

AARP COMMUNITY CHALLENGE MICRO GRANT

BIKE AUDITS COTTONWOOD CLARKDALE



DECEMBER 2024

Prepared by

JEN MABERY

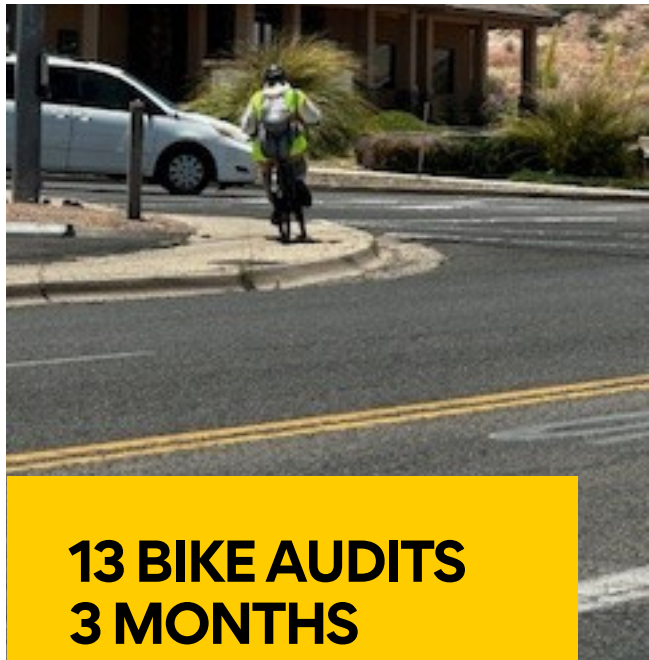
Yavapai County Community
Health Services
BAC-Bicycle Advisory
Committee



TABLE OF CONTENTS

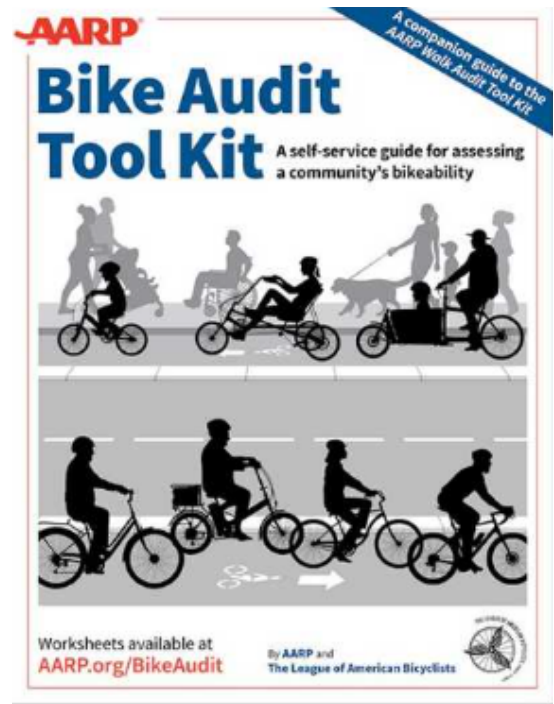
	OVERVIEW OF BIKE AUDIT PROJECT	1
	THE 13 LOCATIONS	2
	WHAT WAS MEASURED	5
	OVERALL CONCERNS	11
	PRIORITY LOCATIONS	12
EDUCATIONAL OPPORTUNITIES	14	
BIKE SAFETY	15	
FUTURE OUTLOOK	16	
SUMMARY	17	
CONTACT INFORMATION	18	

BIKE AUDIT OVERVIEW



**13 BIKE AUDITS
3 MONTHS**

Audits consisted of observing bicyclist behavior and environmental factors, in accordance with guidance from the AARP Bike Audit Tool Kit. Audits were conducted at each site at least six separate days and times over the period of August, September, and October. Among the Tool Kit resources, volunteers used the “Who’s Bicycling and Why?” and “Build a Better Block” forms to record qualitative and quantitative data.



Yavapai County Community Health Services along with the Bicycle Advisory Committee (BAC) were awarded the AARP Community Challenge micro grant for a Bike Audit initiative. The BAC decided to focus on 13 locations within Cottonwood and Clarkdale. These locations were selected due to safety issues and connectivity.

Community


Volunteers

BAC

Volunteers

YCCHS

Staff



AUDIT LOCATIONS

COTTONWOOD

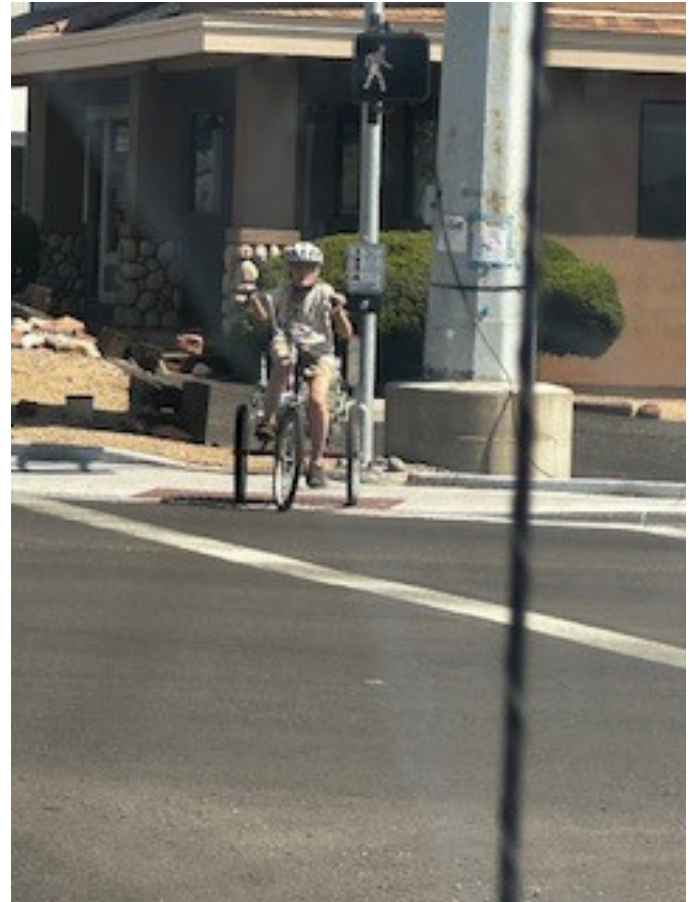
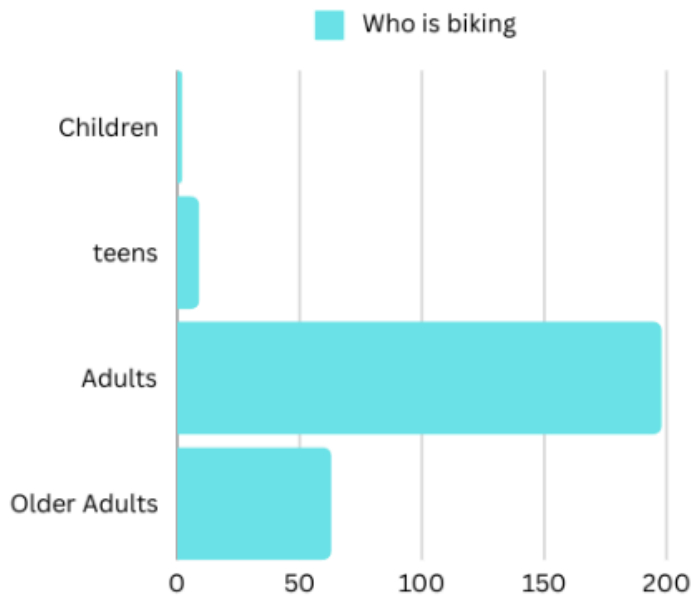
- 12TH AND 89A
- 6TH AND 89A
- MAIN AND 89A
- HWY 260 AND 89A
- MINGUS AVE AND 89A
- WILLARD AND 89A
- MINGUS AND MAIN
- GROSETTA RANCH RD AND OLD TOWN
- RIVERFRONT AND 10TH/MAIN

CLARKDALE

- CLARKDALE ROUNDABOUT AT 89A
- LANNY LANE AND OLD JEROME HWY
- BLACKHILLS DR AND OLD JEROME HWY
- TUZIGOOT AND BROADWAY

WHAT WAS MEASURED

Who Is Biking?

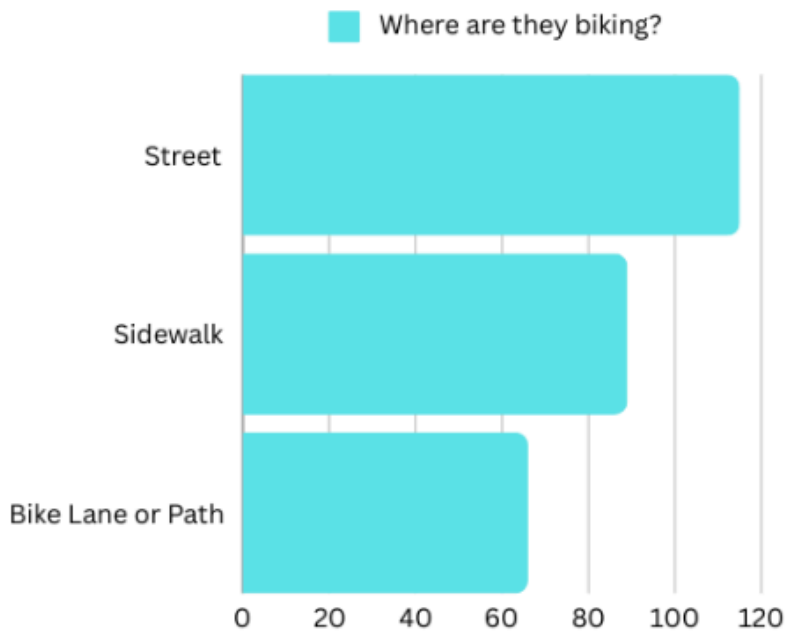


Overview and Thoughts

The vast majority of bicyclists are adults and older adults who ride for recreation and basic transportation. It is a very unsafe environment particularly for teens or children due to zero safety measures (lanes, paths, markings) at these sites.

WHAT WAS MEASURED

Where are they biking?

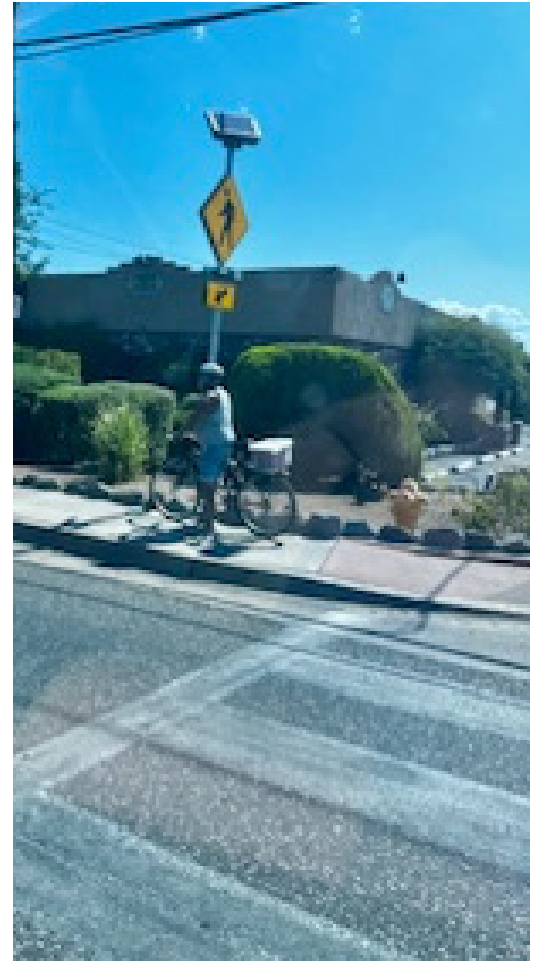
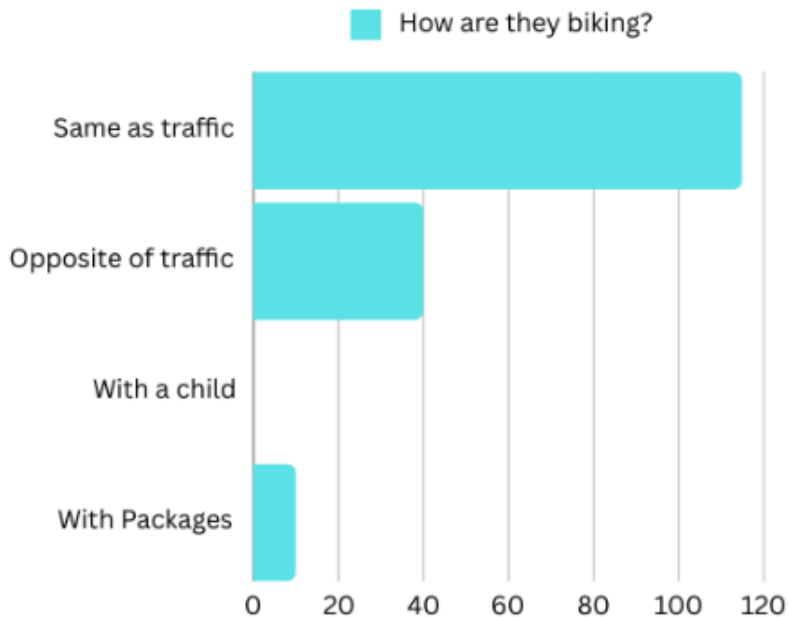


Overview and Thoughts

This graph highlights the serious concern that most cyclists are riding on streets without designated lanes or markings, or on sidewalks. While riding on sidewalks may feel safer to cyclists, it's actually a risky practice. Blind driveways and limited visibility for motorists make it difficult to spot cyclists. The solution lies in creating dedicated bike lanes and clear road markings.

WHAT WAS MEASURED

How Are They Biking?

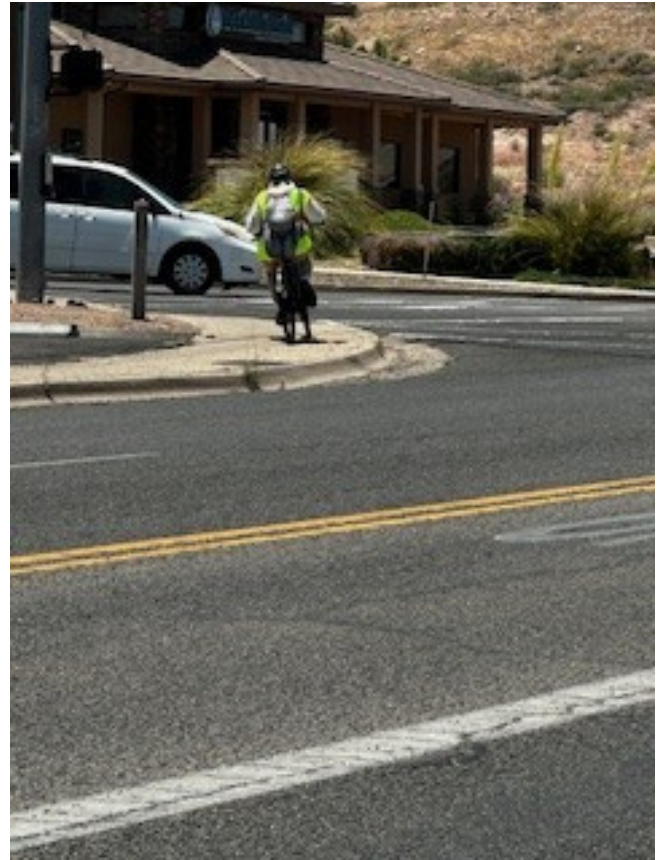
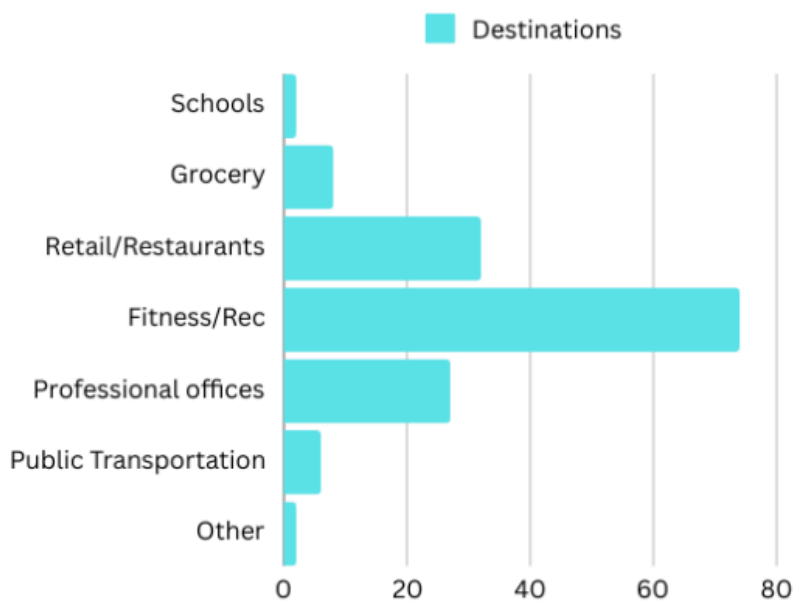


Overview and Thoughts

Bike education and safety programs are essential, along with protective bike lanes and markings. Many cyclists rely on biking as basic transportation, traveling to stores, jobs, and appointments. Without dedicated lanes, some riders feel safer biking against traffic, but this is a dangerous practice. Proper infrastructure is needed to ensure their safety and encourage safer riding habits. **Note:** Same as traffic does not mean that all areas had bike lanes, most do not.

WHAT WAS MEASURED

Destinations Nearby

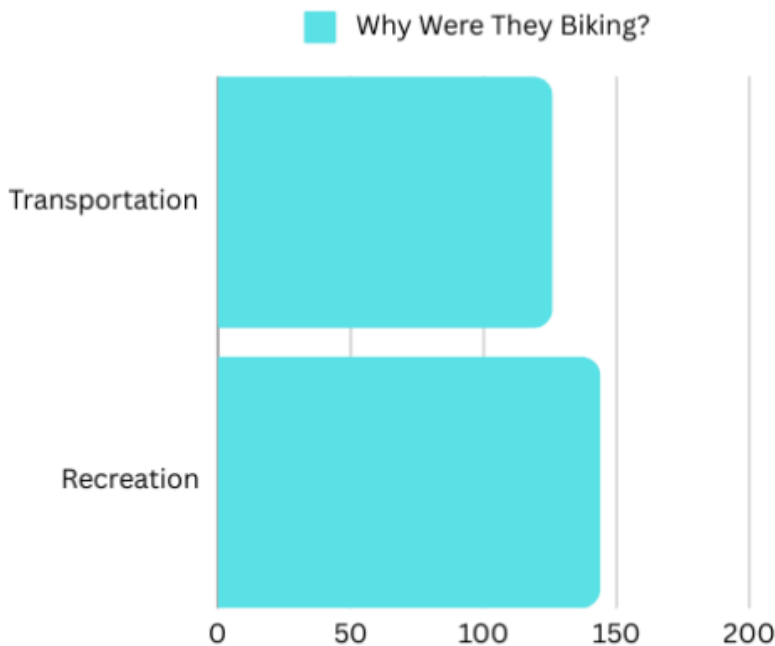


Overview and Thoughts

Our data shows that most cyclists are riding for recreation, but a significant number also bike to access several other resources within the city and town. Our data also suggests that if there was safer access (bike lanes, paths, markings) we would then see more children and families biking for recreation and to and from trails and parks.

WHAT WAS MEASURED

Why Were They biking?

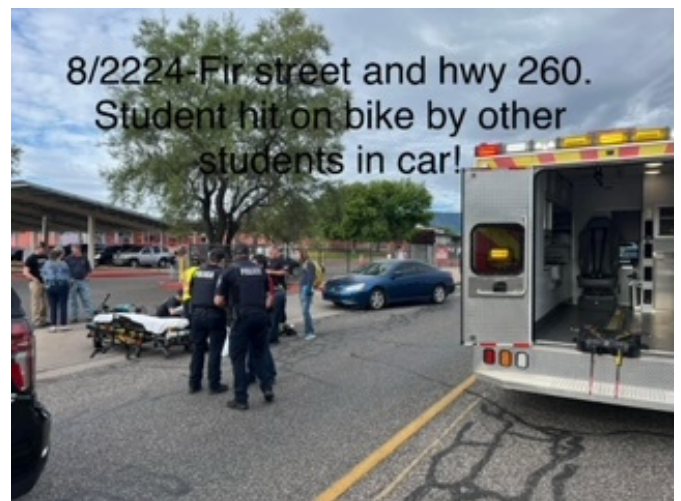
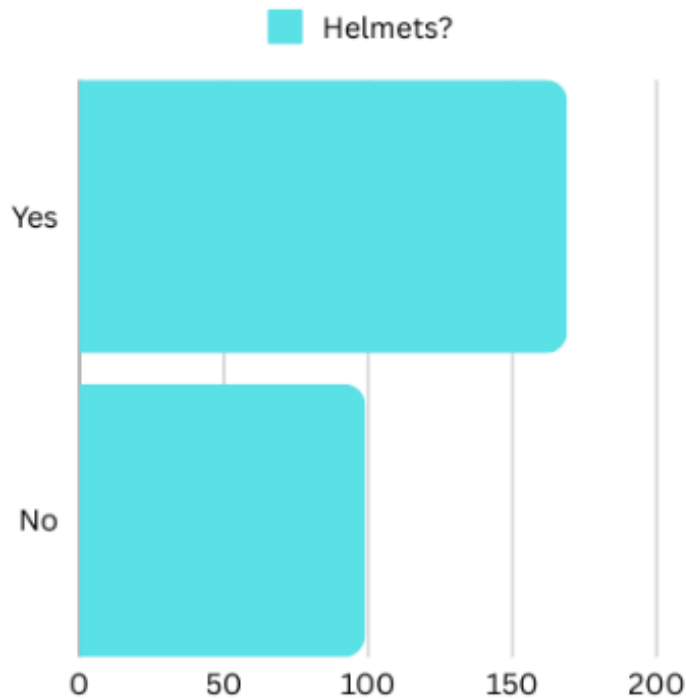


Overview and Thoughts

Our data shows a nearly equal mix of recreational and transportation cyclists. Recreational cyclists tend to be more familiar with traffic rules and safety practices, while transportation cyclists—who rely on biking for daily travel—face greater safety challenges as they navigate the roads to get from point A to point B.

WHAT WAS MEASURED

Helmets or No Helmets?



Overview and Thoughts

Most cyclists wearing helmets are recreational riders, likely because they are in a better position to afford them. Helmet campaigns are recommended to make helmets more accessible and encourage broader use among all cyclists. **Note:** Photos are from a same day bike audit where a child was hit by car on their way to school. No bike lanes are present, just sidewalks. The sidewalks are not sized to be used as a multi-use path.



OVERALL ROAD CONCERNS

The City of Cottonwood's Main Street corridor along 89A, spanning from the HWY 260 light to the Mingus Avenue light and from the Main Street and 89A light to the Clarkdale roundabout, poses significant safety challenges for cyclists. The existing bike lanes are sparse and often abruptly end without connection. Adding well-designed bike lanes with clear road markings, including green paint, would greatly enhance safety and improve the experience for both cyclists and motorists.

MARKING EXAMPLES

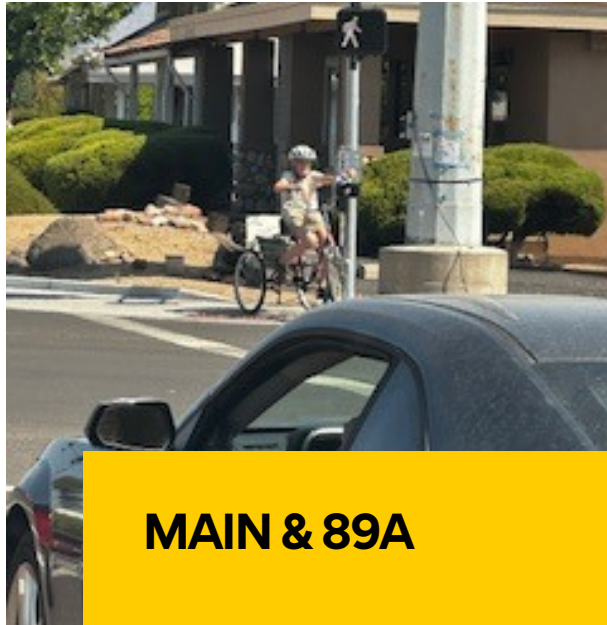


Gilbert, AZ



Tempe, AZ

PRIORITY LOCATIONS - COTTONWOOD



MAIN & 89A

- * Main and 89A serves as a major artery to several retail, businesses, jobs, and services for the community.
- * Work with partners to implement safe streets for all and improve upon bike lanes and signage with bike lanes continuing along the corridor.

No children or recreational cyclists were documented, at this site only transportation cyclists. This is most likely due to the unsafe conditions and high traffic.



HWY 260 & 89A

- * HWY 260 and 89A is very dangerous and frequently avoided by recreation cyclists. Transportation cyclists and pedestrians use it to access schools, stores and services.
- * Work with partners to implement safe streets for all and improve upon bike lanes and signage with bike lanes continuing along the corridor.

BAC has spoken with many cyclists, both recreation and transportation, about their concerns of this very dangerous junction. There are zero protective measures in place for cyclists.

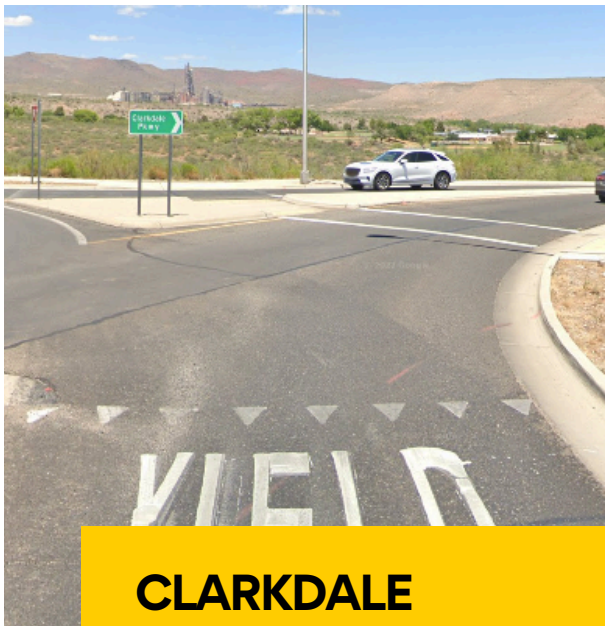
PRIORITY LOCATIONS - CLARKDALE



LANNY LN & OLD JEROME HWY

- * This area provides an alternative safe route option for recreation. Many cyclist & pedestrians utilize this route.
- * Work with partners to create bike lanes or multi-use lanes for all. Add this section in Phase 2 of the Verde Connection Bike Route.

Wonderful safe route option for community members. A multi-use and inclusive pathway, along with clear sign markings, are needed to improve safety.



CLARKDALE ROUND & 89 A

- * This heavily used connection to main arteries could be made significantly safer by incorporating road sharrows and green paint to enhance visibility and guide traffic.
- * Work with partners to help design and implement. Add this section to Verde Connection Bike Route to connect to proposed multi-use trails on Clarkdale Pkwy and Cement Plant Rd.

Many recreation cyclist utilize this area leading to Jerome and back into Cottonwood area connections.

EDUCATIONAL OPPORTUNITIES



BIKE HELMET PROGRAMS

Identify Grants

**Work with
Schools**

**Community
Building**

Yavapai County Community Health Services should collaborate with the City and Town to design helmet safety programs and explore opportunities for helmet giveaway events.

Awareness campaigns should be developed within each community to highlight the benefits of helmet safety and encourage participation in these programs.

BIKE SAFETY CAMPAIGN



WORK WITH STAKEHOLDERS TO IMPLEMENT AND PROMOTE BIKE SAFETY EDUCATION

The City and Town should collaborate with local committees, clubs, and nonprofit organizations to develop a comprehensive bike safety campaign. This initiative will focus on educating cyclists about road rules and best practices for safe navigation. Equally important is the creation of a parallel safety campaign for motorists, emphasizing awareness of cyclist safety and promoting adherence to the 3-foot passing rule.

FUTURE OUTLOOK

CONNECTION

The City of Cottonwood and the Town of Clarkdale have a large cycling community. Many recreation cyclists are over the age of 50. Being rural areas, we also have a significant number of residents that use a bicycle as their only means of basic transportation. Our communities boast beautiful trails, a State Park, a National Park, schools, bike skills parks, and several resource centers. Providing safe routes for all creates a safe and desirable place for families, young and old, to enjoy and create connection.



BUILT ENVIRONMENTS

Built environments promote:

- **A Healthier Lifestyle**
- Enhances Safety
- Supports Sustainability
- **Economic Benefits**
- Improves Accessibility & Mobility
- Builds Stronger Communities
- Reduces Traffic Congestion
- **Attracts New Residents and Investments**

Built environments designed with cycling infrastructure are vital to communities. They promote healthier lifestyles, stimulate local economies by attracting cyclists, and appeal to young professionals as it creates a more livable and desirable place to call home.

SUMMARY & CONCLUSION

SUMMARY

Over a three-month period (August, September, & October), 13 bike audits were conducted at various times across at least six different days. These audits assessed bicycle usage, who is cycling, how and where, safety concerns, and helmet use. These audits also identified priority locations and concerns, identified immediate needs and long term goals, and provided recommendations for implementing cycling education and safety programs, including motorists education campaigns.

Specific concerns and needs:

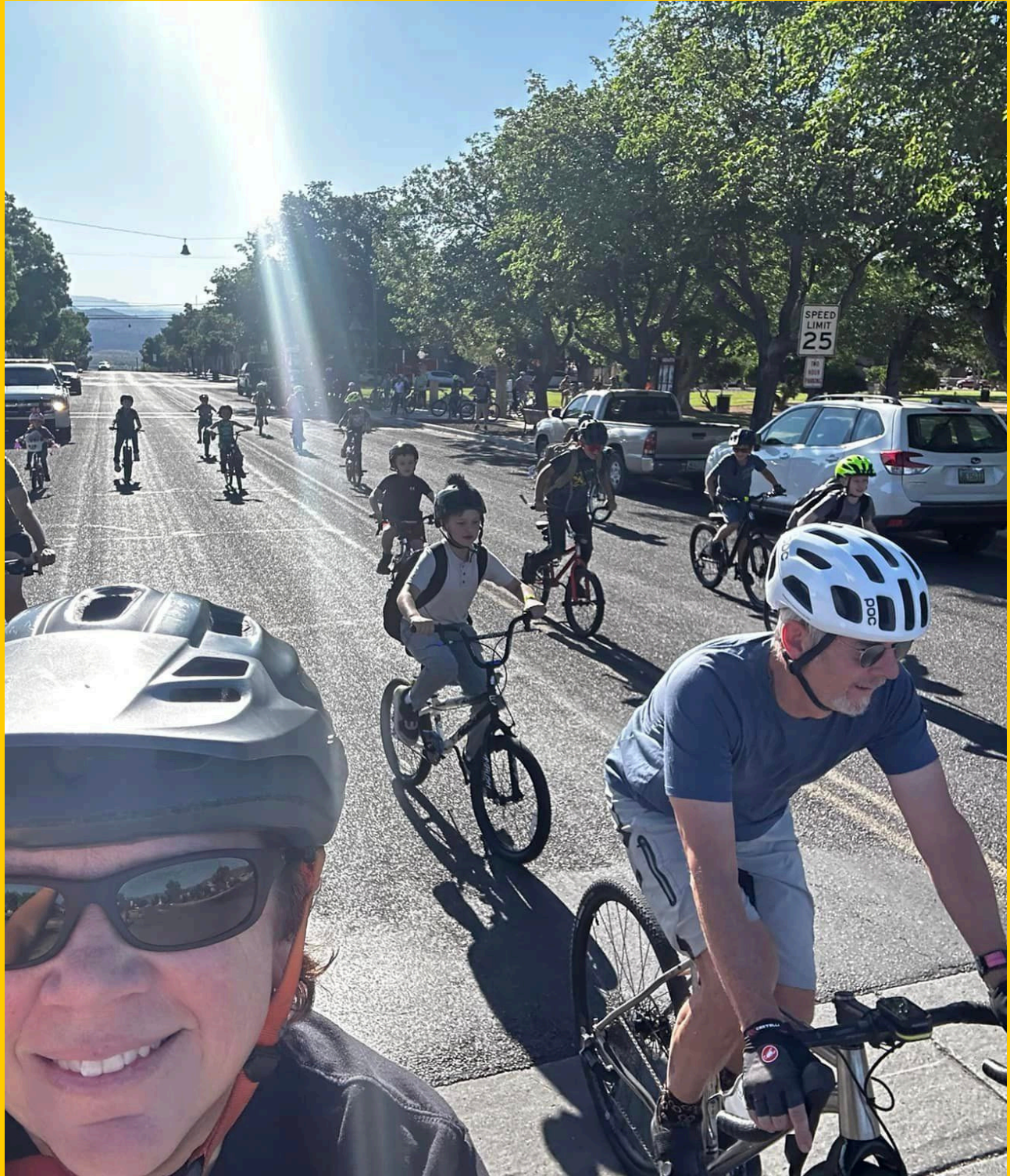
- A comprehensive overview of the addition of quality bike lanes throughout area creating safe routes and connectivity.
- The addition of quality signage to alert motorists and cyclists of their presence.
- Additional road markings - sharrows, bike symbols in lanes, and use of green paint areas at intersections or specific areas of concern to both protect cyclists and to alert motorists.
- Educational campaigns regarding cycling safety, helmets safety, and motorists interaction with cyclists.

CONCLUSION

Bike audits are vital for fostering safer, more accessible cycling infrastructure, and reducing environmental impact. By identifying areas for improvement, these audits enhance community connectivity, promote health and well-being, and strengthen local relationships, both with decision makers and community members. They contribute to creating bike-friendly and inclusive communities that accommodate cyclists of all ages, abilities and needs, including adaptive riders.



CONTACT INFORMATION



JEN MABERY

Phone/928-634-6877

Email/jen.mabery@yavapaiaz.gov

www.healthyyavapai.com

YAVAPAI
— COUNTY —
COMMUNITY HEALTH SERVICES

