ADOT BICYCLE AND PEDESTRIAN PLAN UPDATE
ADOT MPD Task Assignment 21-11

Steering Committee Meeting No. 1 Summary

Date: Thursday, September 15, 2011
Time: 10:00 am – 11:30 am
Location: Arizona Room
Modular D
1739 W. Jackson
Phoenix, Arizona

ATTENDANCE

Bob Beane, Coalition of Arizona Bicyclists
Larry Burns, Arizona Department of Public Safety
Katherine Coles, City of Phoenix
Maureen DeCindis, Maricopa Association of Governments
Brian Fellows, ADOT Safe Routes to School
Carlene Firman, ADOT Communication and Community Partnerships
Jennifer Grentz, ADOT Communication and Community Partnerships
Bashir Hassan, ADOT Phoenix Maintenance
Georgi Jasenovec, FHWA, Arizona Division
Kristen Keener Busby, ADOT MPD Rail and Sustainability
Cynthia Melde, Arizona Department of Health Services
Scott Nodes, ADOT Traffic
Bill Pederson, ADOT Communication and Community Partnerships
Ken Paetz, ADOT Kingman Regional Traffic (via teleconference)
Michael Sanders, ADOT MPD
Tom Engel, ADOT Safford District (via teleconference)
Ann Chanecka, Pima Association of Governments (via teleconference)
Martin Ince, Flagstaff MPO (teleconference)

Consultant Staff in Attendance
Debra Brisk, Kimley-Horn & Associates, Inc
Brent Crowther, Kimley-Horn & Associates, Inc.
Mike Colety, Kimley-Horn & Associates, Inc.
MEETING SUMMARY

Steering Committee Meeting No. 1 was held for the ADOT Bicycle and Pedestrian Plan Update on September 15, 2011.

The purpose of Steering Committee Meeting No. 1 was to review and discuss the Work Plan, which was previously distributed to the TAC. Vision and goal statements were also discussed.

The following summarizes key discussion items.

Introductions

M. Sanders began the meeting by providing a brief overview of past activities of the ADOT Bicycle and Pedestrian Program. He also described the role of the Steering Committee, which is to represent your organization and discipline specialty and to solicit feedback from your department/division/agency/stakeholder group so that your comments represent the group that you work for.

M. Sanders stated the position of ADOT Bicycle and Pedestrian Coordinator is under ADOT Multimodal Planning Division. The focus of the ADOT Bicycle and Pedestrian Plan Update is on the state highway system, including freeway crossings, state highways in urbanized and urbanizing areas, state highway that serve as Main Street in rural communities, and rural state highways.

This project represents an update to the 2003 Bicycle and Pedestrian Plan. Many recommendations from 2003 plan have been implemented. Examples include completion of the ADOT Bicycle Safety Action Plan, Pedestrian Safety Action Plan, development of design standards such as the bicycle buffer (striped lane to left of right turn lanes) and rumble strips, and operations and maintenance improvements (drainage gates, longitudinal gaps).

M. Sanders, ADOT Project Manager, then allowed for self-introductions by meeting attendees. Each attendee was asked to briefly describe how their responsibilities interface with the ADOT Bicycle and Pedestrian Plan update. Responses included:

- Increase physical activity.
- Improve the interface of bicycle and pedestrian facilities on state highways with those in urban areas.
- Pedestrian interests.
- Improve coordination of bicycle and pedestrian planning with transit planning.
- Improve safety of those who walk and bicycle.
- Traffic engineering standards.
- Land use / smart growth, providing more transportation choices.
- Remove the physical barrier of walking and bicycling to school.
Work Plan Overview

B. Crowther reviewed the project objectives and task elements as described in the Work Plan. Preliminary project objectives include the following:

- Address the most critical elements to improve bicycling and walking on the state highway system
- Integrate and recognize bicycling and walking as key elements of the transportation system.
- Lead to policies and improvements that ensure the needs of bicyclists and pedestrians are appropriately and adequately accommodated.
- Outline activities to guide the ADOT Bicycle and Pedestrian Program over the short-, mid, and long-range

The Work Plan consists of seven tasks.

- Task 1 – Refine the Work Plan and Project Management
- Task 2 – Vision and Goal Statements, Performance Criteria
- Task 3 – Assessment of Current Conditions and Needs
- Task 4 – Public Involvement, Phase I
- Task 5 – Activities to Achieve Vision and Goals
- Task 6 – Public Involvement, Phase II

The project is anticipated to be completed in a 12-month period. Refer to the PowerPoint presentation (attached) for additional task and schedule details.

Work Plan questions and comments:

- How will you update dashboard performance criteria every year or two as stated? B. Crowther stated that we envision that the dashboard performance measurement will be derived from data that is already developed and submitted on an annual basis, such as the HPMS and crash data.
- How would you get trip percentage? B. Crowther responded that there are some agencies and jurisdictions that conduct annual surveys and counts. Trip reduction surveys can also provide some valuable information. The group discussed that trip reduction surveys can provide information on unmet needs. For example, the MAG survey asks about would you travel by bicycle if facilities existed (the survey requests location information). MAG and PAG conduct annual surveys. FMPO conducts a survey every five years.
- A. Chanecka stated that bicycle and pedestrian improvements on state highways is critical. Currently, ADOT does not allow bike lanes within ADOT right of way.
- Snap shots of the project website were displayed.
- M. DeCindis asked about if a funding opportunities summary could be included on the website.
- K. Coles stated that the website needs to also include images of pedestrians. It was also suggested that the banner titles be reversed such that the bolded text is Bicycle and
Pedestrian, rather than Program.

**Public Involvement Plan Overview**

B. Pederson. C. Furman and J. Grentz provided an overview of the proposed public involvement process. There will be two rounds of public involvement. Public involvement will be implemented through the project website, social media, etc. Public meetings will not be held.

Work Plan questions and comments:

- How will you reach out to bicycle/pedestrian dependent population that doesn’t have access to the internet?
- We should include a map of ADOT state maintained highways.
- How do we get more pedestrian survey respondents?
- We can reach out to schools that have a Safe Routes to Schools Program, and in particular to those where children must cross state highways. We can send notices and/or set up internet accessed computer at the schools with survey.
- B. Fellows will help to publicize the survey. He has a 1500 member email list that is distributed to the principal of every public, charter and private school in state.
- We need to pay particular attention to “state highways as main streets.” We should reach out to chamber of commerce, visitors bureau, trail groups (emphasize that we are working on state highways), and tribes. Transit groups and agencies are also important.

**2003 Bicycle and Pedestrian Plan**

Key Recommendations from the 2003 ADOT Bicycle and Pedestrian Plan were reviewed. A summary of plan recommendations and status is included in the Work Plan. Comments on plan recommendations and their status included:

1. Policies and design guidelines were a focus in the 2003 Plan. Standard Drawings for rumble strips were updated in September 2008.
2. An ADOT Enforcement Education funding proposal was submitted to the GOHS, but it was not approved by the GOHS because we didn’t have strong enough partnership with the Arizona Peace Officer Standards and Training Board.
3. Education needs to focus on wrong-way riding.
4. The most important recommendation is the resolution of issues between the ADOT District Engineer and the ADOT Bicycle and Pedestrian Coordinator. More progress can be made on this.
5. FHWA tracks funding by state, but a comparison between states is difficult because of the different ways that states report projects.
6. The “Contact ADOT” system provides a mechanism for the public to report maintenance needs on the state highway system. Bicycle issues are forwarded to the appropriate ADOT Maintenance District. On the survey, we may want to provide an option to identify a concern about a particular issue, rather than filling out the survey.
7. It was previously decided not to establish a formal statewide steering committee, but to convene committees in conjunction with specific projects.

Discussion of Vision and Goal Statement for 2011 Bicycle and Pedestrian Plan Update

The stakeholder group was asked to brainstorm on elements and key words that should be included in a Vision and Goal Statements. The Steering Committee identified the below words that should be considered.

- Accessibility
- Choice
- Safety
- Connectivity
- Enticing
- Mobility
- Ability (open to lower level)
- Economic vitality
- Health
- Place making
- Proximity (connected and close)
- Seamless
- Equity (ages, abilities, addressing all populations, modes)
- Integration
- Have ADOT see the whole picture - context sensitivity, complete streets
- Livability
- Mindset shift
- Co-exist (break down conflicts between motorized and non-motorized)
- Lifestyle mentality change
- Integration with land use
- Holistic thinking, improving the quality of life for Arizona residents
- Vision should focus on what ADOT can do, including what they can do in partnership with others
- Access versus accessibility – accessibility (ADA), access (driveway)
- Everyday life, bringing in new users
- Maintainable (sustainable), fiscally sound
- FHWA “A Vision of the Future” as described in the National Walking and Bicycling Study is a good sample vision

Next Steps

- Submit comments on Work Plan by September 29, 2011
- Steering Committee Meeting No. 2 will be scheduled for November 2011

Attachments

1. Agenda
2. PowerPoint Presentation
3. “A Vision of the Future”
ADOT Bicycle and Pedestrian Plan Update  
MPD Task Assignment 21-11

STEERING COMMITTEE MEETING NO. 1

DATE: THURSDAY, SEPTEMBER 15, 2011  
TIME: 10:00 AM  
LOCATION: ARIZONA ROOM  
MODULAR D  
1739 W. JACKSON  
PHOENIX, ARIZONA  
TELECONFERENCE AVAILABLE*  
CALL-IN# 1-866-726-6516  
CODE: 227698437  

*Please RSVP to msanders@azdot.gov if you intend to participate via teleconference. Meeting handouts will then be distributed to you in advance of the meeting.

AGENDA

1) Introductions  
   a) What is your area of responsibility?  
   b) What are your primary interests in the study?

2) Work Plan Overview  
   a) Does the Work Plan address your perspectives, goals, and objectives for the study?  
   b) Other questions or comments?

3) Public Involvement Plan Overview

4) 2003 Bicycle and Pedestrian Plan  
   a) Review key recommendations  
   b) Discuss challenges associated with implementation of 2003 Plan recommendations

5) Discussion of Vision and Goal Statement for 2011 Bicycle and Pedestrian Plan Update

6) Next Steps

FOR MORE INFORMATION CONTACT:  
MICHAEL SANDERS, ADOT PROJECT MANAGER, (602) 712-8141
Agenda

» Introductions
» Work Plan Overview
» 2003 Plan Recommendations
» Vision and Goal Statement
» Next Steps
Introductions

» Name
» What is your area of responsibility?
» What are your primary interests in the study
Work Plan Overview - Study Objectives

» Address the most critical elements to improve bicycling and walking on the state highway system.

» Integrate and recognize bicycling and walking as key elements of the transportation system.

» Lead to policies and improvements that ensure the needs of bicyclists and pedestrians are appropriately accommodated.

» Outline activities to guide the ADOT Bicycle and Pedestrian Program over the short-, mid-, and long-range.
Work Plan Overview

» Task 1 – Work Plan and Project Management
» Task 2 – Vision and Goals, Performance Criteria
» Task 3 – Current Conditions and Needs
» Task 4 – Public Involvement, Phase I
» Task 5 – Activities to Achieve Vision and Goals
» Task 6 – Public Involvement, Phase II
» Task 7/8 – Draft Final Report/Final Report
**SCHEDULE**

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<tr>
<th>WORK TASKS</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
<th>FEB</th>
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<td>Task 5  Activities to Achieve the Vision and Goals</td>
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<td>Task 6  Second Phase of Public Involvement</td>
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<td>Task 7  Draft Final Report</td>
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<td>Task 8  Final Report and Executive Summary</td>
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<td>Steering Committee Meetings</td>
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**Note:** Schedule for Public Involvement Activities will be developed in collaboration with ADOT CCP.

**KEY FOR DELIVERABLES**
- Project Work Plan
- Working Paper
- Draft Final Report
- Final Report
Work Plan Overview

Task 1 – Work Plan
» Preliminary Study Goals and Objectives
» Scope of Work
» Review of 2003 Recommendations
» Project Schedule
Work Plan Overview

Task 2 – Vision and Goal Statements, Performance Criteria

» Vision and Goals for the Bicycle and Pedestrian Plan Update

» Bicycle and Pedestrian “Dashboard”
  » Percentage of trips to work by walking or bicycling.
  » Miles of ADOT state highways with sidewalks or shared-use paths.
  » Miles of state highways with shoulders that meet ADOT design guidelines.
  » Rate per one million population of pedestrian and bicycle fatalities and injuries on State highways.
Work Plan Overview

Task 2 – Vision and Goal Statements, Performance Criteria

» Develop a Vision and Goal Statements for the Bicycle and Pedestrian Plan Update

» FHWA Bicycle and Pedestrian Program Example

» "The vision of this program is a nation of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this program is the creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole."
Work Plan Overview

Task 2 – Vision and Goal Statements, Performance Criteria

» Bicycle and Pedestrian “Dashboard”
  » Percentage of trips to work by walking or bicycling.
  » Miles (or percentage) of ADOT state highways with sidewalks or shared-use paths.
  » Miles (or percentage) of state highways with shoulders that meet ADOT design guidelines.
  » Number and rate per one million population of pedestrian and bicycle fatalities and injuries on State highways.
  » Funds committed to bicycle and pedestrian projects in the ADOT Five-Year Transportation Facilities Construction Program.
Work Plan Overview

Task 3 – Assess Current Conditions and Needs
» Establish basis for developing strategies and action items
  » Bicycle and Pedestrian Demand on State Highways
  » State Highway Bicycle and Pedestrian Facilities
  » Multimodal Connectivity
Work Plan Overview

Task 4 – Public Involvement, Phase I

» Purpose: solicit review of draft vision, goal statements, performance criteria, and current needs and deficiencies
Work Plan Overview

Task 5 – Activities to Achieve Vision and Goals

» Recommend specific activities, resources, programs, and data

» Prioritize and identify responsible agencies

» Recommendations may address:

  » Bicycle and pedestrian facilities on state highways
  » ADOT design guidelines, policies, and procedures
  » Pedestrian, bicyclist, motorist, and law enforcement education
  » Coordination with local agencies and regional MPOs and COGs
  » Bicyclist and pedestrian safety on state highways
Work Plan Overview

Task 6 – Public Involvement, Phase II

» Purpose: Solicit input on activities to achieve Vision and Goals
Work Plan Overview

Task 7 – Draft Final Report

Task 8 – Final Report and Executive Summary
Work Plan Overview

Public Involvement

» Transparency and inclusion of interested individuals and groups

» Meaningful engagement of COGs and MPOs

» Comprehensive involvement of appropriate ADOT staff/divisions

» Public education of what the real issue is and what is required. Communicate the options clearly so that people can make informed choices.
Public Involvement Overview

» Outreach and Communication
  » Identification of interest groups (walking and bicycle groups)
  » Public announcement of the project
    » News release
    » Facebook, ADOT Blog, and Twitter announcements
    » Direct communication with local governments, COGs, MPOs, tribal governments, and interest groups

» Outreach Techniques
  » Website, Social media, E-messages, Stakeholder meetings, Surveys
Work Plan Overview

» Does the Work Plan address your perspectives, goals, and objectives for the study?
» Any suggestions on the Public Involvement Plan?
» Other questions or comments?
2003 Bicycle and Pedestrian Plan

» Review status of 2003 Bicycle and Pedestrian Plan Recommendations
  » Will inform the Vision and Goal Statements (Task 2)
  » Implementation challenges will be considered in WP No. 1
### Table 3. 2003 ADOT Bicycle and Pedestrian Plan Recommendations and Status (continued)

<table>
<thead>
<tr>
<th>2003 Bicycle and Pedestrian Plan Chapter</th>
<th>Key Recommendations</th>
<th>Implementing Agency</th>
<th>Implementation Status</th>
<th>Consider in Plan Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. Arizona Bicycle Network</td>
<td>7.1</td>
<td>ADOT</td>
<td>Cycle Arizona Bicycle Map was last updated in April 2009. Bicycle conditions on state highways will be reviewed in the Plan Update.</td>
<td>Review</td>
</tr>
<tr>
<td>8. Design Guidelines for Consideration</td>
<td>8.1</td>
<td>ADOT</td>
<td>On-going</td>
<td>Review</td>
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<tr>
<td>9. Maintenance Guidelines for Consideration</td>
<td>9.1</td>
<td>ADOT</td>
<td>On-going</td>
<td>Review</td>
</tr>
<tr>
<td>10. Policies, Ordinances, Codes and Standards</td>
<td>10.1</td>
<td>Local Agencies</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>10.2</td>
<td>ADOT</td>
<td>On-going</td>
<td>Review</td>
</tr>
<tr>
<td>11. Programs</td>
<td>11.1</td>
<td>ADOT</td>
<td>Completed - August 2009</td>
<td>-</td>
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<tr>
<td></td>
<td>11.2</td>
<td>ADOT</td>
<td>On-going - For example, a map was included as part of the Sierra Vista Safe Bicycle and Pedestrian Routes Plan – August 2011</td>
<td>-</td>
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</table>
# 2003 Bicycle and Pedestrian Plan

## Table 3. 2003 ADOT Bicycle and Pedestrian Plan Recommendations and Status (continued)

<table>
<thead>
<tr>
<th>2003 Bicycle and Pedestrian Plan Chapter</th>
<th>Key Recommendations</th>
<th>Implementing Agency</th>
<th>Implementation Status</th>
<th>Consider in Plan Update</th>
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</thead>
<tbody>
<tr>
<td>11. Programs (continued)</td>
<td>Support advertising campaigns and public service announcements that educate the public on the virtues of non-motorized transportation</td>
<td>ADOT</td>
<td>Completed – Developed as part of the Verde Valley Safety Awareness Campaign – September 2009</td>
<td>-</td>
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<tr>
<td>11.4</td>
<td>Develop basic pedestrian and bicycle education programs for communities and schools</td>
<td>ADOT</td>
<td>Developed educational materials for communities (i.e., “Share the Road” guides). Educational programs for schools are not implemented.</td>
<td>-</td>
</tr>
<tr>
<td>11.5</td>
<td>Develop enforcement strategies and programs aimed at bicyclist and pedestrian law violations that are most likely to result in serious crashes</td>
<td>ADOT</td>
<td>Not implemented</td>
<td>Consider Developing</td>
</tr>
<tr>
<td>11.6</td>
<td>Develop enforcement strategies aimed at motorist errors and aggressive behaviors</td>
<td>ADOT</td>
<td>Not implemented</td>
<td>Consider Developing</td>
</tr>
<tr>
<td>11.7</td>
<td>Continue to consider additions to driver’s education products that emphasize safe motorist driving when encountering bicyclists and pedestrians on the road</td>
<td>ADOT</td>
<td>On-going – i.e. Share the Road guides</td>
<td>-</td>
</tr>
<tr>
<td>11.8</td>
<td>Assist in promoting bike-to-work days and safe routes to school programs</td>
<td>ADOT</td>
<td>On-going</td>
<td>-</td>
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<tr>
<td>11.9</td>
<td>Promote the link between land use and transportation by encouraging smart growth initiatives</td>
<td>ADOT</td>
<td>On-going</td>
<td>-</td>
</tr>
<tr>
<td>12. Existing and Potential Funding Sources</td>
<td>Emphasize prioritizing, applying, and politicking for an increased percentage of the funds to be applied to bicycle and pedestrian projects in the future</td>
<td>ADOT</td>
<td>On-going</td>
<td>-</td>
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<tr>
<td></td>
<td>Implement the Plan through a combination of funding sources</td>
<td>ADOT</td>
<td>On-going</td>
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</table>
### 2003 ADOT Bicycle and Pedestrian Plan Recommendations and Status (continued)

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<th>Implementing Agency</th>
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<tbody>
<tr>
<td>13. Implementation</td>
<td><strong>Accommodation of Bicyclists and Pedestrians on Roadway Projects</strong></td>
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<tr>
<td>13.1</td>
<td>Assure that adequate bicycle and pedestrian facilities are provided as an integral component of all future ADOT projects</td>
<td>ADOT</td>
<td>On-going – Bicycle</td>
<td>Review</td>
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<tr>
<td>13.2</td>
<td>A tracking system that provides the State Bicycle and Pedestrian Coordinator and bicycle and pedestrian advocates throughout the state, with a listing of all major roadway projects within the State</td>
<td>ADOT</td>
<td>Phase III task</td>
<td>Review</td>
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<tr>
<td>13.3</td>
<td>Develop a communication procedure for discussion and resolution of issues between the State Bicycle and Pedestrian Coordinator and District or Regional Engineers</td>
<td>ADOT</td>
<td>Not Implemented</td>
<td>Consider Developing</td>
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<tr>
<td>13.4</td>
<td>Review the existing policies and the policy revisions included in the Plan</td>
<td>ADOT</td>
<td>See 10.2</td>
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### Development of Programs

<table>
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<tr>
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<th>Implementing Agency</th>
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<th>Consider in Plan Update</th>
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</thead>
<tbody>
<tr>
<td>13.5</td>
<td>Provide planning and design training of bicycle and pedestrian accommodations to other ADOT staff, MPOs, and city staff</td>
<td>ADOT</td>
<td>See 11.1</td>
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<td>13.6</td>
<td>Assist in the development of state, regional, and local bicycle maps</td>
<td>ADOT</td>
<td>See 11.2</td>
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<td>13.7</td>
<td>Develop basic pedestrian and bicycle education programs for communities and schools</td>
<td>ADOT</td>
<td>See 11.4</td>
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<tr>
<td>13.8</td>
<td>Develop enforcement strategies and programs aimed at bicyclist and pedestrian law violations that are most likely to result in serious crashes</td>
<td>ADOT</td>
<td>See 11.5</td>
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<td>13.9</td>
<td>Develop enforcement strategies aimed at motorist errors and aggressive behaviors</td>
<td>ADOT</td>
<td>See 11.6</td>
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# 2003 Bicycle and Pedestrian Plan

## Table 3. 2003 ADOT Bicycle and Pedestrian Plan Recommendations and Status (continued)

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<th>Implementing Agency</th>
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<tbody>
<tr>
<td>Implementation (continued)</td>
<td>Continue to consider additions to driver’s education products that emphasize safe motorist driving when encountering bicyclists and pedestrians on the road</td>
<td>ADOT</td>
<td>See 11.7</td>
<td>-</td>
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<td>13.11</td>
<td>Assist in promoting bike-to-work days and safe routes to school programs</td>
<td>ADOT</td>
<td>See 11.8</td>
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<td>13.12</td>
<td>Promote the link between land use and transportation by encouraging smart growth initiatives</td>
<td>ADOT</td>
<td>See 11.9</td>
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</tr>
<tr>
<td><strong>Construction of Non-ADOT Bicycle Facilities</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.13</td>
<td>ADOT should coordinate with relevant implementing agencies to provide a bicycle route into Phoenix that connects SR 88 and SR 79 to the east of Phoenix with other non-ADOT bicycle facilities</td>
<td>ADOT and Local Agencies</td>
<td>Not implemented</td>
<td>Review</td>
</tr>
<tr>
<td>13.14</td>
<td>Relevant implementing agencies in the Tucson Metropolitan Area and the Flagstaff area should put a high priority on implementing the regionally significant proposed bicycle facilities</td>
<td>Local Agencies</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>13.15</td>
<td>Bicycle route continuity between adjacent local jurisdictions should be improved. Two adjacent agencies should work together to provide bicycle route connectivity across city boundaries</td>
<td>ADOT and Local Agencies</td>
<td>On-going</td>
<td>-</td>
</tr>
<tr>
<td><strong>Bicycle and Pedestrian Specific Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.16</td>
<td>Work with implementing agency to obtain funding to construct shared-use paths within ADOT right of way</td>
<td>ADOT and Local Agencies</td>
<td>On-going</td>
<td>-</td>
</tr>
<tr>
<td>13.17</td>
<td>Develop a program to systematically retrofit through roadway cattle guards that have gaps greater than one quarter-inch by four inches parallel to the direction of bicycle travel</td>
<td>ADOT</td>
<td>“Bicycle Safety Kit” incorporated into cattle guard design details</td>
<td>-</td>
</tr>
</tbody>
</table>
## 2003 Bicycle and Pedestrian Plan

### Table 3. 2003 ADOT Bicycle and Pedestrian Plan Recommendations and Status (continued)

<table>
<thead>
<tr>
<th>2003 Bicycle and Pedestrian Plan Chapter</th>
<th>Key Recommendations</th>
<th>Implementing Agency</th>
<th>Implementation Status</th>
<th>Consider in Plan Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation (continued)</td>
<td>Widening shoulders that have an effective width of two feet or less</td>
<td>ADOT</td>
<td>On-going; state highway conditions will be reviewed in the Plan Update. Update will identify routes with less than four feet</td>
<td>Review</td>
</tr>
<tr>
<td><strong>ADOT Bicycle and Pedestrian Plan Phase II and III</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.19</td>
<td>Develop and Distribute a Bicycle User Map</td>
<td>ADOT</td>
<td>Completed - 2009</td>
<td>-</td>
</tr>
<tr>
<td>13.20</td>
<td>Develop a Statewide Bicycle and Pedestrian Education Program</td>
<td>ADOT</td>
<td>Completed - 2009</td>
<td>-</td>
</tr>
<tr>
<td>13.21</td>
<td>Develop and Print a Statewide “Share the Road” Guide for Bicyclists, Pedestrians and Motorists</td>
<td>ADOT</td>
<td>Completed - 2011</td>
<td>-</td>
</tr>
<tr>
<td>13.22</td>
<td>Develop Grant and Funding Plans</td>
<td>ADOT</td>
<td>Completed as part of the Phase II Plan - 2004</td>
<td>-</td>
</tr>
<tr>
<td>13.23</td>
<td>Develop Bicycle and Pedestrian Facility Action Plans</td>
<td>ADOT</td>
<td>Completed as part of the Phase II Plan - 2004</td>
<td>Review</td>
</tr>
<tr>
<td>13.24</td>
<td>Create a Maintenance and Facility Request System</td>
<td>ADOT</td>
<td>Completed as part of the Phase II Plan - 2004</td>
<td>Review</td>
</tr>
<tr>
<td>13.25</td>
<td>Facilitate an Update of ADOT Bicycle and Pedestrian Policy</td>
<td>ADOT</td>
<td>Bicycle Policy was updated in 2007. Pedestrian policy has not been developed</td>
<td>Review</td>
</tr>
<tr>
<td>13.26</td>
<td>Develop a Statewide Bicycle and Pedestrian Committee</td>
<td>ADOT</td>
<td>A committee is convened on a project-by-project basis</td>
<td>Review</td>
</tr>
<tr>
<td>13.27</td>
<td>Pursue Statewide Training Opportunities</td>
<td>ADOT</td>
<td>On-going</td>
<td>-</td>
</tr>
<tr>
<td>13.28</td>
<td>Create a Rural Specific Design Guideline</td>
<td>ADOT</td>
<td>Not implemented</td>
<td>Consider Developing</td>
</tr>
<tr>
<td>13.29</td>
<td>Create a Pedestrian Focused Action Plan</td>
<td>ADOT</td>
<td>Completed as part of the Phase II Plan - 2009</td>
<td>Review</td>
</tr>
</tbody>
</table>
Vision and Goal Statement

» Vision Statement
  » Express what ADOT and its partners would like to accomplish in the mid-term and long-term, guiding future actions

» Goal Statements
  » Guide the Plan toward a desired outcome expressed in the Vision Statement
  » SMART (Specific, Measurable, Achievable, Realistic, and Time-Sensitive)
Vision and Goal Statements Discussion

» What is Your Vision of the ADOT Bicycle and Pedestrian Plan?

» Establishes the Mid-Term and Long-Term Vision of the ADOT Bicycle and Pedestrian Program

*Sample Vision from the National Bicycling and Walking Study.*

» "The vision of this program is a nation of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. The vision of this program is the creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole."
Sample Goal Statements

» Double the percentage of trips taken by bicycling and walking for all transportation purposes, and to reduce by 10 percent the number of bicyclist injuries and fatalities by the year 2000.

» Increase the number of bicyclists and pedestrians or to increase facility mileage by a certain amount by a given year.

» Improve the connections among bicycle, pedestrian, and transit systems.

» Allow people to bicycle safely, conveniently, and pleasurably within five miles of their homes, and to make streets and roads "bicycle friendly" and well-designed to accommodate both motorized and nonmotorized modes of transportation.
Next Steps

» Submit comments on Work Plan to Mike Sanders, msanders@azdot.gov, by September 29, 2011

» Steering Committee Meeting No. 2
  » November 2011

» Working Paper No. 2 – Vision and Goals
Chapter Six

A Vision Of The Future
A Vision Of The Future

The vision of this program is a Nation of travelers with new opportunities to walk or ride a bicycle as part of their everyday life. They may walk or bike to a carpool or bus or train as part of a new intermodal trip pattern or they may find that they can walk or bike with safety and ease all the way to their destination. Many will find that they do not have to use a motor vehicle for trips to the store, to church, to work, or to school. They will like what they are doing for the community and for themselves. America will have a changed transportation system — better balanced to serve all travelers.

New and enhanced facilities and services along the way will make the trip safer, more pleasant, and more convenient. New pathways, overpasses and underpasses, well-marked lanes, signs, and signals will indicate clearly the nonmotorized traveler's right-of-way and his or her place on shared roadways. Interference between modes will be minimized.

Walking will be encouraged by eliminating obstacles and by furnishing continuous barrier-free sidewalks and walkways. Pedestrian areas will be established in downtowns and in suburban locations. Bicycling will be accommodated in street and highway design which meets the needs of bicyclists in mixed traffic and on separate facilities. The necessity for longer trips will be reduced by mixing residential, commercial, and employment centers. Laws protecting both pedestrians and bicyclists will be adopted and enforced.

At the end of the trip, facilities for the storage of bikes and belongings will be clean and reasonably priced. Showers and other amenities will be common and convenient. Merchants and employers will participate in these services as their contribution to the community's Transportation Control Measures (TCMs), for traffic congestion relief and air quality improvement.
Travelers in cars and trucks will be better educated to the rights of the pedestrian and bicyclist and will benefit from the modal integration and separation that will result from a well-planned transportation network. The bicyclist will also better respect other road users as a result of good safety training. An entirely new culture of mutual respect will grow up between all users of the Nation's multimodal transportation system.

Individuals will realize the importance of their transportation decisions at the personal level and for the nation as a whole. Deciding to walk or bicycle will be recognized as contributing to personal health and to the health of our society.

The vision of this program is a transportation system that provides new levels of personal mobility at modest cost while encouraging cleaner air and a healthier populace. America will feel good about the new intermodal opportunities and everybody will benefit. Individuals will choose to walk or bicycle and view these choices as personally and socially desirable. Walking and bicycling will become as socially acceptable as driving a motor vehicle.

This is the vision—to create a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole. Making this vision a reality must begin now.

The vision of this program is a transportation system that provides new levels of personal mobility at modest cost while encouraging cleaner air and a healthier populace.