

**ADOT BICYCLE AND PEDESTRIAN PLAN UPDATE**

ADOT MPD Task Assignment 21-11

## Steering Committee Meeting No. 5 Summary

Date: Wednesday, May 15, 2013  
Time: 10:00 am - 11:30 am  
Location: Arizona Room  
Modular D  
1739 W. Jackson  
Phoenix, Arizona

**ATTENDANCE**

Michele Scanze, *Arizona Department of Health Services*  
Kristen Busby, *ADOT MPD, Sustainability*  
Mike Normand, *ADOT MPD Transit*  
Adam McGuire, *ADOT Roadway Predesign*  
Brian Fellows, *ADOT Safe Routes to School*  
Tom Engel, *ADOT Safford District (teleconference)*  
Richard Moeur, *ADOT Traffic Engineering*  
Don Sneed, *ADOT MPD Tribal*  
Peter Mather, *Coalition of Arizona Bicyclists*  
Kelly LaRosa, *Federal Highway Administration*  
Martin Ince, *FMPO (telephone)*  
Maureen DeCindis - *Maricopa Association of Governments*  
Patrick Hartly, *PAG (telephone)*  
Mark Teuscher, *YMPO (telephone)*  
Mark Griffin, *Central Arizona Governments*

**Consultant Staff in Attendance**

Brent Crowther, *Kimley-Horn and Associates, Inc.*  
Mike Colety, *Kimley-Horn and Associates, Inc.*

**MEETING SUMMARY**

Steering Committee Meeting No. 5 was held for the ADOT Bicycle and Pedestrian Plan Update on May 15, 2013. The purpose of Steering Committee Meeting No. 5 was to review and discuss the Draft Final Report, which was previously distributed to the TAC.

The following summarizes key discussion items.

### **Introductions**

Mike Sanders began the meeting by leading introductions. Michael stated that the draft Final Report was submitted for public review in January 2013. Notice was provided to 1,800 individuals who responded to public involvement phase I. ADOT Communications also distributed a press release through their distribution channels. The public was asked to comment on each of the 24 strategies.

Brent Crowther started the discussions with an overview of the agenda. He then began a review of the Final Report.

***Strategy 1 - Develop a Smart Transportation Guidebook to provide guidance on planning and designing non-limited access roadways, including multi-lane state highways in urban and rural communities.***

- ADOT is nearing selection of a consultant for the ADOT Smart Transportation Guidebook.
- M. DeCindis asked if it would be an ADOT document. K. Busby stated that it would be an ADOT document but will solicit input from the MPOs.
- The purpose of the Guidebook will be to understand and educate ADOT and stakeholders on different approaches to sustainable transportation in Arizona.
- It was suggested to develop a companion document for local governments through the ADOT Research.

***Strategy 2 - Develop an ADOT Pedestrian Policy that requires construction of sidewalks in urban areas as part of major construction or reconstruction highway projects.***

- This could be considered and recommended in the Smart Transportation Guidebook.

***Strategy 3 - Update ADOT Bicycle Policy to reflect USDOT Policy on Bicycle and Pedestrian Accommodation and 2012 AASHTO Guide for the Development of Bicycle Facilities.***

- M. Normand asked about bike lane interaction with bus stops. Can the plan address conflicts with bus stop policy. SC discussion was that this is both a policy issue as well as a design guidance issue.
- The ADOT Bus Stop Encroachment Policy is now under review.

***Strategy 4 - Modify ADOT Roadway Design Guidelines to identify improvements for bicyclists and pedestrians.***

- There was group discussion about NACTO bicycle design guide. The NACTO Guide has been improved and presents innovative concepts as well as references when experimentation is needed.

- ADOT is comfortable with AASHTO 2012 Bicycle Guide. NACTO can be used by regional and local jurisdictions.

***Strategy 5 - Amend State Statute to clarify bicyclist operation on sidewalks, crosswalks, and shared use paths.***

- No significant discussion recorded.

***Strategy 6 - Recommend Modifications to Arizona Crash Report Form to enhance data collection regarding bicycle and pedestrian crashes***

- No significant discussion recorded.

***Strategy 7 Continue to provide guidance and technical support to regional and local jurisdictions for developing and implementing bicycle and pedestrian plans that are adopted by local agencies and jurisdictions.***

- Can bicycle plans be elements of general plan or do they need to be separate?
- It depends on what is in the general plan.
- ADOT should clarify what is needed from each jurisdiction for the plans to be acceptable.

***Strategy 8 - Provide greater detail of bicycle and pedestrian safety in the driver's manual and license test.***

- This was the most commented on strategy by public.
- There were lots of comments on the Arizona drivers' license renewal process.
- Registration renewal should incorporate some element of review questions.
- It was suggested to incorporate bicycle and pedestrian safety content into vehicle infraction diversion programs and aggressive driving classes. Tucson has a bicycle diversion program.

***Strategy 9 - Collaborate with public safety to include bicycle and pedestrian safety in POST (Arizona Peace Officer Standards and Training Board) training for police enforcement officers.***

- No significant discussion recorded.

***Strategy 10 - Develop and implement a statewide bicycle and pedestrian safety campaign.***

- Discussed that the "Be a Role Model" slogan of the ADOT Verde Valley bicycle and pedestrian safety awareness media campaign was used by AAA and NHTSA.
- M. Sanders mentioned a need to evaluate effectiveness of the media campaign(s).
- The Verde Valley campaign includes a 30 minute video that ran for nearly a year in the Verde Valley area (on area hotel channel).

***Strategy 11- Continue to print and distribute safety and education booklets; develop online tools and applications.***

- Members of the public suggested that ADOT should develop a safety education application for smart phones.
- The public safety message could also go out through ADOT social media, i.e. Facebook.

***Strategy 12 - Encourage design, engineering, planning, and other appropriate staff to complete bicycle, pedestrian, and transit facility design training once every four years.***

- Should be considered in the ADOT Training Matrix.

***Strategy 13 - Establish State of Arizona as a model employer by providing incentives and facilities to its employees to encourage bicycling and walking to work. Encourage local and regional government agencies and employers to provide incentives and facilities for bicycling and walking to work.***

- Education of management of existing available IRS policies, etc. may be beneficial.
- Regional bike share is happening in some MAG local jurisdictions. Phoenix will be adopting bike share program along with Tempe.

***Strategy 14 - Continue to collaborate with local and regional agencies, companies, schools, and organizations (including Department of Health, non-profit health organizations) to conduct programs and events that promote bicycling and walking as part of a healthy lifestyle for children and adults including the elderly.***

- Consider Health Impact Assessments as part of this strategy.
- Strategy 12 could also consider HIAs.

***Strategy 15 - Develop and implement a statewide program for collecting and analyzing bicycle and pedestrian count data.***

- MAG is planning to purchase permanent bicycle counters.

***Strategy 16 - Install pavement markings or signage to discourage wrong-way bicycle riding.***

- State safety plan is being updated.
- ADOT Safety is looking for proven countermeasures; not many counter measures for bikes are proven.
- It is difficult to obtain funding for evaluation.

***Strategy 17 – Identify opportunities to implement USDOT, Federal Highway Administration (FHWA) proven countermeasures to improve pedestrian safety: medians and pedestrian crossing islands, pedestrian hybrid beacon, and road diets.***

- No significant discussion recorded.

***Strategy 18 - Support local and regional agencies and jurisdictions to establish connectivity and alternative routes to state highways through local jurisdictions.***

- No significant discussion recorded.

***Strategy 19 - Collaborate with local and regional jurisdictions to implement infrastructure along and crossing state highways consistent with local bicycle and pedestrian plans.***

- M. Ince stated that crossing state highways is significant issue. In Flagstaff, crossing points are primarily limited to signalized intersections. In some cases, one of the legs doesn't have a crosswalk forcing the pedestrian to cross 3 legs to get across the street. This also places bicyclists on the wrong side of the street.
- R. Moeur stated that this was discussed at length at last Regional Traffic Engineers meeting. Regional Traffic Engineers need the ability to omit one of the crossings in situations where there is high volume of left turns. However, if there are existing sidewalks, then there must be access to all corners. Any prohibition must confirm to MUTCD. ADOT Traffic Engineers are not doing this routinely, just when justified.

***Strategy 20 - Coordinate with US Forest Service, National Park Service, and Arizona State Parks to ensure that bicycle and pedestrian facilities connect state highways to forests and national parks.***

- Add and state parks to this strategy.

***Strategy 21 - Configure traffic signals to detect bicycles at intersections.***

- No significant discussion recorded.

***Strategy 22 - Review and propose essential resting spot/accommodation facilities (water) for bicyclists and pedestrians.***

- Public sentiment was that if you are out there riding a bicycle, you must be prepared.

***Strategy 23 – Construct sidewalks in urban areas and small urbanized areas where origins and destinations present a need.***

- Priority should be to construct sidewalk sections in gaps in critical areas.

*Strategy 24 – Construct and maintain paved and striped shoulders in urban areas and on rural routes; where rumble strips are used, ensure that they are installed to provide a minimum effective clear shoulder width of 4 feet; in urban areas, provide as a minimum condition, a 4-ft paved shoulder (as measured from edge of gutter pan), with white stripe at the edge of the motor vehicle lane.*

- A consistent public education campaign of the 3-foot passing law is needed.

### *Other General Comments and Discussion Items*

- Identify locations within the document to emphasize accessibility in addition to the ADOT pedestrian policy.
- There was significant discussion of bicycles being able to ride through a crosswalk at a pedestrian speed. The Plan should reference the UVC proposed changes. A bicycle traveling at pedestrian speeds is very similar to pedestrians in its ability to stop.
- It was suggested that this should be a requirement for a bicycle entering an intersection, but the bicycle shouldn't have to maintain pedestrian speed across the entire intersection.
- There was discussion question if the proposed UVC changes should also reference shared use paths. R. Moeur stated that so far the proposed changes have been kept simple, reflecting one issue at a time. This could be added in the future through additional comment.
- The group decided to refer to the UVC proposed changes in the plan, and remove reference to Oregon.
- M. Ince stated that Flagstaff is reviewing 12 years of crash data. 42 percent of bike crashes have motor vehicles making right turn (Potentially because a lot of T intersections). There is also an issue with right turn backs up and when queues develop.
- R. Moeur stated that there is not data on what is most effective on right turns and if motor vehicles should be in the bike lane or outside of it. Many crashes are when the bicycle is to the right of the right turning vehicle. California law requires motor vehicles to go be in the right-most lane when making a right turn. However, the law does not change behavior.
- In contrast, Oregon has a solid stripe and so vehicles stay outside of bike lane as common practice and there are many reports of high severity crashes.
- The Plan needs a concluding chapter of list of projects and prioritization.

### Next Steps

- Final Report

### Attachments

1. Agenda
2. PowerPoint Presentation

# ADOT Statewide Bicycle and Pedestrian Plan Update

## Steering Committee Meeting No. 5 Agenda

**Wednesday, May 15, 2013**

10:00 am - 12:00 pm

Arizona Room, Modular D, 1739 W. Jackson, Phoenix, AZ

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**MEETING PURPOSE:**

- Solicit Steering Committee member input and feedback on the draft Final Report
- Review public input provided on draft Final Report

WELCOME AND INTRODUCTIONS:

Michael Sanders, ADOT MPD

DRAFT FINAL REPORT OVERVIEW:

Brent Crowther, Kimley-Horn

SUMMARY OF PUBLIC COMMENTS:

Brent Crowther, Kimley-Horn

STEERING COMMITTEE DISCUSSION:

Brent Crowther, Kimley-Horn

NEXT STEPS / CLOSING REMARKS:

Michael Sanders, ADOT MPD

**Presentations are posted here: <http://www.azbikeped.org/studyupdate/index.asp>**



# ADOT STATEWIDE BICYCLE AND PEDESTRIAN PLAN UPDATE

## SC Meeting No. 5



May 15, 2013

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## AGENDA

- ▶ Welcome and Introductions
- ▶ Draft Final Report Overview
- ▶ Public Input
- ▶ Steering Committee Discussion
- ▶ Next Steps



*Photo credit: Susanne Rasmussen*

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## Draft Final Report Contents

- ▶ Introduction
- ▶ Plan Goals and Objectives
- ▶ Bicycle and Walking in Arizona Today
- ▶ Plan Recommendations
  - 25 strategies, organized by:
    - Policies and Plans
    - Education Programs
    - Encouragement Programs
    - Evaluation Programs
    - Bicyclist and Pedestrian Infrastructure



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## Draft Final Report

### Plans and Policies

<b>Strategy 1</b>	Develop a Smart Transportation Guidebook to provide guidance on planning and designing non-limited access roadways, including multi-lane state highways in urban and rural communities.
<b>Strategy 2</b>	Develop an ADOT Pedestrian Policy that requires construction of sidewalks in urban areas as part of major construction or reconstruction highway projects.
<b>Strategy 3</b>	Modify ADOT Bicycle Policy.
<b>Strategy 4</b>	Modify ADOT Roadway Design Guidelines.
<b>Strategy 5</b>	Amend State Statute to clarify bicyclist operation on sidewalks and crosswalks.
<b>Strategy 6</b>	Recommend Modification's to Arizona Crash Report Form.

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## Draft Final Report

### *Education Programs*

<b>Strategy 7</b>	Continue to provide guidance and technical support to regional and local jurisdictions for developing and implementing bicycle and pedestrian plans that are adopted by local agencies and jurisdictions.
<b>Strategy 8</b>	Provide greater detail of bicycle and pedestrian safety in the driver's manual and test for a driver's license.
<b>Strategy 9</b>	Collaborate with public safety to include bicycle and pedestrian safety in POST (Arizona Peace Officer Standards and Training Board) training for police enforcement officers.
<b>Strategy 10</b>	Develop and implement a statewide bicycle and pedestrian safety campaign.
<b>Strategy 11</b>	Continue to print and distribute safety and education booklets; develop online tools and applications.
<b>Strategy 12</b>	Encourage design, engineering, planning, and other appropriate staff to complete bicycle, pedestrian, and transit facility design training once every four years.

## Draft Final Report

### *Encouragement Programs*

<b>Strategy 13</b>	Establish State of Arizona as a model employer by providing incentives and facilities to its employees to encourage bicycling and walking to work. Encourage local and regional government agencies and employers to provide incentives and facilities for bicycling and walking to work.
<b>Strategy 14</b>	Continue to collaborate with local agencies, companies, schools, and organizations (including Department of Health, non-profit health organizations) to promote bicycling and walking as part of a healthy lifestyle for children and adults including the elderly.

### *Evaluation Programs*

<b>Strategy 15</b>	Develop and implement a statewide program for collecting and analyzing bicycle and pedestrian count data.
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## Draft Final Report

### Infrastructure Projects

<b>Strategy 16</b>	Install pavement markings or signage to discourage wrong-way bicycle riding.
<b>Strategy 17</b>	Identify opportunities to implement USDOT, Federal Highway Administration (FHWA) proven countermeasures to improve pedestrian safety: medians and pedestrian crossing islands, pedestrian hybrid beacon, and road diets.
<b>Strategy 18</b>	Support local agencies and jurisdictions to establish connectivity and alternative routes to state highways through local jurisdictions.
<b>Strategy 19</b>	Collaborate with local jurisdictions to implement infrastructure along and crossing state highways consistent with local bicycle and pedestrian plans.

## Draft Final Report

### Infrastructure Projects

<b>Strategy 20</b>	Coordinate with US Forest Service, National Park Service, and Arizona State Parks to ensure that bicycle and pedestrian facilities connect state highways to forests and national parks.
<b>Strategy 21</b>	Configure traffic signals to detect bicycles at intersections.
<b>Strategy 22</b>	Review and propose essential resting spot/accommodation facilities (water) for bicyclists and pedestrians.
<b>Strategy 23</b>	Construct sidewalks in urban areas and small urbanized areas where origins and destinations present a need.

# Draft Final Report

## Infrastructure Projects

<b>Strategy 24</b>	Construct and maintain paved and striped shoulders in urban areas and on rural routes; where rumble strips are used, ensure that they are installed to provide a minimum effective clear shoulder width of 4 feet; in urban areas, provide as a minimum condition, a 4-ft paved shoulder (as measured from edge of gutter pan), with white stripe at the edge of the motor vehicle lane.
<b>Strategy 25</b>	Implement the proposed US Bicycle Route System in Arizona.

# Draft Final Report – Public Comments

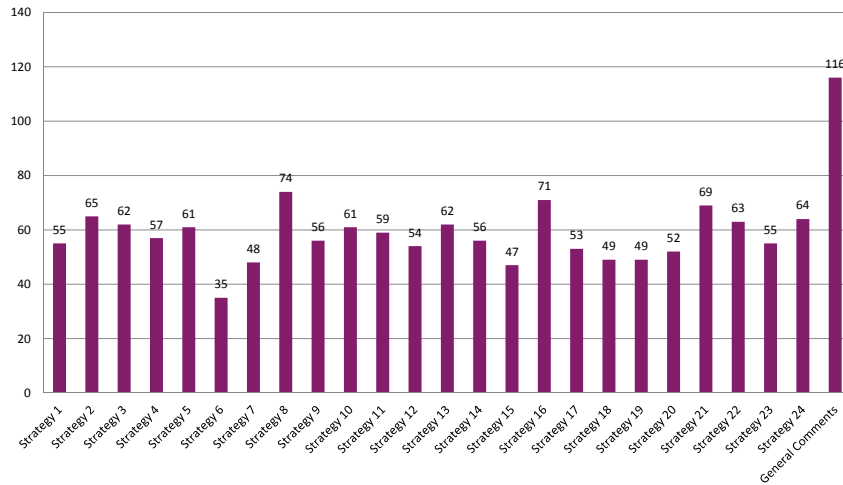
- ▶ Draft Final Report presented to the public in January 2013
- ▶ Comment period extended into February 2013
- ▶ 160 commenters provided 1,493 comments



Photo credit: Unknown

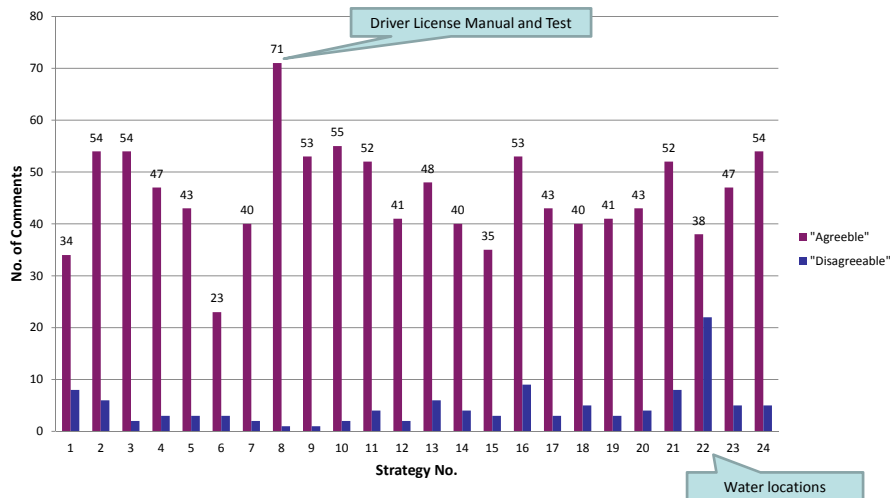
# Draft Final Report – Public Comments

## Number of Comments by Strategy Number



# Draft Final Report – Public Comments

## Agreeable and Disagreeable by Strategy



## Examples of report edits made in response to Public Comment

- ▶ Edits to *Plans and Policies Strategies*:
  - Additional emphasis to local agency input to ADOT Smart Transportation Guidebook
  - Update the Bicycle Policy and develop the Pedestrian Policy in tandem
  - Solicit local agency input in development of the ADOT Bicycle and Pedestrian Policies

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## Examples of report edits made in response to Public Comment

- ▶ Edits to *Education, Encouragement, and Evaluation Strategies*:
  - On-line driver's license refresher course (focusing on bicycles/pedestrians) at time of license renewal or vehicle registration
  - Develop a mobile app for education materials – CycleAZ, education booklets
  - Smart phone app to assist with data collection for bicyclists to submit to ADOT

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## Examples of report edits made in response to Public Comment

- ▶ Edits to *Infrastructure* Strategies:
  - Implement the US Bicycle Route System in Arizona

## Other Public Comments for SC Discussion

Strategy 5 – Amend State Statue to clarify bicyclists operation on sidewalks and cross walks.

- ▶ Comment: This is necessary as 28-904 should not prohibit the safe operation of bicycles on sidewalk. Young children are safer riding on sidewalks than streets. "Speed appropriate for pedestrian travel" should be reworded or at least interpreted more broadly; there are few problems associated with people jogging on sidewalks where pedestrians are walking. Jogging speed would be appropriate on a bike in most cases.
- ▶ Comment: It should be clarified as to whether the bicyclist is physically riding the bicycle (something which should not be allowed within the bounds of a designated pedestrian crosswalk) or "walking" the bicycle across the roadway in the crosswalk. Propelling is an inadequate wording.

## Other Public Comments for SC Discussion

Strategy 5 – Amend State Statue to clarify bicyclists operation on sidewalks and cross walks.

- ▶ Comment: We support revising the ARS to give bicyclists riding on a sidewalk or in a crosswalk the same rights and duties applicable to a pedestrian...We do not support the further requirement that bicycles travel no faster than a speed appropriate for pedestrian travel as this is confusing, open to arbitrary interpretation and is unnecessary in many instances.

## Other Public Comments for SC Discussion

### *Proposed UVC Changes\**

\*Amendments proposed by the NCUTCD Bicycle Technical Committee.

#### § 11-1209-Bicycles and human powered vehicles on sidewalks

(a) \_\_\_\_\_ A person riding a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. This audible signal may be given by the voice or by a bell or other warning device capable of giving an audible signal and shall be given at such a distance and in such a manner as not to startle the person or persons being overtaken and passed.

(b) A person shall not ride a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, where such use of bicycles is prohibited by official traffic-control devices.

(c) A person shall not operate a bicycle from a sidewalk so as to suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.



## Other Public Comments for SC Discussion

### *Proposed UVC Changes\**

\*Amendments proposed by the NCUTCD Bicycle Technical Committee.

#### **§ 11-1209-Bicycles and human powered vehicles on sidewalks (continued)**

(d) No person shall drive or operate a vehicle upon or along a sidewalk or shared pedestrian facility, or across a roadway upon or along a crosswalk, unless vehicles of that class are authorized by statute or by a posted traffic control device to be driven or operated upon or along a sidewalk or shared pedestrian facility or across a roadway upon or along a crosswalk.

[\(e\) No person shall operate a bicycle on a sidewalk in excess of an ordinary walking speed when approaching or entering a crosswalk, approaching or crossing a driveway or crossing a curb cut or pedestrian ramp if a vehicle is approaching the crosswalk, driveway, curb cut or pedestrian ramp. This paragraph does not require reduced speeds for bicycles when other vehicles are not present.](#)

(f) A person [riding a bicycle](#) upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

## Other Public Comments for SC Discussion

Strategy 5 – Amend State Statue to clarify bicyclists operation on sidewalks and cross walks.

- ▶ Comment: Also modify ARS 28-815 to allow motorists to merge into the bike lane in order to make a right turn as ARS 28-751 requires (these laws conflict with each other on the matter). See California's CVC 21209 and CVC 21717.

## Other Public Comments for SC Discussion

### *Proposed UVC Changes\**

*\*Amendments proposed by the NCUTCD Bicycle Technical Committee*

Note: Deletions from the 2000 UVC text are noted in ~~striketrough red~~, and insertions in underline blue.

#### **§ 11-601 Required position and method of turning**

(a) The driver of a vehicle intending to turn shall do so as follows:

1. Right turns - Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway. Where there is a separate lane for bicycles at the right edge of the roadway, a driver making a right turn must merge into this bicycle lane before turning.

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## Open Discussion

- ▶ Open discussion of proposed strategies
- ▶ Thoughts on strategy implementation
- ▶ Other?



Photo credit: Michael Sanders

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## Next Steps

- ▶ Comments due by May 22, 2013
- ▶ Submit comments to [msanders@azdot.gov](mailto:msanders@azdot.gov)
- ▶ Please use the provided comment form