



## Active Transportation Program Update

This report provides information to the Transportation, Infrastructure and Innovation Subcommittee on the activities of the Street Transportation Department (Streets) Active Transportation Program.

### **THIS ITEM IS FOR INFORMATION AND DISCUSSION.**

#### **Summary**

The Streets Bicycle Program was expanded and incorporated into the Active Transportation Program to reflect other active modes and growing popularity in lightweight wheeled vehicles that are not bikes, such as e-scooters and mobility devices. It also acknowledges infrastructure that serves people on bikes may also serve people on foot or in wheelchairs, including multi-use paths and safer street crossings.

Specifically, this report provides information about: the bicycle lane miles installed in Fiscal Year (FY) 2020 and first two months of FY 2021; bicycle lane miles planned for installation as part of the Pavement Maintenance Program through FY 2024; and bicycle lane miles currently planned for installation outside of the Pavement Maintenance Program. The report also addresses the development of the upcoming Active Transportation Plan, the City's most recent bicycle counts, and Phoenix's recent designation as a Bronze Level Bicycle Friendly Community.

#### Background

Interest in active transportation in Phoenix has been growing for several years as residents have asked for more sidewalks, recreational paths, and safer street crossings. More recently, during the COVID-19 pandemic, people have turned to walking and biking outdoors in greater numbers looking for opportunities to exercise and social distance during the current public health situation. Streets is addressing the increasing demand for active transportation in multiple ways, including building infrastructure, updating policies, and planning for a city where active transportation is seamlessly integrated into everyday life for Phoenixians.

#### Infrastructure

Streets is tasked with implementation of the 35-year Transportation 2050 (T2050) goal to add 1,080 bi-directional miles of new bicycle lanes. In the first 4 1/2 years of T2050, 183 new bike lane miles have been added to the City's bicycle network. Streets has added 40.4 miles of new bike lanes in FY 2020 and an additional 7.8 miles of new bike lanes in the first two months of FY 2021 through its Pavement Maintenance Program (**Attachment A**). Streets is also focused on providing additional safety and protection to bicyclists. As part of this effort, Streets incorporated buffers on 28.9 miles and 4.1 miles of existing bike lanes in FY 2020 and the first two months of FY 2021, respectively (**Attachment A**). Streets is planning to add another 53.5 bike lane miles through its Pavement Maintenance Program over the next four years through FY 2024 and also plans to incorporate bike lane buffers on 59.8 miles of existing bike lanes through FY 2024 (**Attachment B**). The Pavement Maintenance Program has been, and will continue to provide, the greatest opportunity for increasing the number of miles of bicycle lanes on City streets. Streets also plans to add an additional 27.6 miles of new bike lanes through its Capital Improvement Program (CIP) (**Attachment C**). All planned or proposed bicycle lane installation projects are always subject to further analysis and public feedback prior to actual implementation. Streets is also focused on providing additional off-street active transportation infrastructure. Earlier this year, the City celebrated the opening of the Grand Canalscape project, marking the completion of a 12-mile continuous multi-use path through the heart of Phoenix.

Streets is actively pursuing additional active transportation infrastructure projects adjacent to irrigation canals that travel across the City. In partnership with the Salt River Project (SRP), Streets received approval to utilize SRP Municipal Aesthetics Program funding to design and construct two additional canalscape projects:

- Grand Canal Phase III: 75th Avenue to 47th Avenue
- Western Canal Phase I: 4th Avenue to 24th Street

Both projects represent exciting opportunities to enhance and promote increased active transportation along canal banks within growing communities in the western and southern parts of Phoenix. Design will start later this calendar year, and construction is scheduled to begin in early 2022.

### Planning

In a city that has traditionally been built for cars, there is currently high demand for active transportation projects. Addressing these needs effectively and in an equitable manner takes a deliberate planning and prioritization approach. Before the end of the calendar year, the Active Transportation Program team will launch the planning process for the Active Transportation Plan, which represents a major update to the

City's 2014 Bicycle Master Plan. The Active Transportation Plan process and outcomes will focus on a key strategy from the 2014 Bicycle Master Plan: "Review and update of City policies, procedures, codes, ordinances, guidelines, and standards to promote bicycle safety and facilities." The effort will emphasize an innovative, equitable, and safe public outreach, with a focus on better understanding Phoenixian's values and priorities when it comes to their streets. Feedback from the public will help the Active Transportation Program team to pursue policies and infrastructure that support the community's values in an equitable manner. In place of traditional mapping exercises, the Active Transportation Plan will focus on creating an iterative and responsive approach to facility planning. The focus on policies and procedures will establish the tools needed to create a connected active transportation network.

Streets is continually planning for better active transportation projects, with an emphasis on projects that create or expand regional connections. Phoenix recently submitted for pre-design funding for a bicycle/pedestrian bridge at the 3rd Street alignment across the Salt River through the Maricopa Association of Governments (MAG) design assistance program. In August 2020, the 3rd Street bridge project was recommended by the MAG Active Transportation Committee and was evaluated as the highest-ranked project in the region from among 17 submittals. The bridge would provide a key active transportation connection between the south and north banks of the Rio Salado multi-use pathway. The Rio Salado multi-use pathway runs through Phoenix and connects into Tempe, tying into the regional network of trails. The final project funding approval is anticipated at the MAG Regional Council meeting later this month.

### Bicycle Counts

In conjunction with the start of T2050, Streets has conducted spring and fall counts of walking and biking since 2017. The most recent counts were conducted in April at 22 Citywide locations (**Attachment D**). Although four of the 22 locations are primarily recreational, the remaining 18 locations are considered non-recreational areas. Overall, bicycling and walking counts have shown an increase, with increases showing most dramatically on the recreational routes and activity heaviest on the weekends. Some non-recreational locations had slight decreases in both walking and biking activity, with those decreases most notable on weekdays. Across the entire week, recreational routes showed 138 percent and 118 percent increases in biking and walking respectively in 2020 over the previous year. And for non-recreational routes, biking increased by 13 percent while pedestrian activity decreased by six percent between 2019 and 2020.

Anecdotally, the increase in biking was also reflected in local bike sales, with local news reporting a bike sales boom in April 2020. Bike purchases suggest an increased

interest in bicycling, which highlights the need for the City's investment in active transportation infrastructure.

### Bicycle Friendly Designation

In May, Phoenix was designated as a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. The City was previously designated Bronze level in 2013. The ranking system is competitive and evolving as cities across the country work to improve their bicycling infrastructure. The Bronze level designation demonstrates that Phoenix has improved as a bicycling city but has not yet caught up to other cities like Denver (Silver) or Tucson (Gold). The Bicycle Master Plan (2014) set a goal to achieve Platinum by 2034. In order to take the first step towards this achievement, Streets has drafted a "Game Plan for Getting to Silver" as identified in **Attachment E**. The game plan highlights the next steps the Department will take based on recommendations from the League of American Bicyclists.

Streets continues to expand its capacity to deliver on the goal of 1,080 bi-directional miles of new bicycle lanes by 2050. Staff is continuing to inform City Council and the community through various outreach methods on travel lane reduction, new bicycle lanes, buffered bicycle lanes, protected bicycle lanes, or any impacts to on-street parking. The upcoming Active Transportation Plan will be an opportunity to chart out the next ten years for Phoenix to build comfortable and safe active transportation infrastructure for its residents and visitors.

### **Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.

## FY20 New Bike Lanes Installed

Street	From	To	Council Dist.	One Way Miles
91st Ave	Thomas Rd	Indian School Rd	5 & 7	2.0
Mountain Pkwy	Ray Rd	Chandler Blvd	6	1.9
Buckeye Rd	17th Ave	7th Ave	8	1.5
107th Ave	Camelback Rd	Indian School Rd	5	2.0
59th Ave	Baseline Rd	1,000 ft S/O Baseline	8	0.1
71st St	350 ft S/O Paradise Ln	Sandra Ter & Scottsdale Rd	2	0.6
Baseline Rd	7th Ave	Central Ave	7 & 8	1.0
39th Ave	Maryland Ave	Glendale Ave	5	1.0
40th St	McDowell Rd	Loop 202	8	0.8
19th Ave	Bell Rd	Greenway Rd	3	2.0
20th St	Mitchell Dr	Greenfield Rd	4	0.8
Cave Creek Rd	Bell Rd	Greenway Rd	2 & 3	1.9
Durango St	27th Ave	35th Ave	7	2.0
Baseline Rd	57th Ave	Loop 202 Fwy	8	1.1
Ballpark Blvd	Camelback Rd	North Bridge	5	2.8
Carver Rd	51st Ave	55th Ave	8	1.0
Circle Mountain Rd	43rd Ave	I-17	1	0.5
31st Ave	Roeser Rd	Burgess Ln	8	1.4
Roosevelt	8th Ave	Central Ave	7	0.9
Desert Peak Pkwy	Cave Creek Dam Rd	23rd St	2	1.2
Lower Buckeye Rd	107th Ave	103rd Ave	7	1.0
39th Ave	Van Buren St	Roosevelt St	4	1.0

## FY20 New Bike Lanes Installed, cont

### Fully or Partially Buffered Lanes

Desert Peak Pkwy	Lieber Pl	23rd St	2	0.7
2nd St	Adams St	Portland St	7	0.5
Earll Dr	7th Ave	3rd Ave	4	0.5
Jackson St	7th Ave	4th St	7	1.0
McDowell Rd	67th Ave	75th Ave	7	2.0
Riverview Dr	16th St	24th St	8	2.4
48th St & Piedmont	52nd St & Elliot Rd		6	1.9
Cave Creek Dam Rd	Desert Peak Pkwy	Mariposa Grande	2	1.0
Sweetwater Ave	31st St	32nd St	3	0.2
Sky Crossing Way	3300 East Black Mountain Blvd		2	0.9
Bryce Ln	Sky Crossing Way	Black Mountain Blvd	2	0.4
			<b>Total</b>	<b>40.4</b>

## FY20 Existing Bike Lanes with New Buffers Installed

Street	From	To	Council Dist.	One Way Miles
15th Ave	Pasadena Ave	Rancho Dr	4 & 5	1.6
71st St	Kierland	350 ft S/O Paradise Ln	2	0.9
39th Ave	Monte Vista Rd	Edgemont Ave	4	1.0
39th Ave	Verde Ln	Osborn Rd	4	0.9
12th St	McDowell Rd	Thomas Rd	4	1.8
20th St	Indian School Rd	Mitchell Dr	4	0.9
31st Ave	Melvin St	Roosevelt St	4	0.9
27th Ave	Loop 101	Rose Garden Ln	1	0.8
31st Ave	Roosevelt St	Encanto Blvd	4	2.0
Pointe Golf Club Dr	Sharon Dr	Thunderbird Rd	3	2.8
15th Ave	Camelback Rd	Thomas Rd	4	2.5
Sweetwater Ave	28th St	31st St	3	0.8
12th St	Dunlap Ave	Mountain View Rd	3	0.5
Desert Willow Pkwy	Cave Creek Rd	Cave Creek Rd	2	2.4
Desert Willow Pkwy	Cave Creek Rd	Dynamite Blvd	2	4.2
43rd Ave	Pinnacle Peak Rd	Fallen Leaf Ln	1	1.8
91st Ave	Lower Buckeye Rd	Illini St	7	1.3
Stetson Hills Loop	Happy Valley Rd	Happy Valley Rd	1	1.9
<b>Total</b>				<b>28.9</b>

### FY21 New Bike Lanes Installed through 8/23

Street	From	To	Council Dist.	One Way Miles
<b>Fully or Partially Buffered Lanes</b>				
Lower Buckeye Rd	79th Ave	81st Ave	7	0.4
56th St	Lone Mountain Rd	White Pine Dr	2	0.3
101st Ave/Montebello	101st Ave & Oregon Ave	Montebello Ave & 99th Ave	5	1.5
Missouri Ave	99th Ave	101st Ave	5	0.5
Bryce Ln	Sky Crossing	Black Mtn Pkwy	2	0.4
19th Ave	Union Hills	Loop 101	1 & 3	1.9
Hatcher Rd	19th Ave	6th Ave	3	2.1
20th St	Cambridge Ave	Oak St	4	0.6
<b>Total</b>				<b>7.8</b>

### FY21 Existing Bike Lanes with New Buffers Installed through 8/23

Street	From	To	Council Dist.	One Way Miles
Lower Buckeye Rd	75th Ave	79th Av	7	1.0
56th St	Lone Mountain	800' S/O White Pine Dr	2	0.3
48th St	Ray Rd	Loop 202	6	2.0
Knox Rd	40th St	36th St	6	0.9
<b>Total</b>				<b>4.1</b>



**FY21 New Bike Lanes Planned**

Street	From	To	CD	One-way miles
PINNACLE PEAK RD	E/O 19 AVE	W/O 11 AVE	1	1.4
GRAND AVE	NW/O ROOSEVELT ST/15 AVE	NW/O WILLETTA ST/18 AVE (MCDOWELL)	4	1.1
ROSE GARDEN LN	W/O 27 AVE	E/O 19 AVE	1	1.7
LOWER BUCKEYE RD	E/O 99 AVE	W/O 91 AVE	7	2.0
51 AVE	PINNACLE PEAK RD	HAPPY VALLEY RD	1	2.0
ENCANTO BLVD	31 AVE	27 AVE	4	1.0
GREENWAY RD	51 AVE	43 AVE	1	2.0
43 AVE	BUCKEYE RD	VAN BUREN ST	7	2.0
<b>Partially or fully buffered bike lanes</b>				
CAREFREE HWY	I-17	7 AVE	2	5.9
CHANDLER BLVD	W/O 48 ST	MARICOPA FRWY	6	0.9
7 ST	PEORIA	THUNDERBIRD	3	5.2
67 AVE	HAPPY VALLEY RD	JOMAX RD	1	2.0
<b>Total</b>				<b>27.2</b>

**FY21 Existing Bike Lanes with New Buffers Planned**

Street	From	To	CD	One way miles
PINNACLE PEAK RD	W/O 23 AVE	W/O 19 AVE	1	1.3
36 ST	RANCH CIR N	EQUESTRIAN TRL	6	2.3
40 ST	s/o DEER VALLEY	s/o PINNACLE PEAK	2	2.1
DEER VALLEY DR	e/o TATUM BLVD	w/o 56 ST	2	2.0
13-25	MCDOWELL RD / ENCANTO BLVD	19 AVE / 15 AVE	4	4.0
56 ST	L101	END OF ROAD (N/O DEER VALLEY DR)	2	1.1
51 ST	WARNER RD	ELLIOT RD	6	2.2
BROADWAY RD	W/O 99 AVE	E/O 91 AVE	7	2.0
RANCH CIRCLE NORTH	RAY RD	RAY RD	6	2.7
TATUM BLVD	BELL RD	UNION HILLS DR	2	2.0
ILLINI ST / RIVER POINT PKWY / WOOD ST	30 ST	32 ST	8	1.0
BASELINE RD	E/O 19 AVE	W/O 7 AVE	7	1.0
MOHAVE ST	E/O 51 AVE	W/O 43 AVE	7	2.0
DOVE VALLEY RD	W/O NORTH VALLEY PKWY	E/O 22 AVE	2	1.3
<b>Total</b>				<b>27.0</b>

### FY22 New Bike Lanes Planned

Street	From	To	CD	One way miles
GRANT ST	E/O BLACK CANYON FRWY	W/O 19 AVE	7	0.9
19 AVE	BELL RD	UNION HILLS DR	1	1.0
<b>Partially or Fully Buffered Lanes</b>				
55 AVE	N/O PINNACLE PEAK RD	S/O HAPPY VALLEY RD	1	2.0
SHEA BLVD	W/O 40 ST	E/O TATUM BLVD	3	2.0
DUNLAP AVE	7 ST	15 ST (END ROAD)	3	1.8
83 AVE	LOWER BUCKEYE RD	BUCKEYE RD	7	2.0
<b>Total</b>				<b>9.6</b>

### FY22 Existing Bike Lanes with New Buffers Planned

Street QS	From	To	CD	One way miles
BEARDSLEY RD	W/O 32 ST	E/O CAVE CREEK RD	2	2.0
DEER VALLEY RD	E/O 19 AVE	E/O 7 AVE	1	2.0
BEARDSLEY RD	20 ST	W/O CAVE CREEK RD	2	1.0
UNION HILLS DR	W/O 19 AVE	E/O 7 AVE	2	1.0
19 AVE	PIMA FRWY	DEER VALLEY RD	1	1.9
CAVE CREEK RD	BELL RD	UNION HILLS DR	2	1.0
LOWER BUCKEYE RD	E/O L202	W/O 51 AVE	7	1.6
51 AVE	N/O BROADWAY RD (W/BND)	S/O LOWER BUCKEYE RD	7	1.5
<b>Total</b>				<b>12.0</b>

**FY23 New Bike Lanes Planned**

Street QS	From	To	CD	One way miles
NORTHERN AVE	E/O 16 ST	SR51	6	1.2
19 AVE	HAPPY VALLEY RD	JOMAX RD (W/BND)	1	1.8
43 AVE	SOUTH MOUNTAIN AVE	BASELINE RD	7	0.5
<b>Partially or Fully Buffered Lanes</b>				
BUCKEYE RD	W/O 43 AVE	E/O 35 AVE	7	2.0
7-38	UNIVERSITY DR / HILTON AVE	44 ST / SR 143	8	2.4
<b>Total</b>				<b>8.0</b>

**FY23 Existing Bike Lanes with New Buffers Planned**

Street QS	From	To	CD	One way miles
7 ST	S/O UNION HILLS DR	PIMA FRWY	2	1.9
RANCHO PALOMA DR (SOUTH 1/2)	W/O 52 PL	N/O LONE MOUNTAIN RD	2	2.1
HAPPY VALLEY RD	BLACK CANYON FRWY	19 AVE	1	1.7
CAVE CREEK RD	DUNLAP AVE	CACTUS RD	3	5.2
PINNACLE PEAK RD	35 AVE	BLACK CANYON FRWY (I-17)	1	2.4
MARYLAND AVE	18 ST	20 ST	6	0.6
15 AVE	GLENDALE AVE	NORTHERN AVE	3	1.0
15 AVE	BETHANY HOME RD	GLENDALE AVE	5	2.0
<b>Total</b>				<b>16.8</b>

### FY24 New Bike Lanes Planned

Street QS	From	To	CD	One way miles
CHANDLER BLVD	N/O PECOS RD	S/O SHAUGHNESSEY RD / CHANDLER BLVD	6	0.3
CENTRAL AVE	N/O DUNLAP AVE	END OF ROAD	3	0.5
JEFFERSON ST	E/O I-17 BLACK CANYON FRWY	W/O 19 AVE	7	0.1
CENTRAL AVE	S/O NORTHERN AVE	S/O DUNLAP AVE	3	0.7
31 AVE	N/O NORTHERN AVE	S/O DUNLAP AVE	1	1.0
EL MIRAGE RD	CAMELBACK RD	MISSOURI AVE	5	0.5
VAN BUREN ST	75 AVE	67 AVE	7	1.0
VAN BUREN ST	67 AVE	59 AVE	7	1.0
CACTUS RD	W/O 31 AVE	E/O 19 AVE	1	0.8
12 ST	BELL RD	UNION HILLS DR	2	0.5
39-23	UNION HILLS DR / UTOPIA RD	27 AVE / 23 AVE	1	0.3
48 ST	N/O SOUTHERN PACIFIC RAILROAD	S/O WASHINGTON ST	6	0.2
16 ST	N/O GREENWAY PKWY	S/O BELL RD	3	0.3
CENTRAL AVE	S/O NORTHERN AVE	S/O DUNLAP AVE	3	1.0
<b>Partially or Fully Buffered Lanes</b>				
PALOMA PKWY	END OF ROAD	S/O CAREFREE HWY	2	0.2
47 AVE	OSBORN RD	INDIAN SCHOOL RD	4	0.5
<b>Total</b>				<b>8.7</b>

### FY24 Existing Bike Lanes with Buffers Planned

Street QS	From	To	CD	One way miles
48 ST	N/O RAY RD	N/O WARNER RD	6	0.7
CAMELBACK RD	COUNTY LINE	107 AVE	5	0.7
66 ST / ACOMA DR	68 ST	GREENWAY PKWY	2	0.8
61 AVE	CHARLOTTE DR	HAPPY VALLEY RD	1	0.5
7-9	LOWER BUCKEYE RD / DURANGO ST	83 AVE / 79 AVE	7	0.6
UNIVERSITY DR / MAGNOLIA ST	E/O 24 ST	E/O 24 ST	8	0.5
LIBERTY LN	24 ST	32 ST	6	0.3
<b>Total</b>				<b>4.0</b>

### CIP Projects with Planned Bike Infrastructure

Street	From	To	Council Districts	Estimated Construction Year	Type of Infrastructure	One way miles
Buckeye Road	107th ave	75th Ave	7	FY21	Bike lane	10.8
Jomax Road	27th Ave	Norterra Pkwy	1 & 2	FY21	Bike lane	0.4
Pinnacle Peak Road	45th ave	35th ave	1	FY21	Bike lane	2.4
7th Ave	Mountain View Rd	Cheryl Dr	3	FY21	Bike lane	0.6
Oak Street Bike Improvements	3rd St	20th St	4	FY21	Bike improvements	3.6
3rd and 5th Ave	Washington St	McDowell Rd	7	FY21	Protected Bike Lane, Bike Lane	2.4
3rd St	McDowell Rd	Indian School Rd	4	FY21	Bike lanes	4
3rd and 5th Ave	McDowell Rd	Thomas Rd	4	TBD	Protected Bike Lane, Bike Lane	2
Roeser Rd	32nd St	37th St	8	FY21	Bike lanes	1.4
<b>Total</b>						<b>27.6</b>

*Draft internal paper that will be submitted to ITE summarizing spring bike/ped counts*

## **Effect of the Pandemic on Bicycle and Pedestrian Activity in Spring 2020 in Phoenix, AZ**

The City of Phoenix has been conducting bicycle and pedestrian counts at 40 citywide locations and 10 project-based locations every year for the past three years as part of the Transportation 2050 (T2050) evaluation of Mobility and Access. T2050 is a Transit and Streets improvement program, which includes enhancements to active transportation infrastructure such as bicycle lanes, sidewalks, and ADA ramps funded by a voter-approved, 35-year, half cent sales tax initiative.

The counts are captured using video cameras. Post processing is done by manually viewing the video and summarizing the counts by one-hour intervals which can be broken down by sidewalk versus street, direction of travel, and side of street. The citywide counts are conducted for five consecutive days starting on a Wednesday and extending through Sunday, during the hours of 6 a.m. to 6 p.m. Twenty-two of the 40 citywide bike counts are done in mid-April. Nearly half of the spring counts start on the Bike-to-Work Day in Maricopa County (Bike-to-Work Day was not observed in 2020 due to the pandemic). The remaining spring counts are done in the last week of April.

The spring 2020 counts coincided with the Arizona Governor's "*Stay Home, Stay Healthy, Stay Connected*" order<sup>1</sup>, which was issued to minimize the spread of Covid-19. This allowed us to compare the bicycle counts during the pandemic conditions with the prior two years at the same 22 citywide count locations. There were four locations, which were primarily along recreational routes, where the counts increased substantially in 2020, indicating that many people were out using the bicycle facilities during the pandemic. Comparison of bicycle counts along non-recreational and recreational routes is shown in Table 1.

The pedestrian counts at 22 spring locations showed a similar trend: an increase in overall pedestrian activity along the recreational trails/routes and an increase in weekend pedestrian activity on the non-recreational routes. A comparison of pedestrian counts along non-recreational and recreational routes is shown in Table 2. At the same time, walking along the non-recreational routes decreased by 17%, compared to an increase in walking of 21% on weekends in these same areas.

Temperature and precipitation data were also gathered to determine if environmental factors affected the active transportation counts from year to year. There has been no recorded rainfall on any of the count days, and the temperature fluctuations observed was within the normal range for each year. Environmental factors did not appear to have a noticeable effect on

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<sup>1</sup> State of Arizona Executive Order 2020-18, *Physical Distancing to Mitigate COVID-19 Transmission*, [https://azgovernor.gov/sites/default/files/eo\\_2020-18\\_stay\\_home\\_stay\\_healthy\\_stay\\_connected\\_1.0.pdf](https://azgovernor.gov/sites/default/files/eo_2020-18_stay_home_stay_healthy_stay_connected_1.0.pdf), effective March 31, 2020.

walking or bicycling activity during the three-year study period. In fact, the counts are conducted in April and October, which are the ideal times to be outdoors in the Phoenix metropolitan area due to the ideal temperature and weather conditions. It is often too hot during the day during the summer months to see much active transportation activity from midday to the afternoon time periods.

The team also conducted seven of the ten three-day project-based counts (which are done Thursday through Saturday from 6 a.m. to 6 p.m.) in late March and early April. Most of these were “before” counts where new facilities are planned for the near future. One of those locations (Indian Bend Wash Trail west of Tatum Boulevard) was counted two years ago on a single day (Saturday). The 2020 project-based counts and the before and after comparison of one site are shown in Table 3.

In summary, from the comparison of counts, it can be concluded that both bicycle and pedestrian activity has been positively affected during the pandemic, especially on recreational routes and trails. The comparison also shows that weekday bicycle travel on most commuter routes and streets has stayed more or less constant from 2018 to 2020. On the other hand, pedestrian travel along commuter routes was lower during the pandemic during weekdays but higher on the weekends.

Anecdotally, the pandemic has corresponded to a surge in bicycle sales in Phoenix<sup>2,3</sup> and throughout Arizona as some former transit riders are turning to bicycling to create more social distancing, and other individuals find it as an ideal way to commute, exercise, and enjoy their community.

The remaining 18 citywide locations will be counted in mid-October 2020. This will enable the team to evaluate the lasting effects of the pandemic on bicycle and pedestrian activity. The 18 locations will include a mixture of commuter and recreational routes. The collection and analyses of bicycle and pedestrian counts are expected to continue in 2021.

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<sup>2</sup> *Phoenix-Area Bicycle Shops See Surge in Demand Amid Coronavirus Pandemic*, AZ Central.com, March 26, 2020, <https://www.azcentral.com/picture-gallery/news/local/phoenix/2020/03/26/phoenix-area-bike-shops-roll-coronavirus-spurs-surge-demand/2914055001/>

<sup>3</sup> *Pandemic Leads to a Bicycle Boom, and Shortage Around the World*, KTAR News, by the Associated Press, June 14, 2020, <https://ktar.com/story/3281938/pandemic-leads-to-a-bicycle-boom-and-shortage-around-world/>

**Table 1  
COMPARISON OF T2050 2018-2019-2020 CITYWIDE BICYCLE COUNTS FOR THE 22 SPRING LOCATIONS**

**Non-Recreational Count Locations**

Street Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Jefferson St w/o 19th Ave	BL	84	78	67	35	55	39	119	133	106
Central Ave n/o Elwood St	BL	243	207	162	191	242	224	434	449	386
Baseline Rd e/o 51st Ave	BL	93	65	88	44	37	70	137	102	158
51st Ave n/o Baseline Rd	BL	121	81	123	56	79	77	177	160	200
Roeser Rd e/o 7th St	BL	105	95	62	74	82	58	179	151	120
48th St s/o Warner Rd	BL	133	133	232	162	201	246	295	334	478
Ray Rd w/o 48th St	N/A	60	62	67	47	31	72	107	93	139
3rd Ave s/o Roosevelt St	BL	253	252	154	108	89	166	361	341	320
5th Ave s/o Roosevelt St	BL	368	402	159	138	103	243	506	505	402
15th Ave n/o Osborn Rd	BL	225	213	292	158	119	222	383	332	514
3rd St n/o McDowell Rd	BL	250	275	161	184	161	162	434	436	323
12th St n/o Indian School Rd	BL	314	284	327	244	162	256	558	446	583
15th Ave s/o Van Buren St	BL	220	235	395	106	121	229	326	356	624
Van Buren St w/o 16th St	N/A	183	209	185	105	114	137	288	323	322
Encanto Blvd w/o 35th Ave	BL	60	53	53	44	21	30	104	74	83
Sweetwater Ave e/o 35th Ave	BL	119	106	56	33	32	41	152	138	97
19th Ave n/o Deer Valley Rd	BL	131	73	131	76	60	85	207	133	216
56th St s/o Osborn Rd	BL	278	209	277	159	263	302	437	472	579
<b>Total</b>		<b>3,240</b>	<b>3,032</b>	<b>2,991</b>	<b>1,964</b>	<b>1,972</b>	<b>2,659</b>	<b>5,204</b>	<b>4,978</b>	<b>5,650</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>-6%</b>	<b>-1%</b>	<b>NA</b>	<b>0%</b>	<b>35%</b>	<b>NA</b>	<b>-4%</b>	<b>13%</b>

Facility Type: BL (Bike Lane), TR (Trail)

**Recreational Count Locations**

Street Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Grand Canal Trail n/o Thomas Rd	TR	276	294	643	163	183	762	439	477	1405
Campbell Ave w/o 44th St	BL	284	365	890	589	502	1358	873	867	2248
Dreamy Draw Trail e/o SR-51	TR	394	385	811	500	557	851	894	942	1662
Arizona Canal Trail e/o Central Ave	TR	638	583	1358	742	645	1688	1380	1228	3046
<b>Total</b>		<b>1,592</b>	<b>1,627</b>	<b>3,702</b>	<b>1,994</b>	<b>1,887</b>	<b>4,659</b>	<b>3,586</b>	<b>3,514</b>	<b>8,361</b>
<b>Year over Year % Change</b>		<b>NA</b>	<b>2%</b>	<b>128%</b>	<b>NA</b>	<b>-5%</b>	<b>147%</b>	<b>NA</b>	<b>-2%</b>	<b>138%</b>

Facility Type: BL (Bike Lane), TR (Trail)



**Table 2**  
**COMPARISON OF T2050 2018-2019-2020 CITYWIDE PEDESTRIAN COUNTS FOR THE 22 SPRING LOCATIONS**

**Non-Recreational Count Locations**

Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Jefferson St w/o 19th Ave	SW	292	163	142	54	59	54	346	222	196
Central Ave n/o Elwood St	SW	180	139	148	70	45	57	250	184	205
Baseline Rd e/o 51st Ave	SW	302	228	174	162	139	119	464	367	293
51st Ave n/o Baseline Rd	SW	409	462	369	210	303	246	619	765	615
Roeser Rd e/o 7th St	SW	265	191	85	63	185	50	328	376	135
48th St s/o Warner Rd	SW	91	114	215	70	109	208	161	223	423
Ray Rd w/o 48th St	SW	155	222	105	113	68	84	268	290	189
3rd Ave s/o Roosevelt St	SW	596	560	428	247	230	294	843	790	722
5th Ave s/o Roosevelt St	SW	439	375	567	278	242	372	717	617	939
15th Ave n/o Osborn Rd	SW	693	499	244	76	68	132	769	567	376
3rd St n/o McDowell Rd	SW	356	299	318	130	146	254	486	445	572
12th St n/o Indian School Rd	SW	499	517	335	270	404	179	769	921	514
15th Ave s/o Van Buren St	SW	1026	729	1144	287	222	724	1313	951	1868
Van Buren St w/o 16th St	SW	361	238	206	163	164	135	524	402	341
Encanto Blvd w/o 35th Ave	SW	109	148	62	47	43	31	156	191	93
Sweetwater Ave e/o 35th Ave	SW	200	318	110	46	45	43	246	363	153
19th Ave n/o Deer Valley Rd	SW	166	126	174	26	34	22	192	160	196
56th St s/o Osborn Rd	SW	374	691	167	179	54	88	553	745	255
<b>Total</b>		<b>6,513</b>	<b>6,019</b>	<b>4,993</b>	<b>2,491</b>	<b>2,560</b>	<b>3,092</b>	<b>9,004</b>	<b>8,579</b>	<b>8,085</b>
<b>Year over Year % Change</b>		NA	-8%	-17%	NA	3%	21%	NA	-5%	-6%

Facility Type: SW (Sidewalk), TR (Trail)

**Recreational Count Locations**

Location	Facility Type	Weekdays			Weekends			All Days		
		2018	2019	2020	2018	2019	2020	2018	2019	2020
Grand Canal Trail n/o Thomas Rd	TR	397	377	622	148	233	439	545	610	1061
Campbell Ave w/o 44th St	SW	264	375	583	190	234	497	454	609	1080
Dreamy Draw Trail e/o SR-51	TR	135	121	417	128	154	271	263	275	688
Arizona Canal Trail e/o Central Ave	TR	376	428	1124	354	424	1173	730	852	2297
<b>Total</b>		<b>1,172</b>	<b>1,301</b>	<b>2,746</b>	<b>820</b>	<b>1,045</b>	<b>2,380</b>	<b>1,992</b>	<b>2,346</b>	<b>5,126</b>
<b>Year over Year % Change</b>		NA	11%	111%	NA	27%	128%	NA	18%	118%

Facility Type: SW (Sidewalk), TR (Trail)

**Table 3**  
**2020 T2050 PROJECT-RELATED BIKE AND PEDESTRIAN COUNT SUMMARY**  
**( 3 Day Total / 6 AM - 6 PM)**

Location	Date	Ped	Bike	Weather	
				Temp *	Precip.
16th St between Jefferson St and Roosevelt St	4/2/2020	336	123	84	0
Indian Bend Wash Trail west of Tatum Blvd	4/2/2020	1205	443	84	0
Hatcher between 7th Ave and 19th Ave	4/2/2020	701	475	84	0
40th St between Washington St and SR Loop 202	4/2/2020	99	119	84	0
7th St south of Lincoln St	4/2/2020	143	64	84	0
Oak St east of 3rd St	4/2/2020	136	131	84	0
20th St south of Oak St	3/26/2020	151	87	69	0

\*Note: Temperature is the average of the high temperatures over the 3-day study period.

**BEFORE v. AFTER T2050 BIKE AND PEDESTRIAN COUNT COMPARISON**

Location	Year	Ped			Bike			Weather	
		Th	Fr	Sa	Th	Fr	Sa	Temp *	Precip.
Indian Bend Wash Trail west of Tatum Blvd	2018	-	-	253	-	-	43	79	0
	2020	407	395	403	133	110	200	84	0

\*Note: Temperature is the average of the high temperatures over the 3-day study period.

# DRAFT GAME PLAN FOR GETTING TO SILVER

In May 2020 Phoenix was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists. The following game plan highlights key steps the City will take to achieve Silver Level Bicycle Friendly Community designation.

## RECOMMENDATIONS FROM THE LEAGUE OF AMERICAN BICYCLISTS

## NEXT STEPS FOR THE STREET TRANSPORTATION DEPT.

Expand the bicycle network for all ages and abilities



Assess all pavement projects for potential bike lanes, seek funding for bike paths along canals, and add buffers to existing bike lanes where feasible

Implement Complete Streets



Review all new capital projects and development projects to make sure they follow the Complete Streets ordinance

Adopt design guidelines for biking infrastructure



Create design guidelines for active transportation in Phoenix during the Active Transportation Plan process

Add more high quality bike parking

Update and expand the existing Bike Rack Program

Expand bicycle safety education



Add another staff person to the Safe Routes To School program

Adopt a comprehensive road safety plan

Look for funding opportunities to draft a city-wide Road Safety Plan



Set bike ridership goals and conduct counts



Research counting technology and identify a pilot opportunity

