

ADOT BICYCLE AND PEDESTRIAN PLAN UPDATE

ADOT MPD Task Assignment 21-11

Steering Committee Meeting No. 4 Summary

Date: Thursday, August 30, 2012
Time: 10:00 am – 12:00 pm
Location: Arizona Room
Modular D
1739 W. Jackson
Phoenix, Arizona

ATTENDANCE

Richard Moeur, *ADOT Traffic Engineering*
Mark Griffin, *Central Arizona Governments*
Bill Pederson, *ADOT Communications*
Katherine Coles, *City of Phoenix*
Michael Sanders – *ADOT MPD*
Bob Beane, *Coalition of Arizona Bicyclists*
Larry Burns, *Arizona Department of Public Safety*
Laura Douglas, *ADOT Communications*
Brian Fellows, *ADOT Safe Routes to School*
Michelle Harrington, *Governor's Office of Highway Safety*
Bashir Hassan, *ADOT Phoenix Maintenance District*
Maureen DeCindis – *Maricopa Association of Governments (teleconference)*
Charles Gutierrez, *YMPO (teleconference)*
Tom Engel, *ADOT Safford District (teleconference)*
Ann Chanecka, *Pima Association of Governments (teleconference)*

Consultant Staff in Attendance

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

MEETING SUMMARY

Steering Committee Meeting No. 4 was held for the ADOT Bicycle and Pedestrian Plan Update on August 30, 2012. The purpose of Steering Committee Meeting No. 4 was to review and discuss Draft Working Paper No. 3, 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.

Discussion of Working Paper No. 3 Overview

M. Sanders reviewed the progress that has been completed to date. Public involvement, Phase I, was completed in spring 2012. Over 1,800 individuals responded to the survey and provided comments.

B. Crowther reviewed the survey findings from the May 2012 public outreach.

As illustrated in the PowerPoint presentation, the most highly rated goals are:

- Decrease bicyclist and pedestrian injuries and fatalities (Survey Question 1)
- Improve education and awareness of all roadway users (motorists and pedestrians) on pedestrian and motorist laws (Survey Question 2)
- Provide wide shoulders on state highway for use by bicyclists (Survey Question 3)

R. Moeur suggested that a legend be added to the PowerPoint slides to clarify that the goals with the fewest points represent the highest rated goal [Note: this was added to the PowerPoint slides that are attached to this meeting summary].

B, Beane suggested that on Question 3, if both wide shoulders and shared use paths were combined into a single “bike facilities” consideration, the rating for this consideration would have been even higher than it was. As it was phrased, users potentially split their rating between shoulders and pathways.

B. Crowther stated that hundreds of ideas were submitted in response to Question 4, asked for ideas to improve education, facilities, funding, safety, and the number of people walking and bicycling. These are summarized in a separate document, entitled *Compilation of Free Responses Submitted for Bicycle and Pedestrian Plan Public Survey (May 2012)*.

B. Fellows stated that on Page 12, Working Paper No. 3, second item, first complete bullet; encourage bike shops to complete bike test. If a bike shop declines, potentially suggest a way that bicycle shops can direct patrons to ADOT’s website where they can take a test. Perhaps the ADOT website can provide a way to print a certificate of completion.

Regarding Question 6 (issues associated with specific state highways), B. Beane asked if we are able to tell which comments came from which county (e.g. for SR 87). B. Crowther stated that the survey responses could be separated by county.

Regarding Question 11, B. Fellows stated that as the majority of survey respondents ride frequently, we are likely missing input from the “novice” and “intermediate” categories of riders. He emphasized that if women’s use of a bicycle facility is a good gauge of safety and user comfort of the facility.

Steering Committee members subsequently discussed ways to better engage the non-avid bicyclists. A. Chanecka stated that Portland conducted a survey in partnership with the University. Universities represent a valuable partner. R. Moeur stated that most universities have very limited curriculum in bicycling and walking – Portland State University is an exception.

B. Crowther reviewed the recommended strategies in Working Paper No. 3. Each strategy and Steering Committee member comment is listed below.

Strategy No.	Description	Steering Committee Discussion/Comment/Suggestions
Strategy 1A	Develop and implement a statewide program for collecting and analyzing bicycle and pedestrian count data	<p>There is an emerging strategy to use cell phone data and applications (e.g. Cycle Tracks). It may be expensive, but is less expensive than using counters.</p> <p>A. Chanecka asked if the focus is on the state highway system, or on local roadways also? ADOT can provide guidance and support for regions that are looking to develop their own programs. In Arizona, academic institutions are not engaged; encourage UA, ASU, NAU to participate. In the PAG region, as part of vehicle count program, they have added bicycle count as a requirement. A. Chanecka stated that that PAG is counting bicycles at more than 300 count locations.</p>
Strategy 1B	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	<p>Monterrey CA has a bike locker program.</p> <p>R. Moeur stated that there are facilities available, but many are not convenient or are in poor condition.</p>
Strategy 1C	Continue to provide guidance and technical support to regional and local jurisdictions for developing bicycle and pedestrian plans that are adopted by local agencies and jurisdictions	<p>K. Coles would like to see addition of "implementation support" to this strategy.</p>
Strategy 1D	Continue to work with agencies and organizations (including Department of Health, non-profit health organizations) promoting bicycling and walking as part of a healthy lifestyle for children and adults including the elderly	<p>B. Fellows can share his contacts with the health community.</p> <p>B. Beane stated that consistency is needed within ADOT in terms of policy interpretation, implementation, etc. (e.g. permitting policy for organized recreational events). He still sees inconsistency within ADOT relative to policies and permits for special events.</p> <p>M. Sanders noted that a task identified in the 2003 Plan was to update the Special Events policy.</p>
Strategy 2A	Amend State Statute to clarify bicyclist operation on sidewalks and crosswalks	<p>R. Moeur stated that has not seen any indication from ADOT Legislative Services on moving this recommendation forward.</p> <p>One of the conflicting issues is court opinions for crosswalks. If the local agency wanted to enforce, a statute could give them something to work with. Downfall is that this could be used as evidence of negligence.</p>

		R. Moeur stated that a statute would not expect a prohibition to riding on sidewalks – most logical statute would require bicyclists to ride at the speed of a pedestrian when on a sidewalk.
Strategy 2B	Provide greater detail of bicycle and pedestrian safety in the driver's manual and test for a driver's license	Retesting at age 65 is critical. The fact that Arizona only requires retesting at age 65 drastically reduces Drastically reduce teaching opportunities.
Strategy 2C	Collaborate with public safety to include bicycle and pedestrian safety in POST (Arizona Peace Officer Standards and Training Board) training for police enforcement officers; provide continued encouragement and support of police officer training	B. Beane stated that they are doing a program with MAG right now, and there is a similar effort in Tucson. He is hoping that after the program is up and running in Tucson, they can try to get it POST certified. Program elements include safe cycling practices, Arizona Law (interpretation), module on causes of crashes between bicyclists and motorists, crash investigation. A. Chanecka has a contact at Tucson Police Department. A. Chanecka suggests that they seek to involve police officers who are LCI certified.
Strategy 2D	Identify opportunities to implement FHWA proven countermeasures to improve pedestrian safety: medians and pedestrian crossing islands, pedestrian hybrid beacon, and road diets	Education and outreach to other areas of the state is important. One way to implement this is to work with HSIP and Road Safety Assessment Program. ADOT PARA program should also consider these.
Strategy 2E	Develop and implement a statewide bicycle and pedestrian safety campaign	NHTSA has teamed with AAA for the "Be a Roll Model" campaign.
Strategy 2F	Recommend Modification's to Arizona Crash Report Form	-
Strategy 2G	Install pavement markings or signage to discourage wrong-way bicycle riding	R. Moeur stated that he is not familiar with the effect of pavement markings. There isn't a pavement marking addressing wrong way travel.
Strategy 3A	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	Pennsylvania DOT developed a similar manual.
Strategy 3B	Develop an ADOT Pedestrian Policy that requires construction of sidewalks in urban areas as part of major construction or reconstruction highway projects	R. Moeur stated that there may be constitutional issues that precluded ADOT funding sidewalks on state highways. M. Sanders stated that ADOT has spent state funds on sidewalks for ADOT projects. As part of roadway project where there is pedestrian demand - make sidewalks an element.
Strategy 3C	Modify ADOT Bicycle Policy	-
Strategy 3D	Modify ADOT Design Guidelines	-
Strategy 3E	Encourage design, engineering, planning, and other appropriate staff to complete bicycle and pedestrian facility design training once every three years	-
Strategy 3F	Review and propose essential resting spot/accommodation facilities (water) for bicyclists and pedestrians	M. Sanders stated that this could come up as the routes are identified for the US Bicycle Route System. SR 87 rest areas have been closed. Adventure Cycling provides details like this for their routes. R. Moeur stated that he doesn't see the state constructing facilities, but providing information. ADOT has difficulty maintaining rest stops they have committed to, but this would be more of an identification of where water is.

Strategy 3G	Support local agencies and jurisdictions to establish connectivity and alternative routes to state highways through local jurisdictions	-
Strategy 3H	Collaborate with local jurisdictions to implement infrastructure along and crossing state highways consistent with local bicycle and pedestrian plans	-
Strategy 3I	Coordinate with US Forest Service and National Park Service to ensure that bike and pedestrian facilities connect state highways to Forest and Park trails	All national park roads are operated by NPS within the Park Boundary.
Strategy 3J	Configure traffic signals to detect bicycles at intersections	Going to video detection. Common practice at T-intersections.
Strategy 3K	Construct sidewalks in urban areas and small urbanized areas where origins and destinations present a need	-
Strategy 3L	Construct paved shoulders on key bicycling corridors in urban areas and rural routes that serve key tourist destinations; ensure rumble strips are installed correctly to provide bicyclists with 4 feet of effective shoulder width	-

Public Involvement, Phase II

Public Outreach, Phase II will be implemented in November/December timeframe. B. Beane stated that Sweat Magazine published a full list of bicycle shops in Arizona. This would be a good outreach and distribution source of the draft plan. It is available on-line.

Next Steps

- Public Involvement, Phase II
- Steering Committee Meeting No. 5.

Attachments

1. Agenda
2. PowerPoint Presentation

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

STEERING COMMITTEE MEETING NO. 4

DATE: THURSDAY, AUGUST 30, 2012
TIME: 10:00 AM
LOCATION: ARIZONA ROOM
MODULAR D
1739 W. JACKSON
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

Draft Working Paper No. 2 was distributed to the Steering Committee. Steering Committee members are requested to provide comments at or in advance of the August 30th Steering Committee Meeting using the comment form that was provided. Final comments may be submitted by Friday, September 7th to: msanders@azdot.gov.

- 1) *Discussion of Working Paper No.3*
 - a) Public Involvement Results (from web-based survey distributed in May 2012)
 - b) Strategies to Increase Bicyclist and Pedestrian Trips
 - c) Strategies to Improve Bicyclist and Pedestrian Safety
 - d) Strategies to Improve Bicyclist and Pedestrian Infrastructure
- 2) *Public Outreach, Phase II*
- 3) *Next Steps*

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



Steering Committee Meeting No. 4

August 30, 2012

ADOT STATEWIDE

Bicycle and Pedestrian Plan UPDATE

8/28/2012

Prepared for the Arizona Department of Transportation

Agenda

- » Welcome and Introductions
- » Discussion of Draft Working Paper No. 3
- » SC Brainstorming
 - » Prioritization
 - » Evaluation
 - » Action Items
- » Next Steps



Public Outreach Survey

- » On-line survey, available 30 days in May
- » 1,798 responses

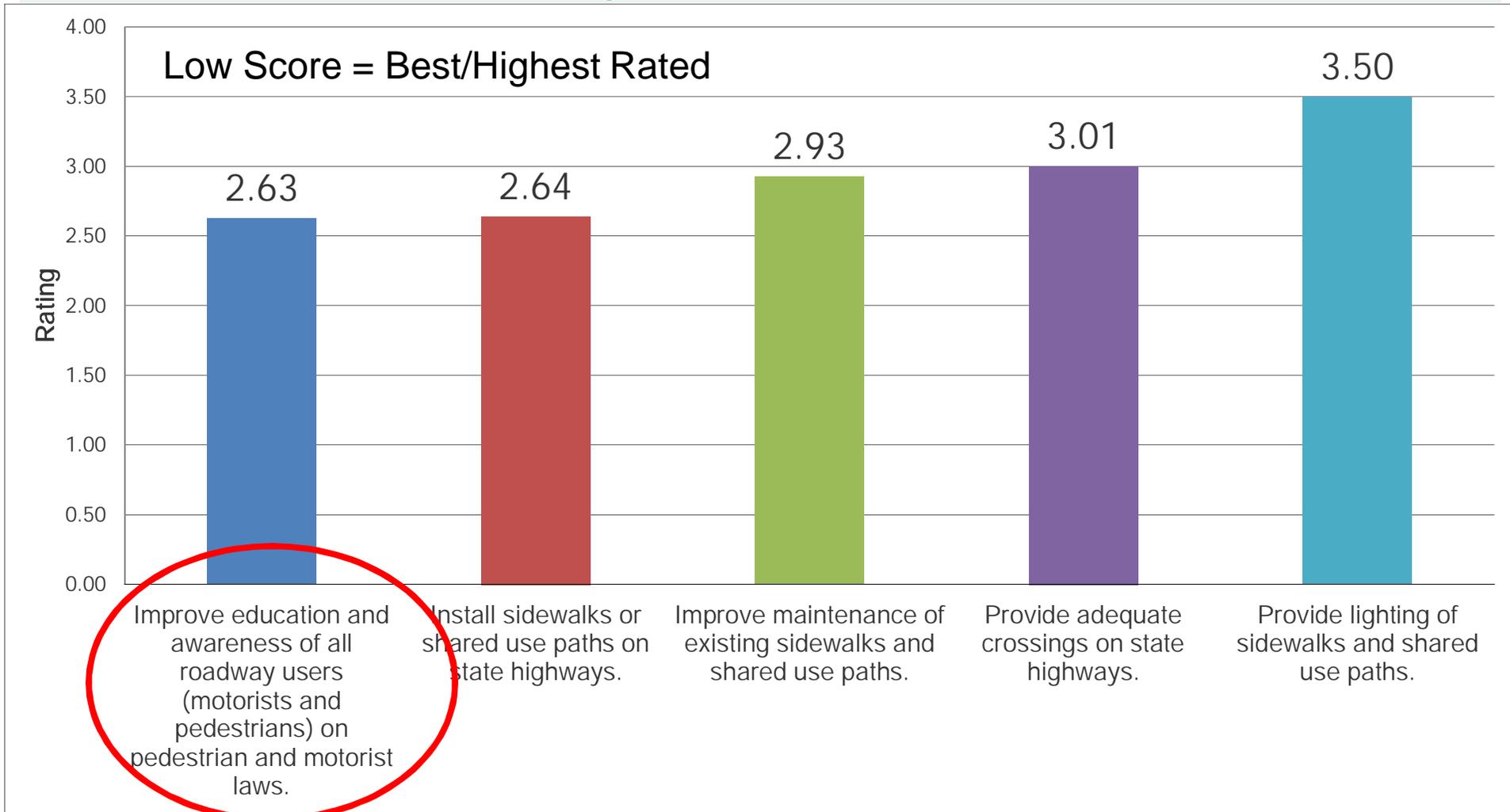
Survey Findings

» Q1: The ADOT Bicycle and Pedestrian Plan Update has proposed the following goals. Please rate them in importance:



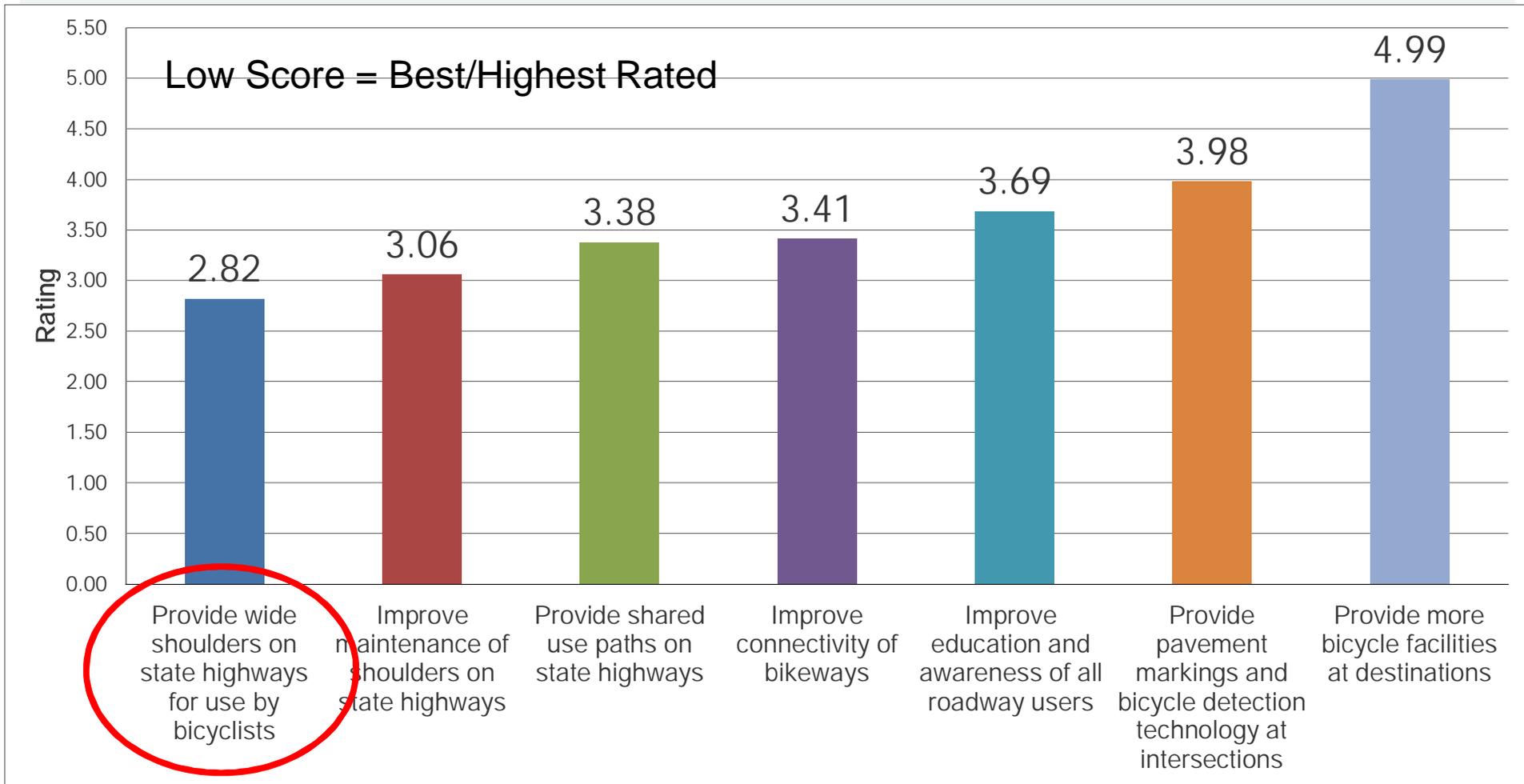
Survey Findings

» Q2: Please rank the following PEDESTRIAN considerations:



Survey Findings

» Q3: Please rank the following BICYCLE considerations:



Survey Findings

- » Q4: *The Plan will identify activities that can be completed by ADOT to improve the comfort and safety of bicyclists and pedestrians on the State Highway.*

Please provide your ideas for:

- » What can ADOT do to **improve education of motorists**, bicyclists, and pedestrians about current and safe practices
- » What can ADOT do to **improve bicyclist and pedestrian facilities** on State Highways
- » What can ADOT do to **identify more funding** for bicycling and walking facilities on State Highways
- » What can ADOT do to **encourage more people to walk and bicycle** in Arizona
- » What can ADOT do to **evaluate the effectiveness of bicycle and pedestrian safety** and education materials and facilities

Survey Findings

- » Q5: Do you agree or disagree with the ADOT Bicycle and Pedestrian Plan Update vision? Comments included:
- » This kind of vision will only be realized when **planning and zoning** make this a priority.
- » I agree totally with first paragraph. **Bikes and pedestrians** should not be included "on" the state highway system. They **should be "off" the system**
- » I disagree that off highway facilities are important. Highways are where all the destinations are. All facilities and all parts of roads should be shared. **Cyclists should be integrated, not partly separated.**
- » **This type of vision must be learned.** Programs at elementary schools (good place to set foundation learning) will be supported only when parents are on board. Driving this education with perks/prizes partnered with corporations and chamber of commerce's can help adults own this vision.

Survey Findings

- » Q6: Respondents were provided the opportunity to comment on issues associated with specific state highways
- » 809 respondents – “Top Ten” state highways commented on:

State Highway	Number of comments
State Route 87	87
State Route 89A	69
Interstate 10	56
US 60	50
Interstate 17	45
US 180	37
State Route 260	35
State Route 77	34
State Route 89	29
Loop 101	29

Survey Findings

» Respondent demographics

- » 66% are male
- » 46.8% is age 35-54
- » Residence:
 - » 58.4% (758) from Maricopa County
 - » 12.1% (157) from Pima County
 - » 10.9% (from Coconino County
 - » 0.5% (7) non-residents

No responses from Greenlee, Graham counties, and 1 response each from Graham County, Apache County 😊

- » 75% walked 6 times for two or more blocks in past month
- » 69% bicycle 6 or more times per month

Strategies to Achieve the Vision

- » Strategies to Increase Bicycle and Pedestrian Trips
- » Strategies to Improve Bicyclist and Pedestrian Safety
- » Strategies to Improve Bicyclist and Pedestrian Infrastructure

Increase Number of Bicyclists and Pedestrians

Strategies to Increase the Number of Bicyclists and Pedestrians

NUMBER	STRATEGY
Strategy 1A	Develop and implement a statewide program for collecting and analyzing bicycle and pedestrian count data
Strategy 1B	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
Strategy 1C	Continue to provide guidance and technical support to regional and local jurisdictions for developing bicycle and pedestrian plans that are adopted by local agencies and jurisdictions
Strategy 1D	Continue to work with agencies and organizations (including Department of Health, non-profit health organizations) promoting bicycling and walking as part of a healthy lifestyle for children and adults including the elderly

Increase number of bicyclists and pedestrians

» OPPORTUNITIES?

» CHALLENGES OR BARRIERS?

Improve Bicyclist and Pedestrian Safety

Strategies to Improve Bicyclist and Pedestrian Safety

NUMBER	STRATEGY
Strategy 2A	Amend State Statute to clarify bicyclist operation on sidewalks and crosswalks
Strategy 2B	Provide greater detail of bicycle and pedestrian safety in the driver's manual and test for a driver's license
Strategy 2C	Collaborate with public safety to include bicycle and pedestrian safety in POST (Arizona Peace Officer Standards and Training Board) training for police enforcement officers; provide continued encouragement and support of police officer training
Strategy 2D	Identify opportunities to implement FHWA proven countermeasures to improve pedestrian safety: medians and pedestrian crossing islands, pedestrian hybrid beacon, and road diets
Strategy 2E	Develop and implement a statewide bicycle and pedestrian safety campaign
Strategy 2F	Recommend Modification's to Arizona Crash Report Form
Strategy 2G	Install pavement markings or signage to discourage wrong-way bicycle riding

Improve Bicyclist and Pedestrian Safety

» OPPORTUNITIES?

» CHALLENGES OR BARRIERS?

Improve Bicyclist and Pedestrian Safety

Strategies to Improve Bicycle and Pedestrian Infrastructure

NUMBER	STRATEGY
Strategy 3A	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
Strategy 3B	Develop an ADOT Pedestrian Policy that requires construction of sidewalks in urban areas as part of major construction or reconstruction highway projects
Strategy 3C	Modify ADOT Bicycle Policy
Strategy 3D	Modify ADOT Design Guidelines
Strategy 3E	Encourage design, engineering, planning, and other appropriate staff to complete bicycle and pedestrian facility design training once every three years
Strategy 3F	Review and propose essential resting spot/accommodation facilities (water) for bicyclists and pedestrians

Improve Bicyclist and Pedestrian Safety

Strategies to Improve Bicyclist and Pedestrian Safety

NUMBER	STRATEGY
Strategy 3G	Support local agencies and jurisdictions to establish connectivity and alternative routes to state highways through local jurisdictions
Strategy 3H	Collaborate with local jurisdictions to implement infrastructure along and crossing state highways consistent with local bicycle and pedestrian plans
Strategy 3I	Coordinate with US Forest Service and National Park Service to ensure that bike and pedestrian facilities connect state highways to Forest and Park trails
Strategy 3J	Configure traffic signals to detect bicycles at intersections
Strategy 3K	Construct sidewalks in urban areas and small urbanized areas where origins and destinations present a need
Strategy 3L	Construct paved shoulders on key bicycling corridors in urban areas and rural routes that serve key tourist destinations; ensure rumble strips are installed correctly to provide bicyclists with 4 feet of effective shoulder width

Steering Committee Input/Brainstorming

- » Prioritization of recommended strategies
- » Prioritization scheme for pedestrian and bicyclist improvements
 - » Shoulder widening
 - » Sidewalk improvements

Next Steps

- » Final Working Paper No. 3 – Activities to Achieve the Vision
- » Public Outreach
- » Steering Committee Meeting No. 5