

BIKE



GILBERT

PLAN



ACKNOWLEDGEMENTS

TOWN COUNCIL

Jenn Daniels, Mayor

Brigette Peterson, Vice Mayor

Scott Anderson, Councilmember

Eddie Cook, Councilmember

Jordan Ray, Councilmember

Jared Taylor, Councilmember

Aimee Rigler, Councilmember

PROJECT STAFF

Patrick Banger, Town Manger

Jacob Ellis, Deputy Town Manager

Kyle Mieras, AICP, Development Services Director

Kristin Myers, Transportation Planning Manager

Nichole McCarty, AICP, Transportation Planner

Lt. Brian Blunt, Police Department

David Fabiano, P.E., Town Engineer

Rajinish Gupta. P.E., Traffic Engineer

Scott Hamlin, Traffic Engineering Division

TOWN DEPARTMENTS

Town Manager's Office

Development Services

Police Department

Office of Digital Government

Public Works

GIS

Legal

Thank you to the numerous residents, businesses and Town staff that participated in the development of the Bike Gilbert Plan through surveys, comments, events, mapping, field work, and social media promotion.

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INTRODUCTION

PURPOSE

To provide safe and convenient opportunities for community members of all ages and abilities to utilize multi-modal transportation alternatives.

VISION STATEMENT

We aspire to provide all Gilbert residents, employees and visitors the benefit of being able to bicycle safely and comfortably to a variety of destinations both within our Town limits and connecting to our neighboring communities and regional destinations.



PERFORMANCE MEASURES

In order to successfully implement the 2019 Bike Gilbert Plan purpose and vision, the following performance measures were created to help monitor progress.



Infrastructure: Create safe bike networks for residents to ride throughout Gilbert

- Number of safety infrastructure projects started and/or completed



Education: Provide on-going safety education and bike law training for the community

- Number of community outreach efforts related to bike safety and bike law education



Encouragement: Promote events and campaigns that help foster a supportive bike community

- Number of new bike-related community events developed



Planning and Research: Assess progress by continuing to analyze data and reviewing implementation status of the Bike Gilbert Plan

- Amount of data collected to continue analysis of bicycle ridership trends and number of bicycle-related crashes and fatalities
- Implementation status
- Number of bicycle-related crashes and fatalities



PLAN CONTEXT

In December 2017, a bicycle planning process was initiated with the goal of drafting a more modern and relevant document to replace Gilbert's existing 13 year old bike plan. The year-long planning process included an extensive outreach program to reach the public and stakeholders through a community survey, public outreach events, crowdsourcing opportunities, internal meetings and stakeholder review.

PROJECT TIMELINE

- Project Kick-off: December 2017
- Community Survey: April/May 2018
- Community Open House: July 2018
- Draft Plan: August-November 2018
- Final Draft Plan: December 2018
- Presentation to Town Council: January 2019

The Bike Gilbert Plan was developed using a data-driven process to help identify and prioritize investments and next steps for moving forward to improve the conditions for bicycling in Gilbert. Woven throughout the entire document you will see one common thread – a focus on improving the safety conditions for bicyclists utilizing Gilbert's network.

GILBERT TRANSPORTATION MASTER PLAN (2014)

The Gilbert Transportation Master Plan, adopted in 2014, includes a section dedicated to the topic of bicycling and includes goal statements, recommendations, and a "toolbox" of suggested treatments to improve bicycling in Gilbert. This section also describes bike-related Capital Improvement Projects for FY 2015 to FY 2019. The 2019 Bike Gilbert Plan was created in-line with the recommendations found in the Transportation Master Plan, but with the intent of refining the goals and furthering the analysis efforts to help better implement bike improvement projects.

Bike related goals found in the 2014 Gilbert Transportation Master Plan:

- Promote bicycling as a viable transportation option through a safe, comprehensive network of bicycle facilities with access to employment, shopping, schools, parks, and neighborhoods.
- Support public and private efforts to improve mobility in the region and reduce impacts on the environment.

The 2014 Gilbert Transportation Master Plan also identifies the following seven (7) factors that should be considered when working on multi-modal transportation efforts. As the Bike Gilbert Plan is implemented, we will continue to reference these important focus areas:

- Safety - All areas of design, operations, and maintenance of the transportation system should minimize hazards and emphasize safety for all modes of travel. Special consideration should be given to minimizing conflicts between travel modes.
- Efficiency - Transportation systems must be well-designed to effectively serve adjacent land uses. The degree to which each mode meets the needs of the community should be considered in terms of efficiency.
- Balance - A balanced transportation system provides multiple choices that are convenient and accessible for travelers. Balance is important to meet the diverse travel needs of a growing community.
- Integration - It is important to integrate travel modes that facilitate the transfer from one mode to another. Many trips involve using more than one mode. People who drive to work walk from their car to the office, and others ride their bike to a transit stop, and finish the trip on the bus. A multimodal system provides convenient, easy access between travel modes.

- **Mobility** - Mobility describes a person's ability to travel to destinations within a community. A balanced transportation system provides the ability to choose a travel mode based on the type and distance of a trip.
- **Accessibility** - Accessibility describes the degree to which travelers can use various modes in the transportation system. Accessible transportation systems provide ease of use for all people, regardless of physical ability or economic status. Multimodal transportation promotes healthy and sustainable communities
- **Aesthetics** - Forms a uniqueness of the area and creates a theme that invites people to use the system and includes items such as facility design, landscaping, and art.

After analyzing the existing plans in place and looking back at the research that had been done to date, we were able to better understand our shortcomings and set a path forward to improve upon a bike planning strategy to move forward. One of the most impactful steps in this process was being able to collect and analyze raw data for bicycle counts in several locations across the Town. Previous to this plan, that type of data had not been collected in Gilbert.

Taking a deep dive into an existing conditions analysis enabled us to get a true snapshot of the current state of bicycling conditions in Gilbert. With all of these steps behind us, we now are in a position to better understand the community need and will be able to prioritize and implement bike improvement projects more efficiently and effectively. This in turn will help us achieve the Town's vision and goals related to bicycling in Gilbert.

TYPES OF BICYCLISTS

To ensure a successful implementation of bike improvement projects, a wide variety of bicyclists, from all ages and abilities, must be positively impacted by our proposals. Creating a less stressful and more safe and comfortable bicycle network will help to make bicycling more appealing to a broader segment of the population. First, we must identify barriers for people bicycling; this will help us to prioritize bikeway infrastructure improvements that meet the needs of people of all ages and abilities and meaningfully allow people to use a bicycle for transportation purposes.

In the City of Portland, Transportation Planner Roger Geller developed a method of categorizing bicyclists into four different "types," based primarily on a bicyclist's willingness to ride under the current conditions that exist in their community.

Based on this method, all residents will fall into one of the following categories:

1. **Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure
2. **Enthusied and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place
3. **Interested but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place
4. **No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place

Geller estimated that the average community would have the following allocation of bicyclists in each category:

- **Strong and Fearless:** Less than 1%
- **Enthusied and Confident:** 7%
- **Interested but Concerned:** 60%
- **No Way, No How:** 33%

Based on these percentages, bike improvement projects that will have the greatest potential to positively impact ridership levels, would be those that addressed the needs of the "Interested but Concerned" bicyclist. Therefore, the Town should aim to provide bike facilities that are above the minimum standards for safety and comfortable design.

Source: Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation.

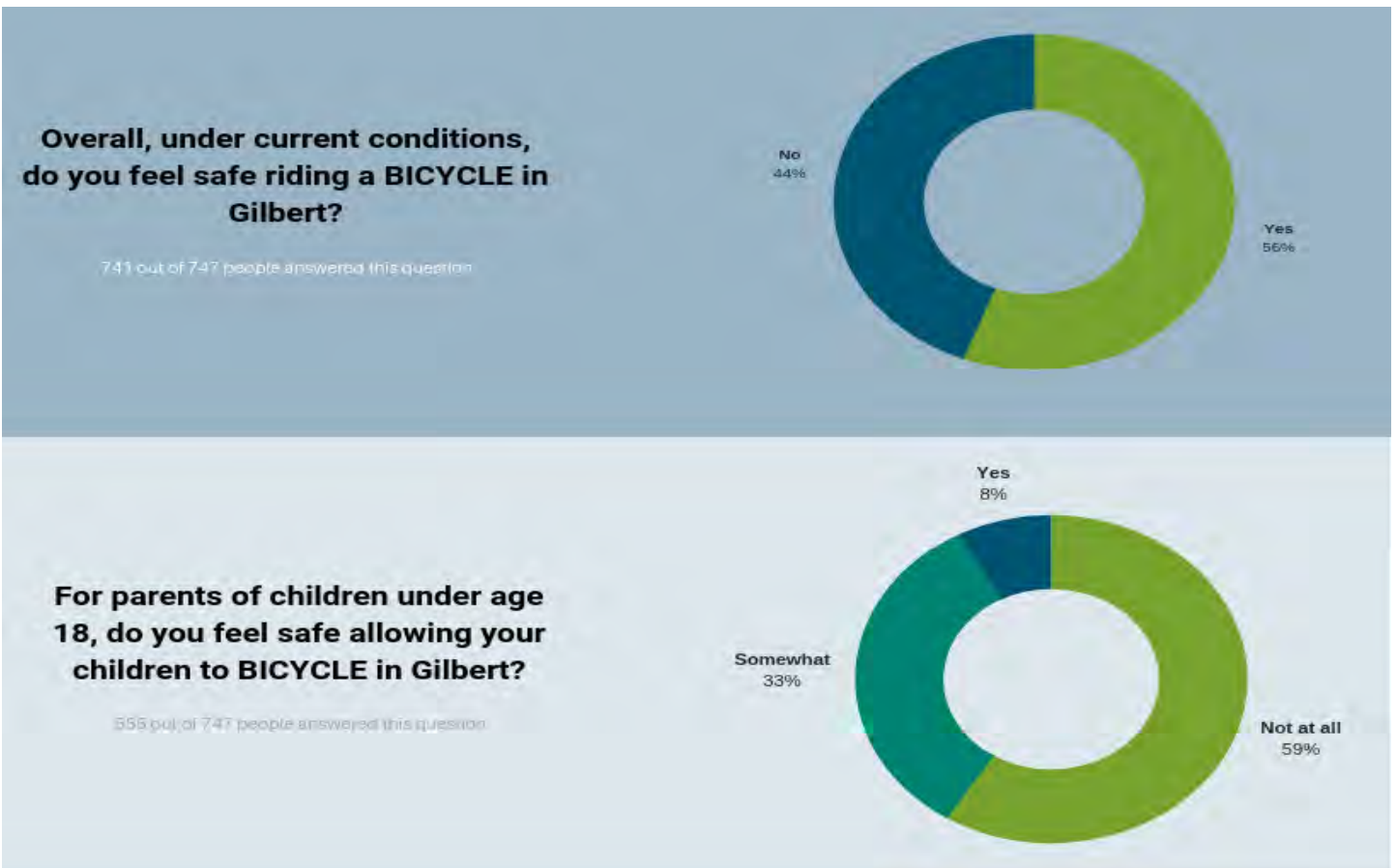
STATEWIDE SAFETY OVERVIEW FOR BICYCLISTS AND PEDESTRIANS

The state of Arizona currently has the highest rate of pedestrian deaths in the Nation. In 2015, the Governor’s Office of Highway Safety (GOHS) published statistics showing that pedestrian and bicyclist fatalities accounted for a combined 23% of all fatalities in Arizona. Crash facts provided by the Arizona Department of Transportation (ADOT) shows the percent increase in fatalities between 2015 and 2016 as 18.4% for pedestrians and 10.7% for bicyclists. Similarly, the percent of injuries for both bicyclists and pedestrians also increased.

ADOT CRASH DATA	2015	2016	PERCENT INCREASE
Pedestrian Fatalities	163	193	18.40%
Bicyclist Fatalities	28	31	10.71%
Pedestrian Injuries	1,246	1,458	17.01%
Bicyclist Injuries	1,278	1,350	5.63%

Most of the factors that impact the safety of pedestrians on our roadways also directly influence the safety of our bicyclists. High speeds, distracted driving, insufficient infrastructure and lack of education related to bike and pedestrian laws are all examples of safety factors that need to be addressed by the entire State to help improve the current situation.

Safety is commonly provided as the number one reason people choose not to ride a bike or the number one concern cited by those who do. Of the 741 residents who answered a bike survey question relating to their perception of bike safety, only a slight majority (56%) answered that they felt safe riding a bicycle in Gilbert. In a separate but related question, a vast majority of parents with children under the age of 18 did not feel safe allowing their children to ride a bicycle. The results of these survey questions, in combination with analysis of many other important safety datasets, have lead us to prioritize safety as the number one determining factor in moving forward with bike planning and implementation efforts.



EXISTING CONDITIONS



In order to prepare a plan to help guide Gilbert to a more bike-friendly future, we first had to analyze the current state of conditions, as they relate to bicycling in our community.

This task was accomplished through a combination of research, reviewing historical data, collecting and reviewing new data, reviewing past surveys and conducting new ones, listening and learning from the community and analyzing trends with the help of Staff experts from a variety of disciplines.

WHAT WE HAVE

An inventory of our on-street infrastructure including bike lanes and pedestrian hybrid beacons as well as off-street multi-use trails.

WHAT WE KNOW

A summary of the Maricopa County Trip Reduction Survey results for Gilbert employees and students and analysis of Bike Crash Data from 2016-2018.

WHAT WE HEARD

A summary of what we heard through the “Bike Gilbert” survey results, Community Open House and feedback from internal stakeholder review.

WHAT WE DISCOVERED

A description and summary of the bicycle count data that was collected in twenty-two different locations across Gilbert.

WHAT WE HAVE

STREET INVENTORY

Total Miles of
Gilbert Streets



- Locals (73%)
- Collectors (10%)
- Arterials (17%)

Total Miles of
On-Street Bike Lanes



- 76% of collectors and arterials have on street bike lanes

Total Miles of
Multi-Use Paths

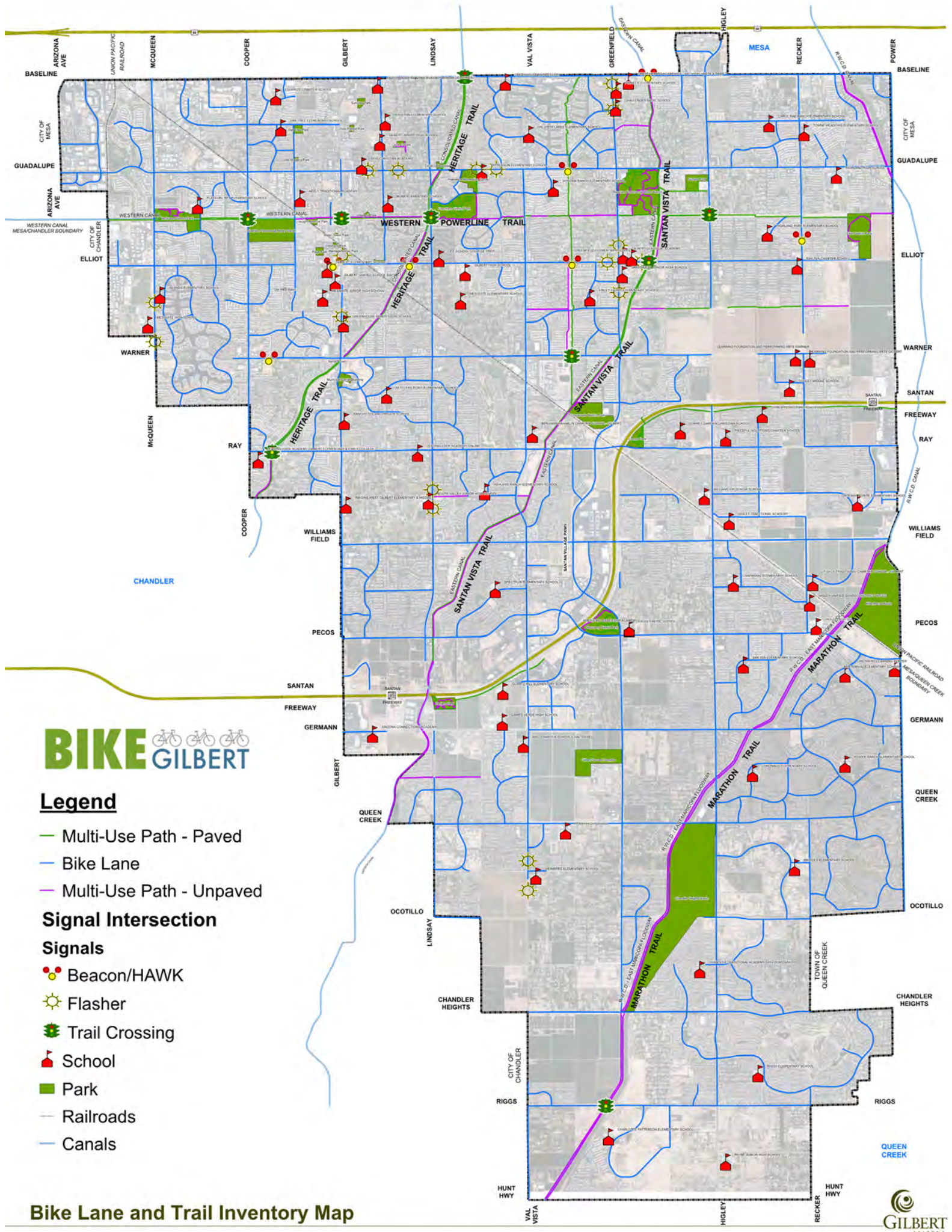


- Paved (49%)
- Un paved (51%)

BIKE INFRASTRUCTURE

With the Town now developed at an estimated 80% of build-out (total amount of land area that will be developed), we are in a crucial moment to discuss the future of bike safety issues with how they relate to implementation of our roadway networks and other future planning efforts related to our infrastructure development.

With many miles of arterial and collector roadways left to be improved in Gilbert, there is ample opportunity to incorporate new and innovative bike safety standards and roadway design elements that will provide benefits to the community as it continues to grow.



BIKE GILBERT

Legend

- Multi-Use Path - Paved
- Bike Lane
- Multi-Use Path - Unpaved

Signal Intersection

Signals

- Beacon/HAWK
- Flasher
- Trail Crossing
- School
- Park
- Railroads
- Canals

Bike Lane and Trail Inventory Map

WHAT WE KNOW

TRIP REDUCTION SURVEY

Every year the Maricopa County Department of Public Health conducts a Travel Reduction Survey as part of their Travel Reduction Program aimed at reducing air pollution in the region. In 2016, responses were collected from over 325,000 employees and almost 53,000 students across Maricopa County, representing approximately 9 percent of the population.

Here in Gilbert, there were 29,531 employees and 5,586 students surveyed. The nature of the program and survey are regional and therefore the responses for Gilbert are not solely from residents, but also represent those who live outside of Gilbert but commute here for work.

The answers to the following questions provided us with meaningful data to help better understand how often employees and students are choosing to cycle as a mode of transportation.

On average how many days do you bike to work or school?

DAYS BICYCLE	GILBERT EMPLOYEES	GILBERT STUDENTS
0-1	99.1% (29,265)	98.3% (5,491)
2-3	0.4% (118)	0.3% (17)
4-5	0.5% (148)	1.4% (78)

If you were willing to make a change to your daily commute, which options would interest you most?

MODE OF TRANSPORTATION	GILBERT EMPLOYEES	GILBERT STUDENTS
Bicycle	12.3% (3,632)	25.6% (1,430)

BIKE CRASH DATA

In order to gain a more in-depth perspective into how and why bicycle crashes are occurring in our community, the past two years of crash data were analyzed in great detail. As part of this significant step, we also dug deep into several crash report narratives to more accurately understand the details surrounding the crash. While this task was a significant undertaking, the results of the efforts were the development of a set of crucial data sets that helped in both setting a true baseline for the existing conditions surrounding bike safety today, and to drive the direction of the plan to be focused on bike safety improvement efforts moving forward.

As demonstrated in this section's graphics, the majority of crashes in Gilbert are occurring within an intersection that has a crosswalk. The next highest percentage of crash locations happen in a dedicated bike lane. Knowing crash trends such as these will be fundamental in directing our education and enforcement campaigns and will also directly relate to our prioritization of infrastructure analysis improvement efforts.

Moving forward, Police crash data will be analyzed on a quarterly basis (at a minimum) with a team of Staff members that will participate in the Bike Incident Review Team. This team and the analysis efforts they undertake will help ensure that recordable crashes are being identified and analyzed in a way that is meaningful to future bike planning efforts and on-going crash analysis.

Crash Location Mapping

In order to synthesize crash data that could be used to inform our decisions relating to network improvements and prioritization, bike crashes from 2016-2018 in Gilbert were mapped. The crash data included any incident in Gilbert that involved a bicyclist crash on a public road or right-of-way, and in which a police report was recorded.

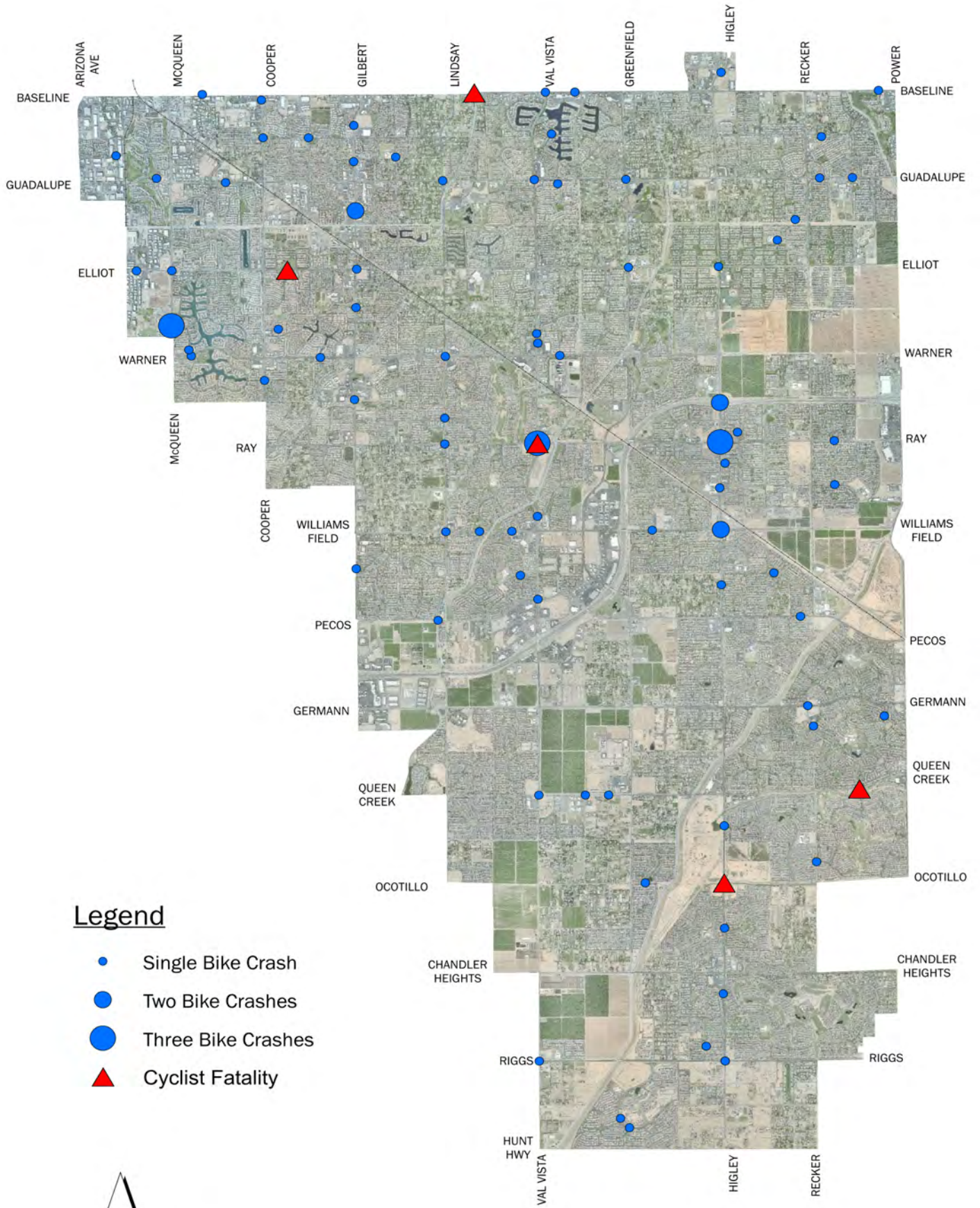
In Gilbert, between 2016 and 2018 there were a total of 243 bicyclist-involved crashes, for an average of 81 crashes per year, or almost seven (7) crashes per month. A total of five (5) of these crashes resulted in a bicyclist fatality. Generally, crashes are concentrated on major arterial roadways and most often at a major intersection. There are also significantly more crashes occurring from north of Pecos Road than there are in the southern portion of Town. However, two (2) of the five (5) fatalities in the past three years occurred in south Gilbert.

GILBERT CRASH DATA	2016	2017	2018	PERCENT CHANGE
Bicyclist Fatalities	2	2	1	(50%)
Bicyclist Crashes	87	74	82	8.1%

Top Crash Locations

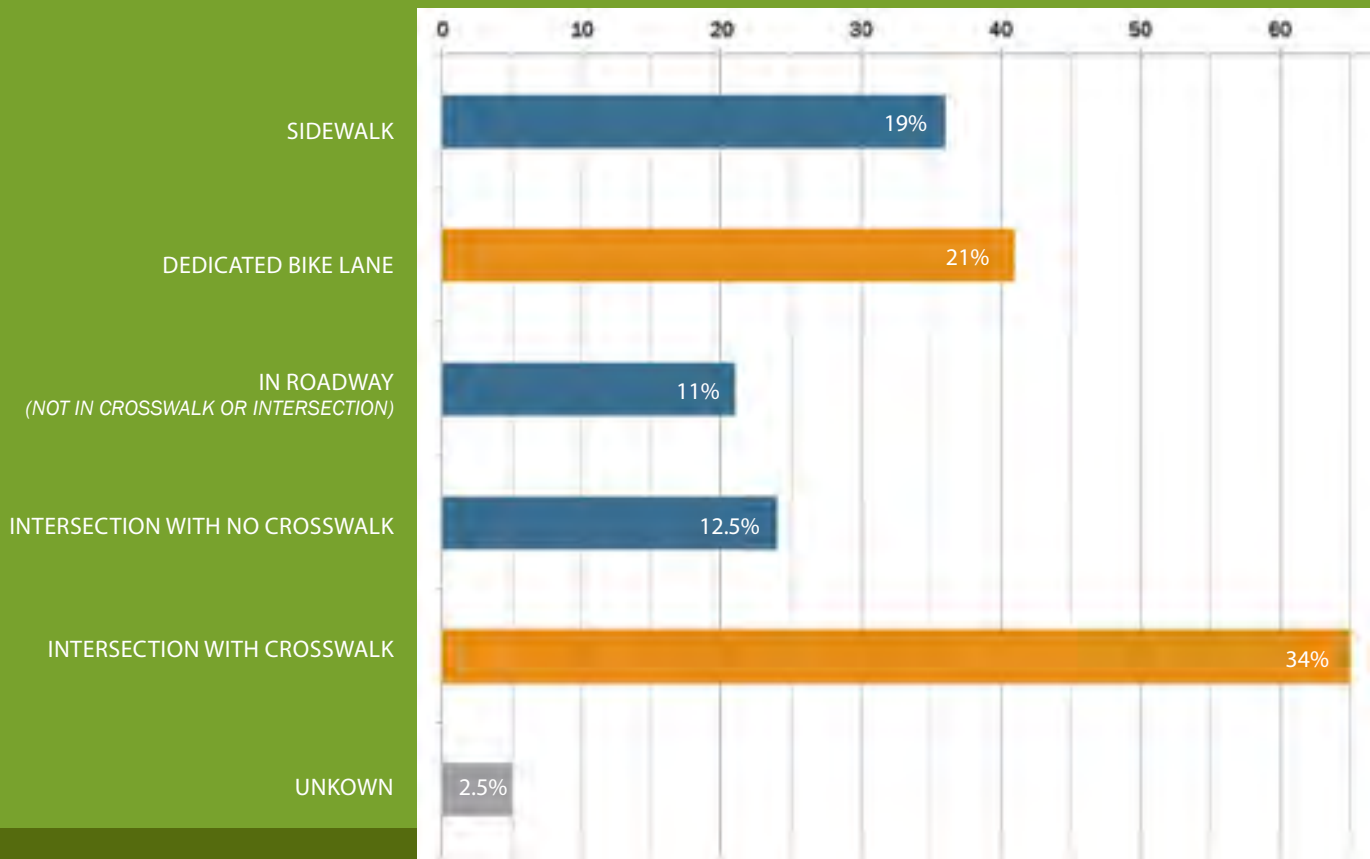
(2016-2018)

- Ray & Val Vista (4)
- Warner & McQueen (3)
- Ray & Higley (3)
- Higley Road (29)
- Gilbert Rd. (20)
- Val Vista (17)
- Williams Field (15)

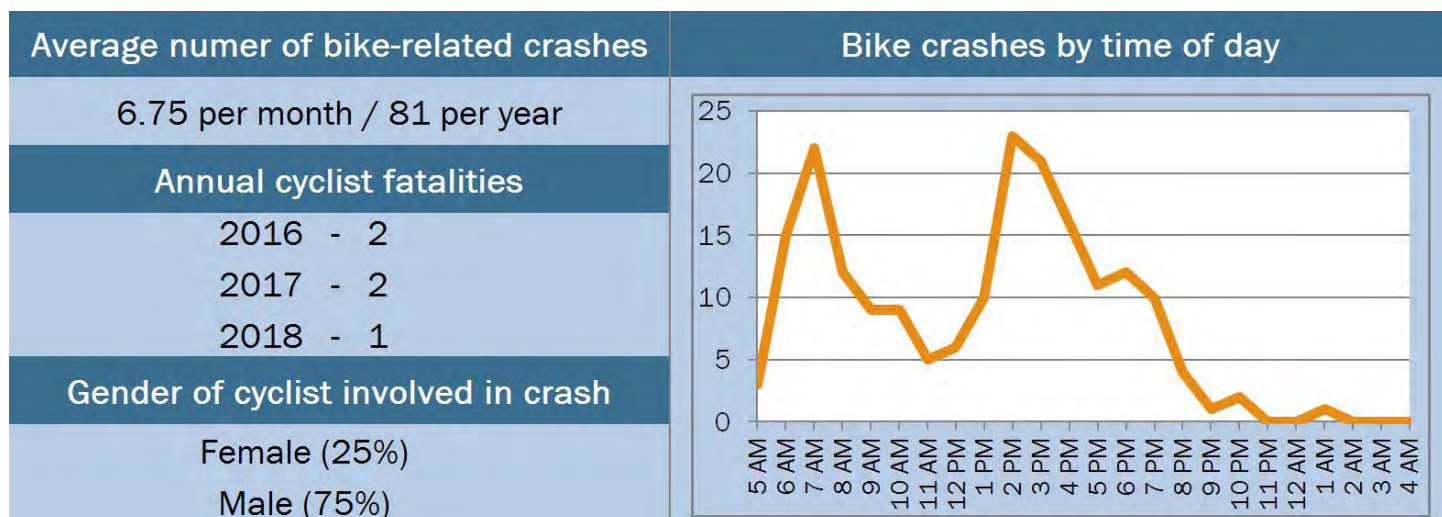


BIKE CRASHES BY LOCATION TYPE

2016-2018



BIKE CRASH STATISTICS, 2016-2018



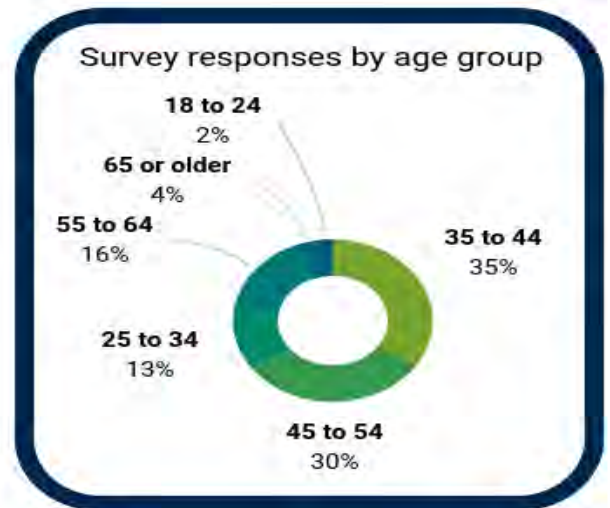
WHAT WE HEARD

ONLINE COMMUNITY SURVEY

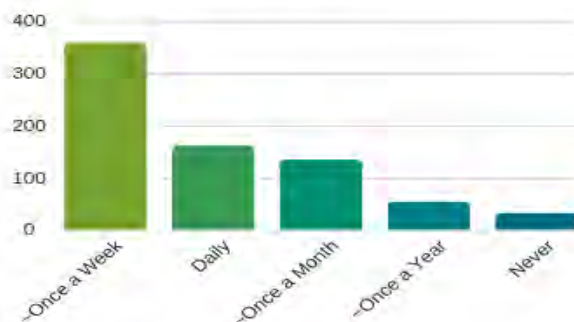
For one month between mid-April and mid-May, an online survey was made available to provide the opportunity for residents to give feedback on how they currently feel about cycling in Gilbert and what improvements they would like to see in the future. From this survey we were able to learn more about the reasons our residents do or don't ride their bikes, what destinations they are riding to and what factors are limiting the amount of cycling they do in our community. The survey responses helped drive the direction of the 2019 Bike Gilbert Plan and specifically helped in developing the performance measures and priority action items list.

The factors below limit how often I bicycle in Gilbert:

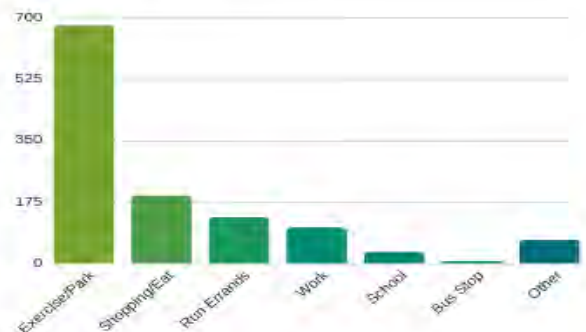
743 out of 747 people answered this question (with multiple choice)



On average, I bicycle...



I bicycle to...



Please rate which improvements you think would support more bicycling in Gilbert:

More separation from vehicle traffic

740 out of 747 people answered this question



3.69 Average rating

More sidewalks/bike lanes/signed bike routes/green ways

735 out of 747 people answered this question



3.49 Average rating

Better intersections (pedestrian signals/crosswalks)

737 out of 747 people answered this question



3.22 Average rating

Education/enforcement for motorists, pedestrians, & bicyclists

738 out of 747 people answered this question



3.06 Average rating

Bicycle route map

738 out of 747 people answered this question



2.95 Average rating

Secure bicycle parking

736 out of 747 people answered this question



2.67 Average rating

COMMUNITY OPEN HOUSE

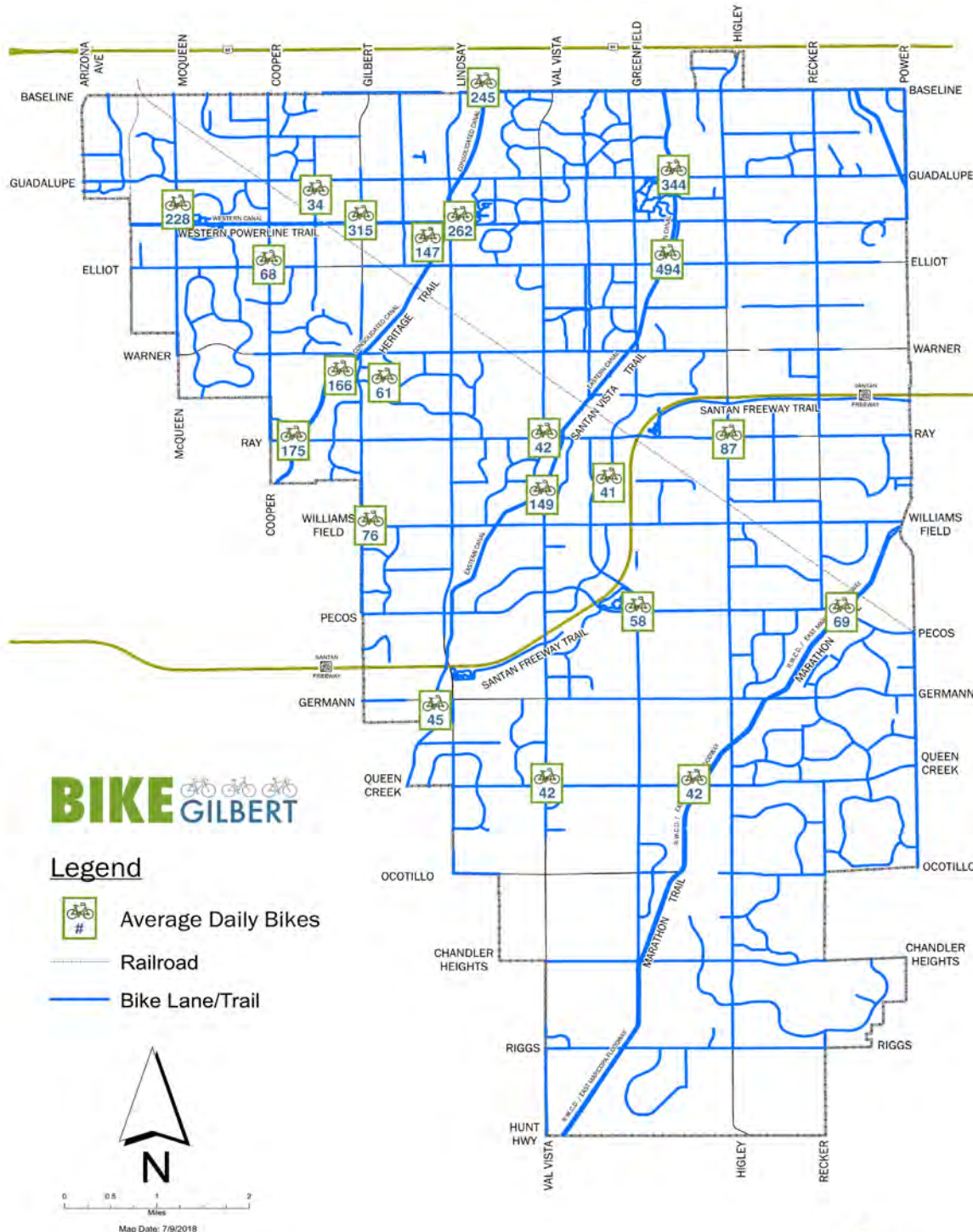
In July 2018, an open house was held to provide community stakeholders another opportunity to offer input on the direction of the bike planning process. The meeting was organized in the format of a hands-on workshop in which attendees were able to identify their concerns and ideas on maps and other displays in an engaging and meaningful manner. The stakeholder feedback reinforced many of the same themes that were heard through the online survey including a need to focus on bike safety improvements, infrastructure improvements and creative ideas for increasing bike awareness and education in the community.

The results of the feedback received from both the online survey and the open house helped identify specific direction used to draft the goals and priority action items found in the plan. We will continue to engage the community as we move forward with implementation efforts and to gather feedback on the success of any new bike improvement projects.



WHAT WE DISCOVERED

Between March and April 2018, bicycle counts were conducted in twenty-two (22) locations throughout Gilbert. The locations chosen included a mix of canal paths, canal crossings at roadways, and signalized intersections. For each location, 13-hours of daytime video footage over a 4 day period, was recorded and analyzed. To be consistent across the locations, the footage always included two week days, in addition to both Saturday and Sunday. The icons on the map below represent both the location of the count as well as the average daily number of bikes that passed through. The peak times were of course much higher in some locations, especially in areas near popular weekend destinations such as the Heritage District and Riparian Preserve.



BEST PRACTICES

The work done to conduct the in-depth existing conditions analysis laid the trail for moving forward in Gilbert in a manner that ensures we are raising our own bar and improving biking conditions to a quality that is in-line with the best practices incorporated into top bike friendly communities. The need to address the real safety concerns for cycling in Gilbert will continue to provide motivation to find the best and most effective ways of making improvements that will have a meaningful impact on the conditions of cycling in our community.

The Gilbert Bike Planning Toolbox was compiled using nationally-accepted best practices in bike network implementation strategies. This section of the document provides general design considerations that we will use moving forward to help implement the 2018 Gilbert Bike Plan Vision, Goals and Priority Actions List. While the Toolbox identifies types of infrastructure that are anticipated to be utilized in our community, it is not an all-inclusive list and does not contain the specific design standards needed for practical implementation. Throughout the project planning and implementation processes, the inclusion of engineering review and site-specific assessments will be necessary.

NATIONALLY RECOGNIZED RESOURCES

Urban Bikeway Design Guide (NACTO, 2014)

- A general design guide to help cities implement innovative solutions that will provide safer, more enjoyable conditions for bicyclists.
- www.nacto.org

Guide for the Development of Bicycle Facilities (AASHTO, 2012)

- A technical guide that provides specific and detailed guidance and standards for cities to reference when selecting bike facilities.
- Note: AASHTO will be releasing an updated guide in 2019
- www.transportation.org

Separated Bike Lane Planning and Design Guide (FHWA, 2015)

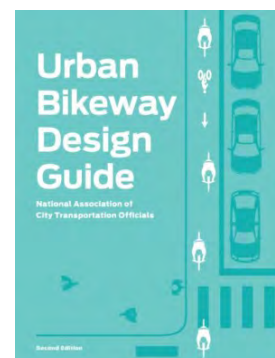
- A design guide with case studies that focus specifically on the design of separated bike lanes facilities.
- www.fhwa.org

A Manual on Uniform Traffic Control Devices (MUCD) (FHWA, 2009)

- A manual of national standards that offers specific standards and guidance to help ensure uniformity across all traffic control devices.
- www.mutcd.fhwa.dot.gov

Bicyclist Safety Action Plan Update (ADOT, 2018)

- www.azbikeped.org
- A strategic action plan that focuses on changes that will reduce the number of severe injury and fatal bicycle crashes on state roads.



BIKE PLANNING TOOLBOX

In order to effectively proceed with bike safety infrastructure improvements, a bike plan “tool-box” has been assembled to help guide our decision making moving forward. This tool-box was derived from concepts found in the 2014 Gilbert Transportation Master Plan as well as other industry recognized documents such as the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guidelines. The tool-box provides examples of tangible solutions that should be applied throughout the Town to improve bike infrastructure, however we will not be limited to only these solutions.

Under the U.S. Department of Transportation, the Federal Highway Administration has completed a Bicyclist Safety Guide and Countermeasure Selection System (www.pedbikesafe.org). Within this guide are two interactive matrices – the “Crash Type” matrix helps with identifying and categorizing bicyclist crash types based on the action of the bicyclist and the infrastructure in place, and the second is a “Performance Objective” matrix to help identify appropriate countermeasures based on the crash type. These matrices were developed to help guide transportation officials in decision making by analyzing multiple factors associated with bicyclist crashes and counter measures to help prevent them. Online, the matrices have direct hyperlinks leading to more information regarding specifics on how and when to implement the proposed countermeasures, and provide users with a helpful tool for narrowing down alternatives.

Crash Type	Shared Roadway	On-Road Bike Facilities	Intersection Treatments	Maintenance	Traffic Calming	Trails/ Shared-Use Paths	Markings, Signs & Signals	Other Measures
Motorist failed to yield - signalized intersection	X		X		X	X	X	X
Motorist failed to yield - non-signalized intersection	X		X		X	X	X	X
Bicyclist failed to yield - signalized intersection	X		X		X	X	X	X
Bicyclist failed to yield - non-signalized intersection	X		X		X	X	X	X
Motorist drove out - midblock	X					X	X	X
Bicyclist rode out - midblock	X	X			X	X	X	X

Objective Type	Shared Roadway	On-Road Bike Facilities	Intersection Treatments	Maintenance	Traffic Calming	Trails/ Shared Paths	Markings, Signs & Signals	Other Measures
Provide safe on-street facilities/space for bicyclists	X	X		X	X		X	X
Provide off-road paths or trails for bicyclists				X		X	X	X
Provide and maintain quality surfaces for bicyclists	X			X			X	
Provide safe intersections for bicyclists	X		X		X	X	X	
Improve motorist behavior/ compliance with traffic laws	X		X	X	X		X	X

For each of the following infrastructure improvements, some of the associated benefits, directions for where implementation is recommended and a few points of design guidance have been identified. It is important to note that in many scenarios, several of these tools could, and often should, be used in combination together. Prior to implementation in a specific area in Gilbert, each of these “tools” will need to be further analyzed using the nationally recognized resources identified earlier in this section.

Bike Paths

- Bike Boulevards/Shared Roadways
- Conventional Bike Lanes
- Buffered Bike Lanes
- One-way Cycle Tracks
- Shared Use Paths

Signals and Intersections

- Rectangular Rapid Flash Beacons (RRFBs)
- High-Intensity Activated Crosswalk (HAWK)
- Bike boxes
- Median Refuge Islands

Pavement Treatments

- Colored Bike Facilities including conflict zones
- Shared Lane Markings
- Lane Diets and Lane Narrowing



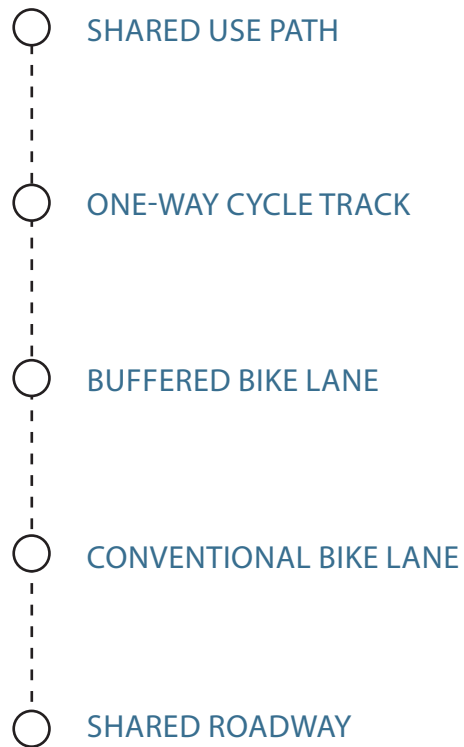


Depending on the type of bike facility available for their use, a bicyclist's degree of comfort and safety will vary by type, and will in turn affect the level of stress they experience while riding. The diagram below identifies the order in which a bike facility feels more comfortable and less stressful for a rider, depending specifically on the degree of separation it creates between a bike and a motor vehicle.

MOST SEPARATION =
MORE COMFORT =
LEAST STRESSFUL



LEAST SEPARATION =
LESS COMFORT =
MOST STRESSFUL



BIKE PATHS

Bike Boulevards/Shared Roadways

A shared roadway that is designed to encourage cycling that is mixed with vehicle traffic, on a low-stress route (slow vehicle speeds and low number of vehicle trips) through use of a combination of traffic speed and volume management techniques.

Benefits

- Provides bicyclists with a known route that offers a combination of pavement markings, signage and traffic calming devices to reduce potential conflicts with vehicles.
- With proper design treatments, motorists will be more aware that bicycle traffic is heavy along the route.

Areas for Implementation

- Neighborhood and local streets with speed limits less than 25 mph.
- Streets with fewer than 3,000 daily vehicle trips.

Design Guidance

- Depending on the specific roadway, a combination of traffic diverters, speed humps or chicanes, pavement markings and signage should be considered.



Conventional Bike Lanes

A designated space for cyclists along the side of a roadway that is delineated with a pavement stripe and signage.

Benefits

- Creates separation between bicyclists and automobiles.
- Increases predictability of path of travel for bicyclists.
- Reminds motorists of the potential presence of bicyclists on the roadway.

Areas for Implementation

- Streets with speed limits greater than 25 mph.
- Streets with greater than 3,000 daily vehicle trips.

Design Guidance

- Desirable bike lane width: 6' min. from back of curb, 4' from edge of pavement.
- Wherever possible, bike lanes should be made wider than minimum widths.



Buffered Bike Lanes

A conventional bike lane that is designed to include additional width through the use of pavement markings on the side adjacent to motor vehicle traffic or a parking lane.

Benefits

- Creates more physical and visual separation between bicyclists and automobiles than conventional lanes.
- Provides additional space for bicyclists to pass other bicyclists.



Areas for Implementation

- Anywhere a conventional lane is appropriate.
- Streets with high travel speeds and high traffic volumes.

Design Guidance

- Buffer width shall be 18” minimum and marked with two solid white lines.
- Both the bike lane and buffer shall be considered part of the bike lane width.

One-Way Cycle Tracks

An on-street bike facility that is dedicated solely to bicyclists on a roadway by providing protection from motor vehicle traffic in the form a semi-permanent or permanent vertical element (i.e. tubular markers, moveable planters or raised curbing).



Benefits

- Provides greater separation between bicyclists and motorists.
- Reduces fear of collision with vehicles by providing a physically separated space.

Areas for Implementation

- Along streets with high bicycle ridership levels.
- On streets with a combination of multiple traffic lanes, high speeds, and high traffic volumes.

Design Guidance

- Bike lane width: 5’ minimum; 7’ minimum in areas with high bike ridership levels.
- Vertical element should have “breaks” wide enough to allow bicyclists to enter and exit the designated “track” with ease.

Shared Use Paths

An off-street, two-way path that is separated from motor vehicle traffic and intended to be shared with bicyclists, pedestrians, skaters, wheelchair users, joggers and others.



Benefits

- Provides a low-stress experience for a wide variety of users. Useful for both transportation and recreation activities.

Areas for Implementation

- In locations with heavy volume of pedestrians and bicyclists activity such as near regional destinations and recreational activity areas (i.e. Gilbert Regional Park).

Design Guidance

- 10’-12’ minimum width depending on factors such as number of users and types of users.

SIGNALS AND INTERSECTIONS

Rectangular Rapid Flash Beacons (RRFBs)

A warning beacon that incorporates signage and flashing lights to alert motorists to yield to bicyclists entering a roadway.

Benefits

- Low cost alternative to traffic signals and other crossing alternatives.
- Significantly increases the visibility of a bicyclist or pedestrian in a designated roadway crossing.

Areas for Implementation

- Along high volume pedestrian areas.
- At locations where bike paths cross a roadway, yet the crossings don't warrant or aren't capable of accommodating signals or other crossing devices.

Design Guidance

- RRFB's shall be used in combination with other bicycle and pedestrian crossing signage and markings.



High-Intensity Activated Crosswalk (HAWK)

A specific type of warning beacon that incorporates an overhead signal with red and yellow lenses that are designed to enhance pedestrian and bicycle crossings of major roadways, especially along mid-block crossings such as canal paths.

Benefits

- Creates adequate gaps for bicyclists to safely cross streets with high traffic volumes.
- Is more flexible than a standard traffic signal.
- Has a proven high level of driver compliance and safety results.

Areas for Implementation

- Where heavily utilized bike routes or mid-block crossings intersect with major streets that have high traffic volumes.

Design Guidance

- The installation and operation of a HAWK must be scrutinized carefully while utilizing best practice research and engineering judgement to finalize the location and timing decisions.
- Existing MUTCD guidelines for warrants currently only consider pedestrian volumes and motor vehicle speeds, however, bicycle volumes can be factored into the warrant analysis.



Bike Boxes

A dedicated space provided between the back of a crosswalk and a vehicle stop bar at a signalized intersection.

Benefits

- Offers bicyclists a way to be more visible and to get ahead of traffic during the red signal phase.
- Helps prevent common “right hook” conflicts with turning vehicles at the start of a green light transition.



Areas for Implementation

- At signalized locations that have a combination of high bike ridership levels and high vehicle volumes.

Design Guidance

- Boxes shall be a minimum of 10'-16' deep and are typically painted green.
- Pavement markings shall be used to clearly delineate the vehicle stop line from the start of the bike box.

Median Refuge Islands

Protected spaces built in the center of a roadway that offers a place of refuge for bicyclists and pedestrians crossing along a dedicated path.

Benefits

- Allows bicyclists to take advantage of gaps in one direction of traffic at a time.
- Decreases the amount of delay experienced by a bicyclists and motorist by not having to wait for a signal.



Areas for Implementation

- Where a bike route (i.e. canal path) crosses a street with moderate to high volumes of vehicular traffic.
- At signalized and un-signalized intersections.

Design Guidance

- Desirable width of island: 10'; minimum width of 6'.
- Must be applied in combination with other pavement markings and signage alternatives as described in federally recognized standards.

PAVEMENT TREATMENTS

Colored Bike Facilities (including conflict zones)

A method of applying color (typically green) to pavement in areas that bicyclists need the benefit of more visibility and to help highlight conflict areas to make all roadway users more alert.

Benefits

- Increases the visibility of bicyclists and therefore increases their comfort level.
- Helps reduce conflicts with motorists wanting to make a turn.

Areas for Implementation

- Within bike lanes or cycle tracks, especially in areas with high ridership levels.
- Across driveways, turning conflict areas (right turn lanes), and stop sign controlled intersections.
- Intersections where the bike path may become unclear.

Design Guidance

- The color green is recommended to avoid confusion with other standard traffic markings.
- Normal white bike lane lines shall be used on the outer edges of the green paint for consistency throughout the Town.

Shared Lane Markings – “Sharrows”

A pavement marking that is applied to a roadway to alert motorists that bicyclists do not have a dedicated bike lane and therefore will be sharing the normal travel lane.

Benefits

- Alerts motorists to the potential for bicyclists to be in the roadway.
- Encourages the safe passing of bicyclists by motor vehicles.
- Known to reduce the amount of wrong way bicycling.

Areas for Implementation

- Along bicycle boulevards or other low volume roadways, especially along the uphill and downhill segments.

Design Guidance

- Utilize the MUTCD approved marking that is a combination of a bicycle and a chevron.
- Ensure proper spacing (dependent on vehicle volumes and speed limits) and ensure proper placement in the roadway – they are not intended for use on the shoulder.

Lane Diets and Lane Narrowing

A method of reducing vehicular travel lane widths to create space that can be reallocated to other modes of transportation in the form of on-street or off-street bicycle or pedestrian facilities.

Benefits

- Ensures roadway facilities are being designed to support a variety of multi-modal transportation alternatives.
- Narrow lanes can help reduce the speed of motorists along the roadway which may be appropriate in areas with high pedestrian and bicyclist activity.

Areas for Implementation

- In locations with heavy volume of pedestrians and bicyclists activity such as near regional destinations and recreational activity areas (i.e. Heritage District).

Design Guidance

- Per the AASHTO Green Book, travel lanes as narrow as 10' are allowed on streets with speed limits of 45 mph or less, however, this width would not be appropriate on 4-lane, undivided arterials.

MOVING FORWARD

In order to provide sustainable opportunities for residents and visitors interested in cycling in Gilbert, the Town must pursue bike improvement projects that relate to a variety of disciplines. Moving forward, bike planning efforts will focus on the following subject areas:

- Infrastructure – Plan for and construct safe bike networks to allow residents of all ages and abilities to ride throughout the community comfortably.
- Education – Enhance the safety of all network users by providing on-going and proactive safety education and training on bike safety traffic laws.
- Encouragement – Develop events and campaigns with community partners to help foster a supportive bike community in Gilbert.
- Planning and Research – Continue assessing progress through the collection and evaluation of new bike planning data and by reviewing the implementation of “Priority Action Items” and “Bike Planning Toolbox” alternatives.

PERFORMANCE MEASURES AND SPECIFIC GOALS

In order to keep the 2019 Bike Gilbert Plan a relevant and tangible document, performance measures and specific goals were crafted with fairly short time frames ranging from 1 to 5 years. Short-term implementation of specific and measurable goals will help move our bike planning efforts forward in a consistent, timely and more predictable manner. We utilized the four (4) subject areas as described above, to categorize goals that were developed using the SMART method of goal setting (Specific, Measurable, Achievable, Relevant and Time-bound). It is anticipated that the Bike Plan will be revised every 5 years and at that time performance measures and associated goals will be re-evaluated and updated.

Infrastructure

Performance Measure: Number of safety infrastructure projects started and/or completed

- 5 year goal: Initiate or complete five (5) new bike safety infrastructure projects.

Education

Performance Measure: Number of community outreach efforts related to bike safety and bike law education

- 1 year goal: Conduct at least one (1) community bike safety and/or bike law training event with the Police Department.
- 3 year goal: Develop a set of educational videos that can be distributed to the general public.
- 3 year goal: Develop a series of handouts to assist the Police Department in educating bicyclists and motorists in the field.

Encouragement

Performance Measure: Number of new bike-related community events developed

- 1 year goal: Develop programs to promote Gilbert’s 1st “Bike Month” in March 2019.
- 3 year goal: Develop and promote annual Bike Month events and participate in the Region’s annual April Bike Month celebration.

Planning and Research

Performance Measure: Amount of data available to analyze bicycle ridership trends

- 1 year goal: Collect and analyze bicycle counts in 10 locations annually, divided between Spring and Fall.

Performance Measure: Implementation status

- 1 year goal: Annually assess and provide reporting on the implementation status of the Bike Gilbert Plan.

Performance Measure: Number of bicycle-related crashes and fatalities

- 5 year goal: Reduce the total number of crashes involving a bicycle from the previous 5-year period (Relative to increase in population and bicycle ridership levels).



Infrastructure

Performance Measure: Number of safety infrastructure projects started and/or completed

- 5-year Goal: Initiate or complete five (5) new bike safety infrastructure projects.



Education

Performance Measure: Number of community outreach efforts related to bike safety and bike law education

- 1-year Goal: Conduct at least one (1) community bike safety and/or bike law training event with the Police Department.
- 3-year Goal: Develop a set of educational videos that can be distributed to the general public.
- 3-year Goal: Develop a series of handouts to assist the Police Department in educating bicyclists and motorists in the field.



Encouragement

Performance Measure: Number of new bike-related community events developed

- 1-year Goal: Develop programs to promote Gilbert's 1st "Bike Month" in March 2019.
- 3-year Goal: Develop and promote annual Bike Month events and participate in the Region's annual April Bike Month celebration.



Planning and Research

Performance Measure: Amount of data collected to continue analysis of bicycle ridership trends and number of bicycle-related crashes and fatalities

- 1-year Goal: Collect and analyze bike counts in 10 locations annually, divided between Fall & Spring.



Performance Measure: Implementation status

- 1-year Goal: Annually assess and provide reporting on the implementation status of the Bike Gilbert Plan.

Performance Measure: Number of bicycle-related crashes and fatalities

- 5-year Goal: Reduce the total number of crashes involving a bike from the previous 5-year period.

PROJECT PRIORITIZATION STRATEGY

The process of creating the 2019 Bike Gilbert Plan has been, and will continue to be, a way to initiate conversations relating to bicycle safety and its importance in our community. This document was never intended to be a complete set of solutions to all of our concerns, but it will serve as a starting point to lay out a path for how we will move forward and grow in a manner that prioritizes a multi-modal network of alternatives that residents will be able to utilize for decades.

The approach for implementation of the 2019 Bike Gilbert Plan, is to identify the steps that need to be made to prioritize bike improvement projects and to identify the priority action items that are immediate (urgent priority level), short-term (high priority level) and long-term (low priority level).

The method for project implementation will include utilization of an internal working group of Transportation-related experts (Engineering, Planning, CIP, Police, etc.) that will be tasked with analyzing and prioritizing bike improvement projects. Due to the wide variety of potential projects, each one will have unique factors that influence the decision making and therefore a set “weight” has not been assigned to each factor.

The following factors will be evaluated and weighed when analyzing individual projects:

- Ridership levels / bicycle usage data
- Crash data and trends analysis
- Traffic volumes
- Site constraints
- Status of current safety infrastructure
- Concerns/complaints/etc. from residents
- On-going or planned Town project or grant opportunity

BIKE PROJECT PRIORITIZATION

Factors to consider when determining the order of project implementation

RIDERSHIP TRENDS

Bicycle Activity & Crash Data
Count data will be collected near the project site to determine the usage by cyclists and pedestrians. Historical crash data will be analyzed.

TRAFFIC PATTERNS

Traffic Volumes & Speed Limits
The amount of vehicles and the speed of travel near a potential bike project site will be reviewed and considered.

SITE CONSTRAINTS

Unique Physical Attributes
Nearby physical constraints including, but not limited to, curves in the road and right-of-way obstacles will influence decision making during project review.

INFRASTRUCTURE

Current Status of Safety Infrastructure
An assessment of current safety improvements will be conducted around the project site. The functionality of any existing solutions will also be analyzed.

RESIDENT CONCERNS

Issues Brought Forth by Users
The level of concern raised by residents and other users of the bike network are important to take into account.

PROJECT PLANNING

Costs, Budget & Town Projects
Bike project costs, budget constraints, and the potential to schedule around Town Capital Improvement Projects (CIP) or grant opportunities, are factors that all need to be evaluated.

PRIORITY ACTION ITEMS

The following table identifies priority action items that we need to immediately begin implementing in order to improve the safety and success of biking in Gilbert.

PRIORITY LEVEL	GOAL CATEGORY	NO.	PRIORITY ACTION ITEM
Urgent	Education	1.0	Implement a bike safety education campaign to reach all Gilbert road users
Urgent	Infrastructure	1.1	Analyze all canal crossings to identify infrastructure deficiencies and prioritize necessary life safety improvements
Urgent	Infrastructure	1.2	Make small enhancements to the existing network to improve safe cycling and driving behaviors
Urgent	Planning & Research	1.3	Create an internal “Bike Incident Review Team” to routinely and consistently analyze bike crashes
Urgent	Planning & Research	1.4	Identify and plan for future “Bike Safety Corridors”
High	Education	2.0	Implement new strategies for Police officers to help educate motorists and bicyclists in the field
High	Encouragement	2.1	Organize a Town Council proclamation for March to be celebrated as “Gilbert Bike Month”
High	Infrastructure	2.2	Develop an internal policy to specify warrants for use of High-Intensity Activated Crosswalks (HAWK)
High	Planning & Research	2.3	Identify and prioritize completion of bike network gaps including the implementation of “Bike Safety Corridors”
Low	Education	3.0	Create and implement a “Bike Friendly Driver Program”
Low	Encouragement	3.1	Develop a series of annual bike-focused community events
Low	Planning & Research	3.2	Conduct a roadway level of stress analysis, leading to development of a low-stress bike route identification map

PRIORITY ACTION ITEMS: MORE DETAILS

Urgent Priority Level Items

1.0: Bike Safety Education Campaign

- Partner with multiple Town departments, and community partners including bike shops and schools to promote bike safety education for all road and network users.

1.1: Canal Crossings Analysis

- Assess the current infrastructure at all intersections where canals cross major roadways. Inventory and plan for necessary life-safety improvements that will bring the crossings up to current national standards.

1.2: Bike Network Improvements

- Complete small network enhancements that are identified in the 2014 Transportation Master Plan to improve the safety and comfort for bicycle riders on the Town's roadways.
- Working with the Parks and Recreation Department, identify improvement needs along the trails and canal system and identify how the Town can work with regional partners and neighboring cities to ensure trails are designed consistently across the region.

1.3: Bike Incident Review Team

- Assemble an internal working group who will meet quarterly to complete a comprehensive review and analysis of bike crashes that have occurred in Gilbert. Representatives from the Police Department, Streets, Engineering and Transportation Planning should be involved. Some of the data that would be analyzed includes: Manner of crash, number of vehicle lanes, lane configuration, adjacent land uses, lighting conditions, asphalt condition, closest crossing/crossing type, vehicle speeds, and nearby bus stops.

1.4: Bike Safety Corridors

- Initiate long-range planning efforts to identify routes within Gilbert that can be designed as high-quality "complete corridors," where bicyclists will have a truly safe and low-stress route to travel across the community.

High Priority Level Items

2.0: Road and Bike Safety Education

- Work with the Police Department to identify and implement new safety education strategies for Officers to utilize when making contact with bicyclists and motorists in the field.

2.1: Gilbert "Bike Month" Proclamation

- Organize the proclamation of March as Gilbert's "Bike Month" by the Mayor and Council.

2.2: High-Intensity Activated Beacon (HAWK) Policy

- Develop an internal policy describing in detail the warrants for the use of HAWKS at canal crossings and other intersections in the community.

2.3: Bike Network Gaps

- Identified in Table 8-5 of the Gilbert Transportation Master Plan are remaining network gaps that were identified in 2014. An assessment of what has been accomplished in the past 4-5 years needs to be completed in order to help prioritize the completion of remaining gaps.

Low Priority Level Items

3.0: Bike Friendly Driver Program

- Utilize the City of Fort Collin's template and resources for the development of a voluntary "Bike Friendly Driver Program" that could be used in the community, including possibly in schools, to provide education on bike safety and bike traffic laws.

3.1: Annual Bike-focused Community Events

- Develop annual events that will provide education and encouragement opportunities for bicycling in Gilbert. Events could include an annual Mayor-led bike ride during "Bike Month," a bike safety "rodeo", and other events with community partners such as schools, bike shops and local bike advocacy groups.

3.2: Roadway Level of Stress Analysis and Low Stress Bike Route Identification Map

- Develop a GIS-based, user-friendly, route identification tool that will allow bicyclists on the Gilbert road network to plan trips that avoid routes with high levels of stress. This tool could provide families and younger children the opportunity to ride to destinations that previously didn't seem possible due to safety concerns.

CONCLUSION

The process of developing the 2019 Bike Gilbert Plan helped identify and prioritize the next steps for how to improve the conditions for bicycling in Gilbert. Vital information gathered as a part of this planning process has been compiled into useful data sets, tools, and action items that will guide our efforts moving forward to focus on improving the safety conditions for bicyclists utilizing Gilbert's network. For example, the findings from the thorough existing conditions analysis gave us a defined baseline for the current conditions of bicycling in Gilbert today. With this baseline now established, there will be opportunities to see measurable change as we begin implementation of the Plan.

Throughout the bike planning process, Staff members across many departments were engaged to help work through the data analysis and other steps to complete the plan. These relationships and teams will continue to be crucial to the success of the Plan. As the implementation of the Bike Gilbert Plan advances, progress will be closely evaluated and monitored and routinely reported back to Town Management, Mayor and Town Council.

The identification and planning for funding opportunities, while not directly addressed in the Plan, is a required step that ultimately will determine the rate of implementation and success of the Bike Planning Toolbox and Priority Action Items. The current options available for the Town to deliver bike safety and improvement projects are through state and regional grant opportunities, and through the Capital Improvements Program (the Town's infrastructure budget), including routine maintenance and restriping projects. Efforts to identify funding for bike projects will be an on-going discussion in the Town that needs to remain a priority if we are to improve the safety conditions for bicycling in Gilbert.



APPENDIX



Gilbert Bike Plan Survey Results

Feedback Period: 4/19/2018-5/21/2018

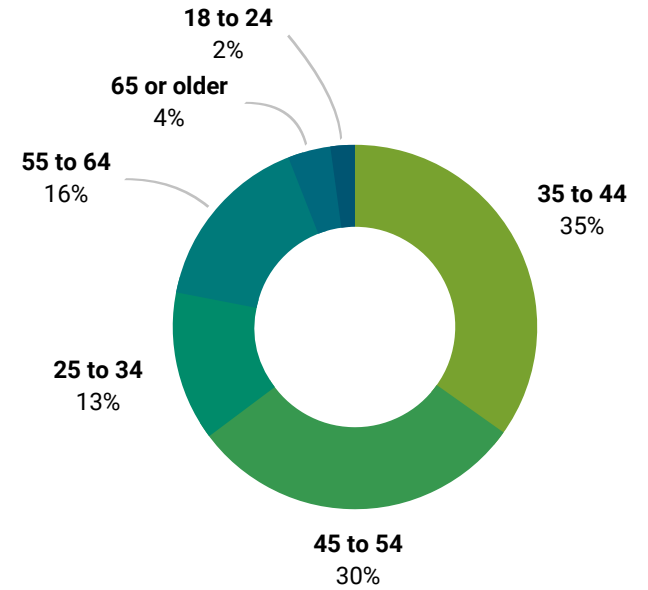
747

Total Survey Submissions

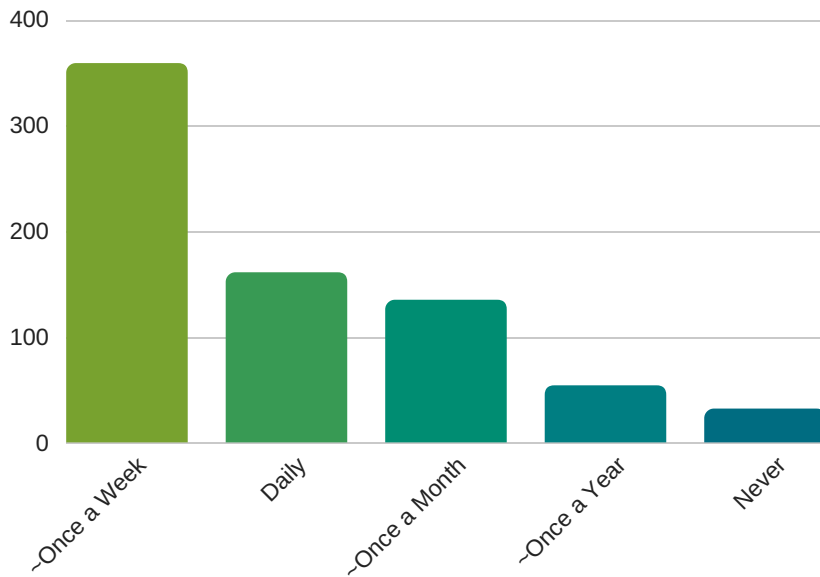
46.6%
Male



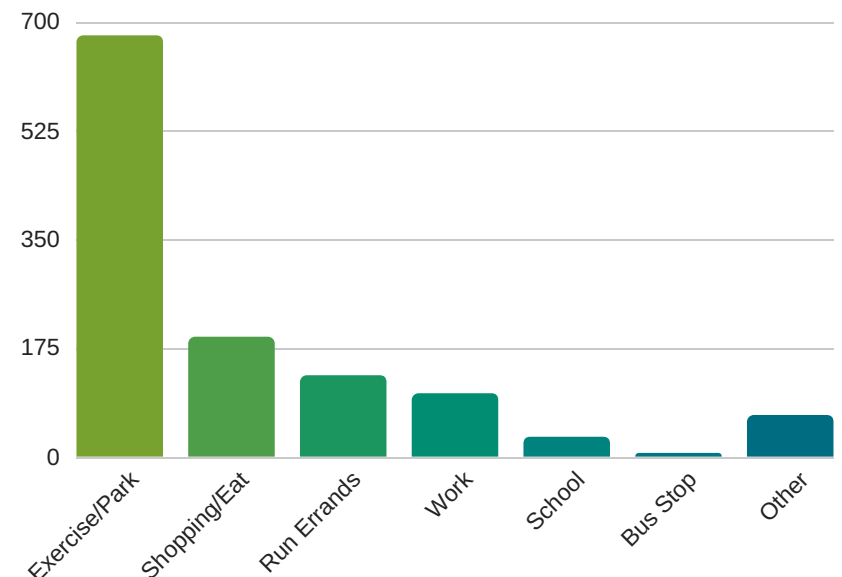
53.3
Female



On average, I bicycle...

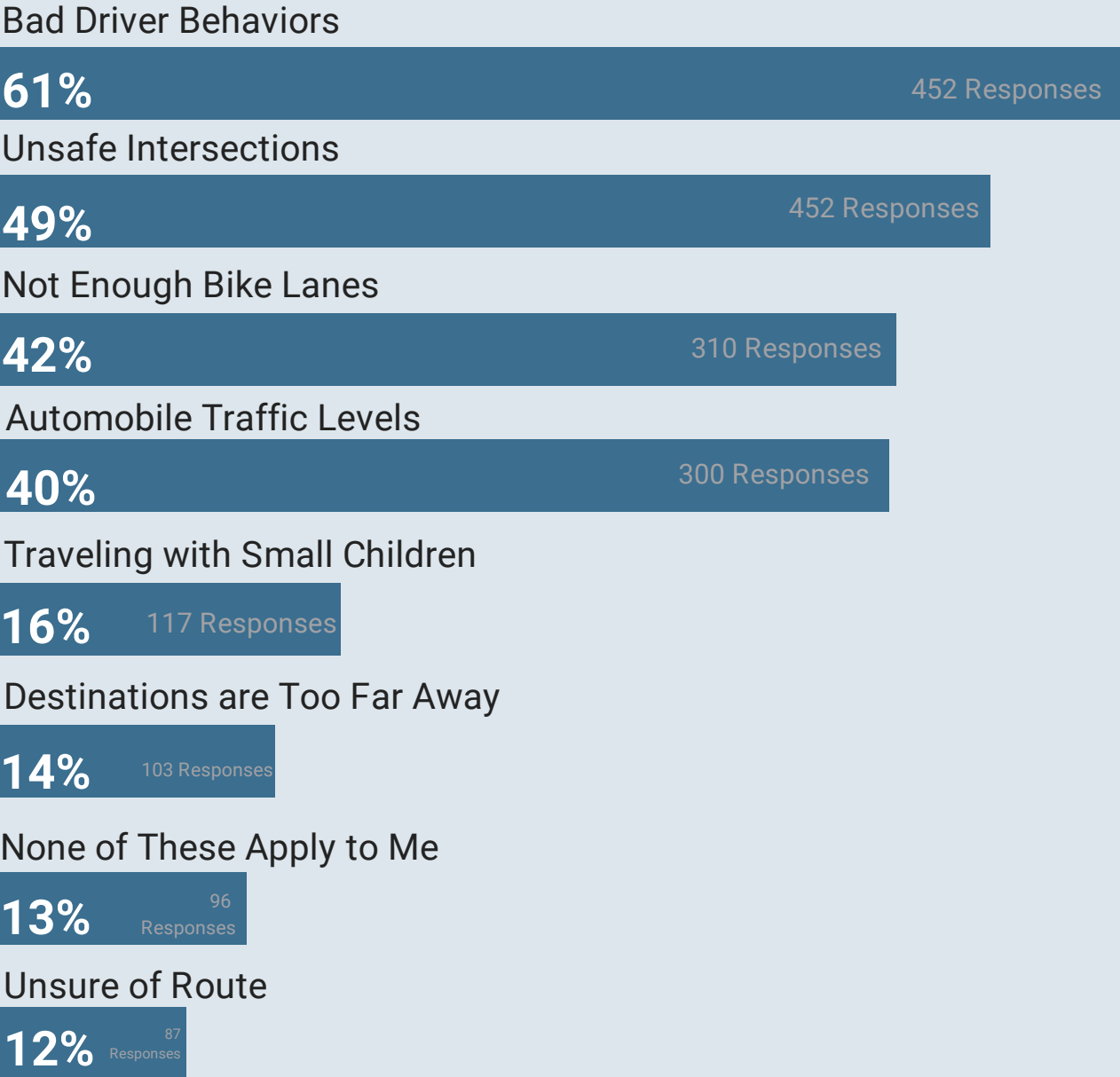


I bicycle to...



The factors below limit how often I bicycle in Gilbert:

743 out of 747 people answered this question (with multiple choice)



Please rate which improvements you think would support more bicycling in Gilbert:

More separation from vehicle traffic

740 out of 747 people answered this question



3.69 Average rating

More sidewalks/bike lanes/signed bike routes/green ways

735 out of 747 people answered this question



3.49 Average rating

Better intersections (pedestrian signals/crosswalks)

737 out of 747 people answered this question



3.22 Average rating

Education/enforcement for motorists, pedestrians, & bicyclists

738 out of 747 people answered this question



3.06 Average rating

Bicycle route map

738 out of 747 people answered this question



2.95 Average rating

Secure bicycle parking

736 out of 747 people answered this question



2.67 Average rating

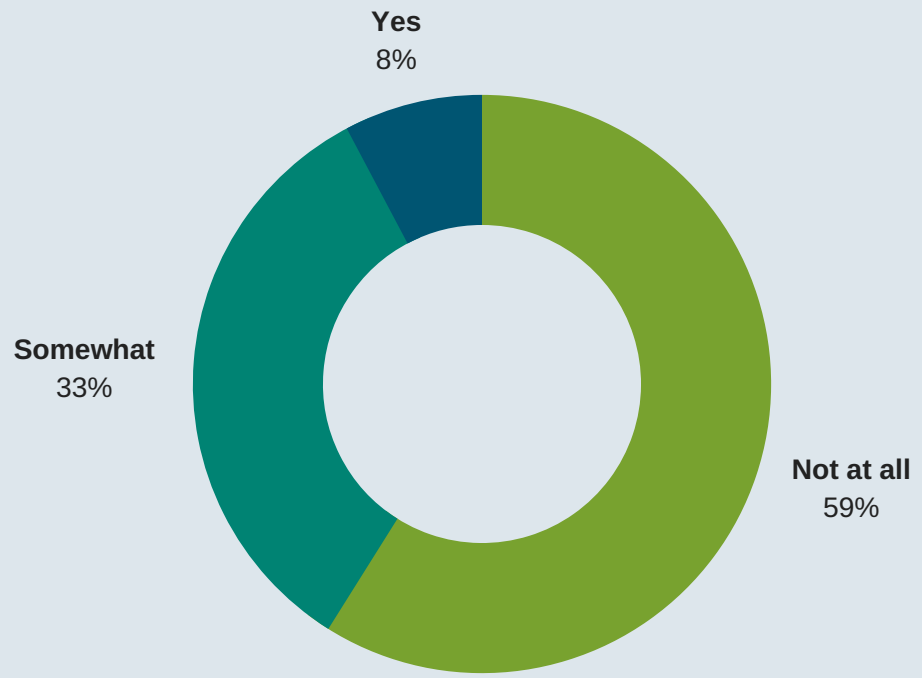
Overall, under current conditions, do you feel safe riding a BICYCLE in Gilbert?

741 out of 747 people answered this question



For parents of children under age 18, do you feel safe allowing your children to BICYCLE in Gilbert?

555 out of 747 people answered this question

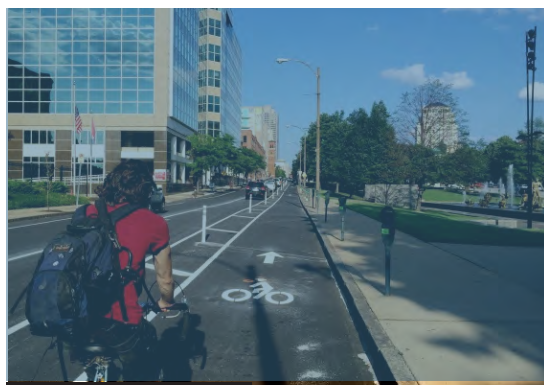


Which bicycle lane design(s) would make you feel the most safe and comfortable when bicycling?

741 out of 747 people answered this question



65.8%



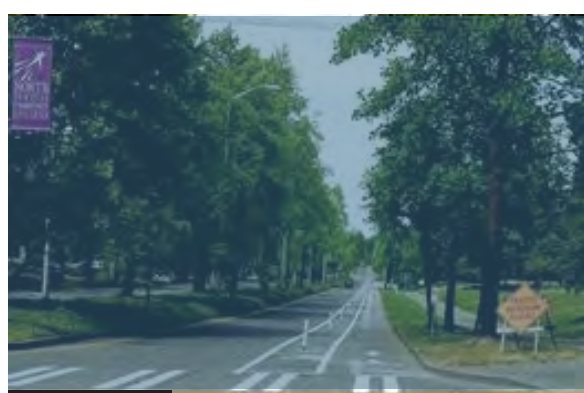
46.1%



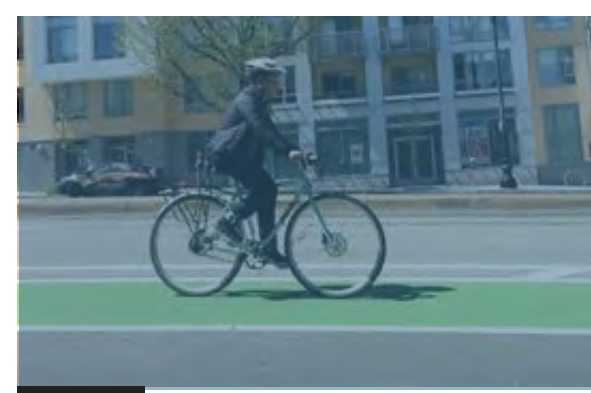
43.1%



31.9%



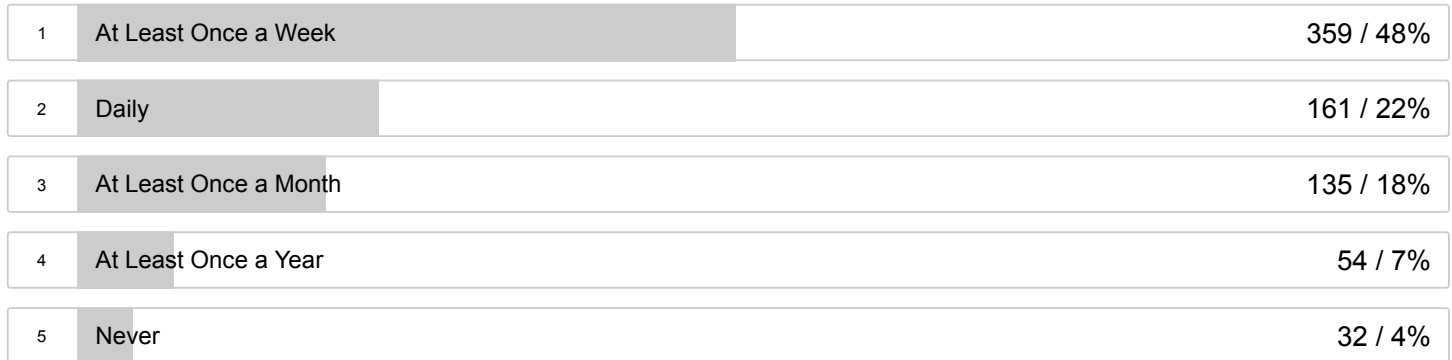
26.1%



13.7%

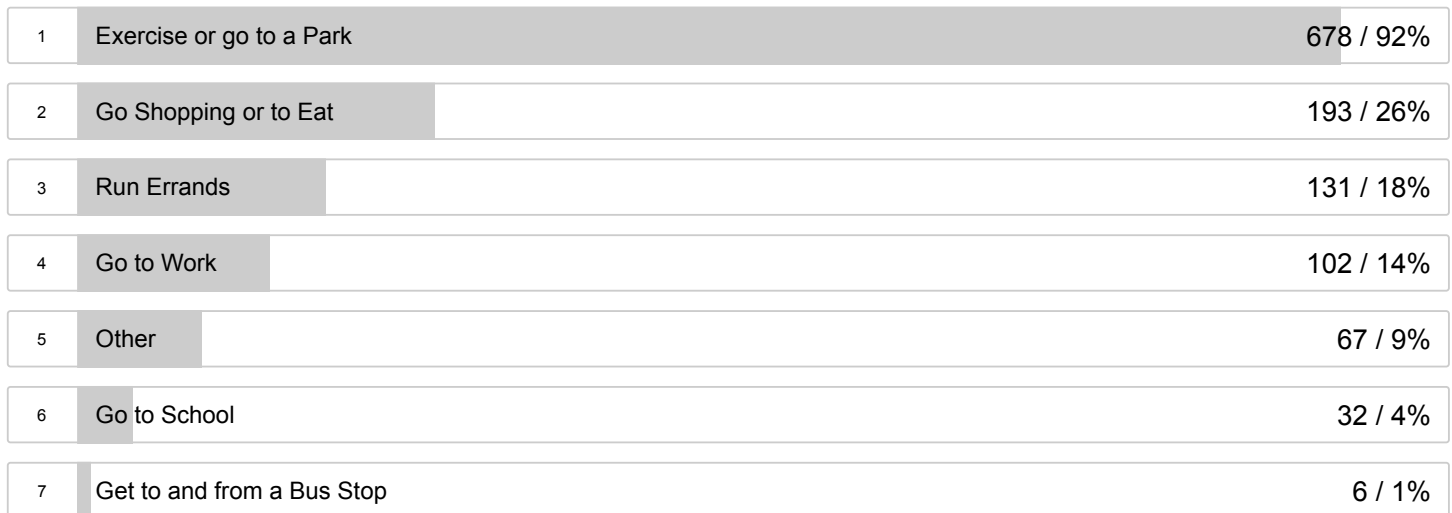
On average, I bicycle

741 out of 747 people answered this question



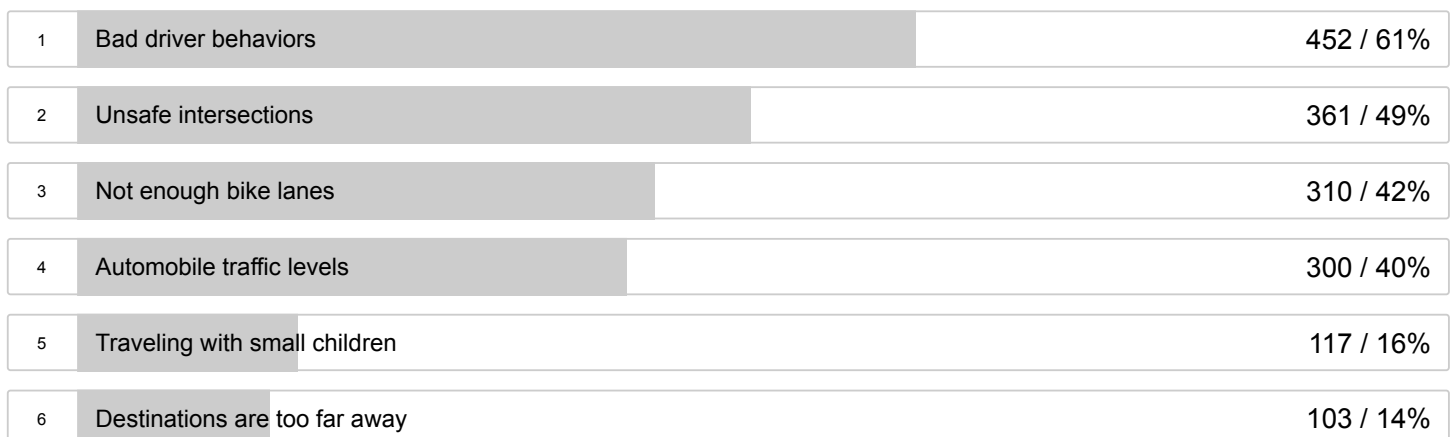
I bicycle to...

736 out of 747 people answered this question



The factors below limit how often I bicycle in Gilbert:

743 out of 747 people answered this question



7	None of these apply to me	96 / 13%
8	Unsure of route	87 / 12%

More sidewalks/bike lanes/signed bike routes/green ways

735 out of 747 people answered this question



3.49 Average rating

1		522 / 71%
2		105 / 14%
3		55 / 7%
4		53 / 7%

Better intersections (pedestrian signals/crosswalks)

737 out of 747 people answered this question



3.22 Average rating

1		401 / 54%
2		158 / 21%
3		116 / 16%
4		62 / 8%

More separation from vehicle traffic

740 out of 747 people answered this question



3.69 Average rating

1		592 / 80%
2		83 / 11%





3		45 / 6%
4		20 / 3%

Education/enforcement for motorists, pedestrians, & bicyclists

738 out of 747 people answered this question



3.06 Average rating

1		387 / 52%
2		132 / 18%
3		114 / 15%
4		105 / 14%

Secure bicycle parking

736 out of 747 people answered this question



2.67 Average rating

1		251 / 34%
2		188 / 26%
3		154 / 21%
4		143 / 19%

Bicycle route map

738 out of 747 people answered this question



2.95 Average rating

1		344 / 47%
2		137 / 19%

3		132 / 18%
4		125 / 17%







Overall, under current conditions, do you feel safe riding a BICYCLE in Gilbert?

741 out of 747 people answered this question

1	Yes	413 / 56%
2	No	328 / 44%

Which bicycle lane design(s) would make you feel the most safe and comfortable when bicycling?

741 out of 747 people answered this question

1	 Concept 1	487 / 66%
2	 Concept 2	341 / 46%
3	 Concept 3	319 / 43%
4	 Concept 4	236 / 32%
5	 Concept 5	193 / 26%
6	 Concept 6	102 / 14%

For parents of children under age 18, do you feel safe allowing your children to BICYCLE in Gilbert?

555 out of 747 people answered this question

1	Not at all – We only allow them to ride in close proximity to our house (i.e. small neighborhood streets) or on trails only while we are with them	327 / 59%
2	Somewhat- they are only allowed to ride when we are with them, but we use the trails and roadways	185 / 33%
3	Yes, they ride alone all the time	43 / 8%

Gender:

730 out of 747 people answered this question

1	Female	389 / 53%
2	Male	341 / 47%

Age category you fall into:

739 out of 747 people answered this question

1	35 to 44	257 / 35%
2	45 to 54	221 / 30%
3	55 to 64	118 / 16%
4	25 to 34	98 / 13%
5	65 or older	28 / 4%
6	18 to 24	16 / 2%
7	Other	1 / 0%

LEGEND	
D	Driving behavior
EE	Education & Events
EN	Enforcement
F	Funding
I	Infrastructure
O	Other
D	Make it illegal to text and drive! Have been hit by distracted driver!! Also have had cans and water bottles thrown at us!
D	Check out Central Florida's bike trails. With their comprehensive system of trails, I know they have extensive research and experience regarding a well thought out set of trails. I do know Orange and Seminole counties utilized my dad to come up with watercolor paintings to promote their trails. They wrapped several buses with the images and created swag and brochures to promote. I usually just ride on the sidewalk here in Az due to crazy drivers. I also won't bike Az trails due to terrain and natural habitat. I don't want to have to bike on gravel trails or in the gutter with the trash as crazy drivers are whizzing by me from behind that I can't see just to go to the corner store. Recycled tire asphalt is awesome for riding and it puts the old material to use.
D	Ban texting for motorists! Strict enforcement with heavy fines. Especially millennials!
D	In my opinion, a lot would need to be changed in order for me or my children to ride a bike in Gilbert. With so many distracted drivers, ie: texting and driving.
D	Drivers are always looking down and not watching the road and swerve into the bike lanes. I use sidewalks for this reason if i can. There should be some kind of divider. Ive almost been hit multiple times crossing an intersection by someone turning left from across the way when i have a green walk signal. Cars also decide to use the bike lane whenever it benefits them (for parking or to go around the first person at an intersection if they want to turn right).
D	I rode daily in Denver. Don't feel safe off sidewalk in Gilbert. Too many near misses by distracted or rushed drivers that don't expect to see me out there. Dangerous and not chancing it.
D	Not sure how to fix it, but the number 1 issue I see is distracted automobile drivers. Also, with it being so hot here, walking & bicycling isn't super desirable for half of the year.
D	Drivers also need to be far more accountable distracted driving.
D	Outlaw driving and texting. People need to pay attention to their surroundings.
D	drivers drive way too fast are distracted with multitasking making the 6 lane roadways nonconductive towards safely sharing with a bike path
D	I am a older cyclist who rides for exercise, usually riding 15 to 20 miles, 3-5 days a week. I ride a cruiser, so I am too slow to ride in the existing bike lanes because I push street cyclists out into the road when they need to pass me. I, like young children, usually ride on the sidewalk. I have found that the most dangerous hazard is either inattentive drivers, or ill informed drivers who think they have the right away over cyclist, and turn across the path of a cyclist who are moving straight forward.
D	Statute against cell phone use in cars.
D	Enforcing a hands free law, so drivers can focus on driving.
D	So many distractions nowadays with driving, mostly texting. I will be driving behind someone and they are driving into the bike lane for a few seconds and then swerve back over. Ridiculous. If there was a median/curb they would hit rather than a poor bicyclist first that would be great. Luckily I've never seen someone hit a cyclist in the bike lane but it still makes me sick thinking it can and will happen.
D	People are too distracted while driving and there is of lack of care. I do not know if educating drivers or cyclist would be beneficial.
D	Unfortunately, distracted driving is a big problem and not likely to go away any time soon, even with enforcement and education.
D	Most drivers know the laws about being around bicycles, but they just don't care. With the little to no repercussions when they do injure/kill a cyclist they will not change they way they think about us cyclelist
D	I would like to see keeping cyclists alive on our streets a major priority of this city. Far too many have been seriously injured or killed with little consequences for the driver. Cell phones need to be illegal in cars and drivers need to understand and be ok with the fact that there is a LARGE cycling community in this wonderful city. We have beautiful weather and wonderful roads and cyclists are being punished because impatient, angry drivers are unwilling to share.
D	Riding my bike on our city streets with a speed limit of 45mph, and people texting and weaving while they drive scares the bejesus out of me. I only ride the canal or stay on the sidewalks. Hardly anybody walks on the sidewalks here anyway.
D	We don't use bike Lanes because I don't trust the texting distracted auto drivers. We ride on the sidewalk, which is still dangerous, or the trails (canals) but they cross busy streets
D	I see a lot of cars that drive in the bike lane, or use it as a right turn lane. Perhaps some signage explaining bike lane restrictions for cars would help?
D	Motorists don't notice foot or cycle traffic. I've nearly been hit more than once by red light runners.
D	People do not pay attention when driving. I have seen too many situations that could have gone really bad if we/ pedestrians didn't stop and let the person driving just go since they didn't seem to want to yield to bicyclists and or pedestrians
D	I don't feel comfortable on my bike even in bike lanes. Drivers do not pay enough attention. I only ride the canals for that reason but still hate crossing roads.

D, EN	I feel very unsafe at times cycling due to drivers not paying attention (texting, etc.). This is the primary reason I have stopped road biking altogether. I continue to read numerous news stories of cyclists being hit and killed and the driver is slapped on the wrist with an unsafe lane change or distracted driving ticket. Basically if you want to kill a cyclist in Gilbert (or anywhere in AZ for that matter), it will just cost you a few hundred dollars in civil penalties. I would like to see the police and prosecutors become much more aggressive in pursuing criminal charges when a cyclist is hit in a bike lane.
D, EN	A for sure and ban TEXTING!!!
D, EN	Texting and driving is still out of control and I would like to see PD do a campaign and fine people.
D, EN	I am a distance runner. Paths with shade that avoid intersections completely. I don't trust motorists who are ALWAYS on cell phones. Pass an ordinance about texting/driving.
D, EN	I don't ride on bike lanes because drivers are so inattentive and often drift into bike lanes. Also, while riding trails with controlled crossings, almost got hit twice by cars running through red lights last weekend. Ticket and educate please, ASAP, before someone gets hurt. Also would be nice to have a Bike Share program with bikes available throughout Gilbert. Thanks for asking!
D, I	It would be important to address texting and driving. We used to bike more but stopped because we were almost hit several times as texting drivers swerved into the bike lanes. Also, there isn't enough shade for biking/walking during our warm summer months.
E	It's about change management. Don't just install bike lanes, without education. Road lane reduction often leads to increased drivers anger. These days many drivers or family of drivers are cyclists, target them first, get them on board. Run media campaigns explaining the reason, it's about safety not to annoy drivers. Cyclists are taxpayers too.
EE	I'd like to see some type of share the road campaign.
EE	Develop an app that educates and has pathways
EE	Use your website, and Facebook page. Maybe a flyer handed out on traffic stops. On a weekly basis I have drivers intentionally try to run us off the road, smoke us out with exhaust, swear at us, etc while we are legally in a Bike lane!
EE	Hi-visibility "ride to the right" signs (for cyclists) with "3 feet minimum passing distance" (for motorist). 10 second radio and other media ads/psa.
EE	Maybe more signs that say "share the road", public service announcements on tv or radio that educate public on laws regarding cyclists & traffic.
EE	PSA's on bicycles and traffic
EE	Improve safety and education and the rest will follow
EE	Educating motorists to watch out for bicycles.
EE	Education, more bike lanes
EE	Earn points based on miles ridden with check in points around town. Cash in points for discounted restaurant, movie or grocery purchases.
EE	Education of bicyclists for rules of the road
EE	More signage to remind motorists to be aware.
EE	Maps (online is fine) of where safe bike lanes are.
EE	Education on all sides and if possible better enforcement of laws
EE	Don't know how to improve this but almost all non-cyclists I know have never heard of the 3-foot law. This is troublesome. When I did commute to work, I would be forced to take Riggs (since Ocotillo and Chandler Heights don't have bike lanes in many stretches). While on Riggs, I would get buzzed by drivers going well above the speed limit in the right lane right up against the bike lane stripe while there is absolutely NO traffic within 1/2 miles around them (in other words, they could have moved over). Need to have a strong campaign to "move over for cyclists" just like how we have one for first responders.
EE	Promote the 3 Foot Law
EE	I would like to see a "Tour de Gilbert" ride to raise money for cycling awareness. Also, share the road billboards, as well as dedicated reminders and posts on social media.
EE	I would like to see more "bike route maps" as well as cycling traffic accidents by intersection to identify the safer areas to ride.
EE	Partner with league of American wheelman, hold info sessions at libraries partnering with community groups like police and bicycle advocates and include bike helmet giveaways and bike rodeos and parades. Bike lanes should have physical barriers between bikes and automobiles
EE	Bicycle related events and activities
EE	This survey is a great start! The more energy and effort we put into a bicycle friendly town the more it will catch on. It might be nice to have a non traditional map that shows family friendly routes through neighborhoods instead of direct commuter maps. EX riding to downtown via trails and neighborhood streets (no official bike lanes 25 MPH) rather than arterial streets. Thanks for the effort!
EE	City wide "Green Days" where biking is encouraged
EE	Bike events
EE	Questions on tests about cyclists for drivers licenses at dmv.
EE	increase education for drivers. Most do not understand that cyclists have as much right to the road as drivers.
EE	Safe-practices Helmet law for 14 and under, post trail etiquette on the pathways,
EE	You will encourage participation by making it bike friendly. Having people ride cruisers on the sidewalk isn't safe for cyclists or pedestrians.
EE	I think putting information on Nextdoor app would help along with giving schools information or having a police officer talk to classes about bicycle safety in PE classes would be helpful.
EE	Before I purchased my bicycle, I had no clue about all of the bike lanes until my husband did some research on how to bike to work safely. Advertising bike paths and easy, safe accessibility would probably help encourage more people to use bikes and walk.

EE	Email blasts or FaceBook announcements, East Valley Sunday newspaper. Use of most economical media messages already in place!
EE	know that. Maybe a did u know type article about bicyclists right of way. At least until some sort of barriers can be put up to prevent drivers using the bike lane on purpose or by accident.
EE	Incentives for bike training.
EE	Bike Centric events.
EE	I'm not sure how, but better education for drivers and pedestrians is important.
EE	Hold open quarterly seminars at civic center.
EE	Community events funded by sponsors, local business, donations
EE	Online and print maps available at local merchants with discounts for walking and bicycling gear
EE	Parks and Recs bike safety programs for all ages.
EE	Incentive programs at work for bicyclists.
EE	Concrete, truck, bus drivers should be required to take a class on bicycle safety.
EE	Bicycle safety and activity programs in schools. eg: bike rodeos, bike sport teams, "bike trains" for school commute, incentives for teachers and staff to bike to work...
EE	Sponsor a bike festival at firestone or downtown Gilbert.
EE	Advertise giving 3 feet to cyclist.
EE	Post the positives on what cycling can provide.
EE	Teach cycling safety classes.
EE	Please reach out to the Rob Dollar foundation as we can help your community be safer for cyclist and save lives.
EE	Work with more business to promote biking to work daily. Have more share the road marketing and education.
EE	Have town promoted events that in visible areas that showcase people being active such: as cycling races/events, 5ks runs, marathons, triathlons and biathlons.
EE	More pedestrians need to understand what a biker means when they say "on your left"
EE	Educate motorists about how bicycles belong. Provide Spanish language bicycle safety training
EE	Reach out to the blue color bike commuters with equipment (like lights and helmets) and safety training.
EE	Increased education of both motorists AND bicyclists. Bicyclists don't seem to understand that they are subject to most of the same laws as motorists when using public roadways. Motorists don't seem to care about bicyclists.
EE	I also think it would be a good idea to have cycle classes to teach children, and adults, how to use the road. Cycling INTO oncoming traffic is dangerous
EE	Public education about rider safety, places to park bikes, encourage employers to be bike friendly, PR campaigns to build a culture of bike friendly for Gilbert, share the road etc.
EE	Education is good but does nothing for distracted drivers. Physical separation like curbs, road bumps, batons, etc would help. How about special safety for kids on bikes approaching schools? I'd like to teach my kids proper bike safety but I'm putting them on the sidewalks instead. Too many drivers going too fast, inattentive and jumping curbs!
EE	Planning bike events-Tour de Gilbert...start rewarding good drivers and promote sharing the road in Gilbert
EE	Also, more education on the bicycle and roadway laws as motorists think the bicycles do not belong on roads.
EE	I love the bike/walking paths in Gilbert... safe and fun. As more people cycle, cities will add bike lanes and bike paths, encouraging folks to utilize them.
EE	Create town maps and challenges in apps like Map My Ride to get people out riding. Have fun routes, athletic routes, and training routes where people in the app can connect and compete.
EE	Start/promote a road cycling group for the town. Maybe the town could sponsor the group for a charitable ride.
EE	Have a town bike crawl where people form a large group and ride to locally owned businesses, perhaps in partnership with the Chamber of Commerce. Maybe start with a ride to a local coffee shop, then to a bakery, and finally a brunch spot; or maybe it could be in the evening for adults for a town bar crawl. Each local spot could have a signature drink/snack.
EE	Roue maps and safer crossing of major streets when riding on canals
EE	Would be great to have a bike-sharing program.
EE	In these times social media will have a deeper reach; promoting day of the week to ride...
EE	Easy to read pamphlets or postcards with quick, simple tips/facts.
EE	Increase education: require viewing a short educational video once a year for example when going to pay a water bill online, or change an address online, for example.
EE	Offer classes, maybe online for safe driving around cyclists.
EE	Educate law enforcement first, they are usually ignorant of the law and interpretation. Consider using billboards to educate public on distracted driving (ironic?), 3 foot law, illegal to drive in bike lane, etc.
EE	Increase education that bikes riders should not act like cars. They need to use crosswalks. They do not use the left turn lane like cars.
EE	Partner up with Gilbert public schools to offer presentations to students during school and parents in the evening. Including Raffles would increase attendance. In Texas I went to a place on a field trip that was a mini town that we rotated through driving, bikes, and walking. Had to learn the rules and hand signals.

EE	Provide opportunities for learning while in line at grocery store on radio stations while holding on phone.
EE	Notification of laws as they pertain to bicycles would be very helpful.
EE	Require drivers education which also emphasizes bicyclists have the same rights to the road as motorists when no bike lane available. This seems to be a major difference between AZ and other states is the lack of driver education.
EE	Public safety awareness
EE	This would be challenging to distribute except through signage and enforcement. I think it would be valueable to use community events to get the word out.
EE	I would like to see more publicity campaigns across the county in general to increase education of motorists, bicyclists and pedestrians about safe practices, perhaps in the form of advertising.
EE	Talk about rules in schools. Kids should be required to wear helmets! Have more places that are bikeable.
EE	As far as education, use social media. Create a website and advertise on bill boards.
EE	the language used by both police officers and media reporting collisions between cars and vulnerable users often blames the victim and sides with what the motorist reports, while the victim is unconscious or worse. Police officers need education on laws pertaining to cyclists. And we need police officers on bicycles.
EE	I would love to bicycle more in Gilbert. Perhaps education could be increased by asking members of Chamber of Commerce to add small flyer to food receipts for a short period. A booth set up at farmer's market with balloons and helmets would encourage children. Focus bicycle safety on preschool and early elementary aged students. Children can lead their parents. Visits to schools are helpful. Ask local bike groups to volunteer for this.
EE	Understanding to motorists what the markings of the bike lane are. It is not okay to drive in the bike lane if there are no bikes.
EE	Group rides
EE	Offer more biking events that are fun yet give education and instruction.
EE	Ask business owners to install a bike rack and create a map with all the local supporting bicycle stores
EE	Social media campaigns, short memes with facts about laws and tips
EE	More public events that involve a bike. Put a bike lane in downtown Gilbert. Encourage bike commuting for work.
EE	Bike safety expos, safety publications, maps,
EE	Signs posted with how many feet away cars should stay from bicyclists. Occasional signs in heavily used bike Lanes with basic writing rules for bicyclist.
EE	More bike rodeos. Have the city purchase a Bike Rodeo Safety City to be able to travel to various events and school functions. Many scout troops and schools have Bike Safety fairs and/or get special patches for completing bike training. Or set up this Safety City permanently at a town site and allow schools to bring kids there.
EE	Education on not riding the wrong way in the street or sidewalk.
EE	Education handouts and booth at the farmers market, handouts at restaurants, signs at parks. Have HOA's include info in their mailings. The Town of Gilbert could include a phamplet in their monthly mailing. Ask local businesses to pair up with a local artists to create a bike rack in front of their business to encourage more bicycling. Maybe customers would contribute/donate to the project. Each business could have a rack that matches their style of business.
EE	Reminders to watch for bikes. Don't crowd the bike lane. For those riding, a reminder to ride single file
EE	Events along canal paths, more bridge over canals and crosswalks at busy streets like by the riparian / Greenfield At power line trail
EE	Mailing to Gilbert homes, bicycling meet ups, bicycling socials for adults and kids
EE	I think of the most important things is is driver education. People see cyclists as obstructions and not vehicles on the road. I also think cross walks at common intersections like the Sunbelt at Greenfield are critical to success.
EE	Survey/quizzes on social media and in person at any of the many festivals/events held in the city, possibly as entering a raffle for a small prize such as GC to local restaurant or movie tickets
EE	Do more educating classes on bike safety, seems like parents don't teach their children or spend time recreating with them so they know how to to so safely.
EE	Videos to help bikes and cars share the road better
EE	Social Media- education booths/events
EE	Many people don't know there is actually a bicycle layer in Google Maps that identifies many different route types. I use it all the time!
EE	I know bike to work month is typically in April, but I would ride to work if it was in March when it is a bit cooler in temperature.
EE	videos
EE	Driver and cyclist education on traffic rules and how to act in lane sharing situations. (AZ law is dangerous as it provides priority to the motorist causing unsafe responses from drivers and riders.
EE	Public education. I think motorists are unaware of cyclists rights and needs in general. They look at it as a "car lane" and a "bike lane" and don't understand that cyclists need to leave the bike lane when debris/landscapers/barricades, etc. are in the bike lane. This is a big piece and can start at the local level, but would be great to see education happening when people are getting their license. I don't think it's part of the curriculum hardly at all. I have a 16 yo who just got his license...
EE, EN	Enforce motorist laws such as stopping at stop signs. Encourage bicyclists to ride 'right' as they're not seen the same way going against traffic
EE, EN	Drivers need to be more courteous to bikes and bikers need to follow laws. The only way to get to drivers is by education and enforcement.

EE, EN	Schools could be of great value educating students and parents. No bike allowed on school property unless the student wears a helmet. Parents should not be permitted to part in bike lanes wiring to getting schools.
EE, EN	Encouraging businesses to have mandatory places to lock your bicycles, not just downtown Gilbert, but shopping centers with paths to easily get in and avoid the traffic that is parking. Encourage more businesses to have outdoor seating, even if just a bench with some shade. The Blue Zones Projects spearheaded by Dan Buettnner has many ideas on how to transform communities into healthier places to live. Thank you, we love Gilbert!
EE, EN	My home town would have officers hand out "tickets" to people they observed wearing helmets when riding bikes. These "tickets" were coupons for free Dilly Bars at the local Dairy Queen. This encouraged bike safety and provided positive law enforcement interactions.
EE, EN	Education ad campaign and active police enforcement in high bike traffic areas.
EE, EN	Education for motorists, texting ban and enforcement. 3 ft law enforcement, tunnels for canal paths to go under major roads such as in Queen Creek and Scottsdale
EE, F	Bicycle races! PeopleForBikes.org! Gasoline Tax funding bicycle friendly improvements!
EE, I	Get Jr. High and High Schools involved in NICA http://www.nationalmtb.org/ . A velodrome would also be huge.
EE, I	Look at Mesa. They hold events and provide education, bike paths, etc. etc. etc.
EE, I	Don't allow right hand turns on red lights; increase signage about leaving 3 feet of space between car and bike; add space for bikes in front of cars at traffic lights so cars turning right don't cause an issue;
EE, I	Maybe start with building a culture of cycling and walking. There will be a need for improved facilities if there are people who get behind the culture/social aspect of bikes.
EE, I, F	There is a lot of focus on automotous vehicles and "smart intersections" here in the valley. A large part of that research is focused on safely interacting, not just with other motor vehicle drivers, but with pedestrians and bicycle riders as well. As for funding opportunities, is it possible to obtain some \$\$\$ to collaborate as part of that research? Maybe not? Just a thought.
EN	Real driver education for new drivers and those with infractions. Loss of driving privileges for distracted driving similar to DUI.
EN	Stricter enforcement of vehicles driving too close to cyclists, turning in front of them, & not harassing cyclists.
EN	Non use of mobile phones when driving
EN	More info when renewing car registration. Site drivers who kill or injure bicycle riders. Publish names of unsafe drivers. No talking or texting while driving!!!!
EN	Enforcement of existing laws. Drivers need to be penalized for not respecting cyclists AND cyclists need to be penalized for not respecting rules of the road.
EN	Prosecute motorists who hit cyclists to the full extent of the law
EN	Give more traffic violations for distracted driving. Enforce violations of angry drivers running us cyclists off the road.
EN	Drivers are not held accountable for their actions, they need to be ticketed for unsafe driving and ticketed and/or arrested when hitting cyclists or pedestrians. Separately, there has to be a hard barrier between cars and cyclists, whether a curb or a full median like some of the concepts showed. Bike lanes do nothing for distracted drivers who know they won't get in trouble for hitting one of us. Gilbert, and Arizona in general, should be absolutely ashamed for how horrible they treat the safety of cyclists.
EN	If possible better enforcement of laws
EN	The laws are already in place. The enforcement needs to be increased. In order to do that, more police need to be hired. Accountability needs to be addressed. Accountability for funds. The funds get appropriated, then diverted during a crisis. What's the first to go? The least "important"... yep, cyclists.
EN	Traffic in Gilbert needs to be controlled. People drive recklessly in neighborhoods and main roads and there is little police enforcement. Especially in the southeast Gilbert area along Riggs and within Seville.
EN	Also, more cops patrolling for bad or impaired drivers. (Ticket those who park in bike lanes, or use bike lanes as turning lanes when not clearly marked for it.)
EN	Better enforcement of the 3 foot rule. Enforcement of excessive speed. Many don't walk just because of Summer heat, so don't think you can do anything about that.
EN	Police should ticket people who don't use signals to turn/ switch lanes, and also bicyclists who ride the opposite way of traffic or without lights at dusk or night.
EN	Enforce current laws
EN	Laws preventing use of cell phones while driving
EN	More police on the roads protecting cyclists.
EN	Driver education/ enforce 3 feet law.
EN	Hardly anyone stops at red lights when turning right. When we are try to cross we have to stop and wait for them to break the laws.
EN	Tickets to those who don't stop might be a good deterrent too.
EN	Motorists need to start getting tickets for entering a crosswalk if someone is in it. Same for distracted motorists I hate to say.
EN	Better training of the police. Stricter laws for cars that enter bike lanes.
EN	Cite drivers driving in bike lane
EN	Gilbert Police should issue tickets to drivers who cross over into bike lane. It happens all the time. Potentially connected to texting and driving.
EN	General traffic enforcement for cars can and should play a big part in bicycle safety.
EN	enforce 3-foot minimum bicycle law.
EN	Enforcement for the road crossings, many times when I use the button to cross the street at least one car runs the red light, I don't think the bike crossings are taken seriously like a street intersection would be. I usually just ignore the crossing button and cross when traffic is clear, that is probably safer.

EN, D	Ban texting and driving, that will automatically make riding safer!!!
EN, D, I	I would also like to see children wear helmets. I see children everyday riding bikes and only 10% wear helmets. School programs encouraging students and parents needs to happen. My dad was killed on val vista riding his bike. Due to the driver being impaired the only thing that would have maybe help was a barrier between him and the driver. Due to this incident my kids are very restricted on their bike riding. I hope that something is done so everyone can enjoy the road and feel safe!!
EN, EE	More police on bike patrol to help educate
EN, EE, I	<p>a. Education initiative about the Dutch Reach to prevent cyclists from getting doored. More education about when cyclists have right of way and the 3 foot buffer.</p> <p>b. More modern bike racks. Simple racks on public transit (in the cabin, not on the front). That way you can easily take your bike on and off the bus. Visual and physical cues separating bike lanes from rest of traffic. More canals and bike paths.</p> <p>c. Have to reduce auto traffic. Auto congestion in areas that should be pedestrian friendly (downtown) make it very hard and unsafe to bike. Small sidewalks, no bike lanes... comprehensive, updated bike maps of the city would be great to plan routes and suggest trail rides. Bike to work incentives (working with local businesses). More community - bike to work clubs. Possibly a city sponsored shared space where people who work remote can co-work and also have access to basic bike maintenance tools - like a public bike shop.</p> <p>d. Encourage the many bike sharing companies that are expanding to put their bikes in Gilbert. These make it very easy for people to grab a bike anywhere and run errands, commute or just take a ride.</p>
EN, F	Use all of the auto/bike violation revenue plus a portion of regular speeding ticket revenue to assist in funding.
EN, I	<p>I ride along main streets a lot and most of them have sufficient bike lanes, but often people still pass me pretty close. Obviously sometime there is no room for them to give me extra space. But usually when it's tight traffic people are paying more attention. Anyway, I've always liked those signs that show a cyclist and show the amount of space you should allow them when you pass (5' or whatever) and the sign says something like "Give bikes space". It's just an extra reminder to drivers that if you see a cyclist and you have the room, move over for them.</p> <p>I also take the kids out in a bike trailer, but because of how close the bike lanes are to traffic, I don't take them unless we can go on bike paths/sidewalks. Obviously if we had separated and protected bikes lanes, that wouldn't be an issue and I would take them out on the main roads.</p> <p>Fortunately we live near the power line trail south of Guadalupe. But that trail gets really rough East of Val Vista. It would be nice if that trail was better maintained over by the library.</p> <p>And in general, I think it would be rad if there was more of an emphasis on biking in general, especially in the downtown area. There are so many trails and canals that lead there that it would be cool if there was a campaign to encourage biking when you visit downtown as well as offering some general education about safe biking/driving practices. (Unfortunately there is no way to add bike lanes to downtown, but at least we could support bike parking as well as getting around on the streets/parking lots behind downtown). But it would be great if as a community we had festivals and other activities that celebrated, encouraged and educated people about walking and biking. Showing it's benefits for personal health, the environment, family fun, personal connection to the outdoors etc. It would be great if maybe on one Friday or Saturday a year Gilbert road was closed down from the train tracks to the power line crossing and there was a street festival that (among other things) showcased the walkability/bikeability of our town and encouraged a bike and outdoors culture.</p> <p>Finally, we have an extensive canal and trail system, maybe a bike sharing service would be well used. I guess it's at least something to consider. One of the negatives (like with the Scottsdale/Arcadia area) is you may bend up seeing a lot of bikes parked in random places for days on end. I'd be interested to see if communities that are similar to our own who have adopted bike allowed bike sharing programs have seen a benefit or if it is a waste of time and money in such a geographically dispersed area.</p>
F	I would see what type of funding is available from national biking organizations or sport organizations like Triathlon. Otherwise holding a few city sponsored races/events to help raise funding could help
F	Use the local Bike community and hold an annual town of Gilbert ride to raise money, and possible Donors
F	Vehicle registration fees. Business sponsorship.
F	Fund more paths, trails, etc that link canal trails to neighborhoods.
F	Seek assistance from federal government, put it on the ballot and let the citizens direct.
F	Raise taxes in the city to improve bicycle lane safety. I would be more than happy to pay a little bit more to be safer when bicycling with my family!
F	Fundraising and grants/tax reform
F	Get larger Gilbert corporations to assist in funding. Business should be encouraging employees to ride bikes. Healthcare cost benefit, emissions lowered. Terrible that we have to drive everywhere.
F	Legalize marijuana and use tax revenue.
F	Corporate sponsorships, Kickstarter, Tax deductions, host events referenced in section A to raise funds.
F	More funding for cycling...safety ed, etc.
F	To increase funding, perhaps the town police could cite drivers for some moving violations frequently impacting bicycles under a town code rather than Arizona revised statutes (failing to yield to pedestrians, improper turns, distracted driving). The town could apportion part of the fee toward bicycle safety enhancement. It would take some revision of the town code, but could secure some funding. The police would need to be directed to cite for the code rather than ARS.

F	Funding: have local businesses sponsor sections of a path, and they can have advertising on their section, would also be neat for them to provide safe biking directions to their establishment.
F	Eliminate the waste and rework in city operations (it is there!) and use that savings for infrastructure.
F	Funding is always a problem, traffic accidents/fatalities are worse. With the right media campaign and support of cycle groups you should be able to get some fundraisers going. Perhaps organize a car free Sunday morning/afternoon (in the fall) for a section of the city to get people out for an in town event for more education and fundraising.
F	Maybe there is grant money to be had?
F	Fund raisers and group rides to raise money. Organize something like tour de scottsdale or a 5k fun run with proceeds going towards improvements. Get local restaurants and shops to donate and make them stops on a bike path, they'll end up with more business if they are bicycle friendly.
F	I would be willing to spend more money in sales tax, or an extra amount added to our utilities for the town of Gilbert if it made us more competitive with other cities in the nation if we funded and executed safe pedestrian and bike routes in Gilbert. Gilbert does have everything but we are becoming like Scottsdale in certain areas and I don't think Gilbert should become another city with high volume vehicle traffic to every place we go for entertainment. Plus as being one of the safest cities for crime we should be taking advantage of that and getting more people outside, we are a very family friendly population that caters to young families and professionals and installing these paths etc will also help instill values of staying healthy in not only kids but their parents or the young professionals choosing to work and play here in Gilbert.
F	Do a sugar tax
F	Identify more funding for bicycling and walking facilities.
F, EN	You could create races/events that require payment for entry and use some of that money for facilities. For more education, you could have booths set up at farmer's markets and downtown to provide information. You could provide small prizes (town of gilbert bottles, cups, pencils, etc.) if people answer correctly to safety questions.
I	I've never ridden in an area with these new bicycle lanes with the divider separating car traffic. I think they're an excellent idea that hopefully makes us cyclists feel more safe. Even the canal trails offer potential - I never use them because they mostly lack the needed crosswalks at intersections. I'm so happy to hear news of Gilbert widening and modernizing old roads that lack bike lanes. Bike lanes are so critical, and please try to clear debris that collects in the lanes. Thank you for supporting my cycling interests!
I	Paint bike lanes a different color. More PSA. More road painted signage. better streets. wider streets. better night lighting.
I	The biggest problem is bike lane width and unsafe intersection. Also, as a driver I see people not using lights/reflective clothing before sun up.
I	Safe intersections is the biggest concern
I	Finish the bike path over RR crossing along the east west canal. Also implement signals for bike crossings like those along the chandler and tempe city crossings
I	More bike paths like along canals and such. More interconnected bike paths. The less interaction with motor vehicles the better
I	Lighting for western power line trail
I	There should be a path like Scottsdale has where cyclists can travel on a path where no cars can go. I could actually ride a bike to my office faster than driving, but there is no safe area currently.
I	More space between bike lane and cars, bike lane for left turns
I	Honestly, paved trails and physically separated lanes from traffic would help a lot. I'm not sure education would have much of an impact, as we all know what should be done, but many drivers and some riders don't care to follow rules. Paved trails would be great, with under/over passes so longer, 20+ mile one-way rides could be taken without stopping or dealing with traffic/intersections. Thank you for looking into this.
I	Need better traffic control and pedestrian crossings. Perfect example is Greenfield Rd. There are canal trails on the east side but no easy way to cross Greenfield from the west side between Guadalupe and Baseline. I am shocked with the three schools (even though 2 are charter) that there are not better safety controls to allow vehicles to exit these schools and pedestrians and bicycles to cross the street. Most other streets that run N to S have multiple stop lights or crossings between Baseline and Guadalupe but not Greenfield. This results in heavy traffic, unsafe biking conditions, excessive speed and school traffic backing up to literally a stop on Greenfield trying to turn into the various schools. When school starts again this are needs a traffic analysis because children are unsafe in this area. I know about 20 kids that would use a crosswalk or light every day if one was installed. We have them in unnecessary places so I don't understand why we do t have them in these dangerous areas. Please update these older areas and make sure they are as safe as the newer neighborhood areas. Spend some money for safety!!!!
I	I usually ride the canals and love the improvements made over the years but they can still use significant additional improvements. I would love to bike when going places (ie, farmers market, restaurants, etc.). However, I only feel safe on the sidewalk. If Gilbert wants to become more bike friendly, I suggest really wide sidewalks that accommodate bidirectional pedestrians and bikers. There is a great area along the Chandler canal (the one that runs behind Regal Theaters). It has wide sidewalks. I especially like the area north of Chandler Blvd where the path is more separate from the canal and is closer to the green belt. It feels more like I am riding through a neighborhood than along a canal. It would be nice if more bike paths cut through (or close to) neighborhoods for a more scenic ride. There is a nice scenic section of the Gilbert canal but only the area north of Warner. I also like the bike path that connects Tempe and Mesa that runs along the Salt River (north of the Riverview/Cubs stadium). Another good example is the bike area east of Hayden in Scottsdale between Camelback and McDonald, as well as the canal that runs along Indian School.
I	Take out a lane. 3 lanes to 2. 2 to 1. When it becomes inconvenient to drive, people will adapt. Use the old car lane to make the bike lane. When people don't feel safe riding a bike, they won't even consider it. When they are safe, it at least becomes an option on the table.
I	Expanding on the current canal route to go further distances. Adding bike lanes where they aren't present.
I	The only way to encourage more walking and cycling is to make it safer! Too many accidents happening.
I	Safe riding areas
I	When lane separation is too physical I find there is a greater chance of collisions and sideswiping when cars are turning right.
I	More signs

	The more separation from traffic the better.
	Make the canal paths more bike friendly. Specifically the ones in south gilbert. Make safe bike routes connecting all the major city parks.
	more wash trails like the one that starts just south of Queen Creek and Power and goes all the way out to Ellsworth and beyond. That's a great trail because it's not crossing roads every mile, etc. we need more like that! I also believe that have some sort of division between traffic and bike lanes would be a lot safer!
	It's just unsafe. More separation between bikes and cars is what is needed.
	The town is generally doing a good job. It's unfortunate that there are not more through trails. The Powerline Trail between Elliot and Guadalupe for example is only open and segments. There are some tough areas to negotiate. Mesquite doesn't go all the way through like it should. People have been allowed to put up fences blocking off Mesquite and certain areas. At the least it should connect from one Canal to the next. It seems that if people want to Bicycle they will simply get on a bike and pedal. I'm not sure that lack of trails is the reason that they are not out. It is good to see Crossings being made safer.
	Have to move bicycle trails away from traffic.
	Sidewalk for bikes away from cars
	Add solar lighting to bike/walk paths. More bike racks at businesses. More traffic signals on bike/walk paths.
	More paths that interconnect north/south with east/west instead of having to use streets
	More defined bike paths, and more bike friendly destinations.
	More bike paths away from busy street areas. Bike lanes on streets that have parked cars separating the bikers from traffic. Gilbert residents should not be dying while riding their bike or running on our town!
	Maintain consistent bike lanes. Sometimes the stop and start unexpectedly
	Separate bike lanes.
	Pedestrian bridges over busy roads. Make canal paths more accessible and safe.
	It would be great to have some pathways e.g. canals that offer some sort of traffic bypass, whether that be an overpass or some sort of automatic traffic signal. I'd like to see a more bike friendly downtown as well, perhaps moving to Mesa's design where the whole traffic lane is a bicycle right of way. Currently I completely avoid that area on a bike because of the lack of bike lanes and the congestion of vehicles.
	Clean the bike lanes we now have. Too much broken glass and such in them. Make it so a bike will trigger the traffic light. Complete the multi use path as it approaches the railroad tracks.
	Bikeways should be off the road. I will bike on the sidewalks verses the bike lanes. It isn't safe due to distracted drivers etc. Make sidewalks larger and make them multiuse paths or have barrier between car lanes and bike lanes. If I felt safe I use the lanes more.
	You have some nice paths in town. Power line trail and canal trail. Lighting them for night safety would be great.
	No more bike lanes
	Bike lanes need to be better separated from the road.
	Need more separation from traffic. Also link existing trail systems (like Power Ranch) to other subdivisions.
	Better utility of canal trails. More drinking fountains. It would be great to have a trail system leading to a bike park conducive for mountain biking/bmx. Different sized dirt hills etc. I am a fan of encouraging people to walk and ride bikes. Our children need open space and learn how to safely navigate. Neighborhoods with cinderblock homes, gaming and social isolation isn't healthy. Somehow a change in social acceptance of allowing our youth to use bikes as modes of transportation is needed. Parents ended up driving their youth less than a mile away to a friend's home. It would be great to encourage this! Thank you for asking!
	Help protect bicyclists from cars
	I love the idea of a "secured" bike lane with as much space as possible between riders and motorists. Especially on busier street with 40+ MPH speed limits.
	The bike path that runs along power lines from Recker to downtown Gilbert needs bike crossings at Higley and Recker. The bike paths need to be easier to manage with children. It's a great bike ride to downtown and improving the path to get there will only increase business in heritage district.
	Fix the rr crossing at Neeley!
	Pavement and Lighting on Canal trails that lead to downtown Gilbert!
	Better lighting on canals
	Please finish paving the canal between Guadalupe and Elliot! Take it all the way down past Sossaman. It's the best once you are in Chandler/Tempe Since it's paved and lit and great for biking! The Gilbert section of that canal is trash for biking.
	More marked bike lanes. Educate drivers to give bikes some room.
	I love the canal trails. I come from the Quad Cities and we have the Great River Trail along the Mississippi River and it is so awesome. You can ride hundreds of miles and not feel in danger of getting crushed by a car. A concept like that would be ideal!
	Finish the roads that run through county island sections so bike lanes can be continuous, regardless of whether a developer has purchased the land!
	I utilize the Western Canal (between Guadalupe/Elliot) to travel to downtown Gilbert Unfortunately, heading south (power rd, higley, recker) has spots where the roadway is very narrow and also with no sidewalk N/S travel can be difficult
	Utilize half-streets more (Adobe in Mesa is a great half-street east/west route)
	Lights along canal path west of downtown
	Not enough bike lanes

I	I think the only way that would really be effective is bike paths that are completely away or totally protected from vehicular traffic.
I	Destination biking. Look at the path to the A's stadium and the Cubs stadium path to Tempe. It uses canals, which is great, but it adds many more miles to the destination if you want to shorten your distance. Not everyone can ride 35 miles. Alma School is a nightmare to ride due to traffic. I use that to shorten that route. But it's scary. The bike lanes are not constant. Gilbert has nice wide roads. That helps. Would be great to be able to ride to different areas using a directional map with arrows pointing "this way to...." well marked for those just cruising. Also, pave the darn canals all the way through from end to end. That alone would be helpful. I know this is SRP, but please finish them so you can ride all the way north on the east canals to Las Sendes safely. They stop in Mesa. All cities need to work together for best results. Thank you for asking. One last thing...I never like to ride when the school buses are out. They do not pay attention and end up in bike lanes. That needs to stop. And the path behind the Reparian Park needs paving as well to go directly east on the canals. I love riding the canals. Crossing is dangerous though. That is another issue. Some have no ped crossing signals. Lots to say. Hope it helps. We are avid long distance cyclists.
I	Street sweep cycling lanes more often. Think about where putting man hole covers and gas line access covers.
I	It would be great to see more lighting on the canal paths as they are pretty dark at night.also just a thought it would be neat as you travel the canal bike paths to have small vendor stops for food and drink along the way to the heritage district but that's just a thought I think would be neat maybe not possible. It would also be great to have more bicycle racks around the heritage area
I	I would like to see the canal in Gilbert paved with a lighted path like it is Chandler. Also even wider bike paths with no barrier is helpful for bikers.
I	Mostly need more bike lanes.
I	Protected bicycle only lanes.
I	We need something in south Gilbert out on Higley & chandler heights. We have none.
I	More canal trails in south east Gilbert would be helpful
I	Crossing over railroad track at kneely. Connects west Gilbert and Chandler to Downtown and beyond via canal path.
I	More green belt bike routes with city employees that help with bike repair when broken down, hydration and overall safety. San Antonio TX has a great program they started a few years ago!
I	More bike lanes, separated from cars when possible.
I	Pave at least one side of any remaining canal paths in SE Gilbert. All of the East Maricopa Floodway is unpaved and remains locked in many places. It would be nice to be able to access these paths to avoid surface streets.
I	More bike lanes and signage
I	Upgrade canal at street crossings
I	More sidewalks
I	Need more trails and paths along canals that go throughout city avoiding roads and overpasses
I	Separate bikes or barrier diving traffic and bike lanes, map routes for bikes.more incentive offered to employers for employees that bike to work, or education reimbursement for biking to school, whether it's a discount on textbooks for one month ridden to discount for tuition for biking longer terms.
I	Paint the bike lanes green
I	Improve bike lanes
I	Off-street paths please. Two people bycycling in my area already been killed with existing bike paths on streets. Spouse & I no longer bike because of what we've experienced. Moved to Gilbert from a city that had designated off street bikepaths throughout the entire city!
I	More bike paths in general.
I	Stop Lights at all canal trail crossing major streets.
I	Instead of building new subdivisions, and increasing traffic on already burdened roads. Install bike,pedestrian bridges over many of the bike paths. Stopping every mile at every street crossing is ridiculous. Add to the quality of life, don't add to the majority of traffic. Stopping for one bike who pushes a button and stops 20 cars is really stupid.
I	More trails, like the canal trail is paved, because trails are safe to ride on there's no traffic
I	education isn't as important as infastructure improvement, good to get the word out, but motorists will do what they do.
I	better paths along roads are nice, but designated bike lanes through parks, canals, etc are great...but they need to be long enough to use, and give ability to cross at raods. the Queen Creek wash path is great...goes under the roads so avoid traffic completley.
I	Start with downtown Gilbert. Too many cars & having bikes lanes will encourage people to ride bikes.
I	I love the ideas of bike lanes that are separated from car lanes by a curb or something cars can't veer into very easily. My husband used to ride his bike to work but had so many close calls he had to stop for his safety. I used to ride daily but it was hard to cross some streets because there were no crossing lights or slanted curbs. I'd LOVE it if the town would improve biking since we can be outside during so much of the year.
I	Bike signs, safe bike Lanes, and lots of lights.
I	Make bike routes free of cars, trucks ! Finish the canal routes
I	Green belts and trails.
I	Pave the power line trail between greenfield and val vista and the section through freestone park
I	Bike infrastructure should be designed with children in mind, i.e. separate from car traffic.
I	Wider bike lanes

	Pave the dirt sections along some of the canals. Add lighting to the canals like Tempe and Chandler. Add some shaded areas with benches and water fountains along canals. Gilbert isn't as bike friendly as Tempe and Chandler.
	additional water fountains along routes
	Consistency with bike lanes. City planners of Gilbert should get together with other city planners and do everything the same. The paths shouldn't be different or nonexistent in each city.
	Increase the number of bike Lanes, esp in the newer home developments. There are so many great destinations to bike to but not enough bike Lanes to facilitate it.
	More signs and education about 3ft rule and cars do not own the road
	Better lighting on canals
	Mandate SRP to repave and possibly put in some shade trees along the diversion trails. Bike lanes that terminate mid block puts the safety of riders and drivers. Very scary for less experienced riders
	add more visible bike racks around gilbert parks/restaurants and separate bicycle lanes from the street for safety and for children to safely ride in bike trailers or on children's bikes.
	More trees and water features along bike paths
	Develop paths near canals especially south east Gilbert
	Maintain maximum separation between bicycles and Motor Vehicles.
	Bike Lanes. We tried our bike downtown to eat and go to happy hour and there are no bike Lanes on Gilbert Road
	It would be helpful to have cross walks with cross walk lights at all intersections that the canals cross. Also to have a cross walk button on both the sidewalk and asphalt sides. Paving the gravel canal lanes needed.
	Need more bike lanes on busy streets that don't currently have bike lanes.
	There are several bike lanes that need to be replaced do to large cracks in asphalt like Guadalupe between Cooper and Lindsay eastbound. I choose another path because I get totally beat up hitting the bumps.
	it's hard to cycle when the bike lane is mostly for drainage like near Warner and Gilbert in front of the Banner clinic. It puts cyclists in the auto drive lane
	Safer paths, the option picked from the selections make me feel safer in riding on road. Currently we use side walks instead of road outside neighborhood since the vehicle traffic gets way too close and drives too fast by bikers in the lane. Seems Arizona drivers are not very aware when it comes to sharing the road :) maybe it's the heat ;) We'd love to ride our bikes more and are looking forward to the new regional park being built close to us. Thank you for considering how to improve safety for bike riders.
	Install more bike lanes, sidewalks, and trails.
	Need shaded area (trees) along bike path.
	Provide more public bike racks.
	Would like more paved bike trails so not dealing with traffic.
	Lights on the canal paths
	More paved off street trails/paths. See Denver 470 Trail System
	More canal trail crossing lights on major streets.
	We really like riding the canals and power line trails in the evening but they are poorly lit. It would be great to illuminate those trails somehow.
	Complete trails along the washes and canals. More on road signage
	More secure bike lock locations
	More bike lanes that do not start and stop for unknown reasons would allow safer cycling.
	Gilbert could improve existing facilities by improving bike lane access on the streets leading to some of the trail systems. Many bike lanes disappear in areas where there are open fields (e.g. Lindsay between Germann & Pecos), this increases the danger for cyclists.
	Adding crossing lights consistently on the multi-use trail systems and help us cycle on the trails during peak traffic times safely.
	Widen bike lanes. Clean up the bike lanes.
	Bicycle lanes are inconsistent in the SE part of Gilbert so it's hard to pick a route for traveling. Create a plan for adding lanes so bike routes are continuous. A great example is Ocotillo road - quite a mix of good roads with bikes lanes and then rough road with no bike lane and no shoulder.
	I think a huge step that shouldn't cost a ton of money would be to install the little reflector humps that often are used on the lane lines on major streets along the solid white lines of the marked bike paths on major streets. My biggest fear while riding is distracted drivers wandering into the bike lane. The little reflectors would help gain drivers attention to bring them back into reality and back into their lane. Thank you for asking for cyclists input. BTW, I'm currently a Chandler resident but am building a house in Gilbert.
	A couple of real safe routes, like the Loop in Tucson. No cars, no street crossings.
	Complete lanes in all new subdivisions. Integrated protected lanes in other older subdivisions.
	Any areas that have high pedestrian and vehicle volume should have scramble crosswalks. I'm not sure how much more obvious that could be. And "SHARE THE ROAD" signs mean nothing to drivers. They're a complete waste.
	Complete railroad crossing on multiuser paths
	Have water stations where water bottles can be filled on designated cycling and running paths.

	There needs to be more paths similar to the stretch along the 202
	Crossing signals at Greenfield and power line trail are critical. I hate to think it's going to take a death to make that BIG change happen!
	Mesa has lighting along their canal bike paths and almost instant response times for crossing signals. Talk to Mesa about how they're such a bicycle friendly town.
	Canal system is excellent way to bike and be removed from traffic. We need better traffic signals or bridges to cross all roads while on the canals. Joggers and walkers, and riders on these paths need to obey the rules of the path and ALWAYS stay on the right hand side allowing for people to pass as needed.
	The speed signs on Burk St. between Baseline and Elliot are helpful, they seem to slow traffic down. I would like to see more of those and more space between traffic and sidewalks
	Have bike lanes wide enough and clean from debris on all city streets and mb any more people would ride regularly, everyone we talk to limits road bike riding only because they feel like they are going to be run over by cars.
	Love the ideas to improve safety. Also love having only one side of the canals paved to allow for running on the gravel which is a softer surface. Please don't pave too many of the trails. :)
	More people would be encouraged to bike if the bike lanes were safer. The cars are so close to the bike lane and drivers just don't pay attention. More bike trails through the city would be awesome.
	Fix the gaps in the bikelanes along farm or undeveloped land.
	Post signs requesting motorist watch for bikes. Also remind people to stay at least 3 ft away from bike lane. People get too close to lane not providing adequate separation.
	Additional bike lanes at a minimum would help. Separation of bike lanes from traffic AND sidewalks would be ideal. Concept 1 and 3 above would lead to pedestrians in the bike lanes.
	Gilbert road through the historic district should be reduced to 1 vehicle lane each direction and add a dedicated bike lane.
	Fix/widen/beautify the power line trail east from gilbert road.
	Add rail crossings wherever possible - I am super excited about the rail crossing on the power line trail!
	Add connections between existing trails and good bike routes.
	Add bike lanes to half-mile roads similar to what is in place on burk between Guadalupe and baseline.
	Separate bike lanes from auto roads
	One thing that need improved is keeping the bike lanes clear, I have often had to move into traffic to avoid debris in the bike lane
	I think to have a physical barrier between you and the cars would be a great idea, I have on occasion had cars turn right on front of me causing me to almost fall of my bike
	The speed limit and amount of traffic is too high for safe bicycle riding on the roads. Need separated paths away from current road traffic. I used to bike a lot before I moved here. But hardly ever now considering driving conditions
	Bicycle/walking paths...lighted at night. Possible tunneling under major roadways like on Val Vista, south of Baseline at Val Vista Lakes, or pedestrian/bicycle overpasses
	I think by building different and safer bike paths it will become more obvious to motorists where the specified bike lane is. If there are obstacles (cones, curbs, etc.), I think drivers will become more aware.
	Fix the transition from the western canal path to down town Gilbert. People cross the railroad on foot and it's not only a hassle but it's unsafe. Pave a real transition rather than the current detour route that is poorly marked.
	Pedestrian/bicycle crossing of the railroad tracks between Cooper and Gilbert/Guadalupe and Elliott along the canal trail, and maybe more bicycle parking, especially shaded. Cyclists should know what to do when approaching an intersection where they want to turn left, and everybody I think needs a refresher on right of way between pedestrians, cyclists, and motorized vehicles.
	redesign lane crossing for bike and car. When there is a dedicated car right hand lane, bike lanes going straight have to cross one another.
	Its a culture shift that needs to happen, biking instead of motoring. I find that at the major cross road intersections, the right turn arrow/left turn delays, large traffic lanes, increase the driver unawareness of pedestrians and bicycles. I support more trails over on-road (shared) bike lanes.
	Add some lights along the canals. They are great paths, but get super dark which makes them feel unsafe. A few dim lights would be great to feel safe and increase the usability since it is nice to bike when the sun isn't up.
	look at southern california for contiguous pedestrian and bike paths where there exists a continuous network of paths that go under or over or total separate from roadways..pedestrians and bicyclists do not have to subject themselves to crossing dangerous 6 lane intersections...these pathways link to neighborhood parks and community centers...look at Irvine and Lake Forest for examples
	people in gilbert are quite active if pathways become more interconnected to parks and have options to avoid dangerous intersections people will be able to better utilize their bike
	Distance between cars and bikes is key
	impose development fees that would go into a pathway fund, federal grants..Gilbert is a well planned town except for the safe interconnectedness of patks and trail systems and lack of contiguous trail systems without the need to stop at lights and cross major intersections..if gilbert can make their pathway functional and safe they will become a very well rounded town to live in.
	Better signage than "share the road" . More like "bicycles can use full lane. Separation from traffic. Bad / distracted drivers are biggest danger
	Lighted canal paths with signaled crossings
	Connect canal paths, parks, schools with protected bike lanes

	Work on a deal with Roosevelt to allow the City to improve areas near their canals as they are with th SRP canals. Not everyone in Gilbert has close access to those canals, however are close to the Roosevelt Canals.
	I ride on the canal weekly and would love to see stoplights at the road crossings and along other bike routes. I often have to wait in the middle of the road between lanes due to traffic and would NEVER feel comfortable letting my children accompanying me. I don't feel safe when I'm waiting in the middle, but I love riding. I absolutely don't feel comfortable riding next to traffic, which is why I ride on the canal. I would need separation from the traffic to feel safe.
	Pave more of the trail north of Vaughn so we don't keep getting flat tires
	Do not do what Tempe did along Hardy. They added a bike lane that still had uneven surface for driveways. Very annoying. I definitely like the curb boundary best, but it would be better with the green paint too. The paint helps the drivers be aware, but the dedicated secure lane with curb helps with safety. This is how it's done internationally. One other option is to dedicate less traffic roads within a quarter mile of major road to be dedicated bike roads. There is less danger from motorists, but it's not out of the way or inconvenient for cyclists. Thank you for investing in cycling!
	Bicycle lanes must be separated by permanent cones or curbs and must be substantially wider than the existing ones.
	It's impossible to completely eliminate distracted driving which means that without a physical barrier, bicyclists are at risk. I am a physical therapist and have treated too many people who have been riding their bikes or running and have been struck despite being on bike lane or even a sidewalk.
	I would like to see better protection from motorists, but compared to other cities it isn't awful. Places to stop for shade would be nice.
	If bike Lanes were more separate from car Lanes, I would bike more, but I see too many cars stray into bike Lanes to feel safe biking.
	Improving separation of cars and bicycle lanes would be of the most benefit.
	More trails away from heavy motorized pathways. Somewhat like the canals. Also more trees to cover the trails for when it gets hot.
	Love the idea of a separate bike lane/side walk. Not every area is safe to ride a bike, love the idea of Gilbert becoming more bike friendly like San Francisco where were from
	Bike lane or side walks for bikes in historic downtown.
	Stop lights at ALL canal crossings would be amazing. I see bikers pulling out in front of cars and stopping traffic or getting stuck in the middle of the road unable to cross all of the time.
	We need more speed bumps in the neighborhoods....people speeding is the biggest risk
	There must be barriers between motor lanes and bike lanes. Too many drivers have their right side tires in the painted bike lane. I see it EVERY day.
	Separation from the cars!
	Follow the AASHTO Guide for Development of Bicycle Facilities (Bike Lane Bible) for design and installation! i.e. 5 foot measured from gutter pan to white line, avoid vertical elements (candlesticks), etc. Very well researched with studies and facts to back it up. There is good reason it was used to develop the MUTCD, chapter 9, which is the law! Gilbert should implement policy that requires the AASHTO guide to be followed, and any deviations must be documented and signed off by a high level director (similar to ADOT, but actually enforce the deviation requirement unlike ADOT).
	Build good, common sense infrastructure, with 5-6 foot bike lanes, keep them maintained, and the riders will come
	Continuity of bike Lanes. Many of the roads that have bike lanes, partially lose them (Pecos between Gilbert and Lindsay eastbound)
	Seperated cycling lanes.
	Move the bike path further from cars.
	New roads should include bike ways.
	Under ground crossings at freeways would be great
	Division of bike and automobile lanes.
	Improvement of bike lanes.
	Bike routes with overpasses of streets.
	More Paved sidewalks and trails. I do not use or allow my kids to use bicycle lanes way too much distracted drivers!
	More crosswalks that are not in major intersections. At least one per mile in heavily residential areas! In specifically look at between Elliot and warner on Recker. We need a cross walk to get from lakeview trails to Elliot groves. In addition we need a sidewalk all the way to warner and a way to cross at warner.
	Improve lane safety in particular at intersections, have a look at European cities of the size of Gilbert in Denmark, Germany and Netherlands. Intersections are the worst for accidents. Commit to a full plan, don't start and stop lanes, run them through the whole city, check where cyclists ride. Meet with cyclists, groups, coaches they can tell where lanes are most helpful for your phase 1. It starts with Athletes not with a few parents and kids, they will follow. Facilities are a nice thought but not till your phase 2 or 3 when you have identified increased Nik traffic and concentration till that time trying construct storage or parking for bikes will not be fully appreciated.
	More bike trails along lighted canals and through communities; underground tunnels for major street crossings and interactions.
	More paths near dining/shopping
	The condition of many of the roadways in Gilbert are port at best and should be addressed as well.
	The separation of cars and cyclist.

	More bike parking Water and restroom facilities on canals and greenways Better separation from motorists on the busier roads.
	I was thinking we should use Strava heatmap and place cyclist statues on the easement with flashing sign that says "watch for riders" on roads heavily used by cyclists. This can make drivers be aware.
	Provide bike paths separated from motorized traffic.
	I think the best option is to provide as much as a buffer as possible between motorists and bicyclists, including bike paths that are not even on the road — such as the walking path that runs just south of the 202 from Power to the dog park. Extending paths like that encourage recreational biking.
	Going above or under roads to cross over major streets. Also, I continually get zapped riding under power lines.
	Please put a crosswalk at Greenfield in the power line trail!!!! It's so scary crossing there.
	Better crossings at trail intersections with the road.
	More /wider bike lanes
	There are several streets in Gilbert where utilities have been modified or installed and cuts have been made in the bike lane leaving large cracks that can grab road bike wheels. It would be good if work could be planned to avoid have large seams in the bike lane. Also it would be good to have bike lanes added to narrow busy roads like the stretch of Gilbert Rd between Guadalupe and Elliot.
	Would like to see the bike lanes be more noticeable to traffic and also provide some protection from vehicles. Town also needs to do a better job at keeping the bike lane clean. Even designated bike lanes are full of debris that we have to constantly dodge.
	More separation from the traffic
	1. Get the Sun Circle RR crossing completed. 2. Tie Neely to Harris Ave south of Baseline. Would allow safe and easy access to downtown Gilbert from Mesa. 3. Install bike accessible crosswalk buttons at intersections that have bike lanes. 4. Designate bike lanes on Gilbert through downtown.
	We have an extensive canal system. Maybe ensuring they are paved and lights at canal intersection would be helpful. This would keep bikes far from motorists.
	We need traffic calming features most of all, speed limits are too high on main arterial roads where businesses are and it's difficult to find safe routes to restaurants, shopping. The safer the roads are for peds and cyclists, the higher the numbers will be. Motorists seeing these higher numbers will hopefully become more aware and cautious, watching out for those more vulnerable. Currently cyclists are considered outcasts or activists, or perceived as not contributing to the cost of roads. I have a high income, pay taxes, drive a car and respect traffic laws in my car and while cycling.
	Add bike lanes to most major roads. Proper signage designating bicycle safety and awareness
	The ONLY solution is protected lanes.
	Build better protected bike lanes
	There needs to be more sidewalks and or bike lanes.
	To improve bicyclist and pedestrian facilities we need expansions beyond the canals with clear and marked safe paths.
	New designated and clearly marked paths marketed as ways to use as transportation to heavy traffic areas like the heritage district and santan mall area (this is a big one there's a lot of large intersections here that feel unsafe) should appeal to people in itself so that they don't have the burden of congested traffic and having to find parking. No more parking structures MORE Pedestrian friendly routes to and from.
	Please extend the bike paths we've already had one friend hit & killed.
	Create a bikepath or bridge over railroads on greenway by downtown gilbert
	Provide bike lanes that are separate from vehicles. Tempe experimented with large pylons to separate the two. In a perfect world, a carbon copy of the Tucson Bike Loop is what I'd like to see in Gilbert.
	Raised edges so that vehicles do not use bike lanes as a turn lane or passing lane.
	Definitely a separation from the road, a separate area
	Wider bike lanes.
	Create bike paths that are completely separate from any road way. Denver has wonderful paths. Salt lake has many paths that you can travel.
	More sidewalks for walkers. At times I go for walks and have to walk in the street. Widen bike lanes and extend them. So many just end. Also need to make sure bikers ride on the correct side of the street.
	More bike lanes and some way to support local bike shops
	Need signals at all crossings of major intersections
	Separate bike lanes with posts. At a minimum I do think the colored bike lanes may help keep people from driving in them.
	I am a road biker so I am all for some sort of barrier between bike lanes and traffic even if it is just reflectors

I	Although I very close to the canals, I rarely ride them. Gilberts canals do not all have lights. No Emergency system. If I fell, I'd lay there until someone came along....might be awhile. Bike lanes come and then stop vs are consistent. Too many street lights don't work, and they are new (Island drive loop). If we as in The Valley had something like "The Loop" in Tucson that would be great. Our drivers in Gilbert are very distracted or want to kill you: they dive in the bike lane, blow through red lights, speed, are on their phones, texting. Too many deaths here. I train and compete in Ironman races, and now I'm like a child afraid to go out alone and ride or run in the dark.....Can we paint the bike lanes? I'm willing to buy the paint, I't might not help but, maybe the stupid people might notice the color and move over
I	Simply make more bike lanes and use wide paint lines to separate the lane so cars feel like they are doing something wing of they veer into three bike lane. Or angle stripe the bike lane or something. There just to many roads without a bike lane at all.
I	bike lanes, clearly marked signs
I	We need more bicycle parking...places like San Tan Mall are lacking spots to park your bike which makes me think cyclists are not welcomed. Queen Creek's utilization of the QC wash is what I'd love to see in Gilbert. The wash gives us safe passage to parks, restaurants, and shopping, avoiding highly trafficked roadways for the majority of the route. Transforming the canal that runs through Gilbert into a runner/cyclist-friendly path would be a great start to allow save travels to many spots in Gilbert.
I	I love the colored zone model for a bike lane that also has a physical buffer between traffic.
I	Pave more paths adjacent to the canals. These are excellent areas to bike. Over/underpasses when crossing roads are better than lights.
I	Be like Tucson, dedicated bike paths
I	Finish the canal paths, with connections under the roads to avoid riding in traffic.
I	Safer Intersections
I	More clear bike lane boundaries
I	Improvement and expansion of the trail system; dedicated and separated bike lanes; safe railroad crossings; modernized bike racks and bike parking (including room for cargo bikes and trailers); more pedestrian and bike friendly infrastructure in downtown Gilbert; bike lanes, routes, parking and dedicated entrance/exits in parking lots and around shopping centers; more shaded trails (with sustainable foliage and structures); cold water stations on trails.
I	Phoenix Magazine did a wonderful article about restaurants in downtown gilbert but showed people riding bikes on sidewalks. Isn't that illegal? Post signs showing requirement to give 3' clearance to cyclist. In areas such as downtown, paint green bike lanes to visually enforce cycling area. At a minimum post that bikes and cars share the lane and us the 3 strip symbol. The few bike paths in Gilbert are wonderful, but the town does little to improve cycling on the roads.
I	Maybe more signages to protect bicycles
I	When running on the canal the crosswalk at some intersections can take up to 5 minutes to change while others change immediately. This issue should be addressed.
I	Pave the trail crossing thru downtown Gilbert instead of dirt path from greenfield to Val vista. Will allow my family to ride more Larger bike lanes with green paint should be sufficient for my cycling group rides to keep us safe . No permanent barrier should be needed in case of debris in bike lane.
I	Put crossing lights on the Olney/Western Canal at Recker and Greenfield like the ones at other intersections (Higley, Val Vista, Lindsay, etc). It would make it safer for those of us who live east of the Riparian Preserve to ride there, especially with kids.
I	I live in Gilbert and ride to Queen Creek to use their trails, both the Queen Creek wash and Sonoqui Trail are excellent, provide passages under the streets and are very safe as well as pretty. I would like to see similar added within Gilbert.
I	There are too many unfinished paths. Completing paths that connect to other trails and paths. Gilbert has many great paths and trails to ride. But unfortunately they tend to lead to nowhere.
I	More enterances off at guadalupe over tracks
I	Complete the bike lanes that are there.
I	More bike trails, bike lanes that are separated from roads, traffic lights at all trail intersections
I	Paths along rails would be amazing - NW Gilbert, there are lots of commercial areas where a cyclist is forced onto major arterials. Paths through all 'half blocks' - that is where bike specific lanes should go in my opinion. Neighborhoods should be required to have walkable paths through blocks. Bike park like Desert Trails in Mesa, but not so extreme. Stop light crossings for all canals and signs marking street names. Put a bike lane on Gilbert. Nice work on the plans for a crossing at Neely!
I	I ride the bike trail. Love it and feel pretty safe on them. I think it would be awesome to have bike lanes down Gilbert road. I would love to ride to the farmers market or downtown for a snack. I'm at Gilbert and Ray. So close, but I refuse to ride the streets.
I	More protected bike lanes and more paved route on canals.
I	Wider bicycle lanes measured from edge of gutter, not face of curb. Connections from neighborhoods to off Street paths. Separation from cars on arterials. Non-intrusive bicycle detection at signalized intersections. Attractive bike racks perceived as safe (in the open, well lit).Don't have bike Lanes disappear or narrow at intersections.
I	When crossing the streets, no turning lane should be turned if there's a biker because there will be a blind spot for the drivers(those who don't know what to look first before making the move)
I	Connecting QueenCreek Wash to the new park at Higley/Queen Creek through Trilogy & Bridges would be nice 🍷 as well as then looping it to Sonoqui from Higley/Ocotillo.
I	I know this piece is QC, but extending the QC Wash past Frances Brandon Pickett Elementary to Mouer and looping that down to Olive Mill connecting it to the Sonoqui extension would be awesome too! Granted I know most of that is already in the plans, but unsure of the connecting pieces.
I	I ride MTB and road, the more I don't have to deal with cars the better. Having lived in the Netherlands N is a prime example of how it should be :)

	Some streets could replace on street parking on only one side with a bike lane. I am baffled as to how to get motorists to share the road with bicycle riders. Even I am bad with this at times.
	I would love to see more paved bike trails up canals are a budget friendly idea
	Dedicated bike trails that do not parallel roads. Need seperation from traffic.
	It would be nice to have a big loop for cycling
	Safer bicycle route along Higley (running North and South), please. Would love for my kids to ride their bikes to school eventually, but most direct route along Higley, isn't exactly kid friendly. The concept options for future bike lanes look great!
	I like the idea of physical barriers between cars and bike lane as shown in some of your examples in this survey. 2. Bike trails along the canals should at a minimum be equipped with crossing button/stopligh for all trail/road intersections. In a perfect world the bike trail would go under the road to allow the bike lane to be unimpeded.
	Generally, the sidewalks are totally fine for walking. I think bicyclers would appreciate more dedicated lanes with physical barriers between bike lane and traffic. 2. Biking and walking during the hot months doesn't make sense for most people, so focus on promoting biking/walking during winter.
	Dedicated bike paths not integrated into the traffic ways, especially on main arterial roadways.
	would like to see more dedicated bike paths or possibly a bike only loop that is doesn't have pedestrian or vehicle traffic and does not cross any major roadways possibly using area similar to queen creek wash area for bikes only
	Complete the canal bike paths which enable bikers to travel long distances with little interference from traffic.
	We need barriers from car traffic.
	Consistent bike lanes needed, I live at higley/ocotillo and they're very spotty
	A complete designated walking/biking trail system separate from the streets, extend south and east from the canal trail in downtown, connect that and SE Gilbert to San Tan mall, connect to the city parks
	Consider as part of parks & rec as well as road improvement budgets
	I wish not only that the bike lanes were more consistent and protected, but that the canal trails and other trails were better kept and lit for night time and low light riding times.
	Increase the amount of paved trails (not on major roadways), have a secure place for me to leave my bike if I want to go downtown to a restaurant
	wider bike lanes...period
	signage indicating a bicycle is entitled to full lane width.
	striped and signed bike lines with chip seal tabs (ask Toby) on the stripe between the number 1 lane and bike lane. This prevents cell phone distracted drivers from veering into the bicycle lane. Also, have an engineering detail that does not allow any sawcut lines in the bike lane, and if any sawcut is required due to utility location, pavement milled 1-foot into the number 1 lane to the gutter. This prevents the saw cut from catching a front tire and sending a rider into traffic. Also, adjustment of all valve boxes and manholes flush with grade, and if possible, don't have these in the bike lane (put them in a car lane outside the wheel path). Place a curb between the traffic lane and the bicycle lane.
	Water fountains with bottle fill options (like at the Rec center!)
	More space on the roads for bikers
	I live near Lindsey and Warner. I would love to be able to bike to the heritage district on weekends for farmers market, eating out, date night, etc. I might also bike to the Santan mall/market Street area if I felt safer. I might also bike to the Santan mall/market Street area if I felt safer
	Many businesses/locations do not have bike racks where one can safely lock their bikes.
	Having raised bumpers (the half dome things) separating bike lanes from automobile traffic lanes, especially at the area just before an intersection. - People all the time like to drive into the bike lane when making a right turn from major to major streets.
	roadways and bike lanes are very inconsistent on the south side of town. it is almost impossible to find a route that has bike lanes the entire way. it would be awesome if south side had a smooth bike route like the north side does along the canal.
	Bike trails that are separate from arterial roads. Improve and provide better connections in terms of canal systems.
	More markers showing Bike trails and green spaces to ride.
	Separate bike lanes from traffic to make a truly bike able city. This should be a point of pride for a modern city not a after thought.
	Better infrastructure planning to allow safe bicycling
	Protected bike lanes.
	Work on making cycling lanes continuous. There are many stretches where there is bike lane for all but 1/2 - 1 mile of a continuous stretch of road (Elliot Rd. from Gilbert to Neely both ways, Pecos Rd going eastbound from Gilbert to Lindsay, etc.). I ride these routes anyway, but my safety is always a concern. In the case of Elliot, there is definitely room for a bike lane, it just hasn't been designated and striped as such. I believe it's confusing to motorists who may not understand that cyclists have the right to be there, even though it's not striped.
	I favor bike lanes that are not bound by curbs or medians, because it makes it tricky to transition to a turn lane and move with traffic as a vehicle. That said, if a family is out cycling together (young kids) then having that boundary is likely more important to that segment of society. The intermittent pole things on Galvin parkway are good, and I like the green paint bike lane.

I, D	I've tried to commute to work by bicycle a few times (13 mi each way) but I have stopped for various reasons. 1) The roads in my area still have plenty of sections that do not have bike lanes (original two-way roads with laterals on the sides). Many roads in SE Gilbert have not caught up to the same standards as the rest of Gilbert. It would be nice if they can be improved so there are fully continuous bike lanes for most or all of the city. It's challenging to be on a bike lane and then suddenly on a debris-laden stripe with a lateral mere inches away (with dirt and rocks separating you) and speeding cars on the other side.
I, D	I think that the only way to make it safe is to have bike paths separated from the road. Too many distracted drivers out there texting, eating, reading and even knitting (saw this just yesterday) all while attempting to drive. Whenever a driver is texting or whatever it is that they are doing besides driving, they all tend to drift off to the right side of the road, right into the bike lanes. Fix the distracted driver problem and things will be fairly safe.
I, D	More physical separation between bicycles and cars. Drivers are so distracted that they are not paying attention and drift into bike lanes all day long. I only ride on the sidewalk or canal paths for this reason.
I, D	Improve state and cleanliness of current bike lanes. Rough roads, large cracks, road debris, uncut trees and bushes in bike lane. Mothers driving vans while on their cell phones and swerving into bike lanes!!!
I, D	Recent traffic signal changes have significantly increased the number of close calls in intersections for myself and my fellow riders. Left hand turn lanes are not fully clearing with the leading left arrow and more drivers are making unsafe left turn decisions because they are frustrated and many times have been waiting for more than one traffic light cycle to get through. They are so focused on identifying an opening in traffic to turn and they aren't seeing cyclist prior to proceeding. Likewise, cyclists using the vehicle left turn lanes simply don't have enough time to clear the intersection and are being pushed and honked at by drivers of vehicles. Many times the left arrow isn't given to cyclists because the sensors don't seem to always recognize riders unless they are followed by a vehicle. There are other challenges but honestly these changes have forced several of my fellow riders in Gilbert to stop riding. It is apparent that Gilbert is making improvement to canal paths and are focused on marking the community more pedestrian and bicycle friendly. Recreational cyclist are very appreciative. Unfortunately because most of us rely on road riding to get to those paths the signal changes have negated the benefits. It is so unfortunate.
I, EE	more signage and PR
I, EE	I live close to a power line trail crossing. I have almost been hit because cars do not stop. I am more fearful for cyclists because they see they have the right away and proceed to go thru the walk, only to see that cars are going because my dog and I have passed their bumper. It's so dangerous! I think if the police or town could tweet out something or put a link out that tells what the proper procedure is, that would help. Another idea would be to host a town hall about the issues and see if Gilbert Talks could host a segment regarding the changes and inform us as to what the law is.
I, EE	I think more bike friendly road way would help along with a bike route map. Also having safe bike racks is helpful
I, EE, EN	Improved bike lane visibility and education. Bottom line make texting and driving illegal. Huge issue.
I, EE, EN	Implement new lanes/trails and start circulating it on social media routes with what rules motorist must adhere to when driving next this dedicated space. For the initial roll out designate GPD to patrol and give motorists warnings initially to educate and reinforce sharing areas with bicyclists.
I, EN	Water bottle fill stations. Have traffic cameras detect left turning bicyclists on the right side of the left turn lane.
I, EN, D	I just returned from a 2 week visit in Europe & I loved their bike lanes & access to quality bikes for rent. Baskets on the bikes was a plus for utilizing the bikes for shopping. I've trained for triathlons & have struggled finding safe areas to bike in Gilbert. I take my bike via bike trailer on my car to locations in Mesa and Queen Creek, but feel very unsafe with intersections & drivers in Gilbert.
I, F	I wish there was a way to connect Zanjero Park to Cosmo park via Discovery Park. A pedestrian path connecting these areas would be amazing! If there were pedestrian bridges or underpasses (similar to the queen creek wash) that would be encouraging for people to bike and stay active. The new regional park at Higley and Queen Creek should have an unhindered connection to the queen creek wash. It's only two miles away and it would be ideal if access was connect without lights or crosswalks. This would encourage parking at the regional park and more use if the running/biking trails. Updated multi use paths for the southeastern gilbert canal system would also be advantageous. It's not clear if these areas are permissible for biking or running. More shade is also needed in these areas south of Williams Field and east of Greenfield. I would be open to tax for improvements in these areas.
O	Nothing, love this city!
O	Have less bicyclist deaths!
O	Just make it so. I'm not the planning/implementation guy.
O	I don't have any ideas. I live right behind freestone park and can safely ride my bike all over , canals ,DT Gilbert I can safely ride to Dana park and EOS gym . Love all the biking and ride at least twice a week . Thanks for looking for ways to improve biking in Gilbert
O	Ride share bikes in the parks
O	I don't have any great ideas that aren't already on your radar based on the questions above, but I love that this is being looked into. More people on bikes is good for all of us.
O	Would love to participate on a committee to discuss further! Maria Ruvolo-Sigmon
O	afraid of bike theft.
O	Make it safer and I would bicycle

<input type="radio"/>	I think it would be amazing if gilbert gave the opportunity of more biking. It would be awesome to make gilbert become more of a Biking town. Gilbert is very trendy and this concept will very well fit. It would be nice for it to be a bit similar to Portland or Amsterdam.
<input type="radio"/>	Bike riders need to be removed from traffic. I tried the bike lane once and was frightened. Will not use the current bike lanes. Especially with all the bikers that were killed.
<input type="radio"/>	In a bike lane now, cars are inches away. It's terrifying for me. I would never trust the cars with my child in the bike lanes. But we LOVE riding the trails where there are stoplights at the crosswalks.
<input type="radio"/>	Safety.... the bike lanes are scary... to many drivers no paying attention!!
<input type="radio"/>	Simply making it safer to travel by bicycle would encourage more people to choose this transportation.
<input type="radio"/>	I think our town needs to take a long hard look at how meaning deaths have happen to bicycles, specially on Val Vista.
<input type="radio"/>	Stop putting 100 unit apartments/villas on every small undeveloped corner - it makes the intersections more dangerous and takes away from the open range vibe of Gilbert plus they obstruct views of cross traffic - I continue to see accidents increase and would never ride in the bike lane on any major street
<input type="radio"/>	Tell bicyclists to grow up, be adults and buy a car obviously. It's better for the economy.
<input type="radio"/>	I love the urban trail systems. Being able to bike without fear of unsafe motorist is ideal.