

## **BICYCLE PLAN**

The bicycle is a healthy alternative to the automobile for many trips. It can also play an important role in helping the city to reduce congestion, improve air quality and develop a more balanced transportation system. The recommendations of the Metropolitan Transportation Plan propose improvements to existing street and trail facilities and development of an expanded system of bicycle-friendly roads and trails for the Farmington MPO's future. As a vital component of the transportation system in the region, bicycles provide both commuter and recreational transportation.

## **Alternatives Analysis**

Facility needs identified in the Bicycle Plan are based on general principles of safe and convenient bicycling, as well as specific location needs for various situations in the Farmington MPO. These can be summarized as follows:

### **Safety and Convenience**

Whichever route a cyclist may choose or need to use, that route should be as safe as possible for bicycling. Issues may include hazards (e.g., drainage grates, overhead obstructions, etc.), lighting, vehicular conflicts, or conflicts with other users. Routes should also provide access to various destinations by a reasonably direct means.

### **Connections Between Destinations**

The typical cyclist requires safe and convenient access to connect their residence with school, employment, or entertainment and shopping destinations. These linkages must provide safe access across high volume arterial streets.

### **Options**

Different levels of cyclists feel comfortable on different types of facilities. Some cyclists have different access requirements to various locations at varying times of day. Maximum flexibility is important in accessing all parts of the community.

### **Signage**

The bicyclist requires clear and consistent signs to mark bicycle facilities. These signs not only assist the cyclist in choosing the most appropriate route, but also alert the motorist to the presence of cyclists, thereby increasing safety.

### **Maps**

In order to transmit this information to the community, the MPO should develop a map of existing and planned bicycle routes, lanes, and paths which would also provide safety and related information. The MPO should disseminate these maps to schools, recreation centers, libraries, and other locations.

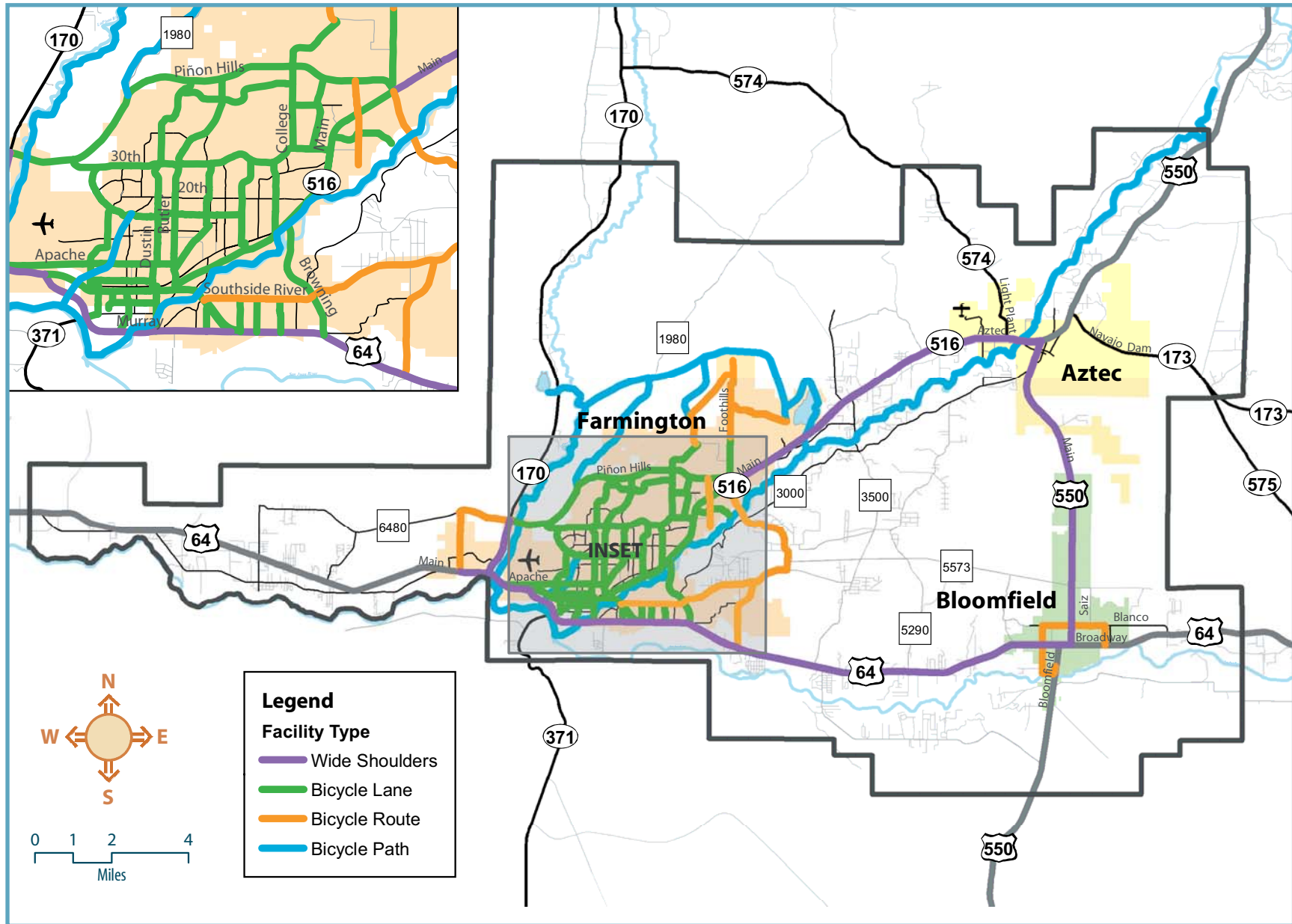
### **Bicycle Parking**

Bicycle parking needs include the following:

- The downtown area should have an adequate amount of dedicated, secure bicycle parking.
- Safe and secure bicycle parking should be provided as necessary in City parks, specially where high use is anticipated, at schools libraries, recreational centers, other public buildings, activity centers, and along activity corridors.



PROPOSED BICYCLE PLAN (Fig. 8.1)



### Ancillary Facilities

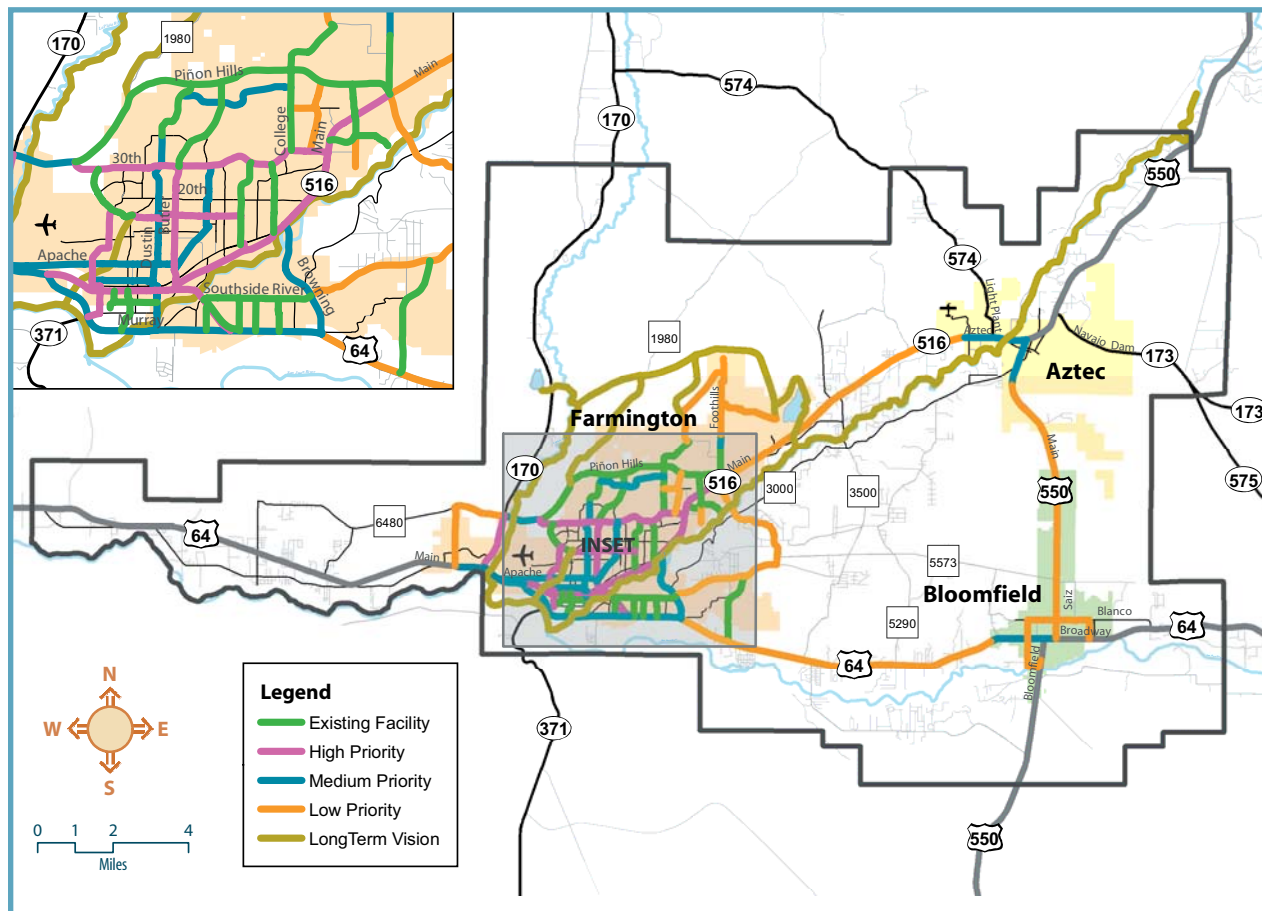
To effectively use the bicycle as a transportation mode, the cyclist requires facilities in addition to routes and parking. Commuter cyclists require showers and lockers at their place of employment. Other needed ancillary facilities include access to other public transit modes (buses, carpools, etc.), and rest areas with water at suitable intervals or locations.

### Recommended Plan

Current and future bicycle facilities in the Farmington MPO must provide facilities for use by various users. These paths, lanes, and routes serve both commuter and recreational bicyclists. Commuter cyclists might use their bicycles daily for work and shopping trips and view their bicycles as vehicles. Recreational bicyclists tend to ride their bicycles on a more occasional basis, seek attractive and safe routes, and view their bicycles as recreational and exercise equipment. 2030 Recommended Bicycle Plan is presented in figure 8.1. Several different types of facilities are identified: wide shoulders along State highways, bicycle lanes along select urban streets, bicycle route designation along suburban and rural roads, and an off-street bicycle path system.

The plan presents both a system of regional recreational bicycle paths and a system of on street lanes and routes for bicycle trips. Using the travel demand model, trips of five miles or less (a reasonable and typical trip made by bicycle) were analyzed on roads within the Bicycle Plan. Potential bicycle facilities were then prioritized based on the expected number of these “short trips.” In this way, the facilities most likely to be used by bicyclists receive a higher priority than other facilities. These priorities are shown in figure 8.2.

BICYCLE CORRIDORS PRIORITIZATION (Fig. 8.2)



### Implementation

To ensure that the multi-modal needs of the community are met, a number of broad policies and actions are needed. These actions and policies build on the successes and opportunities of the existing system and are described below.

#### BICYCLE ACTION 1: IMPLEMENT BICYCLE VISION PLAN

These recommendations include the following:

- Include bike lanes or routes in the design of all new facilities or major improvement.
- Establish a dedicated funding plan to implement the bicycle vision plan and for maintenance of these facilities.
- Prioritize and implement critical segments that provide continuity for the system and provide connections to major activity centers, schools, San Juan College, etc.
- Evaluate the recommended bicycle corridors for opportunities to provide bicycle lanes, routes, or trails.

#### BICYCLE ACTION 2: BICYCLE STANDARDS AND GUIDELINES FOR NEW DEVELOPMENTS

Standards and guidelines should be adopted that:

- Develop minimum bicycle standards and guidelines for all new roadways and reconstruction of existing roadways; and

- Explore opportunities to narrow existing travel lanes in order to accommodate bike lanes.
- Incorporate private development standards by providing bicycle facilities connecting to key destinations such as schools, parks, trails, and activity centers.

#### BICYCLE ACTION 3: ADJUST SHORT-TERM FUNDING ALLOCATIONS FOR BICYCLE FACILITIES

Project priorities in the region's Transportation Improvement Program should be adjusted annually to reflect available funding. The MPO Technical Committee should prioritize bicycle improvements and expenditures annually.

