

ADOT BICYCLE AND PEDESTRIAN PLAN UPDATE

ADOT MPD Task Assignment 21-11

Steering Committee Meeting No. 3 Summary

Date: Tuesday, April 10, 2012
Time: 9:00 am – 11:00 am
Location: Board Room
206 S. 17th Ave.
Phoenix, Arizona

ATTENDANCE

Richard Moeur, *ADOT Traffic Engineering*
Mark Griffin, *Central Arizona Association of Governments*
Bill Pederson, *ADOT Communication and Community Partnerships*
Carlene Firman, *ADOT Communication and Community Partnerships*
Kristen Keener Busby, *ADOT MPD Rail and Sustainability*
Maureen DeCindis – *Maricopa Association of Governments*
Mike Normand, *ADOT MPD Transit*
Adam McGuire - *ADOT Roadway Predesign*
James Meyer, *ADOT MPD GIS*
Ken Paetz, *ADOT Kingman District (teleconference)*
Martin Ince, *FMPO (teleconference)*
Tom Engel, *ADOT Safford District (teleconference)*
Gabe Thum, *PAG (teleconference)*
Katherine Coles, *City of Phoenix*
Michael Sanders – *ADOT MPD*

Consultant Staff in Attendance

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

MEETING SUMMARY

Steering Committee Meeting No. 3 was held for the ADOT Bicycle and Pedestrian Plan Update on April 10, 2012. The purpose of Steering Committee Meeting No. 3 was to review and discuss Draft Working Paper No. 2, which was previously distributed to the TAC.

The following summarizes key discussion items.

Introductions

Mike Sanders began the meeting by leading introductions.

Brent Crowther started the discussions with an overview of the agenda and project schedule.

Draft Working Paper No. 2 Overview

Working Paper No. 2 is a summary and analysis of current and future conditions for bicycling and walking. The work in progress document was previously distributed to the Steering Committee for review and comment. Information in Working Paper No. 2 is organized around the three plan goals and includes information about:

- Bicycle and pedestrian demand/trips
- State highway infrastructure
- Safety
- Enforcement
- Local infrastructure
- Funding
- Plans and policies
- Bicycle and pedestrian encouragement and education

Discussion items on Working Paper No. 2 content are summarized below:

- Martin Ince asked how Journey to Work data compares to the total number of bike/walk trips. Mike Sanders stated that another potential data source is national household data. He stated that his recollection is that journey to work is a much smaller percentage than total trips. Information from the 2009 Household Travel Survey was distributed to the Steering Committee after the meeting. The 2009 National Household Travel Survey (NHTS) stated that walking trips accounted for 10.9 percent of all trips reported, while one percent of all trips reported were taken by bike" Source: The National Bicycling and Walking Study: 15-Year Status Report, May 2010 - http://katana.hsrc.unc.edu/cms/downloads/15-year_report.pdf, p. 6.
- A list of bicycle and pedestrian needs and deficiencies was distributed (as contained in WP No. 2, Chapter 10). The Steering Committee was asked to review needs and deficiencies, and to provide input regarding their prioritization. Steering Committee input on needs and deficiencies is summarized in Attachment No. 3.

Public Involvement

An updated on public outreach activities was provided. Public outreach, phase I, will begin the first week of May 2012.

The public outreach activities will include a web-based survey. Notification will be distributed to 30,000 names in the ADOT stakeholder list, and to all local, regional, and tribal agencies in the state.

The Steering Committee had the opportunity to review the survey, and provided the following comments:

- Add a brief project introduction. Include a brief explanation that explaining the purpose of the survey.
- Questions 2 and 3 – include all caps “PEDESTRIAN” and “BICYCLE” in title. Consider rewording text on the education bullet.
- Allow a maximum of 500 characters for responses on all open response questions.
- Question 6 - Add a state map with counties. Double check that US Routes and Business Routes are included in the list.
- Question 7 – adjust age ranges so that they are within smaller ranges. In particular, provide more breakdown of the 35 to 64 age range.
- Question 10 - separate this into separate questions for bicycling and walking. Be more specific about walking trips. For example, for walking, add text that reads “2 blocks or more.”

Next Steps

- Public Involvement, Phase I
- Steering Committee Meeting No. 4.

Attachments

1. Agenda
2. PowerPoint Presentation
3. Needs and Deficiencies

ADOT STATEWIDE

Bicycle and Pedestrian Plan

UPDATE

ADOT Bicycle and Pedestrian Plan Update MPD Task Assignment 21-11

STEERING COMMITTEE MEETING NO. 3

DATE: TUESDAY, APRIL 10, 2012
TIME: 9:00 AM
LOCATION: BOARD ROOM
206 S.17TH AVE.
PHOENIX, ARIZONA 85007
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) Working Paper No. 2

Draft Working Paper No. 2 was previously distributed to the Steering Committee. Steering Committee members were requested to submit comments at or in advance of the April 10th Steering Committee meeting using the comment form that was provided. Final comments may be submitted by Friday, April 13 to: msanders@azdot.gov.

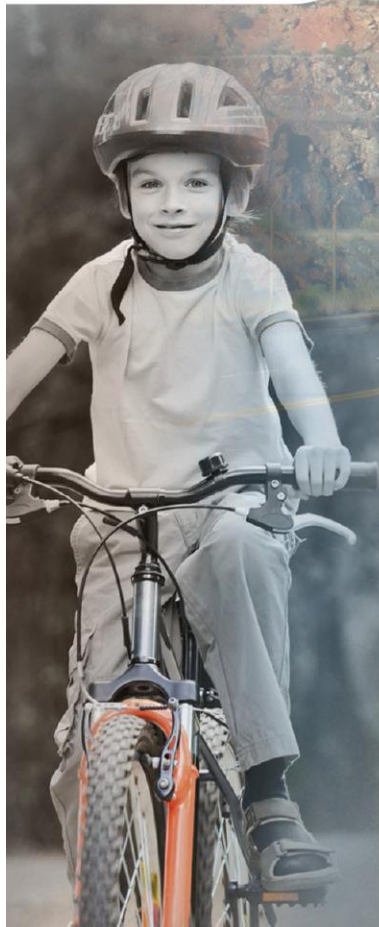
- a) Other comments on Working Paper No. 2
- b) Steering Committee Exercise to Prioritize Needs and Deficiencies

2) Public Involvement

3) Next Steps

- a) Final Working Paper No. 2
- b) Draft Working Paper No. 3 (Activities to Achieve the Goal and Vision)

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



Steering Committee Meeting No. 3

April 10, 2012

ADOT STATEWIDE

Bicycle and Pedestrian Plan UPDATE

4/10/2012

Prepared for the Arizona Department of Transportation




Agenda

- » Welcome and Introductions
- » Discussion of Draft Working Paper No. 2
 - » Other comments
 - » Prioritization of Needs and deficiencies
- » Public Outreach Activities
- » Next Steps



SCHEDULE

WORK TASKS		SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Task 1	Work Plan Refinements														
Task 2	Vision and Goals, Performance Criteria														
Task 3	Assessment of Current Conditions														
Task 4	First Phase of Public Involvement														
Task 5	Activities to Achieve the Vision and Goals														
Task 6	Second Phase of Public Involvement														
Task 7	Draft Final Report														
Task 8	Final Report and Executive Summary														
Steering Committee Meetings															

**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

Changes to Working Paper No. 1

- » At Steering Committee No. 2, direction to reduce the number of goals:
 - » 8 goals consolidated into 3 goals
 - » #1 – Increase Bicycle and Pedestrian Trips
 - » #2 – Improve Bicyclist and Pedestrian Safety
 - » #3 – Improve Bicycle and Pedestrian Infrastructure

- » WP No. 2 summarizes information for
 - » Demand/Trips
 - » State Highway Infrastructure
 - » Safety
 - » Enforcement
 - » Local Infrastructure
 - » Funding
 - » Plans/Policies
 - » Encouragement/Education

Working Paper No. 2 – Current and Future Conditions

- » Comments submitted on Working Paper No. 2
 - » KHA to address comments on WP 2 and issue Final WP2
 - » Please provide any final comments on WP2 by April 13

Needs and Deficiencies

- » Prioritization of needs and deficiencies
 - » Spreadsheet Exercise (refer to spreadsheet)
 - » Steering committee; priority rating of needs and deficiencies, serve as input to Working Paper No. 3 – Activities Required to Achieve the Vision

NEEDS AND DEFICIENCIES PRIORITIZATION INPUT FROM ADOT BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE	VERY IMPORTANT	NEUTRAL	NOT IMPORTANT
Goal No. 1: Increase Bicycle and Pedestrian Trips			
1. <u>Bicycle Count Data</u> : Limited bicycle count data is available. While some local and regional agencies collect data, a wider program to compare data on a year-to-year basis is not available. ADOT recently installed a permanent bicycle count station on SR 179.			
Goal No. 2: Improve Bicyclist and Pedestrian Safety			
2. <u>Pedestrian Fatalities</u> – Pedestrian fatalities resulting from pedestrian-motor vehicle crashes increased significantly in 2010 as compared to 2009.			
3. <u>Right Turn Conflicts</u> – Right turn lanes on state highways and arterial streets create a potential conflict for bicyclists going straight. ADOT Roadway Design Guidelines (RDG) includes the “bicycle buffer.”			

Public Outreach Activities

- » Survey to be distributed beginning of May
(let's view it on-line)
- » 30-day comment period
- » Press-releases, blog, etc.

Next Steps

- » Final Working Paper No. 2 – Current and Future Conditions
- » Steering Committee Meeting No. 3
 - » July
- » Draft Working Paper No. 3 – Activities to Achieve the Vision and Goals

Next Steps - Working Paper No. 3

- » **Activities to Achieve the Vision and Goals**
 - » Activities, projects, strategies, tools, resources, programs, and data
 - » Infrastructure
 - » Design considerations, guidelines, policies, procedures
 - » Planning activities
 - » Enforcement
 - » Education
 - » Coordination with local agencies, MPOs, and COGs
 - » Recommendations will be prioritized and implementing agencies/entities will be identified

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
Goal No. 1: Increase Bicycle and Pedestrian Trips		
1. <u>Bicycle Count Data</u> : Limited bicycle count data is available. While some local and regional agencies collect data, a wider program to compare data on a year-to-year basis is not available. ADOT recently installed a permanent bicycle count station on SR 179.	4	Important for justifying funding. PAG figured out how to do it. No data, no rates.
Goal No. 2: Improve Bicyclist and Pedestrian Safety		
2. <u>Pedestrian Fatalities</u> – Pedestrian fatalities resulting from pedestrian-motor vehicle crashes increased significantly in 2010 as compared to 2009.	5	
3. <u>Right Turn Conflicts</u> – Right turn lanes on state highways and arterial streets create a potential conflict for bicyclists going straight. ADOT Roadway Design Guidelines (RDG) includes the “bicycle buffer.”	3	
4. <u>Wrong-Way Bicycle Riding</u> – Analysis of crash data showed a high percentage of crashes involve bicyclists riding the wrong way. Pima Association of Governments Bike Count data showed that 4% of all bicyclists riding the wrong way (facing traffic). Furthermore, in the BSAP, of the 746 crashes that were analyzed, 59% (439) involved bicyclist riding while facing traffic (against the flow of traffic)	4	Symptoms of other issues
5. <u>Bicycle Riding on the Sidewalk</u> – A significant percentage of bicycle-motor vehicle crashes occurred when the bicyclists was riding on the sidewalk and entered the roadway. The analysis conducted in the BSAP concluded that 32 percent of crashes involved a bicyclist riding on the sidewalk prior to the crash.	4	
6. <u>Work Zones</u> – On interstate freeways, state highways and local roadways, space for bicyclists is not routinely provided through construction zones. For example, it is not uncommon to see motorists channeled into one lane or on the shoulder, leaving no place for the bicyclists to ride.	2	May be most effective at national level.

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
7. <u>Enforcement Lacking</u> – Law enforcement officials are not highly engaged in bicycle and pedestrian safety and enforcement (i.e. they don't ticket motorists or bicyclists; they do not receive bicycle or pedestrian training beyond the basic training).	2	
Goal No. 3: Improve Bicycle and Pedestrian Infrastructure		
8. <u>Bikeways Have Ridge at Edge</u> – Some overlays stop at the edge of the travel lane, resulting in a ridge (lip) that can cause bicyclists to fall. Pavement overlays should be completed from edge of roadway to edge of roadway.	2	On rural highways there are ridges; rumble strips force people to ride further away from ridge; this document may have limited authority to address the issue.
9. <u>Maintenance</u> – Many state highways have debris in the shoulder. Many existing bicycle and pedestrian facilities are not maintained (e.g. sidewalks in disrepair, bicycle lanes and shoulders are full of gravel).	4	Funding issue, so low priority, decision made at district level. This plan may not have significant impact. Much broader topic than sweeping, cracks leading to bumps are also an issue.
10. <u>Shoulders Lacking or Too Narrow</u> – Less than 50 percent of the state highway system has a paved shoulder that has an effective (inclusive of rumble strip) width of 4 feet or greater. Many highways do not have a shoulder, have a very narrow shoulder and/or have the entire shoulder covered in a rumble strip.	5	New facilities design standards require it, but existing facilities take retrofit
11. <u>Rumble Strip Takes Up Shoulder</u> – While ADOT's rumble strip policy provides for a paved shoulder that is adequate for bicyclists, rumble strips are sometimes installed incorrectly. Rumble strips are sometimes placed to right of white edge line in the center of the paved shoulder, leaving less than 4 feet of "effective shoulder width" forcing a bicycling to ride to the left of the edge line.	5	Bundle with 10.

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
<p>12. <u>Bikeways Not Coordinated Across Jurisdictional Boundaries</u> – Local bicycle facilities must often cross ADOT facilities (e.g. state highway, interstate freeway). Funding limitations often preclude intergovernmental agreements to construct these facilities. As a result, there is often a lack of connectivity between urbanized town areas and bicycle destinations (e.g. state parks, public lands, mountain bike trails, and low volume country roads) in the rural, county areas.</p>	4	
<p>13. <u>Lack of designated bikeways on The SHS</u> – The ADOT Bicycle Policy is to “Consider bicycle lanes for inclusion with major new construction or major reconstruction when: 1) incremental costs for construction and maintenance are funded by a local agency AND 2) the bicycle lane is included as a part of a bicycle facilities plan adopted by a local agency.” ADOT does not install marked and signed bicycle lanes on the SHS unless an agreement is entered into with the local agency to maintain them. This often results in disconnectivity of local bikeways as they cross the SHS. Some projects are constructed without consideration for <u>adding future bicycle lanes</u>.</p>	5	<p>Big issue for PAG, example is Oracle Road is in highly urban area. Difference between having space and designated space as bicycle lane is critical for legal, etc.</p>
<p>14. <u>Missing Sidewalks or Missing Sidewalk Segments</u> – ADOT policy is to consider constructing sidewalks “along local streets or along an urban arterial highway at the request of the local government, provided there is an agreement with the local government to pay ADOT’s additional costs for design, construction and right-of-way.” This often presents a barrier to construction of sidewalks where they are needed due to funding constraints of local government. There are many segments of state highway that are within urbanized areas that do not have sidewalks, forcing pedestrians to walk in the roadway shoulder or on unimproved areas adjacent to the roadway.</p>	5	<p>In Wickenburg, they are widening roadway to put in turn lane. The project includes curb and gutter and driveways, taking away parking. ADOT has received some complaints from business owners. Others responded that those related issues just need to be addressed, expectations managed.</p>

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
15. Mid-block Crossings Lacking – There is a lack of mid-block crossing opportunities on the SHS.	5	Mentions that intersection crossings lacking designated facilities is critical. Expand to include uncontrolled and controlled locations.
16. <u>Bikeway/Pedestrian Innovation Lagging</u> – Newer bicycle and pedestrian facility options such as Shared Lane Marking and Pedestrian Hybrid Beacons are not widely known about or used. Thus far, their implementation on the state highway system is limited.	5	ADOT has a lot of requests.
17. <u>Bikeways Lacking to Access Forest or Park Trails</u> – Forest and park areas close to rural towns are often not accessible by bicycle from the town due to lack of facilities (e.g. road leading out of town is high speed and does not have shoulders). Consequently, bicyclists find it necessary to load their bikes on their motor vehicles and drive to nearby mountain bike trail heads.	4	Flagstaff, Payson are examples. Bundle this with shoulders.
18. <u>Facilities for Aging Populations Lacking</u> – There are aging populations throughout Arizona that lack adequate pedestrian (sidewalks/shared use paths) facilities to exercise and access local services.	5	Sidewalks, shoulders, crossings. Bundle. Focus all ages/abilities.
19. <u>School Access Facilities Lacking</u> – Many children cannot bicycle or walk to school due to lack of bicycle and pedestrian facilities. Schools located adjacent to or near state highways often lack adequate facilities for children to walk or bicycle to school.	5	Bundle with sidewalks, shoulders, crossings. Focus all ages/abilities.
20. <u>Detection of Bicyclists at Traffic Signals</u> – Many traffic signals are not configured to detect bicyclists waiting at the side-street intersection. This encourages bicyclists to ignore the signal, or forces them to dismount to access the pedestrian button.	4	What is ADOT standard? ADOT's new intersections are mostly video, which detects bikes reasonably. Addressing timing is also an issue. Mike Sanders mentioned that he mostly hears about timing to cross.
21. <u>Insufficient Funding for Bicycle and Pedestrian Infrastructure</u> – Insufficient funding is allocated for bicycle infrastructure improvements.	5	
Other Identified Deficiencies:		
22. <u>Lack of education of motorists:</u> Education of motorists is needed both using media and by requiring re-testing of drivers as laws change.	5	

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
23. <u>Alternate Roadway Corridors Not Inventoried</u> – There may be opportunities to provide alternate bicycle routes to state highways in many rural cities and towns. These facilities have not been identified, inventoried, or designated. They may be existing local streets or seldom used or partially abandoned roadways.	2	Coordination, state highway goes to key locations where people want to go.
24. <u>Funding Opportunity Awareness Lacking</u> - Local, rural jurisdictions are not always aware of available federal funding opportunities for bicycle and pedestrian facilities.	2	Information is there, they just need to go to ADOT website.
25. <u>Touring Bicyclist Economic Impact Not Quantified</u> - There are no numbers regarding the importance (or potential) of bicycling to the economy of rural towns.	2	Adventure cycling doing that at national level.
26. <u>Bike Plans for Communities Lacking</u> – Many towns, cities, and counties do not have adopted, up to date bicycle plans. Since ADOT requires that proposed bicycle facilities are in an adopted plan, opportunities to construct bicycle facilities as part of ADOT projects are often lost.	4	Potentially change ADOT policy to include bike/ped facilities as default. All communities greater than 50K need bike element. Could include in planning assistance for rural communities funding.
27. <u>Lack of formal Complete Streets policies</u> – There is only one City in Arizona with a recognized formal Complete Street Policy (as recognized by the National Complete Streets Coalition).	5	25 states have legislation or internal policy on complete streets. ADOT is considering developing a Smart Transportation Guidebook. MAG is recognized with guidebook. ADOT likely will have guidelines. Focus on ADOT.
28. <u>Lack of formal Bicycle and Pedestrian Advisory Committees</u> – Only 8 cities/towns have formal BACs/PACs.	3	Bundle with ADOT providing support to local communities.
29. <u>Lack of formal ADA Transition Plans</u> – Very few cities and towns have formal ADA Transition Plans to identify and inventory facilities that need to be brought into compliance and outline how and when those deficiencies will be addressed.	4	ADOT is working on theirs. Roadway taking a lead, traffic heavily involved. Falls under technical assistance to communities.
30. <u>Bikeway Terms Not Understood</u> - There is a lack of understanding and use of terms to describe various bicycle facilities (e.g. bike route, bikeway, bicycle lane, shared use path, etc.).	1	Bundle with education. Great if we could fix it, but not critical and not easily changed.

NEEDS AND DEFICIENCIES	SC PRIORITY	NOTES
31. <u>Education Programs</u> - There are very few bicycle safety education programs offered to children in rural cities and towns.	5	Bundle with education.
32. <u>Bicycle and Pedestrian Facility Design Training</u> – Training opportunities for bicycle and pedestrian facility design for planners, engineers, and others are infrequent.	5	Bundle with education.
33. <u>Legality of Bicycling on Sidewalks Not Clear</u> – There is a lack of clarity regarding the legal status of bicyclists riding on sidewalks.	3	Crosswalk across intersection is not clear. UVC addresses this by saying bicyclists must operate as pedestrian, but Arizona did not adopt that provision of UVC: Difficult to address.
TOTAL	128	