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## **Section 9 ALTERNATIVE MODES OF TRANSPORTATION**

All roadway projects subject to this ordinance shall hold, as a primary consideration, the inclusion of appropriate infrastructure and design treatments to accommodate, promote and integrate alternative modes of transportation.

### **Section 9.1 Bicycle Considerations**

- 1) Bicycle facility improvements on major roadway projects shall utilize all appropriate AASHTO design guidelines, Arizona Bicycle Facility Design Guidelines MUTCD, City of Tucson Development Standards, and City of Tucson/Pima County Standard Specifications and Details.
- 2) To promote the use of the bicycle as an alternate mode of transportation, and to provide for bicyclist safety, major roadway projects shall be designed with outside vehicle lanes that accommodate five (5) foot wide on-street bicycle routes with painted edgelines when adequate right-of-way is available.
- 3) All major roadway projects involving the reconstruction of intersections shall provide for painted edgeline bicycle routes or additional outside vehicle lane width as a part of the intersection improvement when adequate right-of-way is available. Actuated signal detection or video camera detection will be provided so the bicyclist can actuate the traffic signal.
- 4) To provide bicyclists with safe and efficient access over or under major transportation corridors, all new or reconstructed roadway bridges and underpasses shall include bicycle routes with painted edgelines or multi-use emergency breakdown lanes to improve bicyclist as well as motorist safety. All bike routes and lanes that are located within a roadway underpass shall have adequate lighting for bicyclists.
- 5) Major roadway projects that will not provide additional vehicular capacity may utilize a reconfiguration of vehicle lanes to accommodate bicycle routes with painted edgelines. When average daily traffic does not warrant current vehicle lane configurations and bicycle traffic is heavy, consideration may be given to reducing the number of vehicle lanes to allow for the striping of bicycle routes with painted edgelines. Any reduction in roadway capacity as a result of a major roadway project shall be carefully studied as to the impacts on other roadways and adjacent neighborhoods.
- 6) In order to provide continuity within the regional bikeway system, major roadway projects that intersect one or more of the four established regional bikeways (Mountain Avenue, Third Street, Liberty Avenue, and Arroyo Chico), future bikeways, or other designated bike routes, shall incorporate all available design techniques to ensure that bicyclists are able to effectively and safely cross through, over, or under the newly constructed or reconstructed roadway.