



MEMORANDUM

Date: June 11, 2010

To: The Honorable Ramón Valadez, Chairman
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator 

Re: Pima Association of Governments Regional Council – 2040 Regional Transportation Plan

On July 1, 2010, the Pima Association of Governments (PAG) Regional Council will be presented with an agenda item for adoption of the "2040 Regional Transportation Plan" (RTP). This is the long-range regional planning document that is regularly updated to address the transportation needs of our entire region and to identify planned facilities for various modes of transportation.

While this is a much improved document over previously adopted plans, there is one new element that is of concern to Pima County. Attachment 1 to this memorandum is an excerpt from the plan that discusses the bicycle boulevard improvements, together with a map showing the extensive network of bike boulevards envisioned for implementation, primarily within the City of Tucson. While Pima County has no position as to whether the City of Tucson should implement the 165 miles of bicycle boulevards envisioned in this plan, we are concerned about the financial resources that would be applied for such improvements. As noted in the excerpt, the 2040 RTP identifies at least \$24 million in investments for implementing these bike boulevards. We believe there are several million dollars more in other categories of improvements such as intersection improvements and signal technology upgrades that would also be applied to facilitate the bicycle boulevard concept.

The major concern with this particular element of the RTP is that the stated intent is to apply Regional Transportation Authority (RTA) funds for such purposes. Attachment 2 is an excerpt from the RTA plan adopted by the voters in 2006. There is no specific mention of bicycle boulevard improvements; thus, we believe that the use of RTA funds for this purpose is inappropriate.

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I recommend that the PAG Regional Council adoption of the RTP be conditioned upon the following: "The bicycle boulevard improvements included in the RTP should be implemented with funds exclusively available to the local jurisdiction undertaking such implementation. Therefore, neither regional funds nor other generally available categories of funds should be applied for such implementation."

CHH/mjk

Attachments

c: John Bernal, Deputy County Administrator for Public Works
Priscilla Cornelio, Transportation Director

Signalized Pedestrian and Bike Crossings: Install more pedestrian and bicycle signals to facilitate safe crossings. Retrofit existing pedestrian lights to accommodate bicyclists in locations with high bicycle volumes.

Sidewalks Continuity and Maintenance: Fill gaps in the regional sidewalk network and maintain system. Retrofit existing sidewalks to be ADA compliant.

Improve Pedestrian Mobility: Enhancements for pedestrians that include truncated domes on sidewalk ramps (to assist the visually-impaired), island refuges, lighting, etc.

Bicycle Boulevard Improvements

Bicycle boulevards are shared roadways that create an attractive, convenient and comfortable cycling environment for cyclists of all ages and skill levels. Bicycle boulevards are low-volume and low-speed streets that are optimized for bicycle travel using treatments such as traffic calming, traffic reduction, unique signage, pavement markings and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. (Initiative for Bicycle and Pedestrian Innovation 2009). Studies also show bike boulevards are very effective at attracting new riders.

The City of Tucson is planning a bicycle boulevard network in order to increase bicycle use; Tucson's roadway grid system is ideal for creating a network of residential bicycle boulevards and is a cost-effective means of providing safe bicycle access to popular destinations such as schools, parks and libraries. The City of Tucson has two bicycle boulevards in place, 3rd Street and 4th Avenue between University and Prince.

The 2040 RTP plans for 165 miles of bicycle boulevards totaling \$24 million in investments.

Urban Loop

The urban loop is a proposed 55-mile continuous shared-use path that forms a loop around the City of Tucson. Where space permits, the loop will be a divided urban pathway with two separate parallel paths, one paved and the other a softer surface to accommodate different types of users. The Urban Loop consists of the Rillito River Park and the Julian Wash Greenway, and parts of the Santa Cruz River Park, the Pantano River Park, and the Houghton Greenway. Landscaping, unique signage and public art elements will be incorporated into the loop. Today, 63 percent of the urban loop is constructed, though by 2012 it is expected to be 81 percent complete.

The 2040 RTP includes 34 miles of shared-use paths, totaling \$32 million to complete the urban loop.

Non-Urban Loop Shared-Use Paths

In addition to the urban loop, the region has many additional shared-use path networks.

- Oro Valley has 15.25 miles of shared-use paths for use by residents and visitors. The Town's system includes connections to employment centers, residential

areas, businesses, Town facilities and schools. The completed section of the Canada del Oro (CDO) Shared-Use Path (2.7 miles) from La Canada Drive to First Avenue along the CDO Wash, will be supplemented in the next three years with extensions both east and north. The RTP will add approximately three more miles of shared-use paths along the Town of Oro Valley roadway system in the future to allow users to continue to avoid vehicular traffic along major roads.

- Marana currently has a seven and one-half mile pathway along the Santa Cruz with rest areas, artwork, landscaping, etc. The RTP will add seven miles of shared-use paths in the future.
- Tucson Urban Greenways: The RTP includes City of Tucson urban shared-use greenways which provide a safe alternative to riding on busy streets. These greenways include:

El Paso and Southwestern Greenway

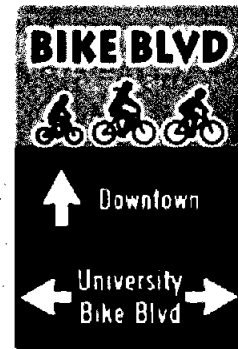
Arroyo Chico Urban Greenway

Arcadia Urban Greenway

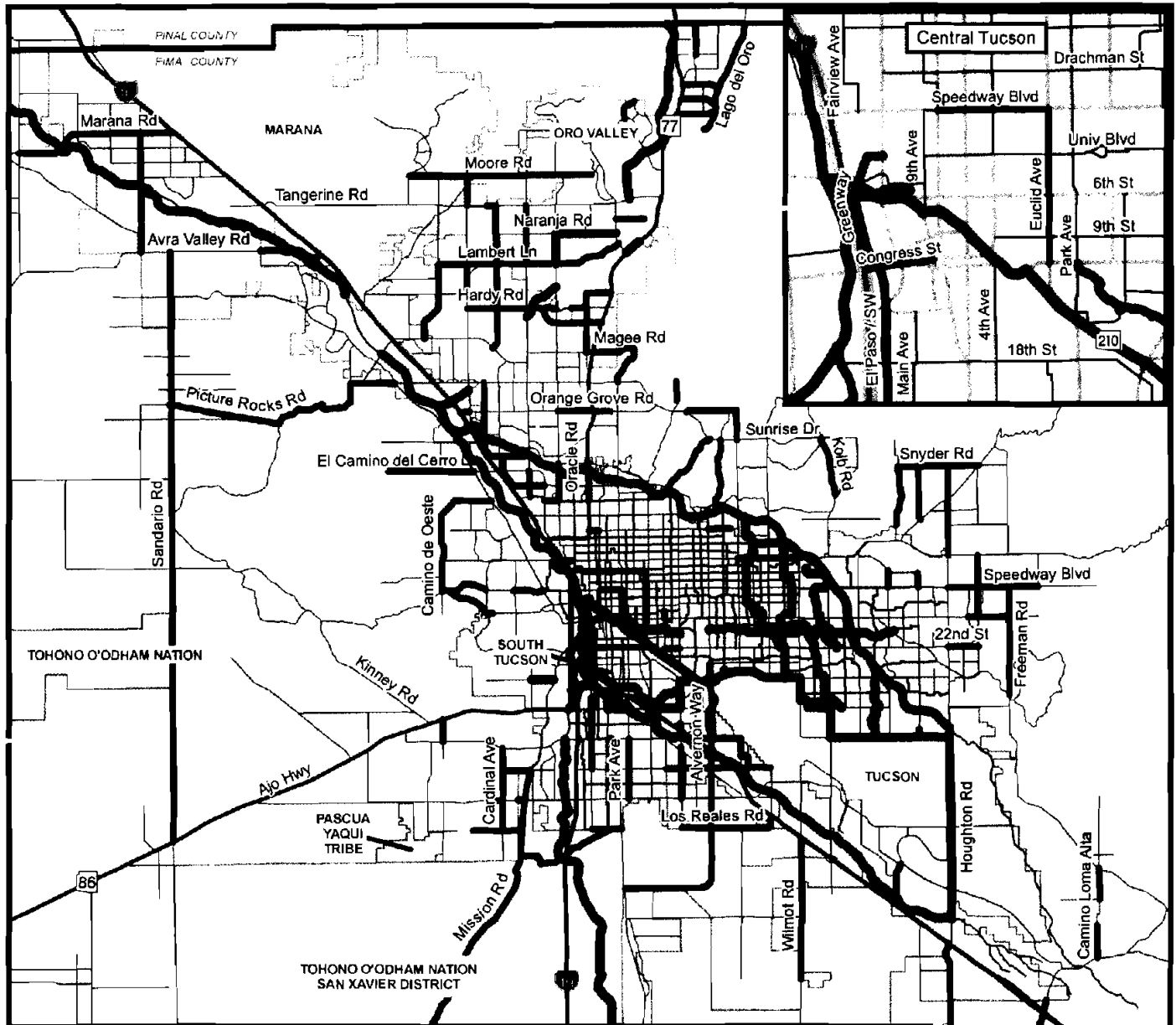
Atterbury Wash Greenway

Rose Hill Greenway





Alamo Urban Greenway

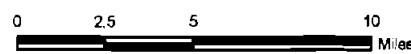


2040 RTP Bicycle and Pedestrian Projects



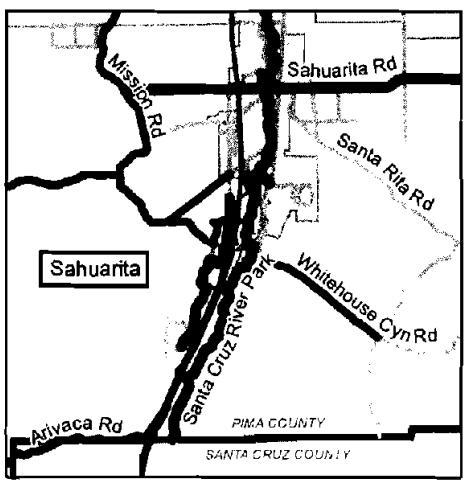

Proposed Improvements

-  Urban Loop
-  Bike Boulevards
-  Bike Lanes
-  Shared-Use Paths




Disclaimer: This map is for informational purposes only. The information included on this map has been compiled from a variety of sources and is subject to change without notice. Pima Association of Governments makes no representation or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information.

May 17, 2010

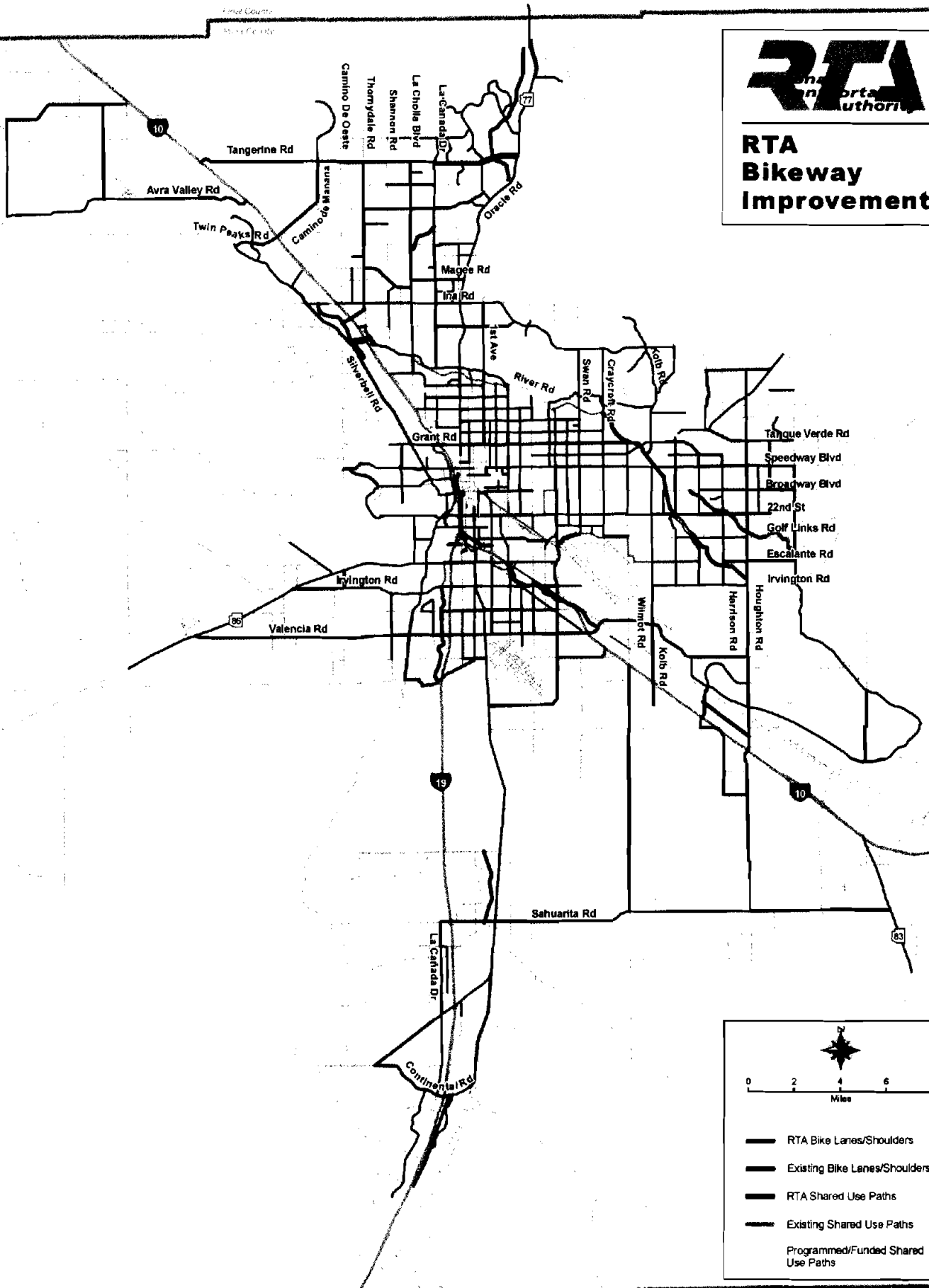



Pima Association of Governments





RTA Bikeway Improvements



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Miles

- RTA Bike Lanes/Shoulders
- Existing Bike Lanes/Shoulders
- RTA Shared Use Paths
- Existing Shared Use Paths
- Programmed/Funded Shared Use Paths