# Project Overview



PIMA ASSOCIATION OF GOVERNMENTS

#### **REGIONAL ACTIVE** TRANSPORTATION PLAN

## PROJECT PURPOSE



**Develop comprehensive existing conditions data** 

Establish a regional active transportation vision



**Prioritize active transportation investments** 



Establish preferred active transportation treatments



**Build momentum for investing in active transportation** 

### PROJECT SCHEDULE



Public Engagement Opportunity

### **PROJECT GOALS**



Develop guidelines to provide consistent regional active transportation infrastructure that is safe, convenient, comfortable, and accessible for users of all ages and abilities.



Encourage active transportation facilities to be maintained.



Continually collect and track active transportation data to support datadriven decision making.



Prioritize active transportation infrastructure that connects to activity centers.



Promote an active transportation network that supports mobility, access, health, and improved air quality.



Identify funding opportunities through coordination with PAG member agencies to implement RATP recommendations.

# **Active Transportation** Treatments



Potential active transportation treatments were identified for the PAG Region. Treatments are categorized by bicycle and crossing infrastructure treatments.

### **BICYCLE INFRASTRUCTURE TREATMENTS**

### **Buffered Bike Lane**



Buffered bike lanes are conventional bike lane paired with a buffer that provides separation from vehicle travel lanes. This can include a painted buffer as well as temporary separators, such as flexible delineators.

#### **Parking Protected Bike Lane**



Parking protected bike lanes are conventional bike lanes with a parking lane and buffer that provides separation from vehicle travel lanes.

#### **Physically Protected Bike Lane**

#### **Shared Use Path**



Physically protected bike lanes are similar to buffered bike lanes but include a physical separation, such as a curb or barrier, to protect cyclists from vehicular traffic.



Shared use paths are offstreet facilities on exclusive right-of-way that are used by both bicyclists and pedestrians.

### **CROSSING INFRASTRUCTURE TREATMENTS**

#### **Raised Crosswalk**



A raised crosswalk is a pedestrian crossing at curb level to slow vehicles and make pedestrians more visible.

#### **Two-Stage Crosswalk**



A two-stage crosswalk allows pedestrians to cross one direction of traffic at a time and provides a refuge island in the roadway.

### **REPRESENTATIVE INTERSECTION RECONSTRUCTION**





For illustrative purposes only. Not a planned or funded project.

- Physically protected bike lanes
- Green paint in bike/vehicle conflict areas
- Enhanced crosswalks
- Raised crosswalk in right-turn ramp

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- Shared use paths
- High-visibility crosswalks
- **Raised medians**
- Channelized right-turn lanes