

BICYCLE BOULEVARDS FOR TUCSON

MOVING THE CITY BY BICYCLE



PRESENTED BY:

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MARCH 10, 2010

BICYCLE BOULEVARDS FOR TUCSON

4TH AVE/FONTANA AVE

2008 CONCEPTUAL DESIGN
PLAN AND NEIGHBORHOOD
CONSENSUS BUILDING ON
BEHALF OF THE DRACHMAN
INSTITUTE

TREAT AVE

2009 MASTERS THESIS IN
LANDSCAPE ARCHITECTURE

CONCEPTUAL DESIGN PLAN
AND GENERAL DESIGN
TOOLBOX

FOURTH AVENUE/FONTANA BIKE BOULEVARD

DESIGN CONCEPT



Prepared for:

A Coalition of Amphl, Keeling, El Cortez Heights, Northwest and Feldman's Neighborhood Associations



The Drachman Institute

College of Architecture and Landscape Architecture
THE UNIVERSITY OF ARIZONA - TUCSON, ARIZONA

April, 2009

BICYCLE BOULEVARDS FOR TUCSON

BICYCLE BOULEVARDS

WHAT ARE THEY?

WHY DO THEY WORK?

WHERE ELSE ARE THEY BEING
IMPLEMENTED?

WHY ARE THEY IMPORTANT?

WHY IS A BIKE BOULEVARD
NETWORK IMPORTANT?



BICYCLE BOULEVARDS FOR TUCSON

OVER 90 % OF ALL TRIPS
TAKEN IN THE US ARE
BY CAR

0.9% OF ALL TRIPS ARE
BY BICYCLE

41 PERCENT OF ALL TRIPS
ARE SHORTER THAN 2
MILES

28 PERCENT ARE SHORTER
THAN 1 MILE



52 PERCENT OF AMERICANS WOULD LIKE TO
BICYCLE MORE

-NATIONAL CENTER FOR HEALTH STATISTICS, 2003

BICYCLE BOULEVARDS FOR TUCSON

WHO IS BEING UNDERSERVED?

BETWEEN 1966 AND 2001, THE NUMBER OF **CHILDREN** WHO BICYCLED OR WALKED TO SCHOOL FELL 68%, WHILE THE PERCENTAGE OF OBESE CHILDREN ROSE 367%.

-BICYCLING AND WALKING IN THE UNITED STATES: 2010 BENCHMARKING REPORT

ONLY 23% OF THOSE WHO RIDE A BICYCLE TO WORK IN THE U.S. ARE **WOMEN**

--PORTLAND STATE UNIVERSITY

SENIORS COMPRISE 4% OF BICYCLING TRIPS, YET ACCOUNT FOR 9% OF BICYCLIST FATALITIES.

--BICYCLING AND WALKING IN THE UNITED STATES: 2010 BENCHMARKING REPORT



BICYCLE BOULEVARDS FOR TUCSON

WHY AREN'T WE BICYCLING?

SAFETY

SECURITY

CONVENIENCE

COMFORT

HABITS/CULTURE



BICYCLE BOULEVARDS FOR TUCSON

WHY AREN'T WE BICYCLING?



BICYCLE BOULEVARDS FOR TUCSON

WHAT IS A BICYCLE BOULEVARD?

SHARED ROADWAY

LOCAL/RESIDENTIAL
STREETS

PRIORITIZES BICYCLIST
SAFETY, CONVENIENCE
AND COMFORT



BICYCLE BOULEVARDS FOR TUCSON

WHAT IS A BICYCLE BOULEVARD?

FIVE MAIN ELEMENTS:

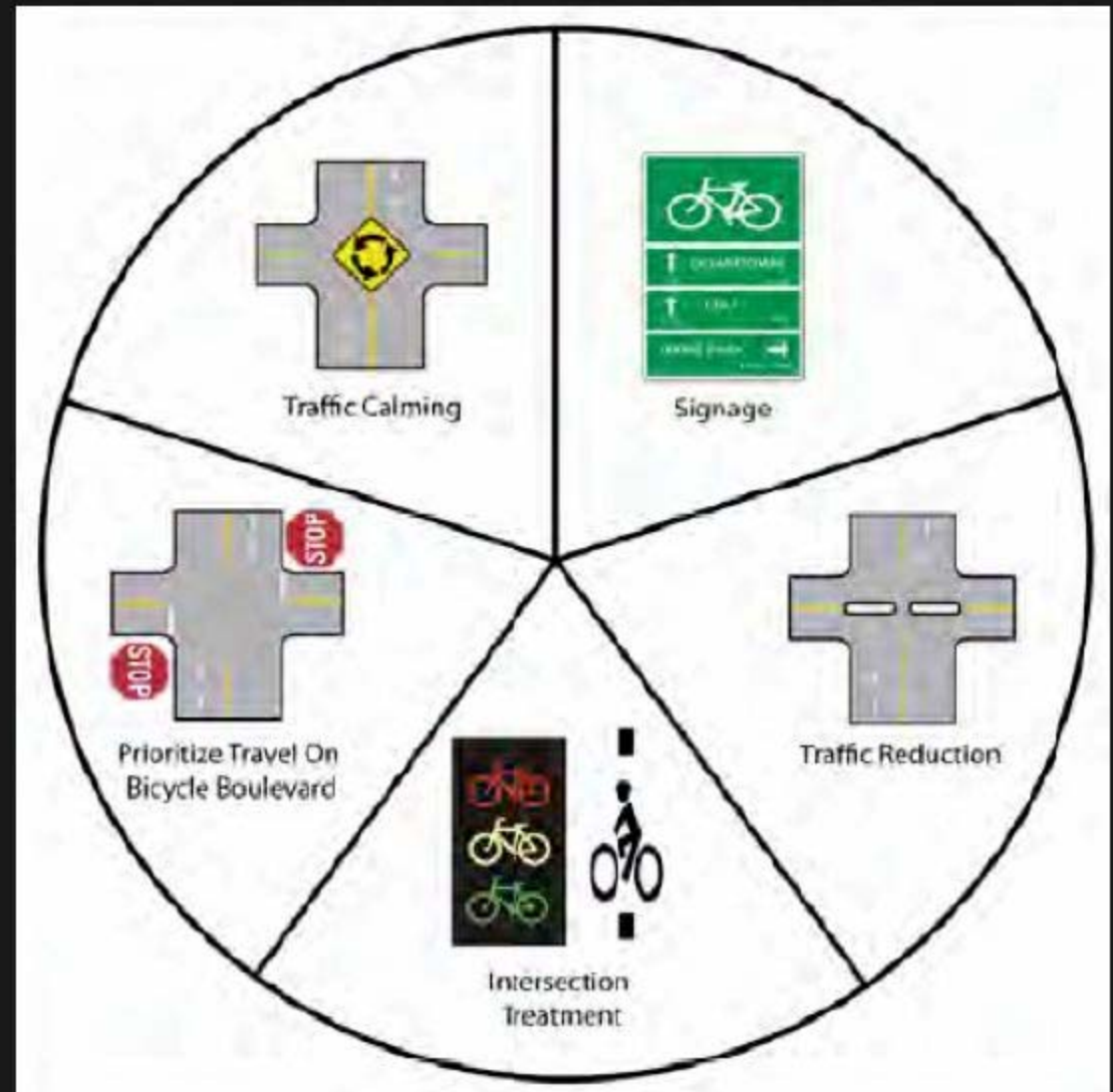
TRAFFIC CALMING

VOLUME REDUCTION

SIGNAGE/MARKINGS

INTERSECTION TREATMENTS

PRIORITIZED TRAVEL



BICYCLE BOULEVARDS FOR TUCSON

WHAT IS A BICYCLE BOULEVARD?

OTHER ELEMENTS:

BICYCLE PARKING

WATER HARVESTING

STREET TREES

PUBLIC ART



BICYCLE BOULEVARDS FOR TUCSON

WHERE ELSE ARE BICYCLE BOULEVARDS BEING IMPLEMENTED?

PORTLAND, OR

BERKELEY, CA

EUGENE, OR

PALO ALTO, CA

LOS ANGELES, CA

VANCOUVER, BC

COLUMBUS, OH

MIAMI, FL

AUSTIN, TX

MINNEAPOLIS, MN

BOSTON, MA

AND MANY MORE...

	TUCSON	PORTLAND	BERKELEY
POPULATION	518,956 (2006)	529,12 (2000)	102,744 (2000)
POPULATION PER SQUARE MILE (2000)	2500	3939	9823
PERCENT OF POPULATION BIKING TO WORK	1.7%	5%	5%
STREET SYSTEM	GRID	GRID	GRID
CLIMATE	ARID DESERT	TEMPERATE	MEDITERRANEAN
CITY TOPOGRAPHY	FLAT	SOME HILLS	FLAT

BICYCLE BOULEVARDS FOR TUCSON

WHERE ELSE ARE BICYCLE BOULEVARDS BEING IMPLEMENTED?

PORTLAND, OR



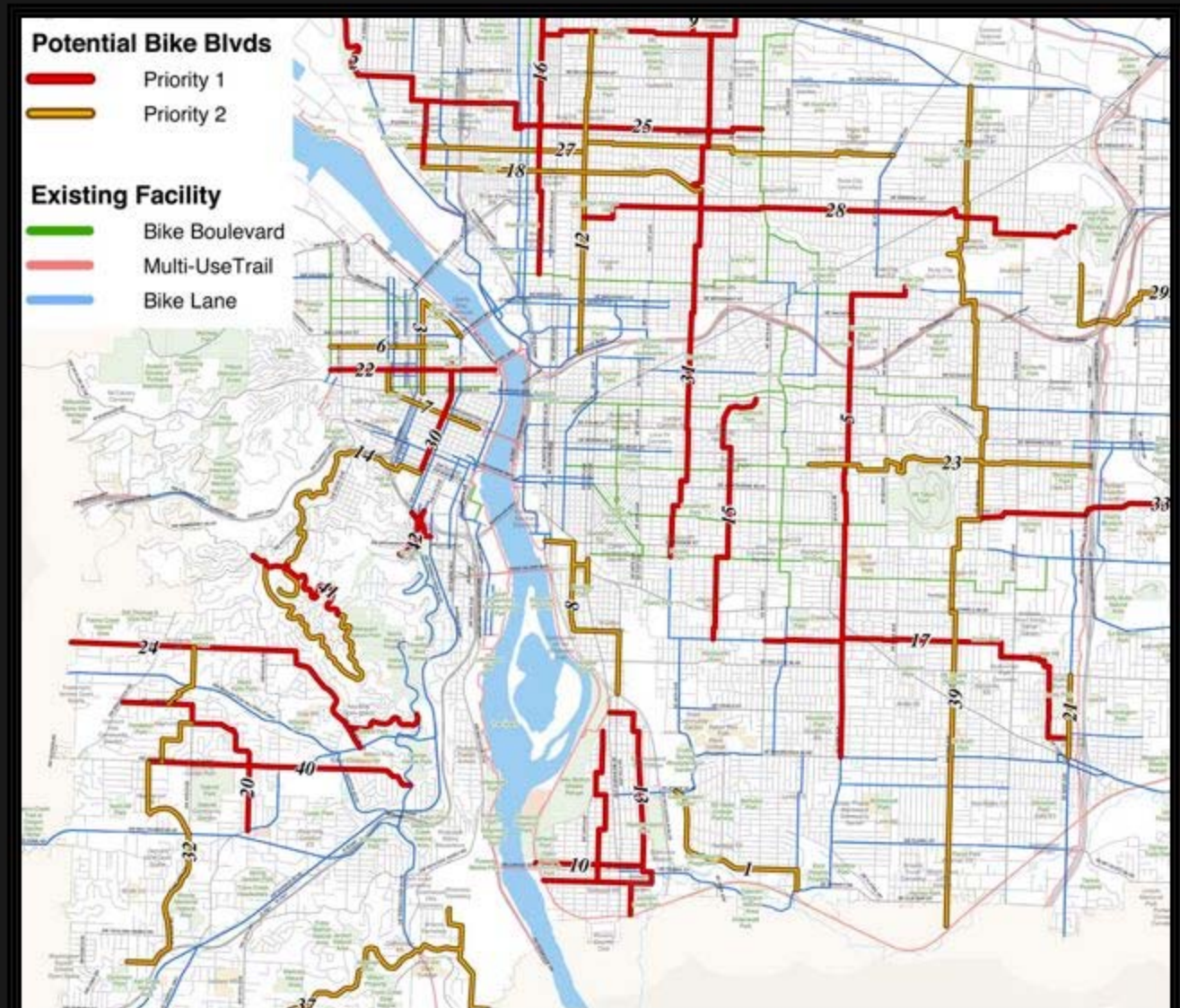
BICYCLE BOULEVARDS FOR TUCSON

WHERE ELSE ARE BICYCLE BOULEVARDS BEING IMPLEMENTED?

PORTLAND, OR

"WE STARTED WITH BIKE LANES AND TRAILS, AND ARE ONLY NOW, 10-ISH YEARS LATER, REALIZING THAT BIKE BOULEVARDS ARE THE FACILITY THAT APPEALS TO THE MOST CURRENT AND POTENTIAL RIDERS."

EMILY GARDNER, PORTLAND BICYCLE TRANSPORTATION ALLIANCE (BTA) IN INTERVIEW, FALL 2008



BICYCLE BOULEVARDS FOR TUCSON

WHAT MAKES BICYCLE BOULEVARDS WORK?

CONNECTIVITY

CONNECTIONS TO AND FROM A VARIETY OF DESTINATIONS.

CONNECTIONS TO OTHER BICYCLE-FRIENDLY PATHS/ BIKE BOULEVARDS.

CONTINUITY

NO SUDDEN BREAKS IN THE PATH THAT CAN LEAD TO CONFUSION AND UNSAFE MANEUVERING.

DISTINCTIVE AND CLEAR SIGNAGE.

NO UNNECESSARY STOPS.

SAFETY

TRAFFIC CALMING AND VOLUME REDUCTION, BIKE BOXES AND IMPROVED CROSSINGS

SECURITY

SECURE AND AVAILABLE PARKING.

COMFORT

SHADE TREES, REDUCED NOISE, CLEANER AIR.



BICYCLE BOULEVARDS FOR TUCSON

WHY ARE BICYCLE BOULEVARDS IMPORTANT?

CONNECT TO EVERYDAY
DESTINATIONS

BROAD SPECTRUM OF RIDERS

PRIORITIZE BICYCLISTS

INCREASE SAFETY

PROVIDE OPTIONS

INCREASE VISIBILITY AND
APPEAL OF BICYCLING



BICYCLE BOULEVARDS FOR TUCSON

WHY ARE BICYCLE BOULEVARDS A GOOD INVESTMENT?

COST EFFECTIVE- UTILIZE
EXISTING FACILITIES

SAFE- MUCH FEWER BICYCLE
ACCIDENTS

EFFICIENT- CONNECT TO
VARIETY OF DESTINATIONS

INCLUSIVE- BROAD
SPECTRUM OF RIDERS, AND
PEDESTRIANS TOO!

MULTIFACETED RETURNS-
IMPROVED STREETS AND
NEIGHBORHOODS



BICYCLE BOULEVARDS FOR TUCSON

WHY IS A NETWORK IMPORTANT?

CONNECTIVITY WITH CONTINUITY

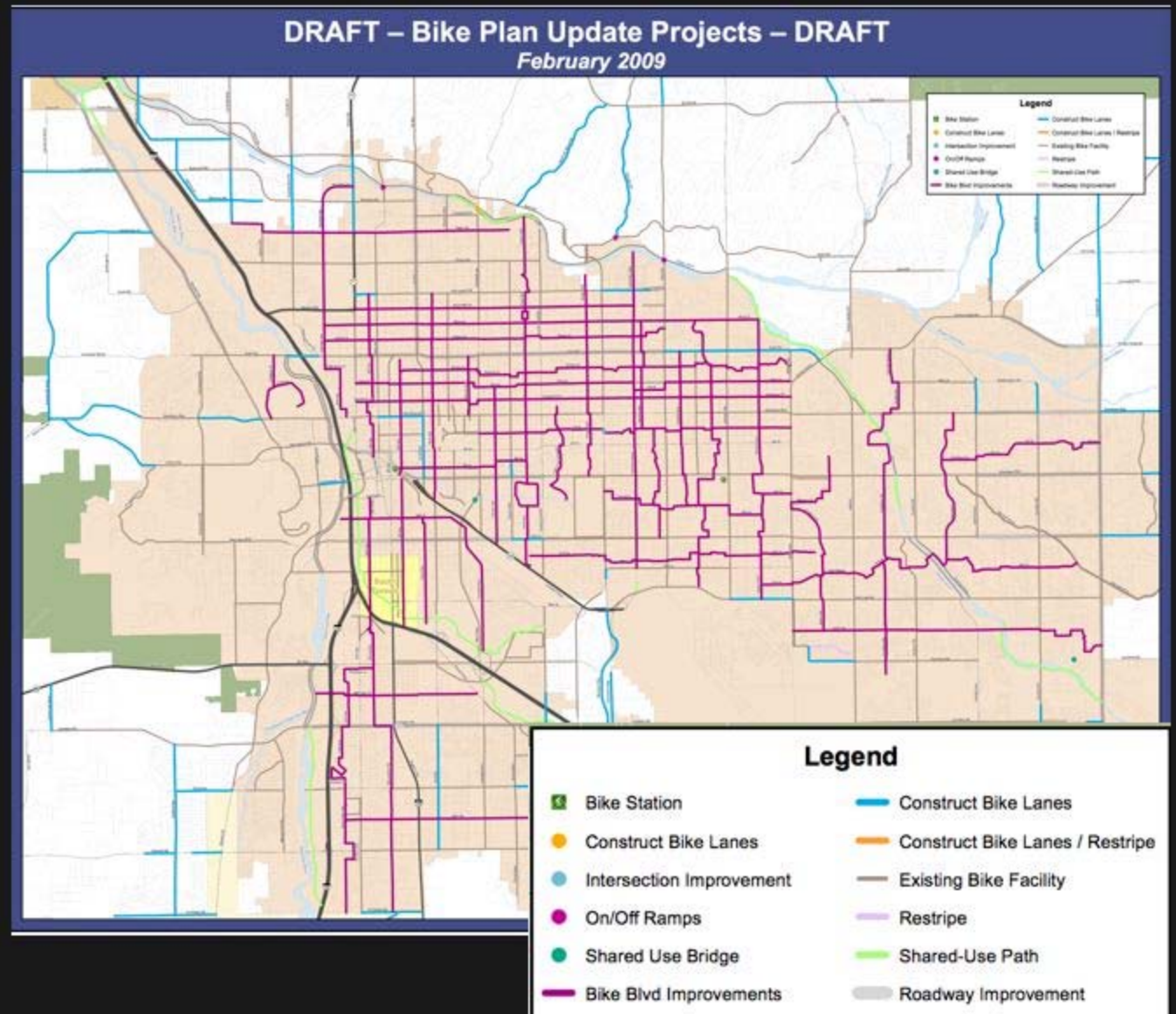


BICYCLE BOULEVARDS FOR TUCSON

WHY IS A NETWORK IMPORTANT?

CONNECTIVITY

CONTINUITY



BICYCLE BOULEVARDS FOR TUCSON

