

# APPENDICES

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Appendices are available for download on the City of Yuma website at [www.yumaaz.gov/community-development/bikeways-of-yuma](http://www.yumaaz.gov/community-development/bikeways-of-yuma)

**APPENDIX A**  
**INVENTORY OF**  
**EXISTING BIKEWAYS**

## INVENTORY OF EXISTING BIKEWAYS

TYPE	ROADWAY	SEGMENT (FROM)	SEGMENT (TO)	LENGTH (FT)	LENGTH (MILES)
<b>EXISTING BIKE PATHS</b>	4TH AVE	33RD ST	37TH ST	2431	0.46
	4TH AVE CURVE	CATALINA DR	CATALINA DR	2263	0.43
	20TH LN ALIGNMENT	44TH AVE ALIGNMENT	43RD DR	195	0.04
	20TH ST	AVE B	CAMINO TERRA	4267	0.81
	24TH ST	AVE C	AVE B	5169	0.98
	29TH LN ALIGNMENT	BARKLEY RANCH AVE	45TH AVE	1133	0.21
	32ND ST	RANCHO WAY	PINTO WAY	1311	0.25
	32ND ST	CATALINA DR	ARIZONA AVE	1048	0.20
	32ND ST	PACIFIC AVE	AVE 3E	5127	0.97
	32ND ST	AVE 7 1/2 E	AVE 8 1/2 E	5127	0.97
	40TH ST	E MAIN CANAL	AVE A	1821	0.34
	44TH AVE ALIGNMENT	20TH ST	21ST ST ALIGNMENT	1200	0.23
	45TH AVE	28TH ST	32ND ST	2572	0.49
	AVE 3E	32ND ST	MCAS ENTRANCE	4513	0.85
	AVE A	HOLLY DR	40TH ST	5918	1.12
	COLORADO RIVER LEVEE LINEAR PARK	E WETLANDS	JOE HENRY PARK	18145	3.44
	E MAIN CANAL LINEAR PARK	CO RIVER LEVEE LINEAR PARK	40TH ST	29671	5.62
	E MAIN CANAL LINEAR PARK	CROSSING CANAL AT 21ST ST ALIGNMENT		238	0.05
	GILA ST EXTENSION	GATEWAY PARK	1ST ST	1114	0.21
	GILA ST PATH (CANAL WALK)	4TH AVE	MADISON AVE	1392	0.26
QUARTERMASTER DEPOT PATH	4TH AVE	OLD CITY HALL	1185	0.22	
S FRONTAGE RD	AVE 8 1/2 E	DESERT AIR BLVD	539	0.10	
W MAIN CANAL LINEAR PARK	AVE B	AVE A	5748	1.09	
				<b>19.34</b>	
<b>EXISTING BIKE LANES</b>	4TH AVE	14TH PL	17TH ST	1576	0.30
	5TH AVE	8TH ST	N OF 14TH ST	3789	0.72
	12TH ST	AVE C	AVE B	5116	0.97
	16TH ST	7TH AVE	1ST AVE	2419	0.46
	21ST DR	25TH ST	32ND ST	4502	0.85
	22ND ST	AVE A	4TH AVE	2610	0.49
	24TH ST	AVE B	E MAIN CANAL	3645	0.69
	24TH ST	AVE 6E	AVE 9E	15902	3.01
	28TH ST	AVE D	45TH DR	2433	0.46
	28TH ST	33RD DR	21ST ST	3978	0.75
	28TH ST	RON WATSON MS ENTRANCE	AVE 10E	1313	0.25
	20TH ST	45TH AVE	AVE B	7656	1.45
	31ST AVE	24TH ST	28TH ST	2615	0.50
	32ND ST	AVE D	45TH AVE	2599	0.49
	33RD DR	24TH ST	28TH ST	2571	0.49
	38TH ST	AVE C	AVE B 1/2 ALIGNMENT	2508	0.48
	AVE 7 1/2 E	N OF 24TH ST	24TH ST	345	0.07
	AVE 8 1/2 E	32ND ST	39TH ST	4880	0.92
	AVE C	16TH ST	24TH ST	5083	0.96
	BARKLEY RANCH AVE	28TH ST	32ND ST	2586	0.49
	ORANGE AVE	1ST AVE	ORANGE AVE/3RD AVE	855	0.16
	ORANGE AVE	ORANGE AVE	10TH ST	3425	0.65
	OTONDO DR	AVE 8E	TELEGRAPH ST ALIGNMENT	2938	0.56
PACIFIC AVE	12TH ST	16TH ST	2495	0.47	
				<b>16.64</b>	
<b>EXISTING BIKE ROUTES</b>	1ST AVE	16TH ST	17TH ST	655	0.12
	1ST AVE	24TH ST	25TH ST	676	0.13
	1ST AVE	28TH ST	CATALINA DR	1193	0.23
	1ST ST	5TH AVE	GILA ST	2950	0.56
	3RD AVE	1ST ST	ORANGE AVE	2389	0.45
	3RD AVE	10TH ST	14TH ST	2672	0.51
	3RD AVE	17TH ST	22ND ST	3593	0.68
	3RD ST	AVE B	AVE A	5348	1.01
	4TH ST	5TH AVE	6TH AVE	308	0.06
	5TH AVE	1ST ST	4TH ST	1986	0.38

<b>EXISTING BIKE ROUTES (CONT.)</b>	5TH AVE	6TH ST	8TH ST	1169	0.22
	5TH AVE	N OF 14TH ST	22ND ST	4055	0.77
	6TH AVE	4TH ST	6TH ST	1271	0.24
	6TH ST	6TH AVE	5TH AVE	306	0.06
	7TH ST	14TH AVE	AVE A	1138	0.22
	8TH AVE	22ND ST	32ND ST	6634	1.26
	10TH AVE	20TH ST	22ND ST	1333	0.25
	14TH AVE	7TH ST	8TH ST	377	0.07
	14TH AVE	8TH ST	22ND ST	9227	1.75
	17TH ST	3RD AVE	1ST AVE	662	0.13
	18TH AVE	24TH ST	27TH ST	1950	0.37
	19TH ST	14TH AVE	3RD AVE	4647	0.88
	20TH ST	AVE A	10TH AVE	683	0.13
	20TH ST	3RD AVE	3RD AVE	286	0.05
	PENDERGAST AVE	16TH ST	20TH ST	2564	0.49
	22ND ST	4TH AVE	3RD AVE	374	0.07
	25TH ST	VIRGINIA DR	1ST AVE	581	0.11
	26TH PL	MADISON AVE	ARIZONA AVE	1163	0.22
	27TH ST	21ST DR	18TH AVE	1375	0.26
	27TH ST	VIRGINIA DR	MADISON AVE	750	0.14
	AVE A	16TH ST	24TH ST	5242	0.99
	CAMINO ALAMEDA	CAMINO PRADERA	24TH ST	1439	0.27
	CAMINO PRADERA	CAMINO ALAMEDA	CAMINO TIERRA	575	0.11
	CATALINA DR	8TH AVE	W PALO VERDE ST	2470	0.47
	CATALINA DR	PALO VERDE DR	32ND ST	1600	0.30
	ELKS LN	22ND ST	24TH ST	1596	0.30
	HOLLY DR	AVE A	PARK LN	820	0.16
	MADISON AVE	26TH PL	27TH ST	480	0.09
	MAGNOLIA AVE	1ST ST	8TH ST	4274	0.81
	PALO VERDE DR	1ST AVE	28TH ST	980	0.19
	PALO VERDE DR	ARIZONA AVE	BARBARA AVE ALIGNMENT	4187	0.79
	PALO VERDE DR	PACIFIC AVE	AVE 2 1/2E	2702	0.51
	PARK LN	HOLLY DR	8TH AVE	699	0.13
	PARKWAY DR	14TH AVE	RIDGEVIEW DR	522	0.10
	RIDGEVIEW DR	PARKWAY DR	21ST ST ALIGNMENT	798	0.15
	VIRGINIA DR	25TH ST	28TH ST	2041	0.39
			<b>17.56</b>		
<b>TOTAL EXISTING BIKEWAYS</b>				<b>53.54</b>	

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**APPENDIX B**  
**INVENTORY OF**  
**PROPOSED BIKEWAYS**

TYPE	ROADWAY	SEGMENT (FROM)	SEGMENT (TO)	PRIORITY	LENGTH (FT)	LENGTH (MILES)
<b>PROPOSED BIKE PATHS</b>	12TH ST	E MAIN CANAL LP	14TH AVE	LOW	1099	0.21
	16TH ST	AVE C	AVE B	HIGH	5271	1.00
	32ND ST	THACKER LATERAL LP	AVE B	MID	2629	0.50
	32ND ST	AVE B	AVE A	HIGH	5217	0.99
	32ND ST	AVE A	4TH AVE/BIG CURVE	LOW	3575	0.68
	32ND ST	ARIZONA AVE	PACIFIC AVE	HIGH	4955	0.94
	32ND ST	AVE 3E	AVE 7 1/2 E ALIGNMENT	HIGH	23790	4.51
	32ND ST	S DESERT AIR BLVD	AVE 9E	LOW	2011	0.38
	47TH AVE ALIGNMENT	CENTRAL DRAIN	24TH ST	LOW	1342	0.25
	AVE 3E	MCAS YUMA ENTRANCE	E COUNTY 14TH ST	LOW	11200	2.12
	AVE 6E	41ST ST	46TH ST	HIGH	3656	0.69
	AVE B ALIGNMENT	JOE HENRY PARK RD	1ST ST	LOW	2009	0.38
	AVE D	CENTRAL DRAIN	28TH ST	LOW	3857	0.73
	B 3.7 LATERAL LINEAR PARK	23RD ST	E PALO VERDE ST	LOW	3266	0.62
	B 3.7 LATERAL LINEAR PARK	23RD ST	PACIFIC AVE	HIGH	3056	0.58
	B CANAL	PACIFIC AVE	AVE 4E	LOW	12743	2.41
	CENTRAL DRAIN	AVE D	THACKER LATERAL	LOW	7816	1.48
	CENTRAL CANAL/36TH ST ALIGNMENT	AVE D	E MAIN CANAL LP	LOW	12794	2.42
	CENTRAL STUB NO. 3 DRAIN	12TH ST	CENTRAL DRAIN	LOW	6588	1.25
	COLORADO RIVER LEVEE LINEAR PARK	AVENUE D	JOE HENRY PARK	MID	12186	2.31
	COLORADO RIVER LEVEE LINEAR PARK	E WETLANDS	AVE 7E	HIGH	29378	5.56
	E MAIN CANAL LINEAR PARK	40TH ST	COUNTY 14TH ST	MID	11211	2.12
	LAWLER LATERAL/45TH AVE ALIGNMENT	CENTRAL DRAIN	28TH ST	MID	3825	0.72
	PACIFIC AVE	COLORADO RIVER LEVEE LP	8TH ST	HIGH	1433	0.27
	PACIFIC AVE	16TH ST	32ND ST	HIGH	10614	2.01
	REDONDO CENTER DR	GISS PKWY	16TH ST	LOW	8470	1.60
	S GILA VALLEY CANAL LINEAR PARK	AVE 3E	AVE 9E	LOW	37557	7.11
	THACKER LATERAL LINEAR PARK	1ST ST	W MAIN CANAL LP	MID	814	0.15
	THACKER LATERAL LINEAR PARK	W MAIN CANAL LP	24TH ST	HIGH	14800	2.80
	THACKER LATERAL LINEAR PARK	24TH ST	40TH ST	MID	10418	1.97
	W MAIN CANAL LINEAR PARK	AVE D	AVE B	MID	11706	2.22
	<b>TOTAL PROPOSED BIKE PATHS (MILES)</b>					<b>51.00</b>
<b>PROPOSED BIKE LANES</b>	1ST AVE	9TH ST	16TH ST	MID	4647	0.88
	1ST ST	AVE C	AVE B	LOW	5180	0.98
	1ST ST	AVE B	4TH AVE	HIGH	8349	1.58
	3RD ST	AVE B	4TH AVE	LOW	8345	1.58
	4TH AVE	17TH ST	19TH ST	LOW	1313	0.25
	4TH AVE	14TH ST	15TH ST	LOW	393	0.07
	4TH AVE	32ND ST	?	LOW	1126	0.21
	4TH AVE	37TH ST	40TH ST	LOW	1766	0.33
	8TH ST	AVE D	1ST AVE	MID	19652	3.72
	8TH ST	CASTLE DOME AVE	AVE 3E ALIGNMENT	LOW	7626	1.44
	10TH ST	14TH AVE	ARIZONA AVE	MID	6234	1.18
	12TH ST	AVE D	AVE C	MID	5196	0.98
	12TH ST	AVE B	DORA AVE	LOW	2339	0.44
	12TH ST	14TH AVE	ARIZONA AVE	MID	6779	1.28
	12TH ST	CASTLE DOME AVE	AVE 3E	MID	7909	1.50
	16TH ST	AVE D	AVE C	LOW	5229	0.99
	16TH ST	AVE B	7TH AVE	HIGH	6824	1.29
	16TH ST	1ST AVE	PACIFIC AVE	HIGH	6594	1.25
	16TH ST/HWY 95	PACIFIC AVE	AVE 8E	LOW	31794	6.02
	21ST DR	24TH ST	25TH ST	MID	684	0.13
	24TH ST	AVE D	AVE C	MID	4954	0.94
	24TH ST	14TH AVE	AVE A	HIGH	712	0.13
	24TH ST	PACIFIC AVE	AVE 3E	MID	5336	1.01
	24TH ST	AVE 3E	AVE 6E	LOW	16284	3.08
	26TH ST	SUNSET TERRACE BLVD	ARABY RD	LOW	1246	0.24
	28TH ST	45TH AVE/LAWLER LATERAL	THACKER LATERAL	MID	4999	0.95
	28TH ST	8TH AVE	MADISON AVE	MID	2743	0.52
	28TH ST	AVE 9E	RON WATSON ENTRANCE	MID	4277	0.81
	32ND ST	45TH AVE/LAWLER LATERAL	THACKER LATERAL	MID	5121	0.97
	40TH ST	AVE D	THACKER LATERAL	LOW	7897	1.50
	40TH ST	AVE A	ARIZONA AVE	LOW	5245	0.99
	40TH ST	AVE 3E	AVE 10E	MID	36999	7.01
48TH ST	AVE 5E	AVE 10E	LOW	26536	5.03	
AVE 2 1/2 E	24TH ST	32ND ST	LOW	4964	0.94	
AVE 3E	8TH ST	32ND ST	MID	15764	2.99	
AVE 3 1/2 E	PALO VERDE ST ALIGNMENT	44TH ST	LOW	10958	2.08	

<b>PROPOSED BIKE LANES (CONT.)</b>	AVE 4E	32ND ST	COUNTY 14TH ST	LOW	15818	3.00
	AVE 5E	32ND ST	COUNTY 14TH ST	LOW	15865	3.00
	AVE 6E	32ND ST	41ST ST	LOW	5905	1.12
	AVE 6E	46TH ST	COUNTY 14TH ST	LOW	6097	1.15
	AVE 7E	COLORADO RIVER LEVEE LP	HWY 95	LOW	8894	1.68
	AVE 7E	32ND ST	COUNTY 14TH ST	LOW	15806	2.99
	AVE 7 1/2 E	S GILA VALLEY CANAL	DESERT MESA ELEMENTARY SCHOOL	MID	1688	0.32
	AVE 8E	32ND ST	COUNTY 14TH ST	LOW	15972	3.03
	AVE 8E	HWY 95	S GILA VALLEY CANAL	LOW	2266	0.43
	AVE 8 1/2 E	39TH ST	40TH ST	LOW	267	0.05
	AVE 9E	HWY 95	24TH ST	LOW	5269	1.00
	AVE 9E	24TH ST	N FRONTAGE RD	HIGH	5035	0.95
	AVE 9E	S FRONTAGE RD	COUNTY 14TH ST	LOW	15749	2.98
	AVE 10E	COUNTY 10TH ST	COUNTY 14TH ST	MID	5049	0.96
	AVE 10E	S FRONTAGE RD	COUNTY 14TH ST	MID	15763	2.99
	AVE A	40TH ST	COUNTY 14TH ST	MID	11698	2.22
	AVE B	1ST ST	CENTRAL MAIN CANAL	MID	22912	4.34
	AVE C	1ST ST	16TH ST	MID	9624	1.82
	AVE C	24TH ST	COUNTY 14TH ST	MID	21050	3.99
	AVE D	8TH ST	CENTRAL DRAIN	LOW	9300	1.76
	AVE D	28TH ST	COUNTY 14TH ST	LOW	18551	3.51
	ARABY RD	HWY 95	24TH ST	LOW	5257	1.00
	ARABY RD	24TH ST	32ND ST	HIGH	5253	0.99
	ARIZONA AVE	GISS PKWY	16TH ST	MID	8267	1.57
	ARIZONA AVE	16TH ST	PALO VERDE ST	HIGH	7819	1.48
	ARIZONA AVE	32ND ST	40TH ST	LOW	5198	0.98
	CASTLE DOME AVE	8TH ST	YUMA PALMS PKWY	LOW	5830	1.10
	COUNTY 14TH ST	AVE D	AVE 10E	LOW	68892	13.05
	GILA RIDGE RD	PACIFIC AVE	ARABY RD	LOW	25210	4.77
	GISS PKWY	4TH AVE	PRISON HILL RD	MID	3228	0.61
	GISS PKWY	PRISON HILL RD	CASTLE DOME	MID	4615	0.87
	MESA AVE	S FRONTAGE RD	40TH ST	LOW	5169	0.98
	N FRONTAGE RD	32ND ST	AVE 9E	LOW	6379	1.21
	N FRONTAGE RD	AVE 9E	AVE 10E	HIGH	5355	1.01
	NIGHTFALL DR	VIEW PKWY	SUNSET TERRACE BLVD	LOW	720	0.14
	OCEAN TO OCEAN BRIDGE	CALIFORNIA	ARIZONA	MID	466	0.09
	OTONDO DR	SCHOOL ENTRANCE	24TH ST	MID	1265	0.24
	PACIFIC AVE	8TH ST	12TH ST	HIGH	2661	0.50
	PALO VERDE ST	AVE 2 1/2 E	AVE 3E	HIGH	2605	0.49
	PALO VERDE ST	AVE 3 E	AVE 3 1/2 E	LOW	2009	0.38
S FRONTAGE RD	AVE 9E	AVE 10E	LOW	5316	1.01	
SUNSET TERRACE BLVD	NIGHTFALL DR	26TH ST	LOW	2097	0.40	
VIEW PKWY	TWILIGHT AVE	NIGHTFALL DR	LOW	2802	0.53	
YUMA PALMS PKWY	CASTLE DOME AVE	16TH ST	LOW	509	0.10	
					<b>TOTAL PROPOSED BIKE LANES (MILES)</b>	<b>132.10</b>

<b>PROPOSED BIKE ROUTES</b>	1ST AVE	1ST ST	9TH ST	LOW	5040	0.95
	1ST AVE	17TH ST	24TH ST	LOW	4579	0.87
	5TH AVE	17TH ST	18TH ST	LOW	662	0.13
	5TH ST	LAWLER LATERAL	THACKER LATERAL	MID	7779	1.47
	5TH ST	MAGNOLIA AVE	MAIN ST	MID	7294	1.38
	6TH PL	DORA AVE	MAGNOLIA AVE	MID	1067	0.20
	7TH ST	AVE A	5TH AVE	LOW	2224	0.42
	8TH AVE	5TH ST	7TH ST	LOW	1292	0.24
	8TH AVE	14TH ST	16TH ST	LOW	1284	0.24
	8TH AVE	16TH ST	22ND ST	LOW	3968	0.75
	8TH AVE	32ND ST	36TH ST	LOW	1545	0.29
	10TH ST	DORA AVE	MAGNOLIA AVE	LOW	1029	0.19
	14TH AVE	3RD ST	5TH ST	LOW	1213	0.23
	14TH ST	8TH AVE	1ST AVE	LOW	2666	0.50
	15TH PL	HETTEMA ST	GATEWAY DR	LOW	806	0.15
	17TH ST	1ST AVE	MAPLE AVE	LOW	658	0.12
	19TH ST	3RD AVE	ARIZONA AVE	LOW	1945	0.37
	20TH ST	AVE D	45TH AVE	LOW	2652	0.50
	20TH ST	16TH ST	PACIFIC AVE	LOW	5760	1.09
	21ST AVE	6TH PL	8TH ST	LOW	1028	0.19
	21ST DR	12TH ST	13TH LN	LOW	1486	0.28
	22ND ST	3RD AVE	B 3.7 LATERAL	HIGH	5291	1.00
	26TH ST	AVE 7E	OTONDO DR	LOW	6796	1.29
	28TH ST	MADISON AVE	PALO VERDE ST	LOW	636	0.12

<b>PROPOSED BIKE ROUTES (CONT.)</b>	36TH ST	AVE A	8TH AVE	LOW	1296	0.25
	AVE 7E	24TH ST	26TH ST	LOW	1312	0.25
	ARIZONA AVE	PALO VERDE ST	32ND ST	HIGH	2953	0.56
	DORA AVE	8TH ST	12TH ST ALIGNMENT	LOW	2556	0.48
	ENGLER AVE	24TH ST	PALO VERDE ST	MID	2612	0.49
	GATEWAY DR	15TH PL	16TH ST	LOW	412	0.08
	HETTEMA ST	13TH PL	15TH PL	LOW	884	0.17
	LAWLER LATERAL	W MAIN CANAL LP	8TH ST	LOW	2201	0.42
	MADISON AVE	COLORADO RIVER LEVEE LP	1ST ST	MID	1026	0.19
	MAGNOLIA AVE	8TH ST	10TH ST	LOW	1251	0.24
	MAIN ST	1ST ST	GISS PKWY	LOW	1575	0.30
	MAPLE AVE	17TH ST	19TH ST	LOW	1280	0.24
	MAY AVE	W MAIN CANAL LP	8TH ST	LOW	3454	0.65
	OTONDO DR	24TH ST	26TH ST	LOW	1252	0.24
	PALO VERDE ST	BARBARA AVE ALIGNMENT	PACIFIC AVE	HIGH	1181	0.22
	PIMA LN	8TH ST	12TH ST	LOW	2814	0.53
	<b>TOTAL PROPOSED BIKE ROUTES (MILES)</b>					<b>18.33</b>
<b>TOTAL PROPOSED BIKEWAYS (MILES)</b>						<b>201.43</b>

EXPORT DATE: 3/6/2019



APPENDIX C

# BICYCLE FRIENDLY COMMUNITY 2017 REPORT CARD



# YUMA, AZ

## TOTAL POPULATION

100,049

## TOTAL AREA (sq. miles)

63

## POPULATION DENSITY

1,588

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Yuma
High Speed Roads with Bike Facilities	40%	25%
Total Bicycle Network Mileage to Total Road Network Mileage	47%	12%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	11%	1%
Bike Month and Bike to Work Events	GOOD	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 91K	1 PER 154K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	2.2/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3.2/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3.9/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	4.3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3.1/10

## KEY OUTCOMES

	Average Silver	Yuma
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.6%	0.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	549	768
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	7.3	47.4



## KEY STEPS TO SILVER



» Strengthen your Complete Streets policy or process to ensure more rigorous implementation and reporting. A strong Complete Streets policy and process will ensure that your community maximizes opportunities to improve bicycling and walking infrastructure at a low cost.

» Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.

» Bicycle-safety education should be a routine part of education, for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to expand and improve your in-school bicycle education program. Yuma's application

indicated that middle and high schools would particularly benefit from expanded in-school bicycle education opportunities.

» Improve Bike Month activities by creating a Bike to Work Day event and Bike to School Day event. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.

» Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.

# APPENDIX D

# SURVEY & SURVEY RESULTS

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## Bikeways Survey - English Bikeways Survey - Spanish Survey Results

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The planning process started with a two-month-long survey and interactive online map open to the general population and conducted from mid-February through mid-April 2018. The survey, available in both online and paper versions and in English and Spanish, had a total of 387 respondents. Of the respondents, 343 answered the survey online at [cityofyuma.mysocialpinpoint.com/bikeways-plan](http://cityofyuma.mysocialpinpoint.com/bikeways-plan). In addition to the online survey, surveys were available in printed form at City Hall, at the public open house, and at specific meetings. The City partnered with Yuma County Public Health Services District staff to distribute Spanish versions of the survey at some of their neighborhood meetings in the downtown area. This effort produced 24 responses. Spanish surveys were also distributed at a weekly meeting of seasonal farmworkers at Foothills Packing in early April.

In total, approximately 57% of respondents were male and 41% female. Most respondents were between the ages of 21 and 40 years old, but overall age distribution was nearly even. Over 80% were full-time residents of the Yuma area (City of County residents), with 71% reporting themselves to be City residents. Most bike rides (68%) are less than ten miles in distance. Farmworkers were more likely to ride frequently, with 75% reporting they ride seven days a week. They were also the most likely group to bike for utilitarian purposes, with 90% citing shopping and routine errands as a primary reason for biking.

By far, the primary reason people don't ride more often is the lack of bike paths, lanes, and designated routes. Of the different types of bikeways, most people prefer off-street bike paths. Most respondents identified as primarily recreational riders (71%), with only 6% identifying as utilitarian riders, and the remaining 23% enjoyed riding for both recreational and utilitarian reasons.

Survey respondents also offered valuable insight about bikeways on specific roadways, intersections, and neighborhoods. A complete list of all the comments received is included in the following pages.

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## SURVEY

The City of Yuma is in the process of updating the Bicycle Master Plan. The plan is designed to help make Yuma a safer, more comfortable, and more pleasant place for bicycling. During the next several months, there will be a number of events that will invite your participation in helping to improve facilities and programs in Yuma. Now, at the beginning of the planning process, you can help by completing this survey about bicycling in the city. We value your opinion and thank you for your help!

**1. Why do you bike? (Check all that apply)**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><input type="radio"/> Exercise/health reasons</li> <li><input type="radio"/> Enjoyment</li> <li><input type="radio"/> Environmental and/or social reasons</li> <li><input type="radio"/> Financial reasons</li> <li><input type="radio"/> Shopping/routine errands</li> <li><input type="radio"/> Commuting to work</li> </ul> | <ul style="list-style-type: none"> <li><input type="radio"/> Commuting to school</li> <li><input type="radio"/> To get to transit</li> <li><input type="radio"/> I don't bike</li> <li><input type="radio"/> Other (please specify)<br/>_____</li> </ul> |
|---|--|

**2. Approximately how many days per week do you ride? (Please circle one)**

0      1      2      3      4      5      6      7




**3. What is the average distance of your rides (one-way)?**

- Under 2 miles
- 3-5 miles
- 6-10 miles
- 11-24 miles
- 25 miles or more

**4. What prevents you from biking more often? (Check all that apply)**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><input type="radio"/> Not enough bike paths, lanes, or designated routes</li> <li><input type="radio"/> Insufficient bike parking or storage</li> <li><input type="radio"/> Bikeways/roadways in poor condition</li> <li><input type="radio"/> Unsafe/unlawful motorist behavior</li> <li><input type="radio"/> Destinations are too far away</li> <li><input type="radio"/> Too many things to carry</li> </ul> | <ul style="list-style-type: none"> <li><input type="radio"/> I travel with small children</li> <li><input type="radio"/> I don't feel safe riding in traffic</li> <li><input type="radio"/> I don't have enough time</li> <li><input type="radio"/> Weather</li> <li><input type="radio"/> Insufficient lighting</li> <li><input type="radio"/> Other (please specify):<br/>_____</li> </ul> |
|---|--|

5. Please rate your level of preference for each of the following bicycle facilities on a scale from 1 to 5, with 1 being not at all preferred and 5 being highly preferred. (Please circle one number for each type.)

		NOT PREFERRED			HIGHLY PREFERRED	
<b>Off-Street Paved Bike Path</b>		1	2	3	4	5
<b>On-Street Bike Lanes</b>		1	2	3	4	5
<b>Bike Routes</b> <i>Low traffic streets with signage alerting a shared road.</i>		1	2	3	4	5
<b>Unpaved Trails or Dirt Paths</b>		1	2	3	4	5
<b>Standard road with no designated bikeway</b>		1	2	3	4	5

6. Which of the following improvements would influence you to bike more often? (Check all that apply)

- More paved off-street bike paths
- More bike lanes on major streets
- More designated bike routes
- Bicycle boulevards
- More on-road bike signage
- More education, encouragement, and enforcement programs
- Increased maintenance to bikeways & roadways
- More bicycle parking/storage
- Showers and lockers at work
- Other (please specify): \_\_\_\_\_

7. Which Yuma neighborhoods or areas are difficult for bicyclists and why?

Area & Concern: \_\_\_\_\_  
 Area & Concern: \_\_\_\_\_  
 Area & Concern: \_\_\_\_\_

8. Which Yuma roadways and intersections are difficult for bicyclists and why?

Area & Concern: \_\_\_\_\_  
 Area & Concern: \_\_\_\_\_  
 Area & Concern: \_\_\_\_\_

9. **Where do you live?** This information will not be used to add you to a mailing list, rather it will be used solely to assess the level of service based on location.

Address or nearest intersection: \_\_\_\_\_

Zip Code: \_\_\_\_\_

10. **What is your gender?**

- Male
- Female
- Prefer not to answer

11. **How old are you?**

- 20 and under
- 21-40
- 41-60
- 61+

12. **Are you a full-time resident in the Yuma area?**

- Yes
- No

13. **Are you a City resident?**

- Yes
- No

14. **Please provide any additional comments regarding desired improvements to the bicycle network in Yuma.**

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If you would like to be notified about public workshops and other important project milestones, please provide your contact information below. If you prefer one method of contact (i.e., email only), please provide only that information.

Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Thank you for participating to make bicycling better in Yuma! To make location-specific comments, please visit our public input map at <https://cityofyuma.mysocialpinpoint.com/bikeways-plan>.





## ENCUESTA

La Ciudad de Yuma está en proceso de actualización del Plan Maestro de Bicicletas (Bicycle Master Plan). El plan está designado para ayudar a que Yuma sea un lugar más seguro, más cómodo, y más agradable para andar en bicicleta. Durante los próximos meses, habrá una serie de eventos que invitarán su participación para ayudar a mejorar las instalaciones y programas en Yuma. Ahora, en el comienzo del proceso de planificación, usted puede ayudar al completar esta encuesta sobre el uso de bicicleta en la ciudad. ¡Valoramos su opinión y le agradecemos mucho su ayuda!

**1. ¿Por qué utiliza usted la bicicleta? (Puede marcar más de una opción)**

- |   |  |
|---|--|
| <input type="radio"/> Razones de ejercicio/salud          | <input type="radio"/> Transporte a la escuela  |
| <input type="radio"/> Diversión                           | <input type="radio"/> Conectar a otro medio de transporte (por ejemplo, parada de autobús) |
| <input type="radio"/> Razones ambientales/sociables       | <input type="radio"/> Yo no utilizo la bicicleta   |
| <input type="radio"/> Razones financieras                 | <input type="radio"/> Otro (por favor especifique):  |
| <input type="radio"/> Realizar compras/encargos de rutina | _____  |
| <input type="radio"/> Transporte al trabajo               |  |

**2. ¿Aproximadamente cuantos días por semana utiliza usted la bicicleta? (Por favor circule un número)**

0      1      2      3      4      5      6      7






**3. ¿Cuál es la distancia en promedio de sus viajes en bicicleta (una sola dirección)?**

- Menos de 2 millas
- 3-5 millas
- 6-10 millas
- 11-24 millas
- 25 millas o más

**4. ¿Qué le impide andar en bicicleta con más frecuencia? (Puede marcar más de una opción)**

- |   |  |
|---|--|
| <input type="radio"/> No hay suficientes senderos, carriles, o rutas designadas     | <input type="radio"/> Demasiadas cosas para cargar                   |
| <input type="radio"/> Insuficiente estacionamiento o almacenamiento para bicicletas | <input type="radio"/> Viajo con niños pequeños                       |
| <input type="radio"/> Rutas designadas/carreteras en malas condiciones              | <input type="radio"/> No me siento seguro(a) manejando en el tráfico |
| <input type="radio"/> Comportamiento de conductores inseguro/ilegal                 | <input type="radio"/> No tengo suficiente tiempo                     |
| <input type="radio"/> Las destinaciones están muy lejos                             | <input type="radio"/> Clima  |
|   | <input type="radio"/> Alumbrado público es insuficiente              |
|   | <input type="radio"/> Otro (por favor especifique):                  |
|   | _____  |

5. Por favor evalúe su nivel de preferencia en cada una de las siguientes instalaciones para el uso de bicicleta en una escala del 1 al 5, el 1 indica no preferido en lo absoluto y el 5 indica máxima preferencia. (Por favor circule un número para cada categoría).

		NO PREFERIDO					ALTAMENTE PREFERIDO				
Senderos de bicicleta pavimentados, alejados de calles		1	2	3	4	5					
Carril de bicicleta en la calle		1	2	3	4	5					
Rutas de Bicicleta <i>Calles de menor tráfico con señalamientos alertando un camino compartido</i>		1	2	3	4	5					
Rutas sin pavimento o caminos de tierra		1	2	3	4	5					
Calle regular sin carril para bicicleta		1	2	3	4	5					

6. ¿Cuál de las siguientes mejoras lo influenciarían a usted a usar la bicicleta con mayor frecuencia? (Puede marcar más de una opción)

- |  |  |
|--|--|
| <input type="radio"/> Más senderos para bicicleta pavimentados, alejados de calles | <input type="radio"/> Más programas de educación, impulso, e implementación        |
| <input type="radio"/> Más carriles para bicicletas en calles principales           | <input type="radio"/> Mayor mantenimiento a las rutas para bicicletas y carreteras |
| <input type="radio"/> Más rutas designadas para bicicletas                         | <input type="radio"/> Más estacionamiento/almacenamiento para bicicletas           |
| <input type="radio"/> Bulevares para bicicletas                                    | <input type="radio"/> Regaderas y casilleros en el trabajo                         |
| <input type="radio"/> Más señalamiento en las calles                               | <input type="radio"/> Otro (por favor especifique):<br>_____                       |

7. ¿Qué vecindarios o áreas en Yuma son difíciles para andar en bicicleta y por qué?

Área & Razón: \_\_\_\_\_  
 Área & Razón: \_\_\_\_\_  
 Área & Razón: \_\_\_\_\_



8. ¿Qué carreteras e intersecciones en Yuma son difíciles para andar en bicicleta y por qué?

Área & Razón: \_\_\_\_\_

Área & Razón: \_\_\_\_\_

Área & Razón: \_\_\_\_\_

9. ¿Dónde vive usted? Esta información no será utilizada para agregarlo a una lista de distribución, en cambio, será utilizada solamente para evaluar el nivel de servicio basado en la locación.

Dirección o intersección más cercana: \_\_\_\_\_

Código Postal: \_\_\_\_\_

10. ¿Cuál es su sexo?

- Hombre
- Mujer
- Prefiero no responder

11. ¿Cuál es su edad?

- Menor de 20 años
- 21-40
- 41-60
- 61+

12. ¿Es usted residente de tiempo completo en el área de Yuma?

- Sí
- No

13. ¿Es usted residente dentro de los límites de la ciudad?

- Sí
- No

14. Por favor proporcione cualquier comentario adicional mencionando las mejoras deseadas para el uso de bicicletas en Yuma.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Si desea recibir notificaciones sobre talleres públicos y otras noticias importantes del proyecto, proporcione su información de contacto. Si prefiere un solo método de contacto (por ejemplo, a través de correo electrónico únicamente), por favor solo proporcione esa información a continuación.

Nombre: \_\_\_\_\_

Correo electrónico: \_\_\_\_\_

Número de teléfono: \_\_\_\_\_

¡Gracias por ayudar en el mejoramiento para el uso de bicicleta en Yuma! Para hacer comentarios sobre alguna locación específica, por favor visite nuestro mapa de opinión publica en <https://cityofyuma.mysocialpinpoint.com/bikeways-plan>.

# BIKEWAYS SURVEY RESULTS

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## DEMOGRAPHICS

### GENDER

Male	220	58%
Female	158	42%
No Answer	9	

### AGE

<20	3	1%
21-40	138	36%
41-60	128	33%
61+	114	30%
No Answer	4	

### RESIDENCY

Full-time in Yuma area	314	81%
Not full-time	68	18%
No Answer	5	1%

### CITY RESIDENTS

Yes	274	71%
No	106	27%
No Answer	7	2%

Neither full-time, nor City resident (Winter Visitor)	52	13%
Full-time, but not City residents (County residents)	49	13%

## CYCLING HABITS

### Question #1: Why do you bike?

Exercise/health reasons	313	81%
Enjoyment	288	74%
Environmental and/or social reasons	104	27%
Commuting to work	48	12%
Shopping/routine errands	59	15%
Financial reasons	20	5%
Commuting to school	13	3%
To get to transit	9	2%
I don't bike	33	9%
Other	0	0%

**Question #2: Approximately how many days per week do you ride?**

0	45	12%
1	54	14%
2	56	14%
3	70	18%
4	70	18%
5	53	14%
6	9	2%
7	25	6%
No Answer	5	1%

**Question #3: What is the average distance of your rides (one-way)?**

Under 2 miles	80	21%
3-5 miles	93	24%
6-10 miles	89	23%
11-24 miles	75	19%
25 miles or more	33	9%
No Answer	17	4%

## **CYCLING PREFERENCES**

**Question #4: What prevents you from biking more often?**

Not enough bike paths, lanes, or designated routes	268	69%
Unsafe/unlawful motorist behavior	214	55%
I don't feel safe riding in traffic	184	48%
Bikeways/roadways in poor condition	168	43%
Insufficient bike parking or storage	75	19%
I don't have enough time	57	15%
Insufficient lighting	57	15%
Weather	47	12%
Destinations are too far away	39	10%
I travel with small children	24	6%
Too many things to carry	17	4%
Other	32	8%

**Question #5: Level of Preference for types of bikeways**

	1	2	3	4	5
Off-Street Paved Bike Path	234	80	47	14	8
On-Street Bike Lane	65	149	92	58	19
Bike Route	55	98	175	50	5
Unpaved Trails or Dirt Path	22	49	54	204	54
Standard road with no designated bikeway	7	7	15	57	297

**Question #6: Which of the following improvements would influence you to bike more often?**

More paved off-street bike paths	322	83%
More designated bike routes	230	59%
More bike lanes on major streets	228	59%
Increased maintenance to bikeways and roadways	172	44%
More education, encouragement, and enforcement programs	154	40%
More on-road bike signage	130	34%
More bicycle parking/storage	67	17%
Showers and lockers at work	24	6%
Other	8	2%

**Question #7: Which Yuma neighborhoods or areas are difficult for bicyclists and why?**

NEIGHBORHOODS	# OF COMMENTS	REASON/COMMENTS
Foothills	30	Heavy traffic, lack of bikeways, poorly maintained roadways, inattentive drivers, poor lighting, and particular emphasis on N & S Frontage Roads.
East Mesa	7	Lack of off-street bike paths "Canals are only safe route and thin tires don't work on sand/gravel."
Airport area	5	
Mall area	6	
AWC	3	Lack of parks, no bike paths
Ocotillo	3	No bike lanes/paths
Barkley Ranch	2	"No continuous designated direct connectivity between 16th St and 32nd Street and Avenue D to Avenue B. Hardened bike paths would allow travel to Cibola HS and allow riders easy access to South Yuma from West Wetlands linear park areas." "When parents pickup/drop off, they park in existing bike lanes, bike lane inconsistency between adjacent neighborhoods and schools."
Yuma shopping areas	2	"All Yuma shopping areas have limited access for cyclists."
Hospital	2	
North End	2	
Base Area	1	
Downtown	1	No bike lanes, excessive traffic
Araby Crossing	1	No connection to bike lanes/paths
Picacho Village	1	No connection to bike paths "I would prefer to not bike on the on-street bike lane with my 8- and 7-year-olds and not even alone."

Terraces	1	
The Avenues	1	No bike lanes/paths
The Manners	1	
Big Curve	1	Needs improved cycling facilities
Somerton	3	No bikeways, drivers don't share the road
San Luis	2	No bikeways, drivers don't share the road

ROUTES/CONNECTIONS	# OF COMMENTS	REASON/COMMENTS
Foothills to Yuma	19	<p>"Not enough designated bikeways; A bike path on Highway 95 to town would be nice. Or the north side of the freeway past the water park."</p> <p>"Love the path in the east wetland. Please extend further east. I would consider using it as an east west corridor. Just need a north south corridor in Foothills to have a safe commute to work."</p>
AWC to Yuma	9	<p>"No way to get from the college area to base or the parks without riding on the road with no bike lanes."</p> <p>"The entire area up near AWC is somewhat isolated from the rest of Yuma. There are on street bike lanes but limited connectivity to the rest of Yuma where businesses and workplaces are located."</p> <p>"We live near the college and it is very difficult to bike due to lack of bike paths. I bike with my child, so a protected bike path would be fantastic! If we had a path that connected to the path near Levee Rd we could spend much more time biking and even bike to town occasionally. At present, it seems as though we only have a bike lane along 24th Street from Araby to 9E and it just doesn't cut it"</p>
Foothills to MCAS Yuma	2	
Yuma to YPG	2	<p>No bike lanes or paths, heavy traffic, inconsiderate drivers</p> <p>"Highway 95 from Araby to YPG needs to have some kind of maintained bike access. This can be in the form of a larger shoulder that is in good condition and kept clear of debris. One of the major issues in Yuma is debris on the side of the road inhibiting cyclists."</p>
East to West within city	2	"The bike/running path on the east main canal is great. It's a terrific (and safe) way to move north and south. I wish there was a similar fashion of moving east and west."
Downtown to Yuma Palms	2	
Foothills to Yuma Readiness Center	1	
Telegraph Pass Trail	1	
Fire lane between Dunes & Friendship Park	1	"Fire lane from The Dunes to Friendship park, barriers need to be altered so bikes and pedestrians can access the park and tennis courts."
Yuma to Somerton via Ave B	1	"There is no shoulder for cyclist to ride on. I Am always afraid of someone who may not be paying attention to run me over. A lot of cyclists ride from Somerton to Yuma or vice versa."

**Question #8: Which Yuma roadways and intersections are difficult for bicyclists and why?**

ROADWAYS	# OF COMMENTS	REASON/COMMENTS
32nd St	46	Cars speeding, no bike lanes
24th St	35	Cars speeding, heavy traffic, no bike lanes, rough roadway
4th Ave	35	No bike lanes, only room to ride on the street, heavy traffic, cars run red lights, not enough time for cyclists to cross intersections
All	32	Not enough signage, motorists passing too close, motorists littering
All major roadways without bike lanes	28	Not bike friendly, often in poor condition, needs more signage, inconsiderate motorists
Avenue B	24	No bike lanes, no bike path, heavy traffic makes it scary to ride in the street, often people walking so can't ride on sidewalk, poor lighting, need more signage
Pacific	19	Debris, heavy traffic
16th St	18	No bike lanes, cars speeding, heavy traffic
Frontage roads in Foothills	14	No shoulder, poor roadway condition, heavy traffic, inattentive motorists
Hwy 95 (north of I-8)	10	No bike lane or path, wish there was a path
Araby Road	9	No sidewalk, no bikeways, debris
Avenue C	8	No bike lanes, rough roadway, poor lighting
Avenue 6E	8	Narrow road, no sidewalk, shoulder, or bike lane, median doesn't allow motorists to pass cyclists safely
1st St	8	No bike lanes, rough roadway
Avenue 9E	7	No shoulder, heavy traffic, chip seal is rough on bike, should be extension of 24th St bike lane
Arizona Ave	7	No bike lanes, potholes and poor road condition
County roads	7	Shoulder too narrow to ride safely
8th St	6	No bike lanes, uneven sidewalks with telephone/power lines overhanging
Palo Verde	5	Potholes & poor road condition
Avenue A	4	No bike lanes
Highway 95 to Somerton/San Luis	4	No bike lanes, dangerous to ride with semi-trucks
Avenue 3E	4	Needs better shoulder at some spots
Giss Parkway	3	
Avenue D	2	Needs lighting
5th Ave	1	
3rd St	1	
14th St	1	Narrow road
Catalina	1	Potholes & poor road condition
Rosewood Drive	1	Poor road condition
County 14th	1	No lighting, poor shoulder, poor roadway condition

ROAD SEGMENTS	# OF COMMENTS	REASON/COMMENTS
24th St between 4th Ave & Ave B	5	
24th St from 4th Ave to Ave 3E	3	No shoulder
Ave C between 8th & 16th St	3	"Rough roadway; Roads near all crop fields are left on terrible shape by the farmers and field workers (during the winter crop season) who bring mud and dirt onto roads but never have a process

		for cleaning these roads, leaving the mud to turn to virtual concrete. There should be a mandatory maintenance process put in place to hold them accountable for cleaning the roads as they mess them up (not just once a year either!!!)."
1st St between Ave C & Ave B	2	Rough roadway, narrow, no bike lanes, needs repaving
24th St between Ave A & Ave 3E	2	"I would love to ride a bike to and from my office at MCAS Yuma, but I would never attempt to ride a bike on 32nd street heading east from 8th Ave to Yuma international airport. There is no room and speeding traffic."
32nd St between Ave A & Ave B	2	Poor lighting, no bike lanes
32nd St between Araby Rd & Fortuna	2	"Fast traffic with no shoulder, no safe alternative route because subdivisions and parks are walled and have no paths that connect them."
Ave A between 24th & 32nd St	1	No bike lanes, narrow roadway
Ave B between 1st and 12th St	1	No bike lane and very narrow sidewalk with many streets and driveways intersecting
Ave B between 1st St to 16th St	1	No bike path to West Wetlands, exposure to hazardous drivers
Ave B between 32nd St & County 14th	1	No shoulder for cyclists
Ave C between 1st St & 16th St	1	Rough roadway
Ave C between 24th & 32nd St	1	Roadway is in horrible condition, no striping, narrow roadway, irregular paved road edges, pot holes and patches are uneven, no sidewalk or any pathway for safe riding
Ave D between 24th & 32nd St	1	"Cibola not connected to Barkley Ranch or new development in area, uneven pavement edge and rough shoulder."
4th Ave between 8th & 16th St	1	
8th St between Ave C & Ave B	1	No bike routes, poor road condition
12th St between Ave B & Canal	1	Narrow 2-lane street with no sidewalk
16th St between 4th Ave & Ave B	1	
16th St between Ave B & Mall	1	
24th St between Ave 3E & Araby Rd	1	No bikeways
32nd St between 4th Ave & Ave B	1	
32nd St between Ave B & Ave C	1	
32nd St between Ave C & Ave D	1	"Cibola not connected to Barkley Ranch or new development in area, uneven pavement edge and rough shoulder."
32nd St between Ave C to Ave 6E	1	
32nd St between 4th Ave & Pacific	1	Narrow roadway, fast traffic, many curb cuts/driveways to businesses
32nd St between Ave 3E & Araby Rd	1	"Many near misses by fast-moving vehicles while sharing the road. I used to ride my bike to work 3-4 days a week, as did my co-workers. We all quit to preserve our lives."
40th St between Fortuna & Foothills Blvd	1	
Giss Parkway between Downtown & PAAC	1	Lacks bike lanes, area with no shoulder, heavy traffic
Pacific Ave between 16th & 32nd St	1	
Arizona Ave between 16th & 32nd St	1	

INTERSECTIONS	# OF COMMENTS	REASON/COMMENTS
E Main Canal Path crossing at 1st St	8	"4-way traffic stop signs that drivers often ignore create a dangerous situation; 'Intersection of East Main canal path and 1 <sup>st</sup> St is very dangerous to cross, especially after dark. It would help to have one of those flashing lights over the road when there are people in the cross walk. I have seen them in other cities such as Tucson and Mammoth Lakes."
E Main Canal Path crossing at 24th St	8	"Bike path crossing at 24th is not signed as to where the actual path goes when you are at the crossing going south it doesn't say where the path is and only if you know do you head into the car parking area west of the hospital and eventually find the path again. Coming the other way the path brings you to 24th well away from the crossing area again with no directional signage."
All major intersections	6	Inattentive/disrespectful motorists, no designated bikeways
24th St & 4th Ave	5	No bike lanes, heavy traffic, inconsiderate/aggressive motorists, right turns on red lights
32nd St crossings	4	
16th St & 4th Ave	4	"The new 4th Ave/16th St intersection that forces cyclists into a bike lane for a few feet only to have to rejoin traffic on the other side of the intersection - would be safe to allow bikes to remain part of traffic."
E Main Canal Path crossing at 32nd St	3	"Dirt portion of path should be paved." "Whoever put the chicane in the bike path in the median on 32nd St needs to get their heads examined. Chicanes are designed to slow traffic down. Why would you want to slow bikes down who are crossing a major roadway. And in what crazy world will a Chinese made piece of thin rod iron stop a vehicle weighing several tons going 50 mph? You have increased the city's liability should an accident occur there." "The crosswalk at 32nd St and the east main canal is very dangerous. I've had cars lock up their brakes and almost cause an accident on multiple occasions trying to stop last minute. We usually wait on the side of the road until traffic is clear."
Araby Rd crossing Interstate 8	3	Narrow road, no bike lane or shoulder, recommend cleaning existing sidewalks of gravel/goatheads and put hardpack in sandy spots around new roundabout
32nd St & 4th Ave (Big Curve)	3	Heavy traffic, lanes aren't painted
E Main Canal Path crossing at 8th St	2	"While there is a signal there, the button to push is far removed from the actual path. And you have to push the button otherwise the signal will not change." "There also needs to be better signage for the bike lane when crossing over W 24th Street. Do I ride in the crosswalk? Do I ride down the street and cross over traffic unprotected? Do I ride on the sidewalk? Do I ride through the YRMC parking lot? Am I not supposed to continue on that bike path at all?"



Arizona Ave & Palo Verde	2	
8th St & Ave B	2	
16th St and Ave A crossing to other side of bike path	2	
16th St & Ave B	2	
24th St & Ave B	2	
1st St & Ave A	1	
16th St & 1st Ave	1	Poor roadway condition
16th St & Ave C	1	No bike lanes on W 16th St, especially bad during school pickup time
16th St & Pacific Ave	1	Signal changes too quick, doesn't recognize cyclists
16th St - all major intersections (Ave B, 4th Ave, Arizona Ave, Yuma Palms)	1	
24th St & Ave C	1	
24th St & Araby	1	
24th St & 9E	1	
28th St & Ave C	1	
28th St & Ave 9E	1	
32nd St & Pacific Ave	1	
Arizona Ave & 24th St	1	
Arizona Ave & 32nd St	1	
Ave 9E & N Frontage Rd	1	
Ave 10E & N Frontage Rd	1	
County 14th & Ave 4E	1	No light, heavy traffic
Giss Parkway roundabout	1	Insufficient/unsafe bike lane

BIKE PATH SEGMENTS	# OF COMMENTS	REASON/COMMENTS
E Main Canal from 16th St to West Wetlands	1	Dogs off leash, debris

## Additional Comments

### CONNECTIVITY

- A continued path around Yuma would be great.
- Pedestrian bridges over 32 and 24
- A loop that uses bike paths and bike lanes to connect the river path with places like the airport and Yuma Palms Mall via 32nd St and Pacific Ave would be ideal.
- Above all we need more dedicated paths and they need to be interconnected. The main path along the east main canal is wonderful. I constantly encourage its use
- An extension of the bike path on the West part of town would be greatly improved if we could work it into extending all the way to the Air Station Path. That would help cyclist stay out of traffic and also get more propel out on the commuting routes.
- Bike lane from Yuma to YPG.
- Bike lanes are sorely needed - anywhere. Cyclist will find routes to utilize them. Wide shoulders are needed throughout the city and county. Cyclist need an "exit" route if they encounter a dangerous situation - i.e. traffic, potholes, etc. Currently, with limited shoulder, there is nowhere to go. Suggest mandating that all new roads constructed

minimally include a reasonable shoulder if not a bike lane. Focus on completing a continuous north-south and east-west route with bike lane and build from there.

- Bike lanes on ALL major streets.
- Get the 3E to 9E path into the CIP. With the growth of our city to the east and south, its needed ASAP.
- I am pleased to see proposals feature joined up routes as this is what is sadly lacking in the area. In other cycle conscious cities routes are connected which make the cycling experience a much more pleasant and encouraging one enabling more involvement for all residents. I am a frequent visitor and own a property in the city and cycle frequently round the area and am happy to see such proposals being looked at.
- I have lived in the Yuma area for almost 50 years and I would love to see the canals all connected by bike paths. Especially from the college to town and the college to Fortuna pond and back to downtown along the levy.
- I like biking from home to the readiness center on Araby and 24th but feel too unsafe around the freeway and roundabout area to do so. In town I bike along the north south canal to 32 street, then take the sidewalk to the Sands Subdivision and use the fire lane to get to the Friendship park. The barriers on the fire lane make it very hard to pass with bike, stroller or even on foot. maybe could replace with posts.
- Make a 15 or 20 mile paved pathway loop for bikes and exercise only
- It's hard for me to get to canal paved path
- I love to use my bicycle. I would use it more if we had better bike lanes, more education about respecting cyclist. I thank you for doing this survey. This is an improvement for the whole community.
- The bike lanes that only go a block are worthless but I am sure the city counts them in their total. What terms and conditions?
- The network needs to be more connected. Example, riding from 32nd street north on Araby Rd is dangerous going through the highway underpass, there is currently not a safe way to bike in that area.
- Need a paved trail connecting the college and foothills area to downtown and the base. The serious concern with older drivers makes on road options way less desirable.
- It would work well if 40th street could incorporate a bike lane to travel to downtown.
- North-south commute along bike path in Yuma is great. Just need continuation of east-west commute similar to 24th street between 9E and Araby.
- Widen shoulder on 32nd St to get me to Hwy 195
- Yuma East / ocotillo subdivision needs bike routes, the park is too small and the neighborhood is outgrowing the bike path.
- Some of the light crossing buttons are off the bike route. Would also like to see a way to connect the path around the marine base fence to sidewalks on 32nd going into town. There is a disconnect through the airport area. Sidewalks on the North side of 32nd haven't been maintained or are spotty between car dealerships and Arizona Ave.
- Insist that the 28th Street road design between 45th Avenue and Avenue C fully complies with the minor arterial standard, which includes a bike path.
- Bike lanes appear out of nowhere and disappear all of a sudden (16th 4th Ave street intersection is a great example...
- I use the dedicated bike paths extensively. It would be great if they were tied together so there was one big loop around Yuma. It wouldn't take that much
- Everywhere in Yuma is difficult for bicycles and pedestrians. It seems motorist and city planners have completely neglected bicycle and pedestrian traffic in Yuma. The main reason is that none of the roads have shoulders. The existing paths and routes rarely interconnect into any kind of system.

- There are a few nice bike paths and roads in Yuma. However, the problem is these paths/routes etc, to not interconnect into any kind of system. A bike route often just dumps you off onto a very busy intersection (so most cyclist end up avoiding the entire route). Bike routes and paths need to minimize frequent stopping and collecting with traffic at intersections (need to be efficient and safe). The bike paths are often only a gutter (24th street by canal) and are littered with broken glass and debris. Usually all a cyclist needs in a bit of a clean shoulder on the road and courteous drivers.

### **FOOTHILLS TO YUMA CONNECTION**

- We need a bike path from foothills to Yuma
- We live here 6 months out of the year and would ride much more often if there were dedicated bike paths or at least marked bike lanes on major streets connecting the Foothills to Downtown/Old Town Yuma.
- It would be nice to have bike path along canal to continue all the way to the Foothills. So nice not to worry about any traffic on bike path.
- Really need a connector route that lets Foothills residents access Yuma downtown. Distance is very bikeable but access is not conducive to making the ride. We love to ride the urban trails but need more.
- I would like to be able to ride from the foothills to central Yuma. There is currently no way for me to do that and stay alive due to the lack of bike lanes and bad roads
- It would be convenient to have a bike lane or bike path connecting the city to the foothills.
- Bike paths around the wetlands are fantastic it would be nice to see a major route from the foothills, from the Foothills blvd. down to the south frontage road, west along frontage rd. which could connect to bike paths to eventually get to down town Yuma.
- N frontage needs a shoulder or bike lane from foothills west to mesa del sol golf course road, then 9e needs a shoulder or bike lane north of n frontage to the tracks and n again to 24 street.

### **SAFETY**

- Emergency call boxes
- Bicycle cops riding the bike paths.
- Bikers as well as motorist need to obey the road rules. Bikers need to remember to respect motorist.
- Bikes can and should be easier and safer to use from home to business areas such as Walmart, Yuma Palms, the airport, the libraries, and the downtown area. Yuma weather is idea for year round riding.
- Biking is an amazing low impact exercise, however drivers are not respectful of cyclist and will not yield or slow down. Most are not aware of laws protecting cyclist. Better PSA's let the community know we are out there.
- I commute 2 to 3 times a week from foothills to Ave B, most often when I do see another bike rider they are without any safety equipment and unaware of our rules of the road or afraid of road traffic.
- I enjoyed the ocean to ocean bike path, but as a woman I don't feel safe riding by my own there's a lot of homeless around there
- I feel there is a great deal of potential if there are safe methods of travel via a bike. Just look at Portland. Weather here is great for biking for 8 months of year. I have considered commuting to work 12 miles by bike but do not feel I can do it safely. I am willing to take some risk in getting to a designated bike path or route but really isn't any available unless you live near an existing bike path.
- I have submitted many requests to make 32nd Street 1 foot wider for bike lane especially around dealerships. My commute to work is 9.5 miles and I would love to

bike to work but Yuma makes it impossible to ride without endangering life. Drivers just don't care especially when they are racing to work. Every morning. thanks. Hope it ever happens in my lifetime.

- I have been a Yuma resident for my entire life. Safety in my city is very important to me. I have a child who is a new driver and two more children who will be driving soon. The need for bike lanes in Yuma is paramount the safety of bicyclists and motorists. The bike lanes need to be clearly marked for all bicyclists and motorists to see. The bike lanes should be paved. If this is done, motorists will be able to identify clearly where they may encounter bicyclists and bicyclists will have safer pathways to enjoy their activity. Although I am not a bicyclist I think it is a great activity in which many Yumans participate, including children. I think bike lanes will make the city safer for adult and children bicyclists and motorists.
- I have many co-workers who love to ride but do not feel safe doing so because they have no option but to ride on the street, putting their faith in traffic.
- We need Y.P.D. Presence to enforce the law.
- I would love to ride to work, but the roads are unsafe for bicycling. Drivers are unwilling to share the road. Better access to safe bike lanes and enforcement will help.
- I think separate roads next to the car road would be great for traveling in town. Or at least some sort of barrier or noise in case a car is drifting. I see too many texters to ever feel safe riding with them, or without any barrier or protection from them.
- Police enforcing traffic laws other than speeding.
- Not sure how Yuma got the best city to bike title... it's actually the worst city I lived in as far as cycling. Dangerous due to road debris, crazy ag vehicles & snow birds in 40' Winnebagos, dark intersections, etc. I actually have a shower at work so I could bike to work but I don't feel comfortable doing so.
- No amount of bike safety will prevent bicyclists from death or serious injury due to red light runners. This is an epidemic in Yuma!
- It is a traffic program for bike path and bike lane to promote more alternative travel method, not just good for healthy life style but also good for Environment; but until the riders feel safe from motorist, they would not want to risk their life for health.
- People want to be healthy and ride their bikes. They just need access to safe routes.
- The cycling community is growing in Yuma. The lack of bike lanes and safety discourage many new riders that don't feel comfortable around traffic. By providing bike lanes and safety features I believe the cycling community can grow much bigger un Yuma.
- Stricter enforcement of the bicycle laws would be nice. Tired of having to drive 15 MPH on 4 lane road when bicyclists are riding 2 to 4 abreast in a lane.
- Enforcement of bicycle laws for both cyclists and motor vehicle operators is lacking. More bicycle trails along scenic routes would be beneficial to those cyclists more interested in relaxing than exercising.
- Considering Police stop You For Riding On Sidewalk, everywhere That Forces You to Ride In The Street to Be in Compliance. With All The distracted drivers it Is not Reasonable To Require People to rld on roadways.
- I would like to feel safe enough to ride my bike from my house (1592 e sunrise lane) to the bike path. I don't feel safe traveling with my toddler in a carrier that close to traffic. Right now I drive to the path to be able to feel safe. Ultimately I would like to feel safer in town to be able to ride for more reasons like grocery shopping, etc.
- I do not ride in neighborhoods. People text and drive/are in a hurry, and I value my life too much to be killed.
- I believe most of the difficult riding areas are due to driver's lack of consideration for cyclists. Not necessarily the place but the people.

- Motorist don't pay attention to bicyclist as I have noticed that they do in San Diego and in Tucson. People are a lot more aware in these areas because of all the bike signage, bike roads and bicyclist traffic. I don't feel safe at any intersection in Yuma.
- I feel it is very unsafe to ride my bike in traffic in Yuma because motorists have total disregard for cyclist. Even crossing a crosswalk is dangerous! More bike lanes would be nice. The paved canals or unpaved are a nice choice for cyclists to get around in Yuma, it would be nice to have more options to ride in Yuma.
- VEHICLES DO NOT RESPECT BICYCLISTS
- I find any paved road that does not have a light on which I have to make a left turn to be dangerous. I realize that every intersection cannot have a traffic light but those with high traffic volume should be looked at closely for traffic lights to be installed.
- Keep off busy streets. Require flags, lights on bikes! Require bikes to walk across intersections. Bike lane and turn lanes for cars near AWC are hazardous! Especially coming from the south. Any charity that gives bikes to people, such as Crossroads Mission, give safety gear with bike.
- Lack of signs and intersections are too dangerous

## MAINTENANCE

- A golf cart should be used daily by a city employee just to maintain bike paths, broken glass, dogs without owners etc. etc. Safety should be #1. Thankyou.
- Clean shoulders on EVERY roadway would contribute to safe riding for cyclists and get bikes off the roadways allowing vehicles to commute w/o being impeded.
- Current road conditions in Yuma are really bad and not bike friendly. I ride Saturday mornings often to avoid traffic the only roads in good shape for cycling are near the Palms mall or near the north side.
- Fix the roads like Rosewood Drive before spending money on bike paths. Please.
- I believe there is not enough people who ride bikes to be spending money on bike paths. There are roads in residence area that need improving and fixed.
- Narrow shoulders, abrupt dropoffs, rough/dirty road surface are all deterrents.
- I want to thank Yuma for the road improvements that have been made this past year but we still have a need for more shoulders on some roads
- The weather is great in Yuma, so riding is perfect. If there are no bike paths or routes, at least fix the roads so nobody gets injured in a pot hole.
- Timeliness maintenance and cleaning of paths
- My husband also rides but further than I do. Keep shoulders of road free of gravel and waste.
- More maintenance on the west main bike path. Asphalt needs work.
- More maintenance on roadways for smooth cycling and designated Bicycle lanes on more roadways.
- More bike Lanes need to be added to Yuma and many of the roads in town need to get fixed. There's many streets with holes and debris. Many of our streets are not smooth.
- My concern with this agenda is the City cannot maintain our current roadways let alone add bike paths
- Yuma can't maintain the roads how will it maintain bike lanes???
- Roads need to be maintained better before any monies are spent for bicycle paths. 5th Avenue from 8th to 16th is a mess with all the lanes and I hardly ever encounter a bicycle there. A lot of money spent for a very small, but vocal group.
- While bike paths are valuable to some residents, roadways are valuable to all residents. I am against spending money on adding bike paths before we fix our current road condition. That should be the top priority.

- We need white lines on the shoulder and county 19th from 3rd to best is bad condition with the garbage trucks pot holes not repaired correctly. Thanks you asked.
- Sweeping the road shoulders would go a long way in making Yuma more bike friendly. Having broken glass and other trash on the shoulder is very hard on our skinny little tires. I would say this is a major issue on the ASH highway.
- More paved roads (smooth) with at least 4 ft shoulders that are swept often. Any new construction/maintenance should include bicycle consideration.
- For heavens sake PLEASE sweep the fancy new green bike lane at the corner of Araby Rd and 24th St heading towards the college once in a while. That lane is always full of debris, especially around the poles. I've gotten 2 flats there and won't use it. I rode all the way from Maine to Florida this summer without one flat.
- The bike path thru east wetlands headed east ends in dirt. Please connect it with pavement to the street near the new soccer fields.
- The section on 9E from 24th St to the N Frontage road is dangerous with heavy car traffic and no shoulder.
- The pavement of bike path where it crosses 32nd St ends in dirt to cross 32nd and you have to ride thru dirt on the other side once you cross. Please pave that little section on both sides.
- It would be nice too if the bike path was cleaned every now and then. Not just of trash, but of dirt and rocks.
- Bike path from 8th Street to 16th street, BROKEN GLASS everywhere especially on the weekends and Dogs off leash!!
- Anywhere where there are shoulders adequate for cycling they are quite often full of debris. This forces cyclists to ride too close to the roadway or even in the roadway.
- Most county and city roads are in poor shape. they all could use repair or upgrading.
- The roads within the community as you know are in bad shape. Once this critical infrastructure has been replaced, then repaint with bike lanes. This is not isolated to one area of our community.
- My neighborhood has poor edge of road asphalt. Potholes are growing with no street maintenance having been done in some time.
- The biggest problem is deteriorated roadways. On a bike with 120psi tires, the cracks (raised) and holes are nearly unbearable. Equally as much of a problem is the overall deteriorated surface, exposing aggregate for a rough ride.

## **EDUCATION/OUTREACH**

- Education needs to stress riding with traffic, wearing helmets, single file
- Education to motor vehicles drivers. I feel unsafe when driving on the road
- Education!!!! People should have to get a license to ride a bike just like to drive a car.
- From what I have seen the bicyclists need to follow the laws. Can't count the times I have seen them outside the bike path on the main road (24th St) Or riding the line. And totally ignoring the traffic lights.
- I feel that some of our basic bike laws should be on the drivers test. Or somehow to let more info to drivers. They seem not to know the laws or care to find out.
- Media campaign to educate drivers about bicyclists and also to remind bicyclists to obey traffic laws as well (in addition to seeing drivers act dangerously near cyclists I have also seen cyclists ignore basic traffic laws like stopping at stop signs or lights). Hosting a destination cycling event that brings in out of town participants. This can benefit local businesses and get their buy into the cycling community. More bike lanes on roads and connecting them so that people can bike from the city to the college to the foothills, etc.
- I think the biggest thing is a need for increased awareness that cyclists also share the road with motorists and shouldn't have to be "bullied" off the road. It can be

discouraging from wanting to ride on the streets because it seems as if though we are not wanted there, and thus need to ride on roads less traveled upon or away from main traffic areas.

- Parks and Rec include Traffic Skills 101 in the classes offered. Great two day class and would help with safety and education.
- to clearly inform and educate all drivers related that in case of no specific line they have to share the street with us. Very dangerous. Sheriff and Police have to pay more attention to this risk
- The bicyclists also do not understand the "rules of the road." They have no lights on bikes; they "jaywalk" - that is they shoot across the streets anywhere they want, darting between cars, bike on the sidewalks and going the wrong way. There are a lot of poor drivers in Yuma (lots of barely slow down and turn right on red without looking and stopping) but the bicyclists (and pedestrians) are just as guilty of poor habits: not paying attention; crossing streets anywhere; assuming cars will see them and stop, etc. EDUCATION-EDUCATION-EDUCATION
- Safety is foremost, and education of bicyclists as well as motorists: "Share the road" should apply to all. I would rather see bikes on sidewalks than on wrong side of road or cutting traffic lanes, etc., or cyclists forced to ride on uneven edge of pavement.
- Purchase billboards, newspaper ads, tv commercials to encourage drivers to share the road and to discourage drivers from hostile and aggressive behavior.
- Motorists still feel that they own the road. I ride with a group so we control the road as best as possible and attempt to educate motorists about the rules of the road concerning both motorist and cyclist.

#### **LIGHTING**

- Illuminate bike paths
- Perhaps more lighting on the canal bike path.

#### **LANDSCAPE**

- I love riding on the paths, if any improvements would just be more flowers, trees.
- Beautiful near the west wetlands and near the ocean to ocean bridge then towards east. Need more areas like that to enjoy nature and beauty of our area, take advantage of the riverfront and surrounding area. Add some landscape so not just looking at a canal.

#### **SIGNAGE**

- Just more road signage reminding motorists to respect cyclists and maintain a one-yard space etc.
- I would love more signs on major roadways for Drivers to be reminded about the 3-ft rule when over taking a cyclist on the road.
- Add signage to roads.
- Anywhere that there is not enough or lack of signage.

#### **BIKE PARKING**

- I find most places of business bad with bicycle storage and parking. It is difficult to find a place to store your bike safely.
- It would be more convenient to add parking
- Bicycle parking at stores/markets parking lots
- More parking space for bicycles is needed

#### **POSITIVE FEEDBACK**

- I live adjacent to the East Main Canal bike path. The bike/multi-use pathways are GREAT! Keep up this program, please! Personally, I end up riding on surface streets more than anything, so the roadways are of particular concern.
- I'm impressed with the paths that exist to date. Please keep expanding to make them accessible to other residents. Keeping up with maintenance is essential!
- We like the bike trail from Ave A to old town.
- You are doing a great job, keep up the good work. THANK YOU
- I've already added some comments on the map about improvements. I just wanted to say thank you for the existing efforts the City of Yuma has made to improve the infrastructure for us cyclists.
- It's great to see the city taken such a vested interest in this. Cycling over the past few years has really increased, thus a need for more attention to the safety of us cyclist/bikers throughout the community.
- Thank you for taking the time to do this survey -- BTW it is a very professional job -- congratulations!
- Thank you for your consideration of this wonderful plan! I highly approve and recommend many to check this plan out!

#### **BIKE RENTALS**

- In larger cities they have bike rentals available and there are a LOT of place to park bikes.

#### **BIKE LANES**

- Not enough lanes
- It would be more convenient to add lanes
- There are not enough lanes for bicycles
- More bike lanes please
- Bicycle lanes are needed on all major roadways in Yuma and can be added inexpensively compared to dedicated bike paths and routes.
- More streets assigned for bicycle use
- I'm thankful for bike lanes

#### **BIKE PATHS**

- More designated bike paths. Bike lanes are only as safe as the drivers next to them
- I think more bike paths would be a welcome addition to our city and contribute to more quality of life here. I appreciate the West Wetlands for having some paths to ride on.
- I would love to see more bike paths in Yuma. Even just a bike lane would be great. The thing to remember though is that like streets, bike paths and lanes need to be maintained. Otherwise no one will want to use them.
- More bike paths
- More child friendly biking areas/paths
- Designated paved bike/walking paths for families with young children are in desperate need. It's hard to drive somewhere for a bike ride, especially with a child bike trailer.
- Easier bike path from Terra Bella to highway 195. More bike paths not on roads for safer riding.
- More under road tunnels are needed.
- The bike path that involves the Visitor center just off I-8 is really excellent. Wish the area had more paths like this. If you did you would have even more Snowbirds visiting you.
- The bike paths along the canals and through the wetlands parks are wonderful, Yuma just needs to make more. Preferably away from traffic



- Please keep improving the bike system in Yuma. It is a great place to ride, just need more paths.
- Would LOVE more options for recreational cycling as I ride for miles and miles. Going back and forth on the same path along the canal and wetlands is nice but could be extended for MANY more miles.
- we need off-street designated bike paths that can connect all neighborhoods to the north canal and west/east wetlands.
- We need more paths off the street. Bike lanes are useless. All sidewalks need to have bike lanes on one side, with signage.
- The existing canals are a huge asset that most cities in the US don't have and should be taken more advantage of.
- The bike route along the canal and 16th St needs a paved exit onto 16th St
- Need more paved trails that don't just go in circles. A bike and shared walking path in and around parks that are at least 3 miles in length for an experienced biker or walker.
- Need bike paths all the way around Yuma. Connect East Main Canal (Desert Hills) and East Wetlands (Pacific Ave/Salinity Canal) bike paths with a path on the Southeast side of Yuma.
- Will be fine if we can make more bike paths. I'm state champ in cycling and with more bike paths I can training safe without go to the road stay safe on the bike path
- We would love a bridge over the drainage "ditch" in the path along Levee Rd in the East Wetlands.
- Protected paths near the college would be amazing! especially if they could link up with the path along Levee Rd.
- Safe paths for bicycles

#### **MOUNTAIN BIKING/DIRT TRAILS**

- I would be excited about, and interested in participating in the development of, mountain bike training trails within the City of Yuma. There exists an extensive system of trails north east of town at Sugarloaf, but they require at least intermediate level skills and are a half hour drive from town. I have started a middle school MTB racing team at Centennial Middle School and we have no place to train.
- It would be great to have a loop offered on the paved bike paths. Also here in Yuma we have nearly 50 miles of singletrack mountain biking at Sugarloaf all maintained by volunteers. But we don't have much community support. A lot of revenue and tourism could be had by turning Sugarloaf into a sanctioned destination.
- more off road trails, especially from the boat ramp heading east,
- More off-road bike paths like there is along the canal would be awesome!
- More paths along the Co River, More maintained dirt paths

#### **BIKE PARK**

- Yuma needs a bike skills park. With dirt jumps. A pump track and a freestyle park. Kennedy park is a joke got both skaters and bmx riders. If you gave the bmx community somewhere safe to build jumps we would do it at no cost except materials. Yuma bike community deserves this.
- Yuma really needs a good bike park area. something with a pump track, and maybe some good dirt trails. A loop trail from west wetlands to the new pacific athletic complex would be awesome. Put a bike pump track in at the pacific athletic complex.

#### **OTHER COMMENTS**

- I have Parkinson's and as a result can no longer ride a bicycle. I ride a recumbent tricycle which is considerably wider than a bicycle. It is important to design bike lanes

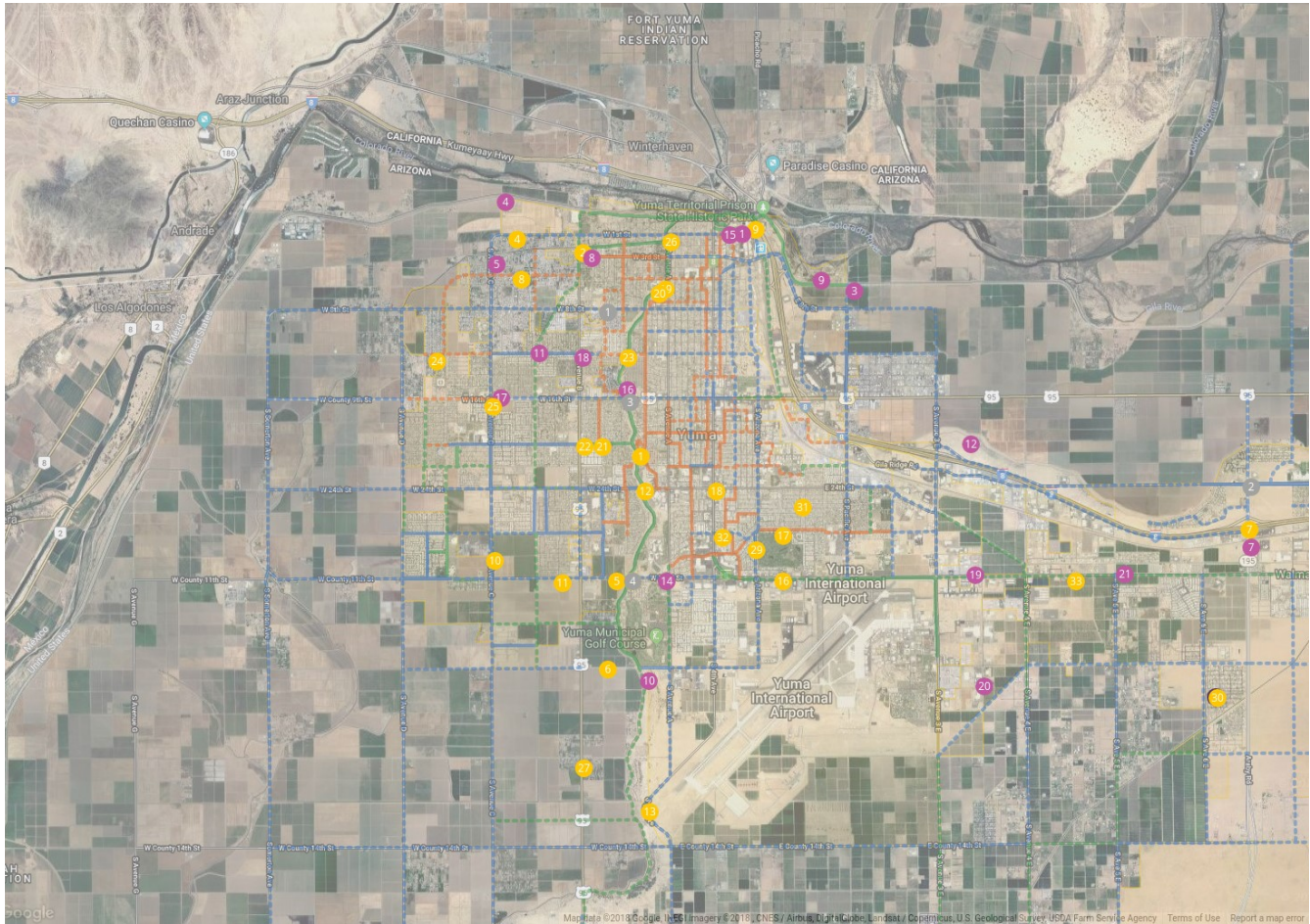
that are wide enough to accommodate my trike so I won't be partially in the traffic lane. As the baby boomers age, I think you'll see a lot more cyclists on trikes.

- I was hoping this survey would allow those who don't bike to have more input. It is unsafe to have bikes and motor vehicles on the same streets. If you insist on allowing bikes, they should at the very least have a well-marked path. Put bike paths in public parks and in outlying areas where there isn't much traffic. It isn't safe for bikers or motorists to try to share the same space on busy streets where the biker and the driver are in jeopardy.
- Yuma is missing out on an opportunity to make Yuma a great place to bike all through town, West to the East. Let's step into a better understanding of what will attract a healthier life style. The World will come to Yuma. the wetlands is great, but only attracts a certain kind of people. My life starts at my home to take advantage of the wetlands path i have to put my bike in a car that i can fit my bike into to enjoy the paths. The canal in town is the same. Good but not for all people in the city.
- We spend too much money for such a small number of people that would benefit from it.
- I would like bicyclist to be considered when an upgrade or road remodel is being done. I have to admit I thank the city for doing a great job so far. But it still needs to work on mayor roads like 16th St. 24th St and 4th Ave. Don't stop the progress Yuma! Thank you
- It will be a big asset to have more bike facilities, ad to the safety and hopefully to the awareness of drivers. I appreciate your efforts in that regard. Thank you
- More dedicated bicycle paths and lanes will help Yuma be a better place to live and make us healthier.
- Moved away from Yuma and moved to Tucson because the biking in Yuma was terrible. Tried Yuma for 4 years but realized it would be too long to wait for the roads to improve so we moved.
- We have no parks or sidewalks in the Foothills but we need bicycles on our crowded streets? A other million dollars when widening frontage Rd for bicycle lane?
- We lived in Yuma for years and now only in winter. We have two cars and still prefer our bikes at this point any new bike lanes would be a blessing
- Other than bike trails, parks and running trails would be nice. Some acknowledgement that there are city residents on the east end of city limits.
- Will benefit families to enjoy this exercise together in a safe environment.
- The routes as originally set out have little relation to bike traffic, or to bicycle destinations such as schools, back way to Walmart, etc. I must say however, you have come a very long way from what the city put out in 2014. Just keep up the work.
- There is so much that my husband and myself love about coming to Yuma for the past 8+ years, but the lack of pedestrian trails...whether for walking or cycling is of great concern to us. Not even sidewalks or streetlights for pedestrians to be safe.
- Please don't mix bikes in with traffic in the foothills, it is already contested and confusing.
- The proposed bikeways with the green dotted line look awesome.
- We are looking a lot of winter visitors to Tucson and San Diego because those cities have miles and miles of bicycles clean roads. The money we hold back in improving our bike roads will hit Yuma in the rear threefold. For every dollar spent on bike path, the city would gain three dollars yearly for many many years.
- More bike lanes or widen shoulders.
- I am a very casual bicyclist. A fair weather and a flat land rider so my choices are just around my neighborhood.

- My neighborhood is safe, and I typically try to stay within the proximity of my area or designated bike paths just to avoid going into other neighborhoods or roads.
- I find main roads to be the most difficult such as 4th Ave & 16th street. I always try to remain off the roads and obscurely ride around these areas to avoid motorists and at times bike predominantly at night or early morning when there is hardly any traffic and stay on existing bike paths.
- Sheriff designated areas in the city, drivers drive too fast and there is no lighting. In order to bike he you have to make sure you have perfect timing.
- I think riding bicycles is important because it maintains the air and environment less contaminated.

APPENDIX E

# SOCIAL PINPOINT MAP RESULTS



## Existing Bikeway

2Ocotillo park bike path is too small for growing neighborhood

## Potential Bikeway

1Great way to get downtown without hitting much traffic.

2Possible bike link to 195 at this place or other such street points where it is currently a dead end.

3The extension of the present bike route towards AWC would be a real bonus

4Extending the present bike path to here would allow a loop to be created joining with the 1st St proposals.

5Extend present bike path to this point to create the potential for a loop to be created.

6Please include the foothills in the bike route or at least to north and south frontage roads!

7Araby between 24th street to 32nd street

8I would like to engage the City in supporting my efforts developing a MTB training track at Centennial Middle school, around the athletic field.

9Idea: A dirt biking trail from the New Pacific complex, through this area, under ocean to ocean bridge, and end up at West wetlands.

10The bike path can be continued there al the way to county 14 street

11NA

12By far the safest and best route to get from downtown to the AWC college is along the south side of the Gila Canal

13North Frontage Road between 9E and Foothills is dangerously corroded and way too narrow, as is South Frontage

14Sidewalks end just past Kofa going West on 32nd. Hoping for bike lanes or bike path. Lots of room on each side of 32nd. 24th St from Ave B to Ave. C very nice. Repeat of that would be great.

15A bike route here would connect the bike route on 3rd St with the canal bike paths.

16Connect 15th St to the East Main Canal Bike Path.

17Convert existing sidewalk on north side of 16th St to a bike path between Avenues B & C

18No bike lanes available going north or south on Ave. B.

1932nd St. could use a bike lane.

20There's a fairly large community in the area of 40th st. and Ave 6E. Part of that community works at or is stationed at MCAS Yuma. I myself as well as others ride there and further into town. Having a bike bath that would connect these two areas would not just be beneficial would make safe sense as well. Bicyclers would be able to travel a path between Ave 6E and Ave 3E instead of using business route 80/32nd st.

21Connect the current bikeways from 9e to 4th ave.

## **Improvement Needed**

1Very gravelly and the transition from road to bike path should be repaved.

2The bike path on West Main Canal is a great addition but it definitely needs a continuation - a bike path/lane up Avenue B would be good and I see that's proposed but continuing the path until it connects to Avenue C would be very useful as well especially for those of us that live on the West side of town.

3Why does the paved section of the bike path terminate just short of 32nd street on both sides of the street? It would be nice if those gravel sections would be paved to make the transition to the street better.

4Please fill the potholes or repavethis road as well as add a bike lane. The sewer covers in place create deep indents which also feel like potholes.

5Widen shoulder

6Widen shoulder

7Work with ADOT to cut back slope paving on freeway underpass. Install retaining wall and pathway in back of curb to connect Araby to Gila Ridge. Include pathways through new roundabout on south side.

8The road conditions is dangerous for riders many potholes and no bike lane

9PAAC bike route over the levee is critical to the connection to downtown. What is happening?

10Bike lane sorely needed. Section is dark, has high speed traffic and poor road - potholes, limited shoulder. It connects to nice North - South routes into and out of town.

11Road is in continual disrepair. Suggest bike lane. Has high speed traffic for this nice East - West route.

12 Adding underpasses for bike path here (24th st) and at 8th, 1st and 32nd would be a real bonus. Intersections are difficult to cross, particularly 24th and 32nd, and would make for longer sections of uninterrupted, safe riding.

13 Bike lane needed - high speed traffic, blind curves. This is a nice North - South route that connects to bike path.

14 There is no bike lane here. It is one of the scariest roads to be on crossing or just north of the train tracks. The road dividers near the train tracks have made it more dangerous for bicyclists because it relies on drivers to pay attention more to upcoming pedestrians/cyclists without really letting them know that they should.

15 narrow and poorly maintained

16 Sidewalks poorly maintained or spotty. Past driveway construction to businesses left sidewalk entries with large ridges across them. Needs repaired complete sidewalk.

17 Fix the potholes on the Palo Verde bike route -- it is the main east-west bicycle route (and is signed by the city as such), and yet is in an abysmal state of repair.

18 Very dangerous for motorists and bicyclists!

19 Bridge needed to connect 12th Ave to East Main Canal Bike Path over the new drain.

20 Better connection needed between 13th Ave., 6th St, and the East Main Canal Bike Path. Currently unmarked dirt path.

21 Curb cut needed to connect bike route on Pendergast with bike path on 20th st. Alternately, signage can be added for a bike route from the existing curb cut.

22 Better bike route signage for 20th St from end of bike path across Avenue B.

23 Bridge across East Main Canal at 12th St.

24 We are moving into the Ellington subdivision on ave D in between 12th st and 8th st. The roads are beyond terrible condition there and lighting could be better. My children will be riding their bikes to school and there is no bike pathway or any type of safety for bicyclist. I like to ride my bike to work and would need to take either 8th street or 12th street to make it up to Redondo center drive and both streets are beyond terrible conditions.

25 Crossroad risk during school time, no respect of the bikers when they are crossing the street. Urgency to pick up the kids, or to be on time at school

26a very dangerous crossroad, due to no lights, drivers are not paying attention to the bikers coming on both side, and would like to cross the street. As it is a 3 ways crossroad, no respect. could be better to have crossroad lights

27 No shoulder lane or bike lane in this area

28 This is a dangerous intersection with cars turning left ( across double yellow lines) into the RV Park, cars turning both directions onto North Frontage Road and high speeds (45mph). The drivers rarely stop at the stop sign, rarely signal, and often don't see a bicycle in the turn lane.

29 Roadways are in very bad condition. Very difficult to ride on when the vehicles have to dodge pot holes.

30 The existing path is too small for a family to bike together and too crowded with other runners, walkers, spectators. A dedicated path needs to be created in the area for a mile or more for FAMILIES to safely bike.

31 With so many kids riding their bikes on 24th St. to Gila vista and McGraw there needs to be a safety path for them to be able to ride their bikes to school

32The potholes are RIDICULOUS! I'd flip forward on my bike if I hit one!

33All major roadways in Yuma, (32nd St, 24th St, 16th St, Pacific Ave, 4th Ave, Ave A, Ave B, and any other roads in Yuma with more than one lane in each direction) should have bike lanes added. The speed limits are too high in most cases to safely ride with traffic, riding on the ragged edge of the roadway dangerous, and sidewalks are sparse at best. Nearly all major roadways are wide enough to accommodate bike lanes with little or no modification, except paint.

## Destination

1There is no bike path!!!! Sometimes I commute from cocopah casino to the jail and I have to walk!

2A lane for bikers to ride to YPG from the Foothills would be great.

3If the roads were safe I would commute here to work everyday. I would save on gas and this would ease on overall traffic congestion.



**APPENDIX F**

**AZ COMMUNITIES WITH  
DEDICATED BIKE STAFF  
BY POPULATION**

	CITY	POPULATION	COORDINATOR (Y/N)	POSITION TITLE	DEPARTMENT/ROLE
1	Phoenix	1,445,632	Y	Bicycle Coordinator	Street Transportation
2	Tucson	520,116	Y	Bicycle & Pedestrian Program Coordinator	Department of Transportation (planner, 1 full-time, 1 part-time, positions funded through HURF)
3	Mesa	439,041	Y	Bicycle & Pedestrian Program Manager	Transportation Department (planner, part-time)
4	Chandler	236,123	N	Transit Coordinator	Transit Coordinator does most, but responsibilities are shared between PW>Traffic Engineering and PW>Transit; Transit Coordinator also does bus routes, rapid transit, park and ride facilities, bike issues
5	Glendale	226,721	Y	Team to focus on bike issues	Public Works > Transportation (focus on traffic education, 2 part-time positions, whole team that focuses on bike issues)
6	Scottsdale	217,385	Y	Bicycle Coordinator	Transportation Department
7	Gilbert	208,453		Left message – No response	
8	Tempe	161,719	N	Transportation Planner	Public Works > Transportation (previously had full-time position, now one planner handles these duties, about 80% of time spent on bikeways)
9	Peoria	154,065	Y	Transportation Planning Engineer	Development & Engineering Dept > Traffic Engineering Division
10	Surprise	117,517	Y	Bicycle Coordinator	Public Works > Transportation & Traffic Engineering (part-time currently, plan to expand to full-time in next two years)
11	<b>Yuma</b>	<b>93,064</b>	<b>N</b>	<b>Coordination between Planning, Traffic Engineering, Public Works, and Parks &amp; Recreation</b>	
12	Avondale	76,238	N	Coordination between Planning & Engineering to review, bike lanes are required for arterial streets	
13	Flagstaff	65,870	Y	Multimodal Transportation Planner	Community Development
14	Goodyear	65,275		Left message – No response	
15	Lake Havasu City	52,527	N	Working on a Bike Ped Plan now, only one dedicated bike lane in town currently	
16	Buckeye	50,876		Left message – No response	
17	Casa Grande	48,571		Left message – No response	
18	Sierra Vista	43,888	N	Planning coordinates with Public Works > Streets. Planning handles conceptual design and Streets handles maintenance	
19	Maricopa	43,482	N	1 planner designated to serve on the Active Transportation Committee, reviews and manages bikeways projects in conjunction with transportation planner (Ryan Wozniak 520-316-6933)	
20	Oro Valley	41,011	Y	Multimodal Planner	Parks & Recreation

## **SUMMARY OF RESULTS**

- Of the communities who responded, 70% of the top ten most populous municipalities had a dedicated bike coordinator.
- Of the communities smaller than Yuma that responded, two had dedicated bike coordinators.
- In 60% of the top ten most populous municipalities, the bike coordinator was in the Public Works or Transportation Department.
- The dedicated staff person typically had a planning or traffic engineering background.

## **POSITION DUTIES**

- Review roadway projects to ensure planned bikeway projects and improvements are included in:
  1. Draft Capital Improvement Program (CIP)
  2. Biannual resurfacing/slurry seal
- Periodically review eligible projects included in development fees
- Create and implement bikeways plan
- Work closely with traffic engineer
- 5 E's (Engineering, Education, Encouragement, Enforcement, Evaluation/Planning) as promoted by the League of American Bicyclists (<https://bikeleague.org/content/5-es>)
- Coordinate community events and partner with non-profits
- Coordinate activities with Safe Routes to School or serve as the point person
- Sponsor traffic safety classes for adults
- Secure funding/seek grants

## **POTENTIAL FUNDING SOURCES FOR POSITION**

- Surface Transportation grants (Federal)
- HURF

# IMPACTS OF BIKEWAYS PLAN ON CITY DEPARTMENTS

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Planning, building, and maintaining the bicycle network involves coordination between several departments across the City: Community Planning, Traffic Engineering, Development Engineering, the Capital Improvement Program, Parks & Recreation, Public Works, and Administration. Each department plays a critical and unique role in making the bikeway network effective. The plan makes many recommendations and it is critical for each department to understand their role in implementation. The following pages succinctly summarize the responsibilities of each department. When a dedicated bike coordinator is hired, many of these duties would fall on that employee to coordinate between departments.

---

Community Planning  
Public Works  
Traffic Engineering  
Development Engineering  
Infrastructure Engineering  
Capital Improvements Program (CIP)  
Parks & Recreation  
Information Technology  
Media & Public Affairs  
Police Department  
Grant Writing  
Wellness  
Yuma Crossing National Heritage Area (YCNHA)

## **IMPACTS OF BIKEWAYS PLAN ON CITY DEPARTMENTS**

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Planning, building, and maintaining the bicycle network involves coordination between several departments across the City: Community Planning, Traffic Engineering, Development Engineering, the Capital Improvement Program, Parks & Recreation, Public Works, and Administration. Each department plays a critical and unique role in making the bikeway network effective. The plan makes many recommendations and it is critical for each department to understand their role in implementation. The following pages succinctly summarize the responsibilities of each department. When a dedicated bike coordinator is hired, many of these duties would fall on that employee to coordinate between departments.

# COMMUNITY PLANNING

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Amend the zoning code to require bicycle parking facilities for all new multi-family, office, commercial, and industrial projects.	Convenience	Dev Eng	26, 28-29
Amend the zoning and subdivision code to require all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.	Connectivity	Dev Eng	30, 32-33
Develop & maintain a prioritized list of bicycle facility construction projects.	Connectivity		30, 42-61, Appendix B
Increase knowledge and awareness of the bikeways by publishing a highly accurate and regularly updated map of the bikeway network.	Promotion		36-37
Publish the bikeways network map online.	Promotion		36-37
Review and update the 'Measuring Success' Worksheet in the plan annually and upload to City website.			64-65
Review the Slurry Seal maps proposed by Public Works on a bi-annual basis and recommend potential bikeways or improvements based on this plan.	Connectivity	Public Works, Traffic Eng	40, 32-33
Implement and administer a Bike-Friendly Business program to draw awareness to tourism-related businesses who support cyclists.	Promotion		36-38
Coordinate with Traffic Engineering to implement a periodic bike count program at key locations.	Promotion	Traffic Eng	36, 39
Initiate the creation public service announcements to educate local residents on bicycle-related laws and regulations. Work with Media & Public Affairs and local partners at AWC and elsewhere.	Safety, Promotion	Media & Public Affairs, Police	16, 24-25
Hire a dedicated bikeways staff person to coordinate bikeways issues across departments and serve as the bicycle advocate for the City.	Promotion, Connectivity	Engineering	30, 40-41, Appendix F
Submit application for the League of American Bicyclists' Bicycle Friendly Community (BFC) in 2021	Promotion	Grant Writing	15, 64-65
Coordinate and sponsor a local resident to complete the League Cycling Instructor Smart Cycling course.	Safety, Promotion	Parks & Rec	24
Coordinate Bike Month activities including: a proclamation by Mayor and Council, public service announcements, and volunteer maintenance and/or installation projects.	Promotion	Parks & Rec, Media & Public Affairs	38
On an annual basis, assess development fee funds available for bikeway improvements and recommend projects to use these funds.		CIP	53

## PUBLIC WORKS

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Add <i>sharrow</i> pavement markings to existing and future bike routes during re-pavement efforts.	Safety		16, 20, Appendix A
Establish a program of regularly inspecting and maintaining all bicycle facilities.	Safety		16, 23
Promote a program to use volunteer maintenance for bicycle facilities, such as an "Adopt-a-Path" program.	Safety		16, 23
Configure traffic signals to detect bicycles at intersections.	Safety	Traffic Eng	16, 20
Install pavement markings or signage to discourage wrong-way bicycle riding.	Safety	Traffic Eng	16
At the recommendation of Traffic Engineering & Community Planning, re-stripe roadways to allow for bikeways following roadway resurfacing.	Connectivity, Safety	Traffic Eng, Planning	41-43
Install bicycle-friendly drainage grates on all roadways.	Safety		23
Regularly inspect bike lane pavement markings and bike route signage and repaint or replace as needed.	Safety		23
Adopt an East Main Canal Linear Park Maintenance Plan	Safety	Planning	23

# ENGINEERING

## TRAFFIC ENGINEERING

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Add high-priority projects to the Potential Improvements Plan and add key bike projects to the CIP each year.	Safety, Convenience, Connectivity	CIP	42-61
Configure traffic signals to detect bicycles at intersections.	Safety	Public Works	16, 20
On roadways with a posted speed limit of over 35 miles per hour and multiple lanes in each direction, recommend bike paths or protected bike lanes.	Safety	CIP	16-20, 32-33, 42-61
Where linear parks cross major roadways, seek to build grade-separated crossings.	Safety	CIP, Parks & Rec	16, 20
Install pavement markings or signage to discourage wrong-way bicycle riding.	Safety	Public Works	16
Construct bikeways to connect Arizona Western College & the Fortuna Foothills with the west side of town.	Connectivity	Dev Eng, CIP	30, 32-33, 35, 42-61
In conjunction with automobile traffic count efforts, implement a periodic bike count program at key locations.	Promotion	Planning	36, 39

## DEVELOPMENT ENGINEERING

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Encourage construction of key bicycle facilities on the East Mesa to address the current deficit.	Convenience	CIP, Traffic Eng	26, 32-33, 42-61
Amend the zoning code to require bicycle parking facilities for all new multi-family, office, commercial, and industrial projects.	Convenience	Planning	26, 28-29
Construct bikeways to connect Arizona Western College & the Fortuna Foothills with the west side of town.	Connectivity	Traffic Eng, CIP	30, 32-33, 35, 42-61
Amend the zoning and subdivision code to require all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.	Connectivity	Planning	30, 32-33
Require bike lanes or bike paths on or along all new arterial roadways.	Connectivity		30, 32-33

## INFRASTRUCTURE ENGINEERING

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Adopt a standard for bicycle parking.	Convenience	Planning	28-29



## CAPITAL IMPROVEMENTS PROGRAM (CIP)

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Add high-priority projects to the Potential Improvements Plan and add key bike projects to the CIP each year.	Safety, Convenience, Connectivity	CIP	42-61
Prioritize construction of key bicycle facilities on the East Mesa to address the current deficit.	Convenience	Traffic Eng, Dev Eng	26, 32-33, 42-61
On roadways with a posted speed limit of over 35 miles per hour and multiple lanes in each direction, consider constructing bike paths or protected bike lanes.	Safety	Traffic Eng	16-20, 32-33, 42-61
Construct bikeways to connect Arizona Western College and the Fortuna Foothills with the west side of town.	Connectivity	Traffic Eng, Dev Eng	30, 32-33, 35, 42-61
Construct bikeways, preferably bike paths, that create looping routes to allow for long recreational rides.	Connectivity	Parks & Rec	30, 32-33, 35, 42-61
Where linear parks cross major roadways, seek to build grade-separated crossings.	Safety	Traffic Eng, Parks & Rec	16, 20
Provide bike racks at all public parks and public facilities.	Convenience	Grant Writing	26, 28
Develop the Capital Improvement Program (CIP) to meet the bicycle facility needs stated in this plan. Bikeway improvements should be re-assessed and re-evaluated annually in conjunction with the CIP plan.	Connectivity		30, 32-33, 42-61

## PARKS & RECREATION

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Where linear parks cross major roadways, seek to build grade-separated crossings.	Safety	Traffic Eng, CIP	16, 20
Partner with local schools to create school programs to educate children on bicycle safety.	Safety	Police	16
Build a Bike Safety Town for training and education in one of the City parks.	Safety	Grant Writing	16, 24
Provide bike racks at all public parks and public facilities.	Convenience	Grant Writing	26, 28
Partner with local bike shops to provide bike service stations along the linear parks and at key destinations.	Convenience		26, 29
Construct bikeways, preferably bike paths, that create looping routes to allow for long recreational rides.	Connectivity	CIP	30, 32-33, 35, 42-61
Improve connections between the East Main Canal Linear Park and adjacent neighborhoods.	Connectivity	CIP	30
Support and sponsor Bike Month activities to encourage ridership.	Promotion		36-38
Partner with other local organizations to sponsor a Physical Activity Campaign, Bike Rodeo, and other programs to encourage children to cycle to school.	Promotion		36-38
Coordinate and sponsor a local resident to complete the League Cycling Instructor Smart Cycling course.	Safety, Promotion	Planning	24
Encourage the Public Art Committee to sponsor a program to design and install artistic bike racks.	Convenience		28-29
Purchase and install permanent counters for key locations along the linear parks.	Promotion	Planning	39

## INFORMATION TECHNOLOGY

### GEOGRAPHIC INFORMATION SYSTEMS

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Maintain the current bikeways layer in ArcMap as bikeways are added to the network.		Traffic Eng, Dev Eng, Planning	

## MEDIA & PUBLIC AFFAIRS

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Create public service announcements to educate local residents on bicycle-related laws and regulations.	Safety	Planning, Police	16, 24-25
Support and sponsor Bike Month activities to encourage ridership.	Promotion		36-38

## POLICE DEPARTMENT

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Assist with public service announcements to educate local residents on bicycle-related laws and regulations.	Safety	Planning, Media & Public Affairs	16, 24-25
Increase police enforcement of traffic rules regarding cycling and motorist behavior.	Safety		16, 24
Offer bicycling safety training courses to officers	Safety		24

## ADMIN/GRANT WRITING

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Seek funding to build a Bike Safety Town for training and education in one of the City parks.	Safety	Parks & Rec	16, 24
Seek funding for bicycle parking and bicycle service stations.	Convenience	Parks & Rec, Planning	28-29
Seek grant funding and partnerships to expand and maintain the bikeway network, with a focus on the High-Priority Projects.	Connectivity	Planning, CIP	42-61

## ADMIN/WELLNESS

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Implement incentives to encourage employees to cycle to work.	Promotion		37

## ADMIN/YCNHA

TASK	GOALS ADDRESSED	PARTNER DEPTS	PLAN REFERENCE
Seek funding and partnerships to extend the Colorado River Levee Linear Park to the east.	Connectivity, Safety	Planning	42-43, 54
Expand the bike rental program at the Visitors Center by offering bike tours.	Promotion		38

# YUMA COUNTY WATER USERS' ASSOCIATION GUIDELINES FOR MULTI-USE PATHS

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Many proposed multi-use paths fall within the right-of-way of the Yuma County Water Users' Association (YCWUA). The City of Yuma and YCWUA have a agreement (License No. 001-95-002) by which the City can develop and maintain multi-use paths (also referred to as linear parks) along the canals and drains managed by the YCWUA. The City has worked with the YCWUA in the past to approve certain rights-of-way as appropriate for future linear parks/ multi-use paths or bike paths, as shown in the map included here. The YCWUA adopted design guidelines for multi-use path development, also included here.

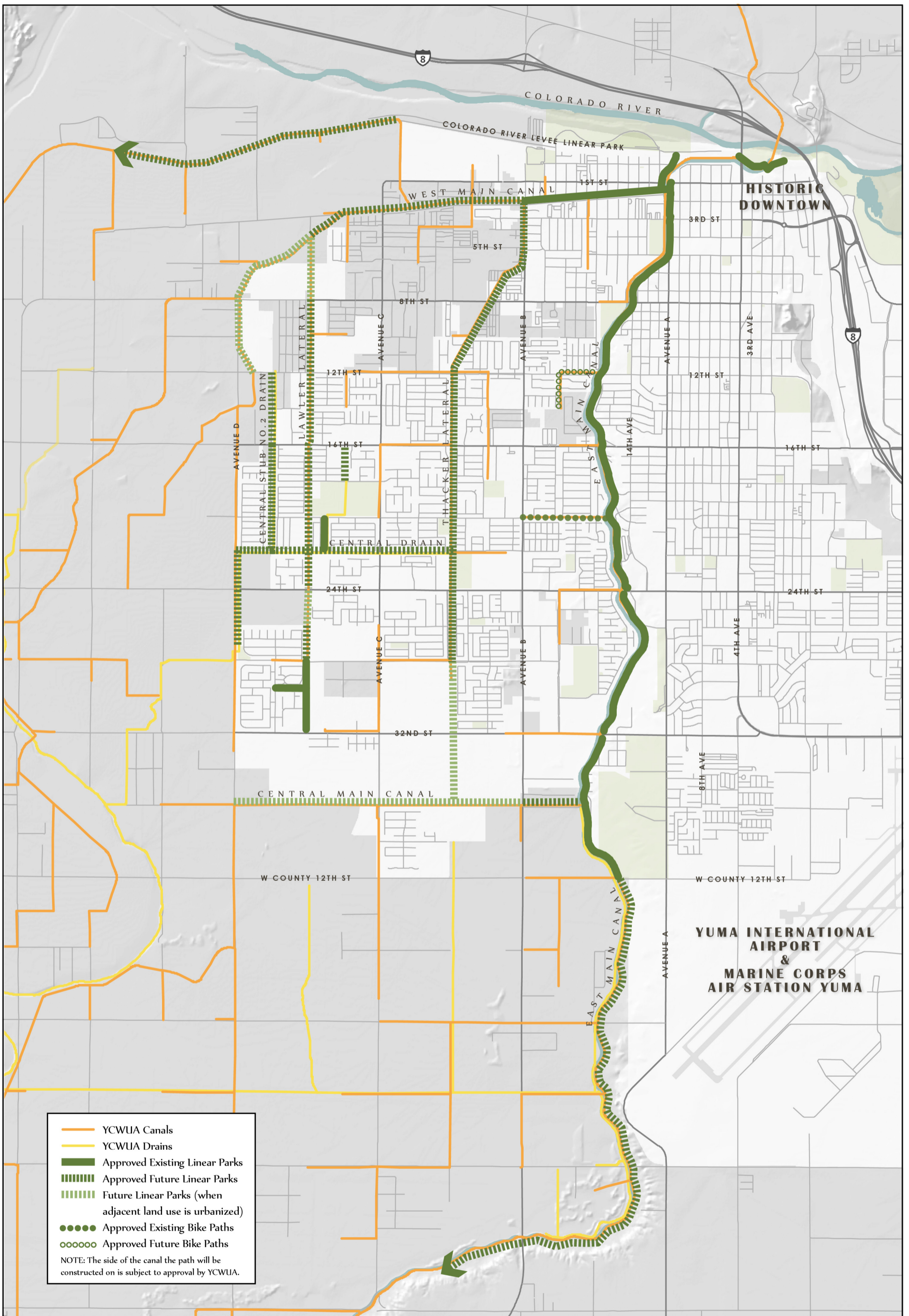
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## Multi-Use Path Guidelines

Created June 2017

The following guidelines have been adopted to properly and efficiently operate and maintain the United States Bureau of Reclamation (USBR) facilities and Rights-of-Way (ROW) associated with the Valley Division and to preserve the integrity of the Project as a whole in relation to Multi-Use Path (MUP) projects:

- At least three dog stations are needed per mile interval. We recommend them next to rest stations, if rest stations are part of the improvement.
- At least three trashcans are needed per mile interval. These need to be fastened to the ground or base, or be heavily built. We recommend them next to rest stations, if rest stations are part of the improvement.
- Signs reading "NO MOTOR VEHICLES" are needed at every entry point. Bollards and appurtenances (3x3 boulders, barricades or traffic signs per city code, etc.) w/ dual locks will need to be installed at designated entry points if necessary. The spacing between the appurtenances shall not exceed 42" in separation .
- YCWUA barricade(s) and appurtenances (3x3 boulders, barricades or traffic signs per city code, etc.) w/ dual locks will need to be installed at designated entry points if necessary. The spacing between the appurtenances shall not exceed 42" in separation.
- A 1' non-access easement should be defined as part of the engineering drawings. The 1' non-access easement should fall within the development or subdivision adjacent to the YCWUA rights-of-way. The easement is to be established adjacent to the YCWUA rights-of-way, but outside the YCWUA rights-of-way. The Easements should be enforced at all times by the Licensee.
- At entry points to YCWUA row, the spacing between bollards or gates needs to be a minimum of 24' (20' shall be enough) between the entry road and the bollard or gate placement to allow an operator of a truck to park and unlock the bollard or gate accordingly.



**Existing & Proposed Linear Parks & Bike Paths within YCWUA's Rights-of-Way**