

Bicycling Element

EXECUTIVE SUMMARY

The Bicycling element recommends programs to accomplish three goals.

Bicycle access: increase bicycle access to destinations in Phoenix and maximize bike route connections to other cities.

Ridership: increase bicycle ridership by removing barriers, improving facilities and providing more information.

Safety: improve bicycling safety through more education, better signage and installation of more safety features.

INTRODUCTION

The Bicycling element sets forth goals, policies, and recommended programs that will help enhance the bicycle facilities within the city of Phoenix. Bicycle facilities include off-street bicycle paths (paved and unpaved), multi-use trails, striped and signed bike lanes on city streets, signed bike routes on city streets, and also end-of-trip facilities such as bicycle lockers and bicycle racks, to enhance the bicycle's role in developing and implementing intermodal transportation programs.

Bicycling is a popular and efficient method of transportation throughout the United States and the world. Many households own bicycles, and many people ride them for recreation and for commuting. Bicycling is particularly popular in Arizona, with our sunny, dependable weather, scenic attractions, and varied topography. Providing safe bicycle facilities will encourage and promote more bicycle trips.

This Bicycling element has been reviewed by the city of Phoenix Bicycle Advisory Committee, with many of their ideas incorporated. Requests from citizens for bicycle facilities have also helped to improve the element.

GOAL 1 ACCESS: INCREASE BICYCLE ACCESS TO DESTINATION POINTS WITHIN THE CITY OF PHOENIX AND MAXIMIZE BICYCLE ROUTE CONNECTIONS WITH NEIGHBORING CITIES AND AREAS CONTROLLED BY MARICOPA COUNTY.

Policies:

1. Provide a more accessible bicycle system, which ties all potential origin points with major destination points.

Recommendations:

- A. Update the Planned Phoenix Bicycle System that was adopted in September 1987, and update the priorities and responsibilities for bicycle facilities outlined in the Plan according to the updated priorities. Establish a schedule for regularly reviewing and updating the plan (See Figure 1).
- B. Take steps to improve and maintain existing street system to increase safety and usefulness for bicyclists.
- C. Continue to require bike lanes on new arterial and collector streets, as shown in the

updated cross sections of the Street Classification Map.

- D. Encourage the Arizona Department of Transportation (ADOT) Coordinator to discuss and take steps with the city of Phoenix to provide bicycle facilities along freeways, and include appropriate freeway crossings in cooperation with ADOT.
 - E. Have regular meetings with the ADOT Bicycle Coordinator and provide communications to the bicycling community.
 - F. Continue to have a bicycle coordinator position within the city to manage interdepartmental responsibilities and to belong to and be involved in the MAG (Maricopa Association of Governments) Bicycle Task Force.
 - G. Implement the planning, design, and construction of bicycle facilities, taking into consideration MAG Bicycle Task Force recommendations and citizen requests.
 - H. Assure that private developers help pay their fair share of the costs of bicycle facilities through the Development Services Department.
 - I. Routinely seek out internal and external funding sources to help pay for bicycle projects.
 - J. Design and construct all bicycle paths and lanes in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines.
 - K. Continue designing, building, and promoting the City Council-approved Phoenix Sonoran Bikeway, an on-street and off-street paved bike facility connecting South Mountain Park to the Phoenix Sonoran Preserve, a distance of approximately 40 miles.
2. Provide bicycle facilities that connect schools, parks, neighborhoods, shopping centers, city buildings and local businesses.

Recommendations:

- A. Complete a network of bikeways that serve bicyclists' needs, especially for travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.
- B. Continue to work with the city of Phoenix Parks, Recreation and Library Department in facilitating the development of multi-use trails in new developments in accord with master trails plans. **Figure 1 Planned Bikeway System Approved 1987**
- 3. Maintain and expand a user-friendly bicycle/transit linkage, which will allow and promote multi-modal trips (i.e.: bikes on buses, bikes on light rail transit (LRT), bike racks and lockers at major bus and LRT stops, critical on-street bike lane and route connections to the major bus and LRT stops).
- 4. Remove physical barriers and hazards to bicycling from the streets and other bicycle facilities.
- 5. Provide seamless connections between the city of Phoenix bikeways and adjoining cities.

GOAL 2 RIDERSHIP: INCREASE BICYCLE RIDERSHIP WITHIN THE CITY OF PHOENIX.

Policies:

- 1. Provide a compatible street system and remove barriers to bicycling. Barriers include mid-block crossings, freeway crossings, canal crossings, disconnected bike lanes, etc.

Recommendation:

- A. Continue to include bicycle facilities as an integral part of future developments in all areas throughout the city that connect to other existing and proposed bicycle facilities.
- 2. Improve bike-transit link.

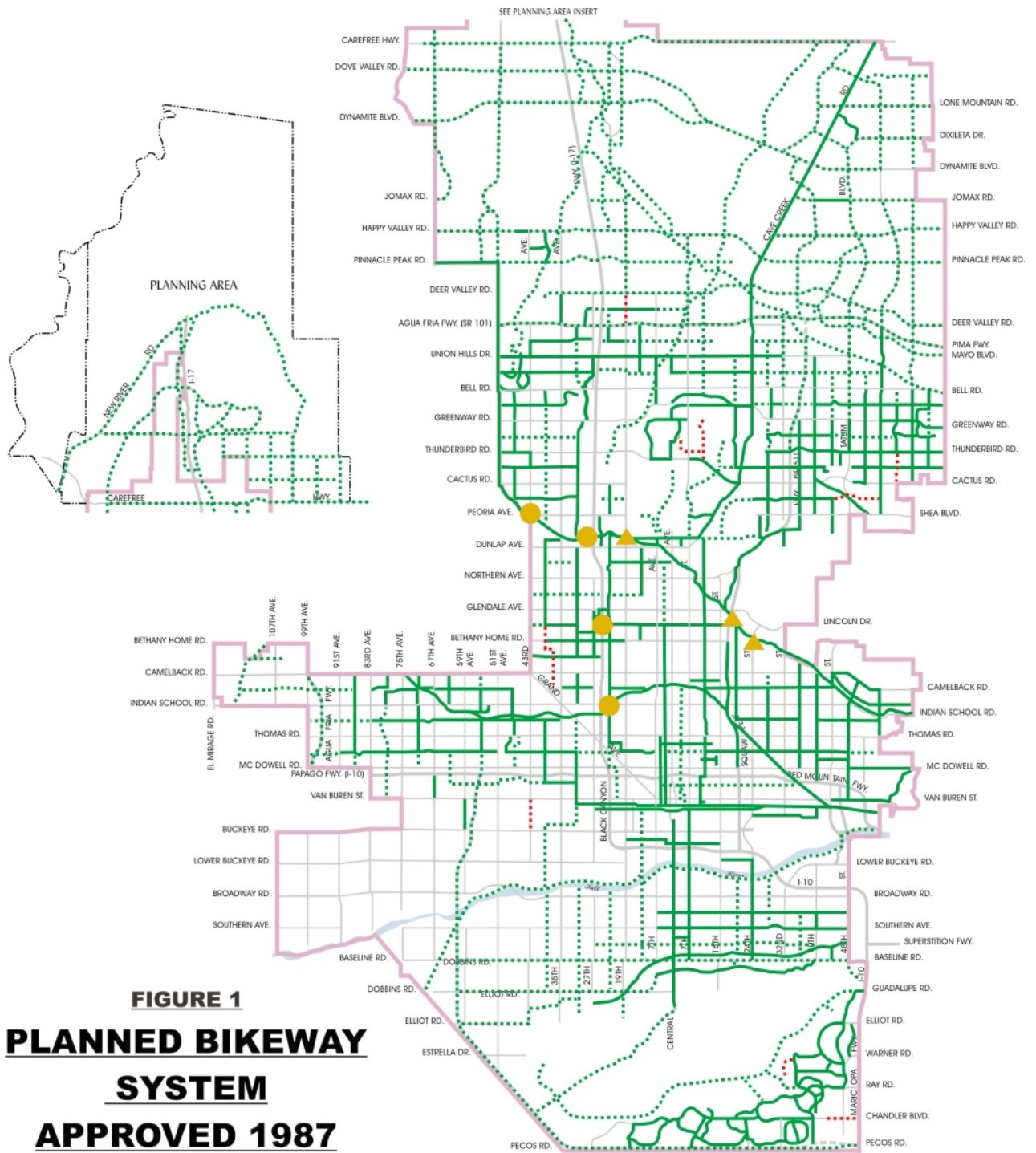


FIGURE 1

**PLANNED BIKEWAY
SYSTEM**

APPROVED 1987

BIKEWAY

- EXISTING
- COMMITTED
- - - - - PLANNED

BRIDGE/UNDERPASS

- ▲ EXISTING
- COMMITTED



Recommendations:

- A. Develop and implement a program to allow bicycles to be brought on board light-rail transit vehicles.
 - B. Promote bicycle transit trips.
3. Provide information and maps for bicyclists with city resources or in partnership with other entities.

Recommendations:

- A. Develop and implement a marketing and advertising plan to promote cycling.
 - B. Using city and community-based resources, expand existing bicycle education to include all children, teens, and adults. Include important safety messages such as "ride on the right," how to drive on streets that include bicycle lanes, and how to share the road.
 - C. Provide to MAG updated bicycle facility information to be included in the Valley's Bikeways Map.
 - D. Develop, implement, and maintain a Web site dedicated to bicycling within the city of Phoenix, and coordinated with the MAG Web site. Include the MAG Bikeways Map, and user-friendly mechanisms to report facility maintenance concerns and requests for additional bicycle facilities.
 - E. Encourage the visitor bureau, Arizona Automobile Association (AAA), and travel agencies to promote bike travel within the city and Valley.
4. Encourage the provision of bicycle facilities such as bicycle parking, bike and ride facilities, and locker and shower facilities at major commuter destinations.

Recommendations:

- A. Continue to provide and promote use of bike racks on buses and new forms of

mass transit as implemented within the city.

- B. Provide bicycle parking at private, recreational, and government buildings/facilities.
- C. Install and/or expand locker and shower facilities at private and governmental buildings.
- D. Work with schools in providing bicycle facilities.

GOAL 3 SAFETY: IMPROVE BICYCLING SAFETY WITHIN THE CITY OF PHOENIX.

Policies:

- 1. Develop and implement a strong bicycle training and safety program targeted toward children, adults of all ages, and motorists.

Recommendations:

- A. Expand the current bicycle safety and education programs to include bicycle safety education for children, adults of all ages, and motorists.
 - B. Develop a bicycle safety-training packet with the most current bicycle safety rules, to provide to the Police and Fire Departments.
 - C. Develop and conduct a public information meeting campaign to promote bicycling and bicycle safety.
 - D. Educate bicyclists about the existence of, and proper safety around, other users of multi-use trails or paths.
2. Provide standard signing and marking on all bicycle facilities.

Recommendation:

- A. Prepare a detailed set of criteria for bicycle facility planning and design.

3. Minimize bicycling conflicts with pedestrians and motorized vehicles.

Recommendations:

- A. Remove from newly constructed or reconstructed streets and sidewalks all physical barriers and hazards to bicycling, that are safety concerns, as determined by the City of Phoenix Street Transportation Department.
 - B. Install bicycle traffic detectors at traffic signals where roadway and traffic conditions show that these would be beneficial.
4. Provide regular maintenance and repair of bicycle facilities, including street cleaning, pavement repair, and trimming of landscaping and trees.

EXISTING CONDITIONS

The existing Phoenix bicycle system shown in Figure 2 consists of bike routes, bike lanes, and separate paved and unpaved bike paths. The separate paths are located predominately within recreational areas such as Papago Park, along the Arizona Canal, Highline Canal, and within Cave Creek Wash. The current Phoenix Bikeway System includes 187 miles of bike routes, 222 miles of on-street bike lanes, and 55 miles of paved and unpaved paths, for a total of 464 miles of bicycle facilities.

PLANNED BICYCLE SYSTEM

The Phoenix Bicycle System was created with input from residents, including neighborhood activists, business people, parents, educators, regular cyclists, and individuals wishing to bicycle both for the first time and more frequently. Additional input came from staff of the city of Phoenix Street Transportation Department, city of Phoenix Parks Department, adjacent municipalities, Maricopa Association of Governments (MAG), Maricopa County Department of Transportation (MCDOT), and Arizona Department of Transportation (ADOT).

The system provides guidance for improvements that will encourage more people to ride frequently for daily needs. The mission of the system is to make bicycling an integral part of daily life in Phoenix. The

continued growth and well being of the city will depend as much or more so on intermodal development than on new roads.

The planned bikeway system was adopted by Phoenix City Council in September 1987. The system shows the existing, committed, and planned facilities. It should be noted that the proposed system indicates the minimum bicycle system to be developed. It does not preclude development of additional facilities, which may be required by the Development Services Department, or the development of additional facilities to the network. The proposed system consists of approximately 588 miles of bikeable streets, routes, lanes, and paths, which includes existing facilities.

The recommended system is designed to provide a more accessible bicycle system within the constraints of natural physical barriers, location of major streets and freeways, and high-traffic areas. The intention of the system is to serve all types of bicyclists, from the novice to the expert, for all types of trips, including commuter and recreational. The system connects neighborhoods with park areas, canals, downtown, and other employment centers. The system makes full use of the canal system in the city of Phoenix. The complete system allows bicyclists to travel on separate paths along the Arizona Canal, the Grand Canal, the Western Canal, and the Highline Canal.

By developing the Phoenix Bikeways System, addressing this element's goals and policies, and putting its recommendations into action, we will succeed in making bicycling an integral part of daily life in Phoenix.

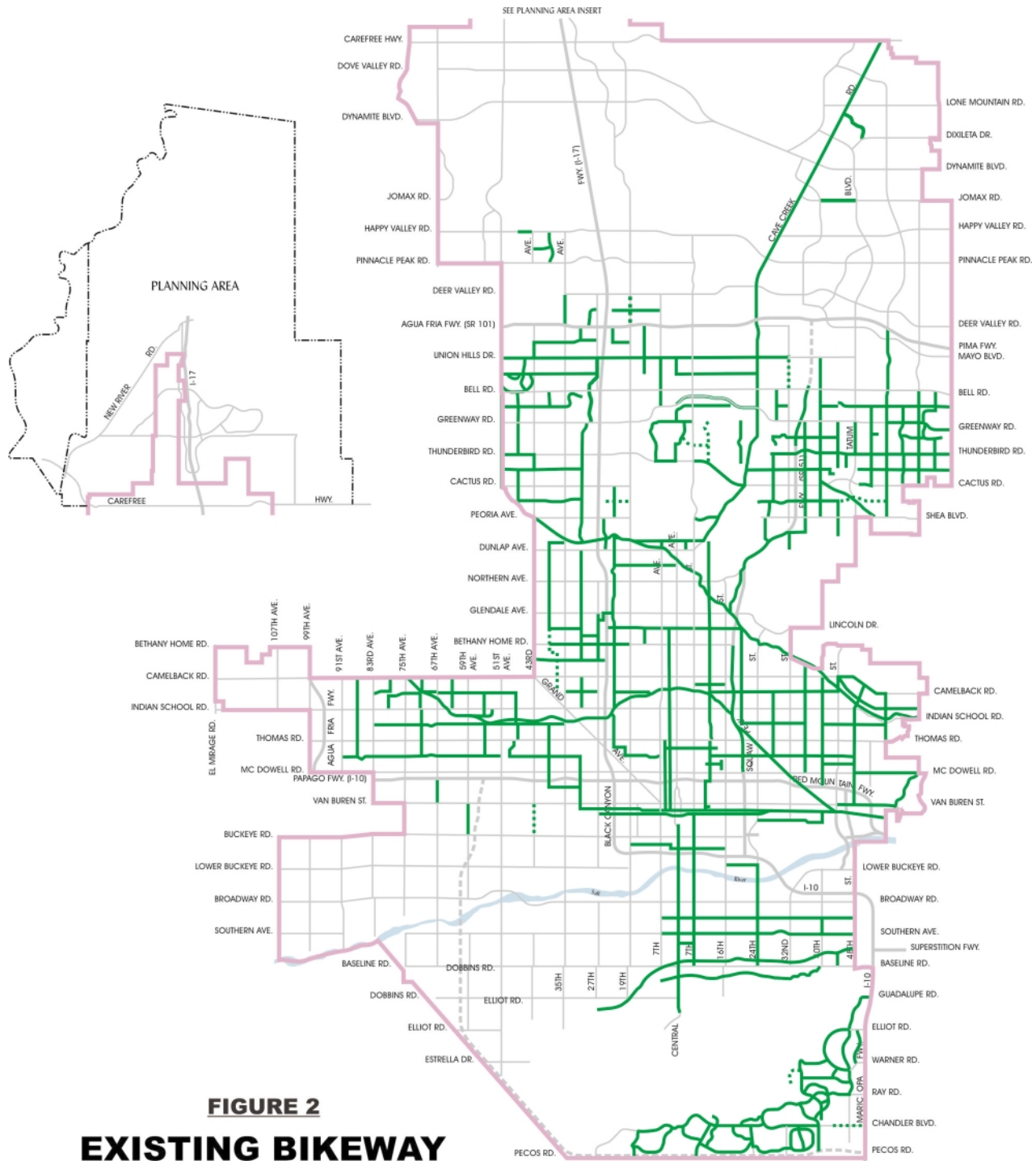


FIGURE 2
EXISTING BIKEWAY
SYSTEM
FISCAL YEAR 1999-2000

BIKEWAY
 ——— EXISTING
 PROPOSED

