

BIKEWAYS AND TRAILS

Connectivity to the community and neighborhoods they serve is an important part of park system planning for a modern city. Connections between residents and parks and community destinations provide alternatives for non-motorized transportation, as well as associated recreation opportunities and health benefits. A well designed path, trail and bikeway system provides contiguous safe routes for people of all ages to get to home, school, work or play.

The City's Bikeway and Trails Master Plan is integrated with the overall Transportation Plan for the City because much of this non-vehicular network is located within the City streets rights-of-way. Multi-use trails as part of the transportation network must also be integrated into parks and open space, in particular the linear Greenways established in the Green Armature.

Three levels of trails are identified in the Master Plan:

REGIONAL PATH:

Regional paths are part of a larger circulation plan connecting the City with the rest of the Valley. The Regional Path can be envisioned as a thoroughfare for pedestrians and cyclists. These multi-user paths provide continuous alignments with little or no interruption by vehicular traffic by implementing grade separated crossing at major roadways. The path has a minimum width of 12 feet of concrete paving with a parallel 6 feet minimum decomposed granite trail within an average easement width of 50 feet. The path will be lighted for evening and early morning use and may have restrooms and trailheads developed for access and comfort. The Maricopa County Regional Trail running along McMicken Dam is an example of a regional trail system that not only interconnects residents within the City, but connects the City to other Valley destinations.

COMMUNITY PATH:

Typically designed as multi-use paths that accommodate both pedestrians and cyclists, the community path represents the main pathway that interconnects neighborhoods, parks and community destinations. The path has a minimum concrete width of 10 feet with a parallel 5 feet decomposed granite trail. The path and trail is separated from the street curb with a landscape area, providing a safety buffer. Community paths that are aligned through open space are within a 30 feet minimum width easement to allow for safe travel, lighting and rest areas.

LOCAL PATH:

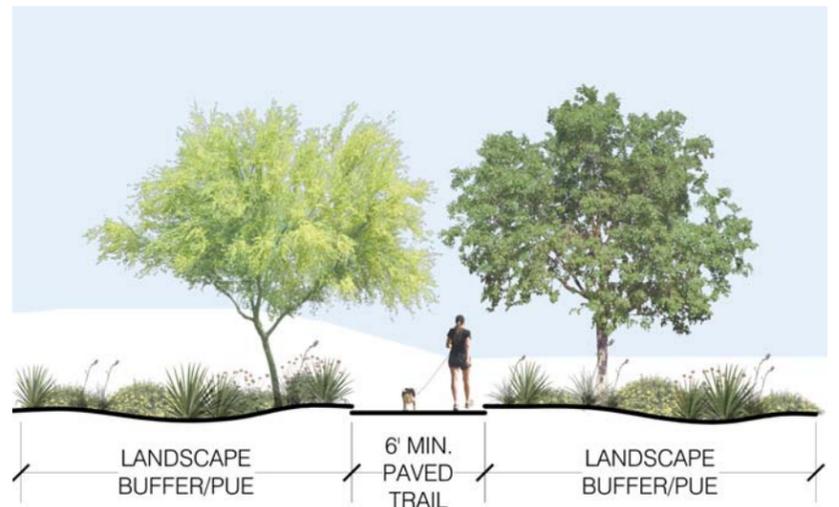
Primarily designed as separated sidewalks within neighborhoods, these paths, continuous and accessible, have the specific purpose of connecting residents internally to neighborhood parks and externally as feeder paths to the larger Community and Regional Path network. Local paths are often located within the street rights-of-way providing safe routes to parks and schools.

BIKEWAYS AND TRAILS NEEDED:

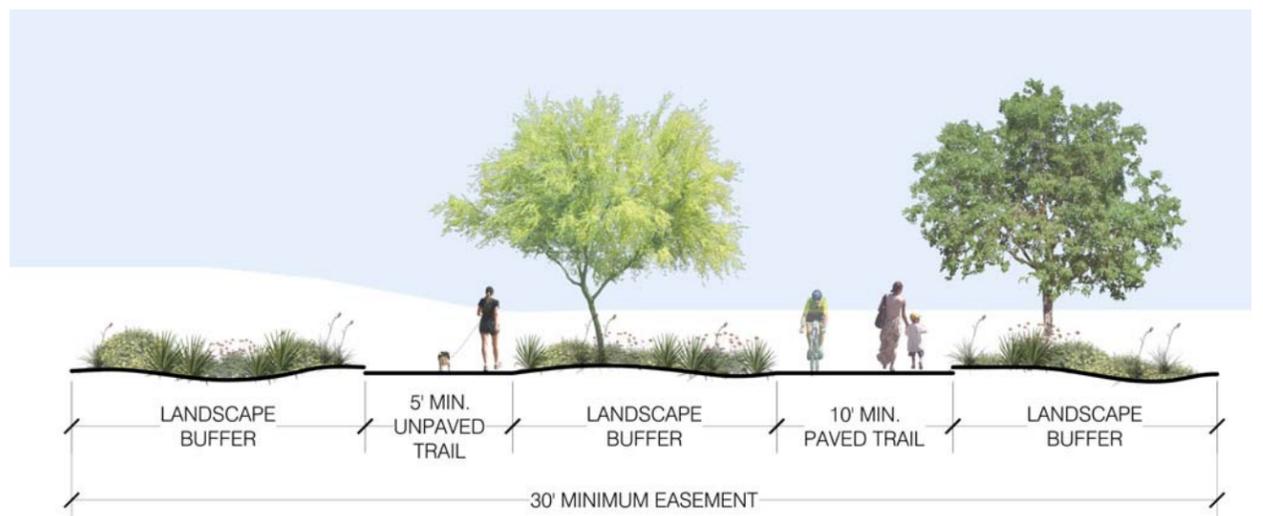
13
MILES
NATURAL
SURFACE
TRAILS

19
MILES
IMPROVED
SURFACE PATHS

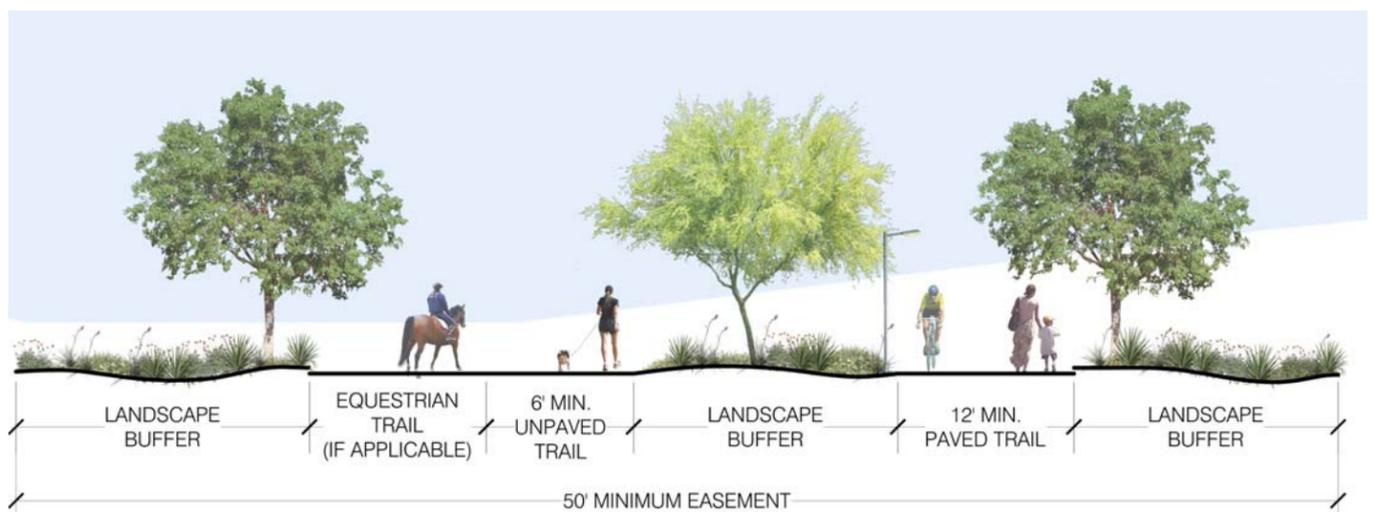
10
NEW
TRAILHEADS



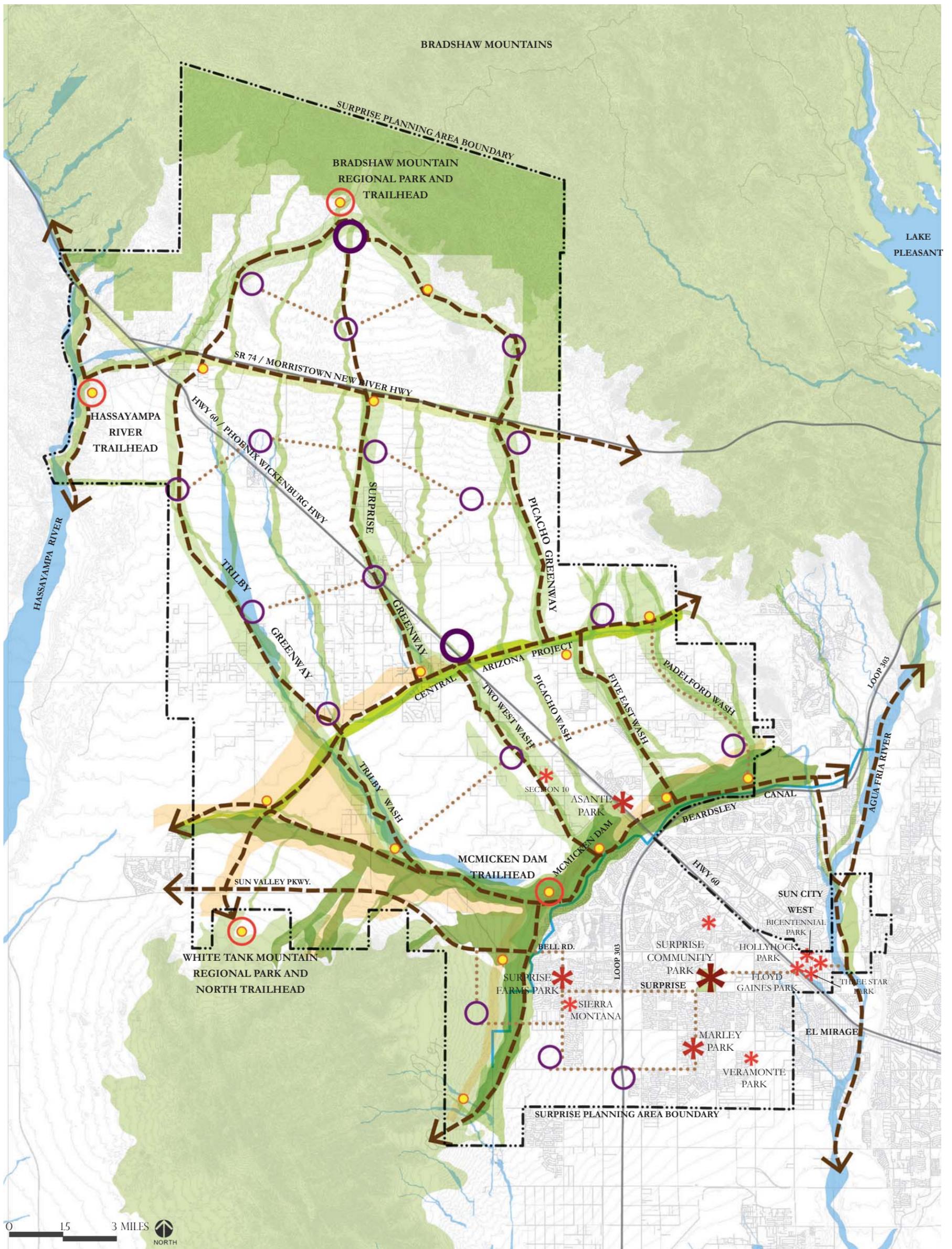
LOCAL PATH



COMMUNITY PATH



REGIONAL PATH



-  REGIONAL PATH
-  COMMUNITY PATH
-  EXISTING CITY PARK
-  EXISTING COMMUNITY PARK
-  EXISTING NEIGHBORHOOD PARK

-  NEW CITY PARKS
-  NEW COMMUNITY PARKS
-  TRAILHEADS
-  NEW MAJOR TRAILHEADS

NOTE: LOCAL PATHS (NOW SHOWN) ARE PART OF PRIVATE DEVELOPMENTS AND WILL CONNECT TO THE COMMUNITY AND REGIONAL PATH SYSTEM.