valley has a form on the Town’s Web site for citizens to submit concerns and road issues to Town staff. Citizens are also encouraged to directly contact the
Town's Bicycle Coordinator or engineering staff to convey concerns.

Other PAG jurisdictions also offer convenient ways for cyclists to report ideas or concerns, and the phone numbers for road maintenance needs are on the Regional Bike Map.

6. **Do you have a comprehensive bicycle plan? Please include a copy. When was it passed or updated? Is it funded? What percentage has been implemented?**

Most

The Tucson-Pima Eastern Region has a comprehensive bicycle plan. Pima Association of Governments developed the first Regional plan for Bicycling in 1974. Updates were made to the plan in 1977, 1981, 1993 and 2000 (the current adopted plan). The current plan is anticipated to be adopted in early 2008. In addition, Oro Valley has a coordinated plan for bicycle facilities in that community.

In 2006, voters in the Tucson-Pima Eastern Region passed the Regional Transportation Authority (RTA), a far-sighted transportation plan with $2 billion worth of projects over a 20-year period. In addition to the funding of bicycle lanes or bicycle ways whenever new roads are constructed or repaved, the RTA will directly fund 168 miles of restriped/reconstructed bike lanes, and 37 miles of shared use paths.

Funding for bicycle and pedestrian facilities is included in the Tucson, Pima, Oro Valley, Marana, Sahuarita and South Tucson budgets. The existing 703 mile regional bikeway and shared use path system currently contains approximately 631 miles of on-street bikeways and approximately 72 miles of urban and suburban paths. This is a significant advance over the 250 miles that existed in 2000, when the last Regional Plan for Bicycling was approved. The plan, when combined with planned RTA projects, calls for developing more than 300 miles of bikeways and shared use paths in the region. The Regional Bicycle Plan and a copy of RTA bicycle-related projects are included in the appendix (Appendix Items 3 and 13).

7. **Do you have a trails master plan that addresses mountain bike access, and are there ongoing relations between the mountain biking community and the community recreation and planning staff?**

Adopted in 1989, the Eastern Pima County Trail System Master Plan (EPCTSMP) is one of the country's first comprehensive regional trail plans, and identifies over 1,505 miles of trail corridors in Pima County’s regional system (Appendix Items 14 and 15). The plan accommodates a broad spectrum of users, including walkers, hikers, road/mountain/BMX cyclists, and equestrians, who use the trails for both recreational purposes and alternate modes commuting. Of the 220 identified trails, 17 are highlighted in Appendix Items 14 and 15 (these are also listed in Appendix Item 16). These major corridors total approximately 352 miles, or about a quarter of the system. These major trail corridors, which include river
parks, linear parks, and greenways, comprise the “backbone” of the regional system and vary from 3 to 96 miles in length. These trails are completed, partially completed, or are scheduled for development in the next 5 to 10 years. Near-term planning and development efforts focus on the 54 mile El Río del Pueblo Viejo (ERP), or Urban Perimeter (as opposed to the rural 109 mile El Tour Perimeter), which will allow for a continuous off-roadway cycling experience for those who do not wish to compete with cars (Appendix Item 17). The ERP will follow all or part of the first 5 river parks/greenways listed in Appendix Item 18 and will be implemented using the city/county dual-path “Divided Urban Pathway” cross-sections (Appendix Item 19). Approximately 45 percent of the 54 miles are currently complete with an additional 10 percent scheduled for completion within the next 2 years. It should be noted that 10 miles of the Santa Cruz River Park included in the ERP is a key 64-mile portion of the 1,200-mile Juan Bautista de Anza National Historic Trail. This trail is one of just 11 such trails in the U.S., which when complete will extend from Nogales, Sonora, Mexico to the San Francisco Bay Area.

The EPCTSMP is currently being updated by the Pima County Natural Resources, Parks and Recreation Department and Tucson Parks and Recreation, and is anticipated to be completed in 2008. The plan will address mountain bike access both in and out of the urban core, and Tucson-Pima County Bicycle Advisory Committee members are on the Trail System Master Plan advisory committee to represent the concerns of the mountain biking community.

Additionally, in 2005, members of the mountain biking community and open space and trails advocates formed the Fantasy Island Conservation Alliance. Through a collaborative effort, the alliance created the Fantasy Island Trails Park Master Plan, with a goal to preserve 335 acres of desert and mountain bike trails southeast of Tucson. The alliance, supported by Pima Trails Association and the Urban Trails Coalition, was ultimately able to work with the Arizona State Land Department to protect the land from development and preserve the spectacular natural spaces and bike trails.

8. Is your bicycle network part of broader development plans, land use plans and ongoing development projects? How many trails, bike lanes, paved shoulders and bike routes connect with each other to provide seamless transportation options?

It is TDOT and PCDOT policy to install bike lanes or striped shoulders whenever roads are widened or repaved if right-of-way and funding are available. Pima County Department of Transportation spearheads the biannually-updated Tucson Metro Bike Map program, which depicts bike lanes, routes, and shared use paths throughout the region. The Tucson Metro Bike Map provides various types of bike route options for different experience-level cyclists, identifies construction areas and upcoming projects, shows Park and Ride lots, and provides safety guidelines from the Share the Road guide. In addition, the map also provides contact info for maintenance and safety improvements for all the regional jurisdictions. It lists the state, city and county laws and ordinances on cycling, and it provides cycling safety info for the U of A, Sahuarita, South
Tucson, Oro Valley, Marana, Pima County, Tucson, and ADOT. The map is distributed free of charge, region-wide, to schools, libraries, employers, bike shops, public gatherings, and to other jurisdictions. It is Pima County’s No. 1 distributed item in the region, with 50,000 distributed per update.

We have three interconnected levels in our bikeway system: routes, lanes and shared use paths. Connectivity within the bikeway system has been a specific goal for the last 15 years and great progress has been made as the system has continued to expand significantly. The majority of our current project lists consist of connecting existing bike facilities, closing gaps, and providing a bikeway system that is even more user-friendly. The RTA bike project list (168 miles) consists largely of gap-closing projects, and when completed, will complement the region’s already well-connected bikeway system. It should be noted that even in areas that lack complete connectivity, bicycle access is complemented by the regional bus system, Sun Tran, which equips all of its buses with bike racks.

In late 2006 the Tucson Pima County Bicycle Advisory Committee voted to create the Downtown Bicycle Circulation Task Force. The primary goal of this Task Force was to ensure that the needs of cyclists are taken into consideration in all future plans for the downtown area. The Task Force undertook a comprehensive look at all public streets and bicycle routes in the downtown area, and sought to address concerns about bicycle connectivity, safety and access in downtown Tucson. The Task Force produced a narrative and map detailing several recommendations for route preservation and future improvements. The documents are to be incorporated into the Regional Bicycle Plan.

9. Have you evaluated your transportation network and prioritized bicycle improvements based on hazards and needs?

The Tucson-Pima County Bicycle Advisory Committee works with PAG, TDOT, Pima County Department of Transportation, and the other jurisdictions on evaluating the transportation network and prioritizing improvements based on a criteria system that includes hazards and needs. The Regional Transportation Plan, adopted in July 2005, includes a specific bicycle improvement program, as does the Regional Transportation Improvement Program. As mentioned above, the RTA plan includes $20 million for 168 miles of new on-street bikeways, bike lanes with virtually all of the planned street projects, as well as $22 million for gap closure and extension of the shared use path system in our linear parks. Please refer to the list of RTA projects (Appendix Item 13).

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

In 2008, an additional 30 miles of bike lanes/paved shoulders are anticipated to be completed or under construction throughout the region. The City of Tucson plans to finish the 4th Avenue Underpass (complete with enhanced bicycle and pedestrian facilities), purchase and install $53,000 worth of new bicycle
racks and lockers, fully design and partially construct the El Paso/SW Greenway (an eventual 5-mile rails-to-trails project), construct a portion of the Julian Wash Greenway, extend the Mountain Bikeway from Ft. Lowell Road to Roger Road, install bike legends in bike lanes along areas where wrong-way riding is problematic, reinstall colored bike lane on Broadway leaving downtown, install TOUCAN signal at 3rd Street and Swan (along the 3rd Street Bike Boulevard), and install Bike-Box pavement treatments at southbound Highland at 6th Street. Approximately 8.5 miles of multi-use lanes and paths are anticipated to be completed or will be under construction throughout Marana in 2008. These lanes will be incorporated into the new Tangerine Farms Road as well as Cortaro Farms Road and Thornydale Road. New pathways also will be added along the Santa Cruz River in addition to the 2 miles of path that was completed in 2006. In addition, Pima County plans on completing at least 10 bike lane projects for gap closures or network extension over the next calendar year.

Pima County plans to complete Robles Pass Trails Park in late 2008, which will feature more than 10 miles of outstanding singletrack trails open to mountain bikers, hikers, and equestrians. Pima County’s 1,700-acre McKenzie Ranch property is located on the far southeast side of the Tucson metropolitan area, and will eventually feature a comprehensive shared use singletrack trail system of at least 12 miles, and will serve as Pima County’s first dedicated mountain bike racing venue. The trail system in the park should be complete sometime in 2009. The Golf Links Trails Park is a 100-acre parcel of natural open space located in what used to be the far northeast corner of the Davis-Monthan Air Force Base. This property is slated to become an urban trails park with 5 to 6 miles of trail, and will be capable of hosting mountain biking and trail running events. Habitat for Humanity is a planned 71-acre urban natural resource park on Tucson’s south side which will feature a shared use singletrack trail system suitable for mountain bikers of all skill levels. The park will be open to public use by late 2008 or early 2009.

The 800-mile long Arizona Trail begins at the Utah border and traverses some of the most scenic terrain in the State of Arizona on its way to its terminus at the international border with Mexico. The majority of the trail is open to mountain bikers (except for segments located in federally-designated wilderness), and provides outstanding opportunities for all users. More than 75 miles of the Arizona Trail is within easy access from the Tucson metro area, including 25 miles of new singletrack constructed by local volunteers in conjunction with Pima County since the fall of 2004. Another 12 miles of Arizona Trail singletrack will be constructed in 2008. Men’s Fitness Magazine called the Arizona Trail the “best long-distance trail in the United States,” and Backpacker Magazine featured the trail with a cover story in a recent issue.

When completed, the segment of the Juan Bautista de Anza National Historic Trail that passes through Pima County along the west side of the Santa Cruz River will feature 64 miles of natural surface trail open to mountain bikers as well as hikers, walkers and equestrians. This historic route, which dates to 1775, was designated a National Historic Trail by the United States Congress in 1990.

When constructed, the Central Arizona Project Trail will be a shared use trail
located along the Central Arizona Trail canal, with more than 35 miles in proximity to the Tucson metro area. Construction on public access facilities has begun, and a master plan is nearing completion. The CAP Trail has already been designated a National Recreation Trail, and should be open to public use within two years.

The Safe Routes to School Program, the Regional Bicycle and Pedestrian Safety and Education Program, and the Bicycle & Pedestrian Middle School Education Program are all planned to be extended and expanded over the coming year.

The Regional Transportation Authority’s Plan includes specific funding for more than 168 miles of gap closure and system completion. The goal is to provide regional connectivity for as many existing bikeways as possible. Specific RTA-sponsored improvements planned for the coming year include: 6 HAWK / Bicycle signals; the design 14 bike lanes packages (totaling more than 12 miles); design and construction of Colossal Cave Road Bike Lanes (closing a gap of 2.2 miles); and the design and construction of a 2.25 mile paved urban pathway along the periphery of Reid Park, adjacent to the existing most heavily used pathways in the urban core. Over the coming year alone, RTA Bicycle/Pedestrian improvements total over $4.1 million. Please see the appendix for a complete list of RTA bicycle improvements (Appendix Item 13).

11. What are the three primary reasons your city deserves to be designated as a Bicycle Friendly Community?

The interactive and interdependent nature of official support, advocacy, and bicycle policies and programs makes it difficult to decide which should be first in this list. However, we believe that our advocacy for cycling is a fundamental key to a successful bicycle friendly community and region, so it is placed first:

1. **Cycling Advocacy** - The City of Tucson, Pima County, and our smaller jurisdictions have a long history of support and responsiveness to cycling advocacy that continues to this day and has resulted in such achievements as hosting the 1988 Pro-Bike Conference, organizing the 1988 League of American Wheelmen (LAW) National Rally, organizing and hosting the first Police On Bikes Conference in Tucson in 1991, hosting the Association of Pedestrian and Bicycle Professionals (APBP) Conference in 2001, and hosting the first Safe Routes to School National Training Course in 2005.

The Tucson-Pima Eastern Region has many bicycle advocacy groups, but three of the most active are the Greater Arizona Bicycling Association (GABA), Perimeter Bicycling Association of America (PBAA), and the Tucson-Pima County Bicycle Advisory Committee (BAC). GABA’s main purposes are to: promote interest and involvement in all aspects of bicycling; regularly publish a comprehensive newsletter of bicycling information, legislation affecting cyclists and other news related to bicycling; schedule tours and other group-riding opportunities for further development of individual cycling skills and to institute safe riding habits; provide education at all levels of bicycling skills, such as road safety, bicycle maintenance and emergency repairs; and encourage bicycle use as an energy-efficient, healthful means of personal transportation. PBAA is a non-profit, tax-
exempt organization responsible for producing four cycling and two running events, the largest being El Tour de Tucson, attracting over 9,000 cyclists. The Tucson-Pima County Bicycle Advisory Committee first came into existence in 1982, has had a major influence on bicycle improvements and programs, and continues to be a strong and effective voice in the Tucson community.

2. **Official Support** - The City of Tucson has a full-time Bicycle Coordinator; Pima County has a full-time Bicycle and Pedestrian Manager; Pima Association of Governments has a dedicated Regional Bicycle/Pedestrian Planner; and the Town of Oro Valley has a full-time Bicycle Coordinator. These staff members are in constant communication to provide consistent support and planning and to ensure a coordinated regional effort is put forth.

The region also shows its commitment to cycling by its continued support of annual cycling events such as the El Tour de Tucson, the Tucson Bicycle Classic, the Tour of the Tucson Mountains, and the Tour for Tucson's Children, to name the larger events that take place in the Tucson-Pima Eastern Region.

3. **Institutionalization of Bicycle Policies and Programs** - Policies supporting the construction of bike facilities include the Major Streets and Routes Plan, the City of Tucson Department of Transportation Roadway Development Policies, City of Tucson Development Standards, and Pima County Major Streets and Scenic Routes Plan, our Subdivision Development Standards, Pima County Roadway Design Standards, Pima County-City of Tucson Pavement Marking Design Manual and the Pima County-Tucson Signing Manual. There are also regular webinars and other trainings to help regional staff and consultants with bicycle design issues. Other focuses include the enforcement of laws developed to create bicycle parking at new developments, the requirement of bicycle helmets for persons under 18 years of age, and the requirement of forward and rear-facing lights for bicyclists after sundown. Other jurisdictions have comparable programs, and although they may vary, all jurisdictions have policies that support bicycling. In addition, the regional “Share the Road” program provides free brochures and bike maps to the community.

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

- Driver Education and Enforcement (a major effort is under way)
- Cyclist Education and Enforcement (a major effort is under way)
- Cyclist Outreach and Encouragement (a major effort is under way)

In sum, our three greatest areas of need are being addressed, and we foresee continued progress and positive achievements.
1. How has completing this application affected your awareness of improvements which may be made for bicyclists?

Completing this application has increased our awareness of what areas we excel in, and what areas we can continue to improve on. The application has required us to inventory and assess all of our systems, processes, programs and facilities—and provides us with a clear picture of next steps for maintaining and elevating our status as a bicycle friendly community (region). We are currently in the process of updating our plan for bikeways on a regional basis – and having compiled all of this information for the BFC application will assist us in that process.

2. Are you planning any new projects based on your involvement with the Bicycle Friendly Community program? Please describe.

Our involvement with the Bicycle Friendly Community program will assist us with the implementation of existing programs. Certainly the evaluation process that the application has required will help to focus our implementation efforts so that our programs may achieve maximum effectiveness.

Official and community awareness has been greatly increased by the efforts to increase bicycle accommodation and prepare this application.

3. How do you foresee this designation affecting your communities’ outlook on bicycling?

Our present regional Gold designation has energized officials and citizens alike - improvement in our rating will add even more vigor to the already strong support for cycling that we enjoy. The designation will further strengthen the present strong commitment that our region has to cycling. The Tucson-Eastern Pima Region is a long-standing destination for visiting, touring, training, and for casual cycling. Both our elected and appointed officials recognize and value this as an important component of quality of life and economic vitality.

4. How do you foresee this designation affecting future bicycle improvement efforts?

The City of Tucson has held the Bicycle Friendly Community designation since 1991 and is proud of the involvement with this program. A Bicycle Friendly Community Designation lends a high degree of credibility and legitimacy to our efforts both in terms of public support and official considerations for improving bicycling opportunities with government agencies. Public and official awareness has been greatly increased, and this increased awareness will help us in the future.
The Bicycle Friendly Community Designation also serves as a significant quality-of-life indicator for our community that helps to increase tourism, further unify the bicycling community and provide local economic benefits.

This designation has in the past, and will continue in the future, to assist this community in supporting the use of cycling as both a viable option for commuting and as an important health and recreational pursuit.

5. Are you aware of other communities that should be involved with this program? Please list below.

We are very pleased to be submitting this application on behalf of all the jurisdictions in the PAG region, including all those shown below.

- Arizona Department of Transportation
- Town of Oro Valley
- Town of Marana
- Tohono O’Odham Nation
- City of Tucson
- Pima County
- City of South Tucson
- Town of Sahuarita
- Pascua Yaqui Tribe

We also believe that every city, town and county in the State of Arizona should consider pursuing bicycle friendly community status.
A great deal of hard work was contributed by dedicated jurisdictional staff, bicycle enthusiasts, and volunteers to put this application together. It is the hope of all involved that we have adequately showcased the unique bicycling community we all share. It is also our earnest hope that we continue to make our region a safe, fun and healthy place for anyone to get on their bikes and ride!

PLATINUM CHALLENGE TASK FORCE

Richard Corbett, Tucson-Pima County Bicycle Advisory Committee, Task Force Chair
Nancy Ellis, Town of Oro Valley, Task Force Member
Jean Gorman, Tucson-Pima County Bicycle Advisory Committee, Task Force Member
Bill Katzel, Task Force Member and Platinum Initiative Founder
Norm Land, Tucson-Pima County Bicycle Advisory Committee, Task Force Member
Donna Lewandowski, Pima County Department of Transportation, Education Chair
Annmarie Medina, Mayor’s Office, Task Force Member
Eric Post, Tucson-Pima County Bicycle Advisory Committee, Task Force Member
Kathryn Skinner, Pima County Department of Transportation, Engineering Chair
Tom Thivener, Tucson Department of Transportation, Encouragement Chair
Gabe Thum, Pima Association of Governments, Evaluation & Planning Chair
Sergeant Paul Tosca, Tucson Police Department, Enforcement Chair

ACKNOWLEDGEMENTS

Kim Abraham
Officer Matt Alexander
Chad Anderson
Brian Beck
Cherie Campbell
Vince Catalano
Ann Chanecka
Priscilla Cornelio
Philip Cyr
Jennifer Dederich
Jim Glock
Irene Grossman
Officer Al Guinee
Detective Justin Lane
Elaine Mariolle
Officer Kent Rhind
Roy Schoonover
John Spiker
Diahn Swartz
Diana Tolton
Matt Zoll

And a sincere thank you to everyone else who helps to make the Tucson, Arizona and Eastern Pima County Region such a Bicycle Friendly Community.
February 8, 2008

Andy Clarke, Executive Director
League of American Bicyclists
1612 K Street, NW, Suite 800
Washington, D.C. 20006

Dear Mr. Clarke:

The Town of Marana wholeheartedly supports our region’s application to remain a Bicycle Friendly Community. Marana has a great deal of respect for what this designation means to an area and we ask that you favorably consider our region’s application.

As one of the jurisdictions covered by this application, Marana has always been committed to developing transportation infrastructure capable of providing safe, multi-modal options for our citizens. The Town recently established a multi-modal taskforce with the objective of assessing the community’s short- and long-term transportation needs with a goal of generating a strategic plan for addressing those needs.

Our current regulations require developers to provide recreational amenities within residential developments, and multi-use trails and hike lanes/paths are typically included. Marana also is a key partner in the annual Tour of the Tucson Mountains, a bicycle race that draws hundreds of competitors from across the Southwest and shines a spotlight on the importance of energy conservation and exercise.

We appreciate your consideration in this matter. We are proud to be part of one of the nation’s Bicycle Friendly Communities and hope to remain so for years to come.

Sincerely,

[Signature]

Ed Honea
Mayor
February 8, 2008

League of American Bicyclists  
Andy Clarke, Executive Director  
1812 K Street, NW, Suite 800  
Washington DC  20006

RE: Bicycle Friendly Communities Application

Dear Mr. Clarke:

It is my pleasure to submit this letter of endorsement on behalf of the Town of Oro Valley in support of the Tucson Region Bicycle Friendly Communities application.

The Tucson region has demonstrated vision and leadership in its commitment to providing safe accommodations and facilities for bicyclists. They have also made the investment in education programs for bicyclists and motorists alike, with topics ranging from safety on the roadways to the benefits of bicycling as an alternative mode of transportation. The region is also well-known for its public service programs that encourage bicycling for physical fitness and well-being.

I am proud to support this application and feel certain that the Tucson Region meets the criteria for being a Bicycle Friendly Community. Thank you for your consideration.

Sincerely,

[Signature]

Paul H. Loomis  
Mayor

cc: Town of Oro Valley Council Members  
    David Andrews, Town Manager
February 8, 2008

League of American Bicyclists
Andy Clarke, Executive Director
1612 K Street NW, Suite 800
Washington, D.C. 20006

Re: Tucson Regional Bicycle Friendly Communities Application

Dear Mr. Clarke:

I am pleased to submit my letter of support and endorsement for the Tucson Region Bicycle Friendly Communities application and request your favorable consideration.

This particular application is unique because it promotes regional partnership and encourages an alternate form of transportation. Pima County, along with many other jurisdictions understands the importance and benefits that bicycling gives us.

If you have any questions please feel free to call me at 520-740-8126. Thank you for your time and most favorable consideration.

Sincerely,

[Signature]

Ramón Valadez
County Supervisor
District 2
January 25, 2006

League of American Bicyclists
Andy Clarke, Executive Director
1812 K Street, NW, Suite 809
Washington, DC 20006

Re: Tucson Regional Bicycle Friendly Communities Application

Dear Mr. Clarke:

The City of South Tucson is pleased to submit this letter of endorsement for the Tucson Region Bicycle Friendly Communities application, and request your favorable consideration.

Our jurisdiction is covered by this application, and we have participated in supporting this application. Our transportation staff has been involved in the process through their participation in regional transportation issues that the Pima Association of Governments (PAG) promotes.

South Tucson, because of awareness and understanding of the benefits that bicycling promotes, has included bicycle paths in all its street improvement projects.

The Tucson regional area, with the City of South Tucson at its center is ideal for the promotion of year round bicycling for recreation as a means to commute to employment and as an investment in the area’s air quality enhancement.

South Tucson City Manager, Enrique G. Serna, along with my father and uncle helped establish the City of South Tucson as the first staging area for the nationally renowned “El Tour de Tucson” over 25 years ago.

For further information contact Mr. Serna at (520) 792-2424.

Thank you for your consideration.

Sincerely,

Jennifer Eckstrom
Mayor
City of South Tucson

City of South Tucson

cc: Pima Association of Governments
S. L. Schorr  
One South Church Avenue, Suite 700  
Tucson, Arizona 85701-1611  
(520) 629-4402  
Fax: (520) 622-3088  
February 8, 2008

League of American Bicyclists  
Mr. Andy Clarke, Executive Director  
1612 K Street, NW, Suite 800  
Washington, D.C. 20006

Re: Our Region’s Bicycle Friendly Communities Application

Dear Mr. Clarke:

As the Arizona State Transportation Board Chair and member for Pima County, I am pleased and proud to endorse the Tucson Region Bicycle Friendly Communities application and urge your favorable consideration.

Tucson and the Eastern Pima Region have made great and impressive strides in meeting the criteria to be designated as a Platinum status Bicycle Friendly Community. We trust you will give your most attentive review to the application, and that it will meet your expectations.

Please feel free to contact Mr. Gabriel Thum, the Application Coordinator (520-792-1093 x476, gthum@pagnet.org) if you have any questions.

Thank you for your consideration.

Sincerely,

S. L. Schorr

cc: Ms. Annemarie Medina, City of Tucson