

**Arizona Department of Transportation
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Contract Name
Contract T0849U0001
MPD Task Assignment 30-09**

ADOT Statewide Bicycle and Pedestrian Program

Summary of Phase V Activities

November 2009

Prepared for:



Prepared by:



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1 INTRODUCTION

1.1 Introduction

This document provides a summary of activities completed in support of Phase V of the Arizona Statewide Bicycle and Pedestrian Program. The purpose of Phase V was to continue to implement and/or update recommendations from the Arizona Statewide Bicycle and Pedestrian Plan. A summary of the following activities is presented in Section 2.

- Project Management and Steering Committee Meetings
- Governor's Office of Highway Safety (GOHS) Bicycle and Pedestrian Program Grant Proposals
- Cycle Arizona Bicycle User Map Update
- Arizona Bicycling Streets Smarts Guide Update
- Bicycle and Pedestrian Projects Listing
- Website Maintenance
- Website Enhancements
- League of American Bicyclists (LAB) Award Application

1.2 Project Overview

Approximately 20 percent of U.S. citizens, or nearly 41 million people, ride bicycles at least one or more times per month. Bicycling and walking are basic, fundamental modes of transportation that in today's motorized world of travel are commonly overlooked as an option to help manage our circulation issues. Planning for and constructing accommodations for bicycling and walking and improving safety, education, and enforcement programs are critical in increasing the mobility of pedestrians and bicyclists. One of the underlying principles in planning for bicycling and walking is to provide a system that allows users significant mode choices, and to make bicycling and walking a more attractive, viable option for transportation. This includes creating a non-motorized network comprised of on-street facilities, off-street facilities, and end of trip facilities. Education and enforcement programs also enhance alternative forms of transportation.

In 2003, the Arizona Department of Transportation completed the Arizona Statewide Bicycle and Pedestrian Plan. The purpose of the Arizona Statewide Bicycle and Pedestrian Plan is to provide a long-term plan for a statewide system of interconnected bicycle facilities that will guide ADOT transportation decisions relating to bicycle and pedestrian travel, planning, and facility development.

The plan was developed in two phases; Phase I and Phase II. Phase I reviewed existing conditions, developed a Statewide Bicycle Network, and recommended bicycle and pedestrian programs that when implemented, will improve the accommodation of bicycles and pedestrians on Arizona Highways. Implementation of several of the most critical Phase I recommendations began in Phase II. Phase II included the creation of a Bicycle User Map, Bicycle Share the Road Guide, Sharing the Road with Pedestrians Guide, Arizona Bicycling Street Smarts, website enhancements, a Grant and Funding Plan, an Education Plan and a Pedestrian Action Plan. The majority of the bicycle and

pedestrian facility improvements are planned to occur as ADOT constructs and improves roadways to meet current standards.

Implementation of the Plan continued in Phase III and IV. These phases included training courses, updates to educational materials, website enhancements, review of programmed projects to identify opportunities to integrate bicycle and/or pedestrian facilities into programmed projects, development of a pedestrian demand measures map, and preparation of funding grant applications to the Governor's Office of Highway Safety.

Phase V furthered implementation of the Arizona Statewide Bicycle and Pedestrian Plan and included updates to earlier phase tasks:

- Project Management and Steering Committee Meetings
- Governor's Office of Highway Safety (GOHS) Bicycle and Pedestrian Program Grant Applications
- Cycle Arizona Bicycle User Map Update
- Arizona Bicycling Streets Smarts Guide Update
- Bicycle and Pedestrian Projects Listing
- League of American Bicyclists (LAB) Award Application
- Website Enhancements

Each of these is described in more detail in the following sections.

2 SUMMARY OF PHASE V ACTIVITIES

2.1 BICYCLE AND PEDESTRIAN STEERING COMMITTEE

Two Bicycle and Pedestrian Steering Committee Meetings were held in conjunction with Phase V activities. These were held on:

- February 19, 2009
- June 24, 2009

The purpose of the Steering Committee Meetings is to report progress of project deliverables and activities, and to receive their input and feedback.

Steering Committee meeting agendas, PowerPoint presentations and available summary notes are included in **Appendix A**.

2.2 GOHS Funding Grant Applications

Funding applications were submitted to the Governor's Office of Highway Safety, Fiscal Year 2010 Applications. Two funding applications were submitted:

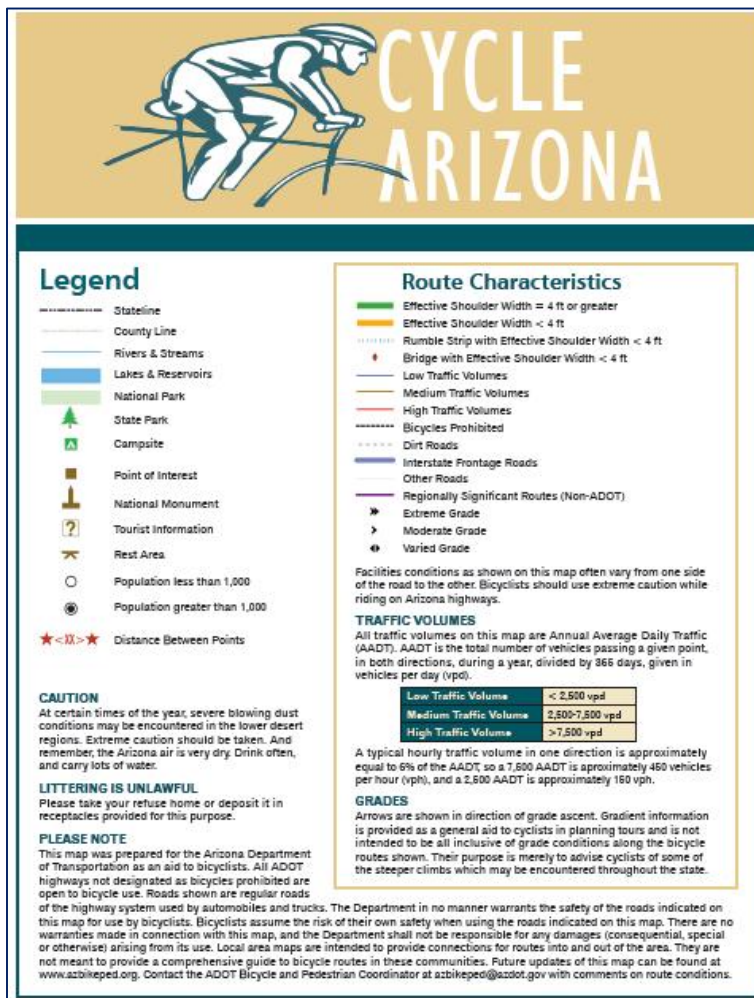
- *Pedestrian Safety Awareness Campaign, Verde Valley, Arizona, Year III*: The purpose of the FY2010 Bicycle and Pedestrian Safety Awareness Campaign is to continue to fund a sustained, public education campaign to increase the safety awareness of motorists, pedestrians, and bicyclists on Arizona roadways. The FY2010 funds, if awarded, will continue the efforts of the Campaign in the Verde Valley area that was initiated with FY2007 GOHS fund, and continued with FY2009 GOHS funds to further drive the message of safety so behaviors and attitudes change.

ADOT Statewide Bicycle and Pedestrian Program
 Summary of Phase V Activities

- *Pedestrian and Bicycle Facility Design Training Courses:* This proposal requests funding for ADOT to conduct a series of bicycle and pedestrian facility design and implementation training courses and workshops to be held for agencies throughout Arizona. The purpose of the bicycle and pedestrian design courses and workshops is to increase the knowledge and design skills of engineers and planners of bicycle and pedestrian facilities. FY 2010 funding is requested to continue to offer in-depth courses on pedestrian and bicycle facilities, and expand the courses and workshops to other areas of the state including tribal communities.

The funding grant applications that were submitted are included in **Appendix B**. These are also available <http://www.azbikeped.org/statewide-bicycle-pedestrian.html>.

2.3 Cycle Arizona Bicycle User Map Update



Phase V included a major update to the Arizona Bicycle User Map. Major revisions included:

shoulder width that is less than four feet.

- Selected Arizona Bicycle Laws was updated to include Title 28 A.R.S., 756. Title 28 A.R.S., 754, was removed from the Cycle Arizona map.
- The following sections under “Roadway Safety Tips” was updated:
 - “Cycling Layers of Safety”
 - Information about “Clothing”

ADOT Statewide Bicycle and Pedestrian Program
Summary of Phase V Activities

- iii. Cattleguards
- iv. Storm Grates
- Bicycle Friendly State logo was added to the map.

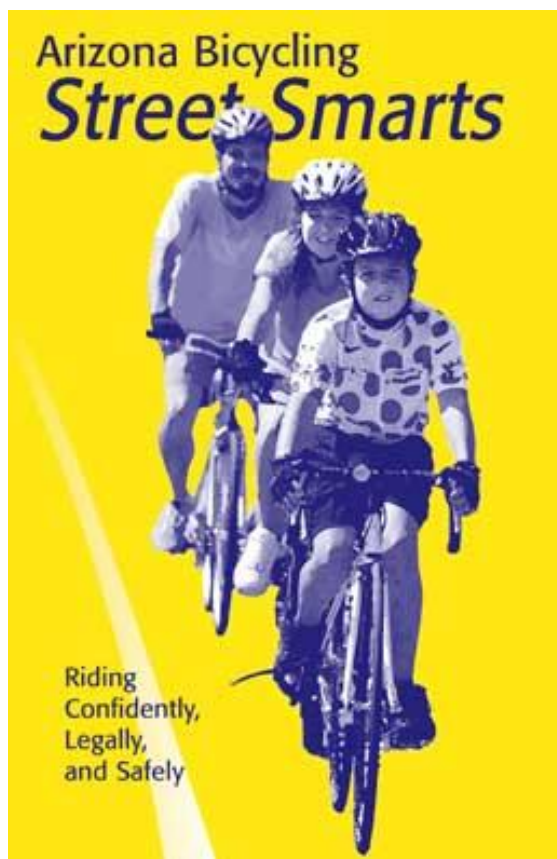
The updated map is available at <http://www.azbikeped.org/maps.htm>.

2.4 Arizona Bicycling Streets Smarts Guide

The ADOT Statewide Bicycle and Pedestrian Plan (2003) included an education plan to guide ADOT efforts in educating cyclists, motorists, and pedestrians. The education plan identifies five focus areas for improving bicycling and pedestrian safety. These are:

- Safety Education Training
- Safe Routes to School
- Bicycle and Pedestrian Facility Design Training
- Safety Awareness Campaign
- Archived Data

As part of the Safety Education Training focus area, ADOT previously (Phase II, 2004) collaborated with Rubel BikeMaps to publish and print *Arizona Bicycling Street Smarts: Riding Confidently, Legally, and Safely*. Phase V activities included making minor revisions to the 2004 Guide, and purchasing an additional 5,000 copies of the guidebook. Minor revisions to the 2004 guide included:



- (1) corrected several minor punctuation errors (i.e. missing periods).
- (2) page 1: removed references to recycled paper.
- (3) page 3: under the Helmet section, changed word from "by 85%" to "by as much as 85%."
- (4) page 23: corrected misspelling of "Department" in the caption for the cattle guard.
- (5) page 37: revised the text in the "When Traffic Lights Don't Turn" section, to read as: "If your bicycle doesn't trip the detector, you have to wait for a car to do it, or stop and wait until it is safe to go through the red light. Going through the red isn't against the law, because the light is inoperative (Arizona Revised Statutes 28-645)."
- (6) page 44 added text of A.R.S. Article 3, 28-645C
- (7) page 48 updated date to "November 2009"

2.5 Bicycle and Pedestrian Projects Listing

A review of the ADOT 2010-2014 Five-Year Transportation Facilities Construction Program was performed to identify projects that may improve the comfort and/or safety of bicyclists and pedestrians that utilize the state highway system. The purpose of the review was to provide a tool to enable interested stakeholders to become aware of projects are currently programmed that may provide benefit to cyclist and pedestrians, so that they can provide their input and perspectives to ensure that bicycle and pedestrian interests are appropriately represented during the project planning, design, and construction.

The review of the 5-year program identified two standalone bicycle and pedestrian projects:

- A pedestrian bridge /walkway over I-17, between Bethany Home Road and Northern Avenue
- Construction of landscaping, irrigation and pedestrian lighting along SR 260, from Porter Mountain Road to Woodland Road

Despite only two “pedestrian-specific” projects within the 2010-2014 Five-Year Program, dozens of projects in the Program have the potential to improve the comfort and/or safety of bicyclists and pedestrians. Projects that have the potential to provide benefits to cyclists or pedestrians were categorized into the following:

- Roadway Construction/Widening
- Pavement Preservation
- Shoulder Improvements
- Traffic Interchange Improvements/Construction
- Intersection Improvements

Projects that were identified are shown and listed in **Appendix C**. The table of projects in **Appendix C** includes the project TRAC number, the route, beginning and ending mileposts, project location description, and a project description. The table of projects identifies whether the project will provide potential benefits to pedestrians, cyclists, or both.

A map of projects is included in the **Appendix C**, and is also available at <http://www.azbikeped.org/statewide-bicycle-pedestrian.html>.

2.6 League of American Bicyclists (LAB) Award Application

The League of American Bicyclists (LAB) sponsors the annual Bicycle Friendly State ranking and award recognition. The Bicycle Friendly State Program is a two part recognition program that ranks and recognizes states that actively support bicycling. First, states are ranked annually based on scoring the 50 states on a 75-item questionnaire that evaluates six key areas related to bicycling:

- Legislation
- Policies and Programs
- Infrastructure

ADOT Statewide Bicycle and Pedestrian Program
Summary of Phase V Activities

- Education and encouragement
- Evaluation and planning
- Enforcement

Secondly, states may apply for the Bicycle Friendly State award recognition. As part of Phase V activities, the Consultant assisted ADOT in the preparation of Bicycle Friendly State 2009 Ranking and Award Recognition Applications. The ranking and award applications that were submitted are included in **Appendix D**.

The LAB ranked each of the 50 states based on scoring for six key areas related to bicycling. The LAB published the results of the award and ranking application in summer 2009. Arizona received a rank of seven, and was awarded a Bronze award designation. **Table 1** describes Arizona’s ranking in each of the categories.

Table 1 - LAB 2009 Arizona Rankings

		2009 Category Rankings					
2009 Rank	2008 Rank	Legislation	Programs and Policies	Infrastructure	Education	Evaluation	Enforcement
7	3	6	7	8	9	16	13

The LAB provided feedback to ADOT regarding the Arizona 2009 Bicycle Friendly State Ranking and Award Recognition Application. Specific recommendations and feedback received from LAB for each of the six categories is summarized in **Table 2**.

Table 2 - LAB Feedback and Action Items to Improve Ranking and Award Recognition

Category	Recommendations to Improve Ranking and Award Recognition	Suggestions to Improve Ranking or Award Recognition
Legislation	Bicycle is not considered a legal vehicle	• <i>Ranking</i>
	No restriction on the use of cell phones while operating a vehicle	• <i>Ranking</i>
	Consider instituting a Bike Caucus in your state legislature. The national Congressional Bike Caucus has been instrumental in building support for bicycle friendly legislation and funding, and is a good example.	• <i>Award</i>
	Cyclists along with pedestrians, equestrians and motorcycle riders are more vulnerable to serious injury or death than are drivers and passengers of automobiles. Arizona should work to pass legislation that further protects these road users and increase the fines and sentences for drivers who violate their rights to the road.	• <i>Award</i>
Policies & Programs	Arizona should adopt a statewide Complete Streets policy. Every street should accommodate bicyclists, pedestrians, motorists and transit users of all abilities and ages. This policy should also be accompanied by thorough training for Arizona DOT planners and engineers and include an implementation checklist.	• <i>Award</i>

**Table 2 - LAB Feedback and Action Items to Improve Ranking and Award Recognition
 (continued)**

Category	Recommendations to Improve Ranking and Award Recognition	Suggestions to Improve Ranking or Award Recognition
Infrastructure	No statewide bike route network signage	<ul style="list-style-type: none"> • <i>Ranking</i>
	No safety funding spent on bicycling in last 3 years	<ul style="list-style-type: none"> • <i>Ranking</i>
	No policy requiring bike racks at state owned buildings Continue to increase the amount of bike parking available at all state owned and operated facilities, as lack of secure parking is one of the top reasons cited for not bike commuting. Parking facilities should comply with either Arizona DOT or APBP guidelines.	<ul style="list-style-type: none"> • <i>Ranking</i> • <i>Award</i>
	Bicycling accommodations are proven to extend the reach and increase the ridership of transit. Arizona DOT and transit administration should work to increase the number of busses with bike racks until all busses in the state are fully equipped.	<ul style="list-style-type: none"> • <i>Award</i>
Education and Encouragement	No questions on motorist's responsibilities towards cyclists on CDL test	<ul style="list-style-type: none"> • <i>Ranking</i>
	Arizona should consider adding safety officers on bicycles at the state police level. These officers can be effectively utilized around state government facilities and on state university campuses. Training and certification is available.	<ul style="list-style-type: none"> • <i>Award</i>
	The state should look to expand local jurisdictions traffic citation diversion program throughout the whole state. This program should include Share the Road instruction for motorist and cyclists alike.	<ul style="list-style-type: none"> • <i>Award</i>
	Arizona should work on a social marketing program (Smart Trips/Travel Smart) to promote its trip reduction plan. This program could target specific state agencies or employment centers with education and encouragement to shift auto trips to bike trips.	<ul style="list-style-type: none"> • <i>Award</i>
	Consider offering an employee bike fleet or bike sharing program to state employees. These bikes are more cost effective and easier to use than a vehicle fleet for short trips. Successful programs often let employees use the bikes for exercise and/or commuting.	<ul style="list-style-type: none"> • <i>Award</i>
	Encourage the Governor or members of the state legislature to proclaim May as Bike Month. Consider hosting a Governor's bike ride during May to promote cycling as a healthy and fun means of recreation and transportation.	<ul style="list-style-type: none"> • <i>Award</i>
	Set a targeted goal for annual increase in Bike to Work Day/Week participation for state employees.	<ul style="list-style-type: none"> • <i>Award</i>

**Table 2 - LAB Feedback and Action Items to Improve Ranking and Award Recognition
 (continued)**

Category	Recommendations to Improve Ranking and Award Recognition	Suggestions to Improve Ranking or Award Recognition
Evaluation & Planning	No statewide bicycle conference or summit	<ul style="list-style-type: none"> • <i>Ranking</i>
	Continue to work towards Arizona's targeted goals of bicycle ridership increase as well as Single Occupancy Vehicle and Vehicle Miles Travel decreases.	<ul style="list-style-type: none"> • <i>Award</i>
	Consider conducting an economic impact study on bicycling related economy in Arizona. Oregon's recent study concluded that bicycling in the greater Portland area to be worth nearly \$90million and has created over 1,000 green economy jobs.	<ul style="list-style-type: none"> • <i>Award</i>
Enforcement	No education of police officers on cyclist rights & responsibilities through academy	<ul style="list-style-type: none"> • <i>Ranking</i>

Other general recommendations provided by LAB to improve conditions for bicyclists are listed in **Table 3**. Note that these recommendations were not made specific to Arizona, but are general for all communities that desire to improve conditions for bicyclists.

Table 3 – General Recommendations to Improve Conditions for Cyclists

Category	General Recommendations
Policies & Programs	<ul style="list-style-type: none"> • Make the city (state) a model employer by encouraging bicycle use among its employees (by providing parking, showers and lockers, and establishing a city (state) bicycle fleet)
	<ul style="list-style-type: none"> • Ensure all city (state) policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly city (state). Staff in all departments should be offered training to better enable them to complete this task.
	<ul style="list-style-type: none"> • Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (through Safe Routes to School programs) and where short trips are most common.
	<ul style="list-style-type: none"> • Establish a citywide (statewide), multi-disciplinary committee for non-motorized mobility to submit a regular evaluation and action plan
Infrastructure	<ul style="list-style-type: none"> • Provide safe and convenient bicycle access to all parts of the community through a signed network of on and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.

Table 3 – General Recommendations to Improve Conditions for Cyclists (continued)

Category	General Recommendations
Infrastructure (continued)	<ul style="list-style-type: none"> Promote inter-modal travel between public transport and bicycles by providing bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.
Education and Encouragement	<ul style="list-style-type: none"> Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (i.e. with bicycle maps, public relations campaigns, neighborhood rides)
	<ul style="list-style-type: none"> Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
Evaluation & Planning	<ul style="list-style-type: none"> Adopt a target level of bicycle use (i.e. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress
Enforcement	<ul style="list-style-type: none"> Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.

2.7 Website Enhancements

Phase V activities included routine maintenance and minor enhancements to the ADOT Bicycle and Pedestrian Program website, azbikeped.org. The website was reorganized to improve accessibility of education materials that were completed in previous phases. In addition, the website was reviewed for broken links which were subsequently corrected, and updates were made to the calendar of events and contacts sections of the website.

3 SUMMARY AND CONCLUSIONS

The following activities and deliverables were completed as part of ADOT Bicycle and Pedestrian Program, Implementation Support, Phase IV.

- Two Bicycle and Pedestrian Steering Committee Meetings were held.
- Two funding applications were submitted to the Arizona Governor’s Office of Highway Safety, for a Pedestrian Safety Awareness Campaign and the second proposal for Bicycle and Pedestrian Facility Design training courses.
- The Cycle Arizona Bicycle User Map was updated to reflect the most current HPMS data, and to incorporate rumble strips along state highways.
- A reprint of Arizona Bicycling Street Smart Guidebook was ordered. Minor updates were made to the text.
- A review of the ADOT Five-Year Construction and Facilities Program was conducted to identify projects that may provide potential benefits to bicyclists and pedestrians.
- Updates to azbikeped.org were completed.
- A ranking and award recognition application was prepared and submitted to the League of American Bicyclists (LAB).

APPENDIX A – BICYCLE AND PEDESTRIAN STEERING COMMITTEE





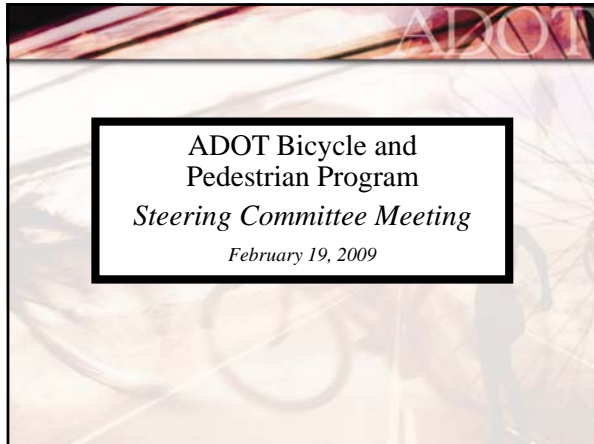
Arizona Department of Transportation
Statewide Bicycle/Pedestrian Plan Phase V
Steering Committee Meeting Agenda

Thursday, February 19, 2009

10:00 a.m. – 12:00 p.m.

Location: ADOT HRDC (Human Resource Development Center), 1130 North 22nd Avenue, Phoenix

- ❑ Introductions
- ❑ Activity Update
 - ❑ “Be a Roll Model” Bike/Ped Safety Awareness Campaign
 - ❑ Pedestrian Safety Action Plan
 - ❑ Upcoming Complete Streets Overview Session and Workshops funded through FY 2008 (GOHS) grant
- ❑ Phase V Overview
 - ❑ Cycle Arizona Bicycle User Map – update
 - ❑ Sharing the Road with Pedestrians guide –major update
 - ❑ Arizona Bicycling Street Smarts – minor update
 - ❑ ADOT 5-Year Program – Review Bicycle and Pedestrian Projects
 - ❑ On-going Website Maintenance
 - ❑ League of American Bicyclists, Bicycle Friendly State “Award” Application
 - ❑ GOHS Grant Applications
- ❑ What’s Next
 - ❑ Project Schedule



ADOT Bicycle and Pedestrian Program
Steering Committee Meeting
February 19, 2009




Agenda

- Introductions
- Activity Updates
- Phase V Overview
- What's Next



Activity Updates

- Be a "Roll Model" Safety Awareness Campaign
- Pedestrian Safety Action Plan
- Complete Streets Workshops



Be a "Roll Model"

- Governor's Office of Highway Safety, FY2007 Grant
- Letters of interest received from 13 communities
- Verde Valley selected as pilot program, including communities of Cottonwood, Clarkdale, and Sedona



"Be a Roll Model"

- Verde Valley selected:
 - Had not received previous funding (including SRTS)
 - Significant community support
 - Affordable media outlets
 - Recently adopted bicycle plans
 - Demonstrated safety need



"Be a Roll Model"

- Target market: resident bicyclists, pedestrians, motorists, as well as seasonal visitors
- Messages:
 - Educate motorists and bicyclists that bicyclists are subject to the same laws and privileges as motor vehicles
 - Educate motorists and pedestrians that each has responsibilities for pedestrian safety

"Be a Roll Model"

- Materials available at <http://www.azbikeped.org/education.html>
- Print ads
 - Ride on the right with traffic
 - Stay off sidewalks
 - Don't run traffic lights or stop signs
 - Use lights at night



"Be a Roll Model"

- Promotional Stickers: for giveaways at schools and community events.
 - Bumper sticker and a sticker (helmet, bicycle) for promotional giveaways at schools and community events.



"Be a Roll Model"

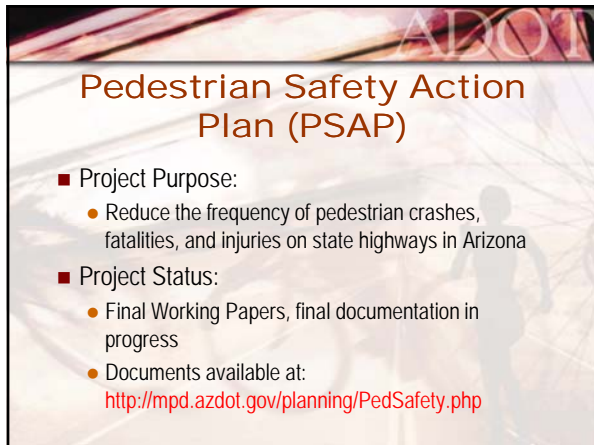
- Hang Tag / Rack Card:
 - Illustrations from ADOT Share the Road Guide for motorists and bicyclists, 2007
- Radio commercials – two, 60-second spots
 - Bicycle Safety
 - Pedestrian Safety





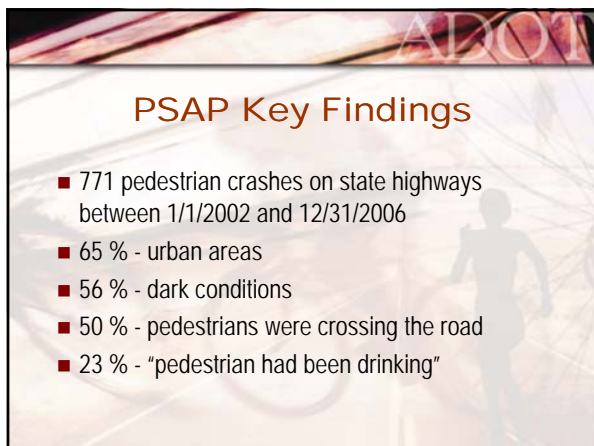
"Be a Roll Model"

- "How-to Guide"
 - Step 1 - Establish administrator
 - Step 2 - Determine campaign objectives
 - Step 3 - Identify distribution outlets
 - ◆ Bicycle shops
 - ◆ Bicycle Clubs
 - ◆ Schools
 - ◆ Recreation Centers
 - ◆ Community events
 - Step 4 - Incorporate paid media when appropriate
 - Step 5 - Utilize public relations non-paid media



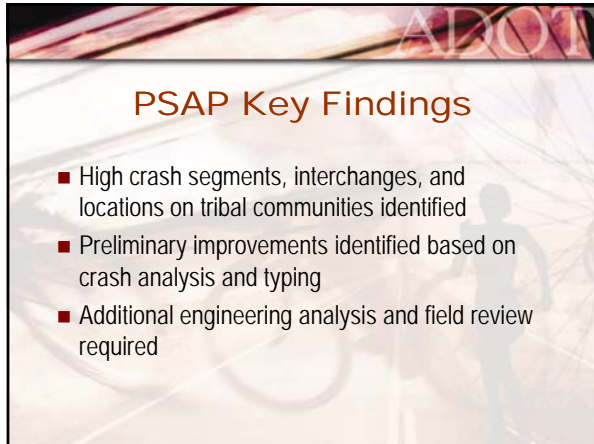
Pedestrian Safety Action Plan (PSAP)

- Project Purpose:
 - Reduce the frequency of pedestrian crashes, fatalities, and injuries on state highways in Arizona
- Project Status:
 - Final Working Papers, final documentation in progress
 - Documents available at:
<http://mpd.azdot.gov/planning/PedSafety.php>



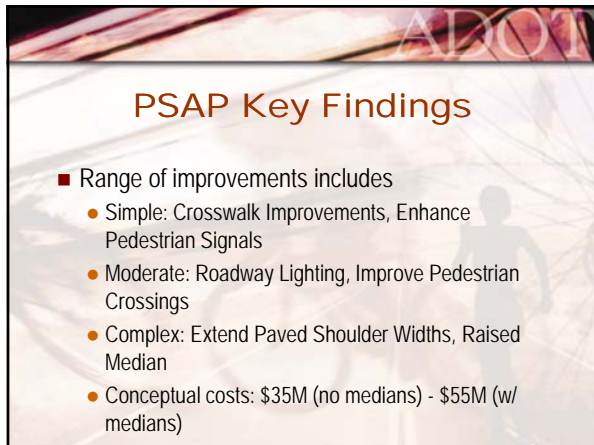
PSAP Key Findings

- 771 pedestrian crashes on state highways between 1/1/2002 and 12/31/2006
- 65 % - urban areas
- 56 % - dark conditions
- 50 % - pedestrians were crossing the road
- 23 % - "pedestrian had been drinking"



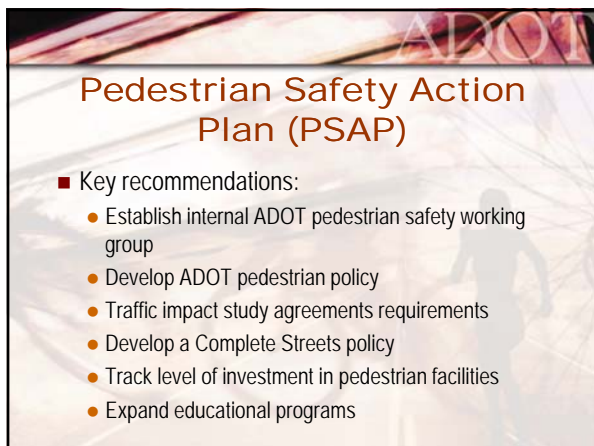
PSAP Key Findings

- High crash segments, interchanges, and locations on tribal communities identified
- Preliminary improvements identified based on crash analysis and typing
- Additional engineering analysis and field review required



PSAP Key Findings

- Range of improvements includes
 - Simple: Crosswalk Improvements, Enhance Pedestrian Signals
 - Moderate: Roadway Lighting, Improve Pedestrian Crossings
 - Complex: Extend Paved Shoulder Widths, Raised Median
 - Conceptual costs: \$35M (no medians) - \$55M (w/ medians)



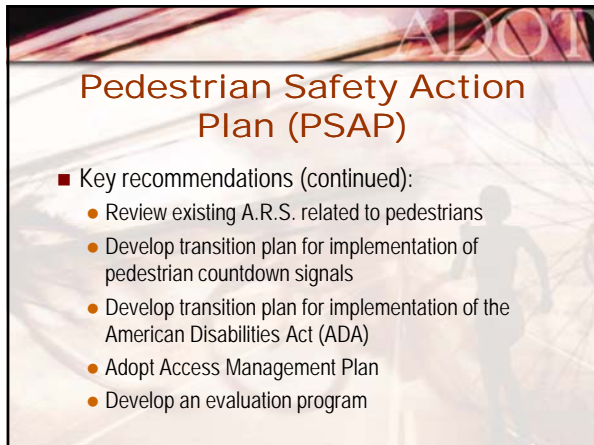
Pedestrian Safety Action Plan (PSAP)

- Key recommendations:
 - Establish internal ADOT pedestrian safety working group
 - Develop ADOT pedestrian policy
 - Traffic impact study agreements requirements
 - Develop a Complete Streets policy
 - Track level of investment in pedestrian facilities
 - Expand educational programs



Pedestrian Safety Action Plan (PSAP)

- Key recommendations (continued):
 - Develop partnerships with local law enforcement agencies
 - Provide additional pedestrian facility training to state and local governments
 - Review all ADOT design and maintenance guidelines and manuals to identify deficiencies with respect to pedestrian facilities



Pedestrian Safety Action Plan (PSAP)

- Key recommendations (continued):
 - Review existing A.R.S. related to pedestrians
 - Develop transition plan for implementation of pedestrian countdown signals
 - Develop transition plan for implementation of the American Disabilities Act (ADA)
 - Adopt Access Management Plan
 - Develop an evaluation program



Complete Streets Workshops

- Workshop Goals:
 - Common understanding of how a complete streets policy can help achieve multiple transportation, health, and community goals
 - Compare current policies and practices to effective complete streets elements
 - Identify specific next steps to develop effective complete streets policies

Complete Streets Workshops

Workshop Date	Location	Target Audience	Instructor
Tuesday, April 7, 2009	Phoenix, AZ	A Complete Streets Overview Presentation to a larger audience that may include elected officials and executive level managers	John LaPlante
Wednesday, April 8, 2009	Phoenix, AZ	MAG agencies and jurisdictions	John LaPlante and Sue Newberry
Thursday, April 9, 2009	Phoenix, AZ	ADOT and agencies outside of MAG region.	John LaPlante and Sue Newberry

Phase V Overview

- Cycle Arizona Bicycle User Map, update
- Sharing the Road with Pedestrians, major update
- Arizona Bicycling Street Smarts, minor update
- ADOT 5-Year Program, review bicycle and pedestrian projects
- On-going Website Maintenance
- LAB, Bicycle Friendly State, Ranking and Award Applications
- 2009 GOHS Grant Applications

Cycle Arizona Bicycle User Map

- Updates include:
 - Traffic volume data
 - Shoulder width data
 - Rumble strips locations (new addition)
 - Safety tips?
 - Selected bicycle laws?



Phase V Overview

- Sharing the Road with Pedestrians, updated in 2008
 - New or updated graphics
 - ◆ Visually impaired
 - ◆ Roundabouts
 - ◆ Runners
 - ◆ Walking in rural areas
 - ◆ "Always assume that drivers may not stop"
 - Additional statutes: 28-908, 28-856, 28-904, 28-646

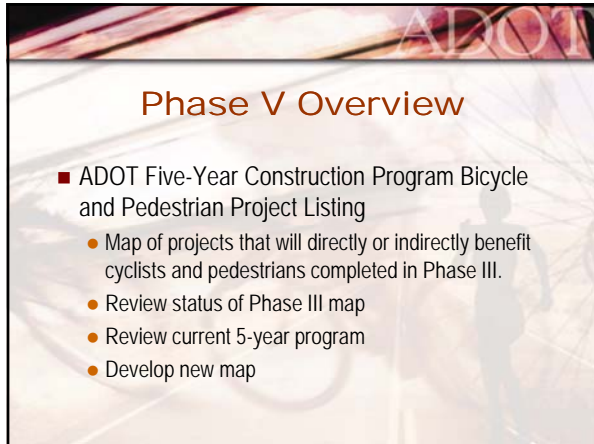
Phase V Overview

- Sharing the Road with Pedestrians, proposed additions:
 - Add graphics depicting:
 - ◆ Pedestrian safety around light rail
 - ◆ Large turning vehicles (trucks and buses)
 - Reduce words – use bullet points, 8th grade level
 - Add language:
 - ◆ How motorists should respond to yellow cross walks
 - ◆ Drivers have an obligation not to strike pedestrians

Phase V Overview

- Arizona Bicycling Street Smarts, Update:
 - Minor revisions, to be made by Rubel Maps, as suggested






Phase V Overview

- ADOT Five-Year Construction Program Bicycle and Pedestrian Project Listing
 - Map of projects that will directly or indirectly benefit cyclists and pedestrians completed in Phase III.
 - Review status of Phase III map
 - Review current 5-year program
 - Develop new map



Phase V Overview

- On-going website maintenance and minor enhancements
 - Updated Contacts
 - Broken links
 - Education materials
 - Others?



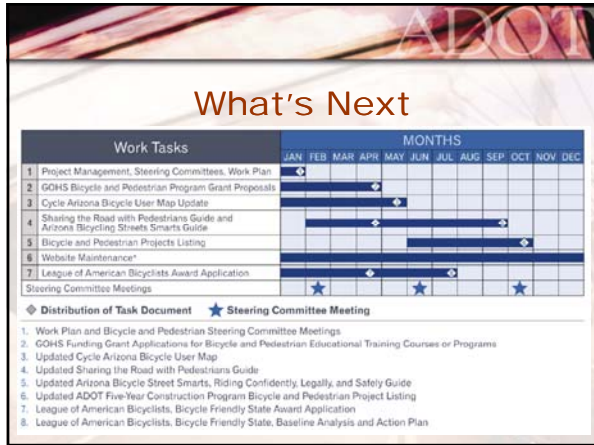
Phase V Overview

- LAB Bicycle Friendly State:
 - 2009 Ranking Application (distributed)
 - 2009 Award Application (distributed)
 - Develop an 'action plan' for Arizona to achieve platinum designation as a Bicycle-Friendly State



Phase V Overview

- Statewide Safety Awareness Campaign Expansion
 - FY09 funds: \$75,000
- Bicycle and Pedestrian Facility Design Training Courses
 - FY09 funds: \$15,000
- Ideas for 2009 Grant Application Submittals?
 - Awareness Campaign Expansion
 - Facility Design Training Courses
 - Others?



What's Next

Work Tasks	MONTHS											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1 Project Management, Steering Committees, Work Plan	◆											
2 GOHS Bicycle and Pedestrian Program Grant Proposals				◆								
3 Cycle Arizona Bicycle User Map Update					◆							
4 Sharing the Road with Pedestrians Guide and Arizona Bicycling Streets Smarts Guide						◆						
5 Bicycle and Pedestrian Projects Listing							◆					
6 Website Maintenance*								◆				
7 League of American Bicyclists Award Application									◆			
Steering Committee Meetings		★				★				★		

◆ Distribution of Task Document ★ Steering Committee Meeting

1. Work Plan and Bicycle and Pedestrian Steering Committee Meetings
2. GOHS Funding Grant Applications for Bicycle and Pedestrian Educational Training Courses or Programs
3. Updated Cycle Arizona Bicycle User Map
4. Updated Sharing the Road with Pedestrians Guide
5. Updated Arizona Bicycle Street Smarts, Riding Confidently, Legally, and Safety Guide
6. Updated ADOT Five-Year Construction Program Bicycle and Pedestrian Project Listing
7. League of American Bicyclists, Bicycle Friendly State Award Application
8. League of American Bicyclists, Bicycle Friendly State, Baseline Analysis and Action Plan



What's Next

- Provide comments and suggestions to:
 - Michael Sanders
MSanders@azdot.gov
 602-712-8141
- Next Steering Committee Meetings
 - June 2009
 - October 2009

ARIZONA STATEWIDE BICYCLE AND PEDESTRIAN PLAN
Task Assignment MPD 30-09

STEERING COMMITTEE MEETING

February 19, 2009
ADOT, Human Resource Development Center
Ocotillo Room
1130 North 22nd Avenue
Phoenix, Arizona
10:00 a.m. - 12:00 p.m.

ATTENDANCE

Bill Adamson, Santa Cruz Valley Bicycle Advocate Committee	Radar Matt, <i>Coalition of Arizona Bicyclists</i>
Susan Bookspan, <i>Phoenix Children's Hospital</i>	Richard Moeur, <i>ADOT Traffic</i>
Ann Chanecka, <i>Pima Association of Governments</i>	Terry Otterness, <i>ADOT Roadway Design</i>
Maureen DeCindis, MAG	Peggy Rubach, <i>Valley Metro (via teleconference)</i>
Brian Fellows, <i>ADOT MPD</i>	Mike Sanders, <i>ADOT MPD (Project Manager)</i>
Reed Kempton, <i>City of Scottsdale</i>	Tom Thivener, <i>City of Tucson</i>
Norm Land, <i>Pima County - City of Tucson Bicycle Advisory Committee</i>	Matt Zoll, <i>PCDOT</i>

Consultant Staff in Attendance

Mike Colety, *Kimley-Horn & Associates, Inc*
Brent Crowther, *Kimley-Horn & Associates, Inc*

MEETING SUMMARY

Introductions

A Steering Committee for ADOT Bicycle and Pedestrian Program, Phase V Implementation Support was held on February 19, 2009. The meeting began at 10:00 a.m. and adjourned at 12:00 p.m.

Mike Sanders welcomed all to the meeting, and asked each individual to introduce themselves.

The meeting agenda included the following items:

- Introductions
- Activity Update
 - a. "Be a Roll Model" Bike/Ped Safety Awareness Campaign

- b. Pedestrian Safety Action Plan
- c. Upcoming Complete Streets Overview Session and Workshops funded through FY 2008 (GOHS) grant
- Phase V Overview
 - a. Cycle Arizona Bicycle User Map - update
 - b. Sharing the Road with Pedestrians guide -major update
 - c. Arizona Bicycling Street Smarts - minor update
 - d. ADOT 5-Year Program - Review Bicycle and Pedestrian Projects
 - e. On-going Website Maintenance
 - f. League of American Bicyclists, Bicycle Friendly State "Award" Application
 - g. GOHS Grant Applications
- What's Next

Activity Update

"Be a Roll Model" Campaign

Mike Sanders stated that the Governor's Office of Highway Safety provided funding (Governor's Office of Highway Safety, FY2007 Grant) to ADOT for development and implementation of a bicycle and pedestrian safety awareness campaign. ADOT requested letters of interest from cities, towns, and tribal communities in Arizona to serve as the 'pilot community' in which the campaign is deployed. Letters of interest received from 13 communities. Verde Valley (communities of Cottonwood/Sedona) was selected to serve as the pilot program community. Verde Valley was selected for the following reasons:

- Verde Valley had not received previous funding
- There is significant community support for bicycles and pedestrians in the Verde Valley
- The communities had recently adopted bicycle plans
- There was a demonstrated safety need in the area

Mike summarized the campaign messages: Educate motorists and bicyclists that bicyclists are subject to the same laws and privileges as motor vehicles, and educate motorists and pedestrians that each has responsibilities for pedestrian safety. The messages are targeted to motorists, bicyclists, and pedestrians as well as seasonal visitors.

All of the campaign materials are available at <http://www.azbikeped.org/education.html>. Refer to the PowerPoint presentation (attached) for illustrations of the campaign materials.

The following campaign materials were developed:

- Print Ads: The Print Ad was distributed to schools, bicycle shops, community events, etc.
- Promotional Stickers: Stickers were distributed to schools, etc.

- Hang Tag / Rack Card: Hang Tags were distributed to bicycle shops, with the intent that each bicycle is sold with a hang tag on the handle bars. The graphics on the hang tag originate from the ADOT Share the Road Guide.
- Radio commercials – two, 60-second spots: aired on June/July 2008.

In addition, a “How To” Guide was developed describing how the campaign can be implemented by other jurisdictions. The Guide is available at <http://www.azbikeped.org/education.html>. Following are steering committee questions and comments regarding the materials:

- Reed Kempton stated that most children do not have the cognitive ability to ride a bicycle along streets. It is questionable whether it is wise to emphasize to children to stay off of sidewalks.
- Matt Zoll stated that 95% of bicycle related citations in Pima County are for riding the wrong way and/or on sidewalks.
- Norm Land asked how we justify “give 5 feet”, when 3 feet is the law. Matt Zoll stated that the driver’s manuals emphasize a half a lane width, which equates to about 5 feet. The ADOT Share the Road Guide also recommends 5 feet.
- It was suggested that we post an audio file of the radio announcements to the [azbikeped.org](http://www.azbikeped.org) website.

Pedestrian Safety Action Plan

ADOT is nearing completion of a Pedestrian Safety Action Plan. Arizona was identified as 1 of 13 pedestrian safety “Focus states” by FHWA. As a “Focus state”, ADOT receives technical training to improve pedestrian safety. The City of Phoenix is 1 of 5 cities that was identified. The purpose of the ADOT Pedestrian Safety Action Plan was to reduce the frequency of pedestrian crashes, fatalities, and injuries on state highways in Arizona. Mike stated that ADOT Traffic Engineering Highway Enhancements for Safety Section had previously developed a supplement to the National How to Develop a Pedestrian Safety Action Plan Guide.

Final Working Papers are under development. Project working papers and documentation are available at: <http://mpd.azdot.gov/planning/PedSafety.php>. It was emphasized that all recommendations are preliminary, and subject to additional engineering analysis.

Mike summarized some of the crash statistics and key findings of the PSAP. Reed Kempton stated that 50% of crashes as “crossing the road” seemed low and asked what are the other 50 percent?

Complete Streets Workshops

ADOT received funding from the Governor’s Office of Highway Safety to host bicycle and pedestrian safety design workshops. ADOT, in consultation with the GOHS, has elected to sponsor “Complete Streets” Workshops from the National Complete Streets Coalition. Workshop goals are to:

- Develop a common understanding of how a complete streets policy can help achieve multiple transportation, health, and community goals
- Compare current policies and practices to effective complete streets elements
- Identify specific next steps to develop effective complete streets policies

The Workshops will be held in early April 2009. The Workshops will be taught by instructors provided by the Complete Streets Coalition, contracted through the Association of Pedestrian and Bicycle Professionals (APBP). The instructors will be John LaPlante and Sue Newberry. Three workshops will be held: April 7 (introductory session to Complete Streets), April 8 (MAG Agencies), and April 9 (agencies outside of MAG region). The April 9 workshop may be more general than the April 8 workshop because of the nature of the attendees, and that they will be coming from all over the state.

The workshops are invitation only, whereas the overview session will have an open invitation. Mike Sanders is coordinating invitations to the workshop. Mike Sanders emphasized that is important to get the right people to the workshops. These are not workshops where the attendees will only be those involved in bikes/pedestrians; attendees should include decision and policy-makers. The intended outcome of the workshop will be a proposed Complete Streets policy. Mike Sanders has been discussing the appropriate attendees with Multimodal Systems Planning Director; members of the Framework Policy Committee will be invited to attend the workshop, as there has been interest expressed in Complete Streets during the Framework Study.

Steering Committee comments included:

- Matt Zoll requested that Mike Blankenship be invited to attend the workshops. The safety audit process is virtually a complete street audit.
- Reed Kempton stated that it will be very difficult to get elected officials to attend. Mike Sanders stated that the elected officials will be invited to a 2 hour overview workshop on Tuesday, April 7, as well as the all day workshops. On April 8 and 9. It was suggested that they should be given a choice of which workshop they would like to attend.
- Brian Fellows asked if we are relying on them to RSVP. Mike Colety replied that there will be specific follow up to receive RSVPs.
- Richard Moeur stated that we need to do our best to make sure that people within ADOT are aware of the workshop.
- Tom Thivener suggested that we invite students from schools of planning and engineering.
- Peggy Rubach asked if we shouldn't we be targeting specific people for the 30 slots? Mike Sanders clarified that we are targeting specific individuals for the 30 slots. We are in the process of identifying specific people and then making individual invitations.
- Matt Zoll suggested that if the elected official is not able to attend, an aide to the elected officials could be invited to attend.
- Mike Sanders stated that the workshop instructors would like to see examples of complete streets policies from agencies in Arizona. Mike Sanders asked if anyone was aware of such policies. Matt Zoll stated that Pima County has a bicycle accommodation policy, and bicycles and pedestrians are addressed in the City of Tucson Major Streets and Routes Plan.
- Please include ADOT representatives from the MAG region in the April 8 workshop.
- Matt Zoll stated that as a Complete Streets policy is developed, consideration needs to be given to various road types: urban, suburban, rural. Pima County is currently

performing extensive value engineering on all projects. While value engineering can benefit pedestrians and bicycles (reduction in roadway prism, curb radius, narrower lane widths), in many cases, the process recommends that bicycle and pedestrian facilities be removed from the projects.

Cycle Arizona Bicycle User Map

The Cycle Arizona Bicycle User Map is being updated. Major updates will include locations where rumble strips have reduced the “effective” shoulder width of the roadway. Steering Committee suggestions on map revisions included:

- Please make the local community inserts more user-friendly. Put more emphasis on the roads that can be ridden and less on where bicycles are prohibited. Please label more streets, and identify more “regionally significant routes” to establish connectivity.
- Include reference to MAG Bicycle Map and Pima County Bicycle Map on appropriate insets.
- Has Arizona considered identifying state bicycle routes? New Mexico has a designed bicycle route numbering system. Richard Moeur stated that he is working on a national committee looking at such standardization for US and statewide routes, but that Arizona has not considered doing this yet. There is not yet a national standard for such designations.
- Can we show some of the county facilities that are preferable to state facilities? An example is Old US 80.
- ADOT Risk Management needs to review the map prior to printing and distribution.
- It was clarified that frontage roads are only shown on the bicycle map in areas where bicycles are prohibited from the adjacent mainline.
- There are some corrections that need to be made to US93.
- The Tucson inset should extend to Green Valley. Consider showing a separate inset for the Green Valley area or shift the map to the south.
- It was requested that each person mark-up comments on the map, and submit the mark-ups to Mike Sanders.

Sharing the Road with Pedestrians Publication

Minor updates to the ADOT Sharing the Road Guide with Pedestrians were made in 2007. It is anticipated that a major update will now be made to the Guide, which:

- Makes language appropriate for 8th Grade reading level, using more bullet points.
- Adds a light rail safety section.
- Provides a Spanish translation.

Steering Committee suggestions for other updates and modifications to the Guide included:

- Maureen DeCindis suggested that HAWK crossings could be included in the Guide.
- Reed Kempton stated that pathways are not addressed in this guide.

Arizona Cycling Street Smarts

- Richard Moeur stated that if the new MUTCD is adopted, a shared lane marking could be included in the Street Smarts guide that explains “Sometimes you might see this marking...this is what it means.” Richard Moeur will contact Allen and ask if he’s considering including shared lane markings in Bicycling Street Smarts.

ADOT 5-Year Construction Facilities Program

- We will review the 5-Year Construction Facilities Program Map that was developed in Phase III, identify projects that have been completed, and others that are still underway or yet to be completed. We will create a new map based on the current 5-Year Program.
- Richard Moeur stated that many projects may be adjusted because of the stimulus package. Many projects may be altered so that no improvements are made outside of the existing pavement, due to the environmental and time-constraint requirements of the stimulus package, thus eliminating wider shoulders that were planned.

Bicycle Friendly State (BFS) Ranking and Award Application

ADOT will be submitting an application to the League of American Bicycles for the Ranking and Award. The draft ranking and award application were distributed. Steering Committee comments on the Ranking and Award Application included:

- Richard Moeur stated that the maintainers of the Uniform Vehicle Code (UVC) went out of business as of June 30, 2008. AASHTO has taken over some of the roles, but it is still undetermined who will maintain the Code. The Ranking and Award applications include several questions that are based on the UVC.
- Ranking Application, Question 7: May want to list out the 7 specific exceptions to when a cyclist can leave a bicycle lane.
- Award Recognition, Question 1 - Trip reduction program has a strategy, but not necessarily a policy. Air Quality policy has been modified to be applicable to 50 employees. We can focus on the Pima county and Maricopa county trip reduction programs
- Award Recognition, Question 51: Add Pima County – Tucson BAC, Pima County
- Award Recognition – Question 22: Brian Fellows can help us to identify a larger number. Brian can email every Principal in the state. Let Brian know if we want him to do this.
- Award Recognition – Question 22: Within Maricopa County, there are at least 80 schools.
- Award Recognition – Question 24:
 - a. Peter Flucke is the bike/police relations educator.
 - b. Matt Zoll stated that Pima County is developing a police training video. We can add this information to question 24.
- Award Recognition – Question 25: We can also include university police.

The meeting was adjourned at 12:00 p.m.



Arizona Department of Transportation
Statewide Bicycle/Pedestrian Plan Phase V
Steering Committee Meeting Agenda

Wednesday, June 24, 2009

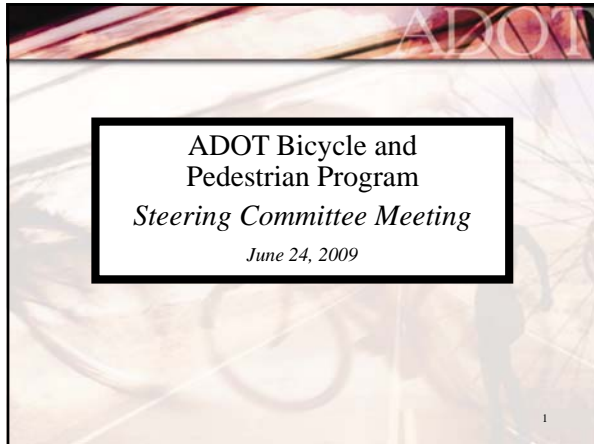
10:00 a.m. – 12:00 p.m.

**Location: ADOT HRDC (Human Resource Development
Center), 1130 North 22nd Avenue, Phoenix**

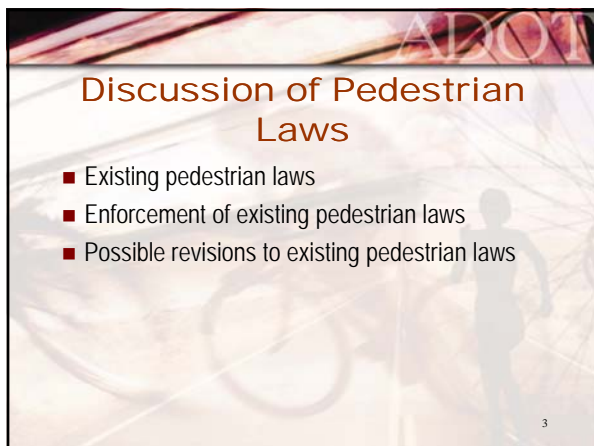
<i>Agenda Discussion item</i>	<i>Steering Committee Discussion</i>
Discussion of Pedestrian Laws	<i>The following will be discussed:</i> <ul style="list-style-type: none">▪ <i>Existing pedestrian laws</i>▪ <i>Enforcement of existing pedestrian laws</i>▪ <i>Possible revisions to existing pedestrian laws</i>
FY 2008 GOHS Grant	<i>The Steering Committee will be briefed on the recently completed Complete Streets Overview Workshops, held in Phoenix in May 2009.</i>
FY 2009 GOHS Grants	<i>Steering Committee input will be requested on proposed implementation activities for the FY 2009 GOHS Grants. Proposed activities are:</i> <ul style="list-style-type: none">- <i>Complete Streets Policy Development Workshop</i>- <i>“Be a Roll Model” Bike/Ped Safety Awareness Campaign, Phase II</i>
FY 2010 GOHS Grant Applications	<i>The Steering Committee will be briefed on the FY2010 GOHS Grant Applications that were submitted to GOHS on 5/29/2009</i>




League of American Bicyclists, Bicycle Friendly State “Award”,	<i>The Steering Committee will be briefed on LAB Bicycle Friendly State Ranking and Award Applications. Feedback received from LAB will be reviewed. The Steering Committee will be asked to provide suggestions for items that should be included in a baseline analysis and action plan.</i>
Cycle Arizona Bicycle User Map Update; review draft map	<i>The Steering Committee will be asked to review the draft Cycle Arizona Bicycle User Map that incorporates all comments received to date.</i>
Sharing the Road with Pedestrians guide –major update;	<i>Key discussion items from the December 2007 Steering Committee Meeting regarding an update to the Pedestrians Guide will be reviewed. Additional input that will serve to guide the update of the Pedestrians Guide will be solicited.</i>
azbikeped.org website	<i>The Steering Committee will be asked to provide feedback and input regarding azbikeped.org.</i>
Arizona Bicycling Street Smarts update	<i>Arizona Bicycling Street Smarts will be reprinted with only minor revisions.</i>
What’s Next	<i>Project Schedule</i>










Completed and On-Going Activities

- FY 2008 GOHS Grants
- FY 2009 GOHS Grants
- FY 2010 GOHS Grant Applications
- League of American Bicyclists, Bicycle Friendly State "Award"
- Cycle Arizona Bicycle User Map Update
- Sharing the Road with Pedestrians guide –major update;
- azbikeped.org website
- Arizona Bicycling Street Smarts update

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FY 2008 GOHS Grants - Complete Streets Workshops

Workshop Date	Location	Target Audience	Instructor	Attendees
Monday, May 18	Phoenix, AZ	A Complete Streets Overview Presentation to a larger audience that includes elected officials and executive level managers	John LaPlante	Over 100 attendees
Tuesday, May 19, 2009	Phoenix, AZ	MAG agencies and jurisdictions	John LaPlante and Sue Newberry	Approximately 40 attendees
Wednesday, May 20, 2009	Phoenix, AZ	ADOT and agencies outside of MAG region.		Approximately 30 attendees





Complete Streets Workshops

- Workshop Goals:
 - Common understanding of how a complete streets policy can help achieve multiple transportation, health, and community goals
 - Compare current policies and practices to effective complete streets elements
 - Identify specific next steps to develop effective complete streets policies

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FY 2009 GOHS Grants
Proposed Activities

- Complete Streets Policy Development Workshop
 - Fall, 2009
- Bicycle and Pedestrian Safety Awareness Campaign
 - Phase II – Additional implementation in the Verde Valley area



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"Be a Roll Model"

- Target market: resident bicyclists, pedestrians, motorists, as well as seasonal visitors
- Messages:
 - Educate motorists and bicyclists that bicyclists are subject to the same laws and privileges as motor vehicles
 - Educate motorists and pedestrians that each has responsibilities for pedestrian safety

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2010 GOHS Grant Applications

- Applications submitted to GOHS on May 29, 2009
 - Bicycle and Pedestrian Facility Design Workshops
 - Bicycle and Pedestrian Safety Awareness Campaign, Phase III

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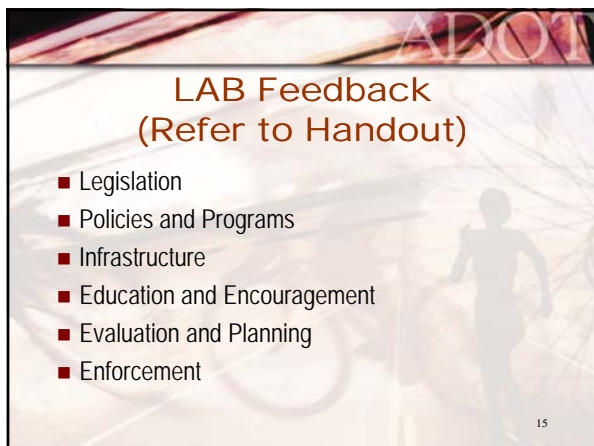


League of American Bicyclists

- Award and Ranking Application
 - Bronze level award recognition
 - Arizona, ranked 7th overall (down from 3rd in 2008)

Ranking Category	2009 Ranking
Legislation	6
Policies and Programs	7
Infrastructure	8
Education	9
Evaluation	16
Enforcement	13

14



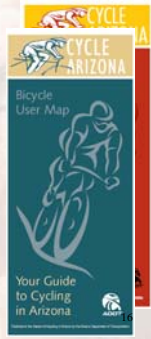
LAB Feedback (Refer to Handout)

- Legislation
- Policies and Programs
- Infrastructure
- Education and Encouragement
- Evaluation and Planning
- Enforcement

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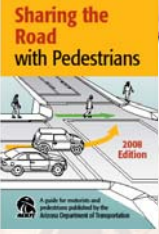
Cycle Arizona Bicycle User Map

- Updates include:
 - Traffic volume data
 - Shoulder width data
 - Rumble strips locations
 - Selected bicycle laws
 - Regionally significant routes
 - Local inset maps



Sharing the Road with Pedestrians

- Additions previously proposed:
 - Add graphics and /or language for:
 - ◆ Pedestrian safety around light rail
 - ◆ Large turning vehicles (trucks and buses)
 - ◆ HAWK crossings could be included in the Guide.
 - ◆ Pathways
 - ◆ How motorists should respond to yellow crosswalks
 - ◆ Drivers have an obligation not to strike pedestrians
 - Reduce words – use bullet points, 8th grade level



azbikeped.org


- Suggestions for website enhancements?



Arizona

Arizona Bicycling Street Smarts

- Minor revisions, to be made by Rubel Maps
- Shared lane marking explanation?



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Arizona

What's Next

Work Tasks	MONTHS											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1. Project Management, Steering Committees, Work Plan	◆											
2. GOHS Bicycle and Pedestrian Program Grant Proposals				◆								
3. Cycle Arizona Bicycle User Map Update					◆							
4. Sharing the Road with Pedestrians Guide and Arizona Bicycling Streets Smarts Guide						◆						
5. Bicycle and Pedestrian Projects Listing								◆				
6. Website Maintenance*												
7. League of American Bicyclists Award Application												
Steering Committee Meetings		★				★					★	

◆ Distribution of Task Document ★ Steering Committee Meeting

1. Work Plan and Bicycle and Pedestrian Steering Committee Meetings
2. GOHS Funding Grant Applications for Bicycle and Pedestrian Educational Training Courses or Programs
3. Updated Cycle Arizona Bicycle User Map
4. Updated Sharing the Road with Pedestrians Guide
5. Updated Arizona Bicycle Street Smarts, Riding Confidently, Legally, and Safety Guide
6. Updated ADOT Five-Year Construction Program Bicycle and Pedestrian Project Listing
7. League of American Bicyclists, Bicycle Friendly State Award Application
8. League of American Bicyclists, Bicycle Friendly State, Baseline Analysis and Action Plan

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Arizona

What's Next

- Provide comments and suggestions to:
 - Michael Sanders
MSanders@azdot.gov
 602-712-8141
- Next Steering Committee Meetings
 - October 2009

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APPENDIX B – FY2010 GOVERNOR’S OFFICE OF HIGHWAY SAFETY FUNDING GRANT APPLICATIONS



Arizona Department of Transportation

Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

May 28, 2009

John A. Bogert
Chief of Staff

John S. Halikowski
Director

Mr. Alberto C. Gutier
Director
Governor's Office of Highway Safety

Submitted electronically to: GOHS On-Line Grant Information System

Re: Governor's Office of Highway Safety, Fiscal Year 2010 Highway Safety Funding Proposal

Dear Mr. Gutier:

The Arizona Department of Transportation (ADOT) Bicycle and Pedestrian Program has been working diligently since 2002 on the development and implementation of the Statewide Bicycle and Pedestrian Plan. Information on the ADOT Bicycle and Pedestrian Plan and Program can be viewed at www.azbikeped.org. A major emphasis of the plan is a component that focuses on the 3 E's: Engineering, Education, and Enforcement.

In Fiscal Years 2007, 2008, and 2009 the GOHS partially funded two proposals that were submitted by the ADOT Bicycle and Pedestrian Program. The pilot programs for these projects in 2008 have been very successful and it is anticipated that future funds will build on the previous years' successes. In continued support of the ADOT Bicycle and Pedestrian Program and Plan, and to draw upon the momentum achieved from the FY07, FY08, and FY09 grants, ADOT is pleased to submit two funding proposals to the GOHS for a Fiscal Year 2010 Reimbursable Grant. The proposals are:

- **Bicycle & Pedestrian Engineering Design:** Continue with the series of Bicycle and Pedestrian Facility Design Workshops for agencies throughout the state for local, county, tribal land, and state engineers and planners to provide them with the necessary information to design safe facilities. In addition, workshops will be implemented to bring together state, regional, local, and tribal stakeholders to provide guidance on the development of Complete Streets policies.
- **Bicycle & Pedestrian Public Safety Education:** Draw upon the momentum achieved from the FY07, FY08, and FY09 grants to develop a multi-year public education campaign to increase the safety awareness of motorists, pedestrians, and bicyclists on Arizona roadways.

As you are aware, cyclists have the very same rights, *and duties*, as motorists. Increased education and understanding by cyclists, pedestrians, and motorists of these rights and duties will result in improved safety of all users of Arizona's highways including those in local jurisdictions, on state highways, and on Tribal Lands.

We appreciate your consideration of these proposals.

Sincerely,

John S. Halikowski

JH\ms

BICYCLE AND PEDESTRIAN FACILITY DESIGN TRAINING COURSE

Synopsis

This proposal requests funding for ADOT to conduct a series of bicycle and pedestrian facility design and implementation training courses and workshops to be held for agencies throughout Arizona. The purpose of the bicycle and pedestrian design courses and workshops is to increase the knowledge and design skills of engineers and planners of bicycle and pedestrian facilities. The proper design of bicycle and pedestrian facilities will improve the safety of the bicyclist and the pedestrian.

ADOT received funding through FY07 and FY08 Grant proposals to conduct a series of Bicycle and Pedestrian Facility Design courses. These were successfully completed with positive results. ADOT also received funding in FY09 to conduct bicycle and pedestrian facility design training courses. FY2009 courses are currently in the planning stages.

Bicycle and pedestrian facility design workshops and courses funded in FY2010 will provide follow-up training to the FY2007, FY2008, and FY2009 courses and workshops. FY 2010 funding is requested to:

- Continue to offer in-depth courses on pedestrian and bicycle facilities
- Expand the courses and workshops to other areas of the state including tribal communities

A. GENERAL INFORMATION

a). Professional and Technical Personnel

Project Director:

John Halikowski
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007
Phone: (602) 712-7227
Fax: (602) 712-6941
JHalikowski@azdot.gov

Project Administrator:

Michael Sanders
Arizona Department of Transportation
206 S. 17th Avenue
Mail Drop 310B
Phoenix, AZ 85007
Phone: 602-712-8141
Fax: 602-712-3046
MSanders@azdot.gov

B. Service Area

The web-based system will guide the applicant through the Service Area.

C. Project Proposal Outline (Narrative)

1. Background / Problem

a) General Characteristics: The applicant Agency, the Arizona Department of Transportation, Multimodal Planning Division, supports and manages the Arizona Bicycle and Pedestrian Program. The purpose of the Program is to plan, develop, and support implementation of facilities and programs that improve the accessibility, safety, and mobility needs of bicyclists and pedestrians on Arizona roadways.

Climate – The topography of the State of Arizona ranges from low-lying deserts in the south to high-elevation mountain peaks in the north. The weather and climate are as varied as the topography, with temperatures exceeding 100 degrees in the summer time in the desert valleys, and falling into the single digits and below in the high-altitude deserts and mountains of the north.

Population – The estimated population of Arizona in 2008 was 6,629,455, an increase of over 290,000 people from 2007 when the estimated population was 6,338,777. Arizona's population is projected to continue to increase, as demonstrated by historical population growth: Arizona's population increased nearly 40% between 1990 and 2000. The estimated percentage increase in population between April 1, 2000 and July 1, 2006 is 20.2%, according to U.S. Census Bureau estimates.

Demographics – The people of Arizona are as diverse as the topography and climate. Over ¼ of the population is of Hispanic origin. Nearly 13% of the population is age 65 or over, higher than the national average of 12.4%.

b) Streets and Highways: ADOT is responsible for the maintenance and operations of over 6,800 miles of state highway throughout Arizona. However, influence of the ADOT Bicycle and Pedestrian Program expands beyond the state-owned highways. Programs implemented by the ADOT Bicycle and Pedestrian Program serves users on all Arizona roadways, including local city and county owned roads. In all total, there are more than 60,000 miles of roadways in Arizona.

c) Problem or Deficiency:

Approximately 20 percent of U.S. citizens, or nearly 41 million people, ride bicycles at least one or more times per month. Bicycling and walking are basic, fundamental modes of transportation that in today's motorized world of travel are a viable and necessary option to help manage our circulation and congestion issues. In recent years, the availability of Federal, State, and local transportation funding for bicycle and pedestrian facilities has resulted in a significant increase in the number of facilities being planned, designed, and constructed. However, there are no Federal design standards for bicycle and pedestrian facilities, though a number of design resources exist including the AASHTO Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices. Proper application of these resources for the design and construction of bicycle and pedestrian facilities requires significant engineering judgment. Education of engineers and planners throughout Arizona, including state, city, county, and tribal staff, is needed to help them learn how to properly apply these guidelines to design and construct safe bicycle and pedestrian facilities.

Not only is it important to educate engineers and planners on bicycle and pedestrian facilities, but to also educate them on how they can be implemented in conjunction with each other and other transportation projects.

2. Attempts to Solve Problem

The Arizona Bicycle and Pedestrian Plan was developed and completed in 2003. The Plan provided a review of existing conditions, development of a Statewide Bicycle Network, identified design guidelines for the design of safer bicycle and pedestrian facilities, and provided recommendations for bicycle and pedestrian programs that when implemented, will improve the accommodation and safety of bicycles and pedestrians on Arizona Highways. The need to educate engineers and planners of bicycle and pedestrian design guidelines and standards was identified as an important task. Subsequently, ADOT has begun development and implementation of several of the most critical recommendations of the Plan. This includes the production of a Statewide Bicycle User Map, Bicycle Share the Road Guide, Sharing the Road with Pedestrians Guide, Arizona Bicycling Street Smarts, website enhancements, a Grant and Funding Plan, an Education Plan and a Pedestrian Action Plan.

In 2006, the Arizona Department of Transportation received FY2007 funding from the Arizona Governor's Office of Highway Safety to conduct a series of Bicycle and Pedestrian Facility Design workshops throughout the state of Arizona. Two 1 ½ day Bikeway Design Facility training workshops were held in April 2008. These workshops were held in Phoenix and Flagstaff. The workshops were attended by engineers, planners, and others involved in the planning and design of bicycle and pedestrian facilities. The purpose of the workshops was to increase the knowledge and design skills of engineers and planners for bicycle and pedestrian facilities. The proper design of such facilities will improve the safety of the bicyclist and the pedestrian. Course evaluations submitted to ADOT Technical Training staff found that participants rated the workshop "above average" to "excellent." Several attendees stated that there should be follow up training on bicycle / pedestrian design.

In 2008, the Arizona Department of Transportation received funding from the Governor's Office of Highway Safety (FY2008) for another round of bicycle and pedestrian facility design workshops. The FY2008 funds were used to conduct Complete Streets workshops for engineers, planners, and others involved in the planning and design of bicycle and pedestrian facilities. Complete Streets are planned, designed and operated to enable safe access for all users. The Complete Streets Workshops provide a background on the benefits of Complete Streets, and explain how existing streets can easily be retrofitted into Complete Streets. The Complete Streets workshops are appropriate for elected officials, transportation

agency leaders, transportation planners, traffic engineers, roadway designers, planning and engineering consultants, transit providers, pedestrian and bicycle advocates, health service and older adult providers, and any others who are interested. Three Complete Streets workshops were conducted in May 2009. Over 180 people participated.

In January 2009, ADOT received award of FY2009 funds to conduct additional bicycle and pedestrian facility design workshops. Planning for FY2009 workshops is expected to commence within the next few weeks.

3. Project Objectives

The purpose of the FY2010 funding request is to continue bicycle and pedestrian facility design training courses throughout Arizona that were started as part of FY2007, FY2008, and FY2009.

Training courses are most effective when they are continuous, so that the courses can not only reach more engineers and planners, but also present new information and techniques. The FY2010 Bicycle and Pedestrian Facility Design Training courses will:

(1) Expand on the curriculum taught in FY2007, FY2008, and in FY2009 and provide more in-depth training to the concepts introduced in the Fiscal Year 2009 courses.

(2) Enable the courses to be taught at additional locations throughout the state.

The FY2010 Bicycle and Pedestrian Facility Design Training courses will further the implementation of the ADOT Bicycle and Pedestrian Program, and improve bicyclist and pedestrian safety by educating engineers and planners of bicycle and pedestrian facility design considerations.

The training courses and workshops will be open to ADOT staff, as well as representatives from local city, county, and MPOs/COGs. ADOT may draw upon resources of national organizations such as the Complete Streets Coalition and the Association of Pedestrian and Bicycle Professionals for the training courses. Course content could include:

- Pedestrian Crossings Warrants and Designs:
 - Marked Crosswalks
 - Crosswalks in School Zones
 - Two-Stage Signalized Pedestrian Crossings
 - Pedestrian Hybrid Signals
- Improved Intersection Design for Pedestrians
- Context Sensitive Design (consistent with ITE Recommended Practice for Building Walkable Communities)
- Complete Streets Policy Development
- Complete Streets Implementation

4. Method of Procedure

October 1, 2009 – December 31, 2009

- Analyze the previous years' design courses to identify what worked and what can be improved upon

January 1, 2010 – March 31, 2010

- Consult with possible instructors and create a list of courses
- Create a stakeholder list consisting of ADOT staff, local, city, county, and tribal community representatives, as well as statewide engineers and planners

April 1, 2010 – June 30, 2010

- Finalize the course list and workshop agenda

- Announce the courses and workshops
- Open registration for the courses

July 1, 2010 – September 30, 2010

- Hold two (2) 1-day training courses – one (1) day for pedestrian facilities and one (1) day for bicycle facilities

FY 2010 Bicycle and Pedestrian Facility Design Workshops curriculum will be determined in consultation with the Arizona Governor's Office of Highway Safety. Existing curriculum and experienced instructors will be utilized. A list of existing available courses, from which the FY2010 course may be selected, are identified in Table 1. Continuation and expansion of Complete Streets Workshops (topic of FY2008 courses, held in May 2009) will be given particular consideration for FY2010 funds.

Attendance at the FY2010 Bicycle and Pedestrian Facility Design Workshops will be targeted towards public agency staff from all agencies throughout Arizona including ADOT staff, local cities and counties, and tribal entities, as well as consultants and engineers who are directly involved in the design and planning of Arizona's roadways.

Table 1 – Bicycle and Pedestrian Facility Design Courses

National Highway Institute, Pedestrian Facility Design Course - 1 ½ days - \$330 per participant. Assume 30 participants per workshop, or a total of \$8,400 - Target audience are engineers with planning, design, construction, or maintenance responsibilities; pedestrian and bicycle specialists; planners; disability and orientation specialists, transportation planners, architects, landscape architects, as well as decision makers at the project planning level. This course broadens the design user to include persons with disabilities, offers class design exercises, and demonstrates how designing facilities for pedestrians can be done while also meeting the needs of other facility users such as motorists and bicyclists.

National Highway Institute, Bicycle Facility Design Course - 1 day - Assumes 40 participants per course for full day workshops, and 100 participants for 3 hour overview session. Workshops are typically conducted a lump sum basis. FY2008 workshops cost approximately \$16,000 for 2, 1-day workshops, and 1, 3-hour overview workshop. Target audience are Federal, State, or local engineers with planning, design, construction, or maintenance responsibilities; bicycle specialists; transportation planners; landscape architects, as well as decision makers at the project planning level. This course employs the AASHTO Guide for the Development of Bicycle Facilities (1999 edition) as the source document.

APBP National Complete Streets Workshops, Policy Development Workshop - 1 day - Assumes 40 participants per course for full day workshops, and 100 participants for 3 hour overview session. Workshops are typically conducted a lump sum basis. FY2008 workshops cost approximately \$16,000 for 2, 1-day workshops, and 1, 3-hour overview workshop. Complete streets policies help communities create road networks that are safe and inviting for everyone, including bicyclists, drivers, transit operators and users, and pedestrians of all ages and abilities. The National Complete Streets workshops help state and local agencies develop and implement effective policies to routinely create complete streets. The National Complete Streets Coalition offers two interactive workshops developed with APBP to help you learn how to balance the needs of all users. Both workshops are led by national experts. The Policy Development Workshop helps state and local agencies develop effective policies to routinely create "complete" streets. In a collaborative process, participants review existing policies and internal procedures and work together to start to create a complete streets policy customized to the community, region, or state.

APBP National Complete Streets Workshops, Policy Implementation Workshop - 1 day - See above - This interactive workshop uses a hands-on exercise based on a local street to learn a new six-step decision-making process for routinely including and balancing the needs of all users. Workshop participants also learn about the four steps to complete streets implementation and assess how well existing policy and implementation compare to an ideal complete streets policy.

5. Budget

There is a considerable range in program costs for implementing the Bicycle and Pedestrian Facility Design Training Courses, dependent upon the number of course/workshops that are held and the number of attendees at each course/workshop. A final decision as to the number of courses/workshops held and the number of attendees at each course/workshop would be made in consultation with GOHS and dependent upon the funding provided.

All courses/workshops will be held in Arizona. No out of state travel will be required. It is anticipated that each course/workshop would be attended by approximately 30 to 40 participants. The proposed program budget is outlined in the following table.

Agency: Arizona Department of Transportation, Transportation Planning Division

BUDGET

I. Personnel Services

\$ 0.00

II.	Employee Related Expenses		\$ 0.00
III.	Professional and Outside Services		\$31,200
	Instructor fee* / course registration fee 3 sets of 2-day courses - 120 participants	\$25,200	
	Course preparation fee	\$6,000	
IV.	Travel In-State		\$1,910
	Ground Transportation	\$750	
	Per Diem (Statewide Bicycle and Pedestrian Coordinator, 2 days each @ 3 events)	\$ 264	
	Lodging	\$ 900	
V.	Travel Out-of-State		\$0.00
VI.	Materials and Supplies		\$2,000
	Miscellaneous course materials, advertising costs, postage, etc.	\$2,000	
VII.	Other Expenses		\$ 0.00
VIII.	Capital Outlay		\$ 0.00
	<u>TOTAL ESTIMATED COSTS</u>		<u>\$35,110.00</u>

FY2010 BICYCLE AND PEDESTRIAN SAFETY AWARENESS CAMPAIGN

Synopsis

With the nation's 5th highest rate of pedestrian fatalities and over 3 bicyclist fatalities per million population, Arizona clearly has a need for to continue the targeted public safety education program to successfully impact behaviors for safer streets. The purpose of this proposal is to provide funding to continue implementation of the Bicycle and Pedestrian Safety Awareness public education campaign to increase the safety awareness of motorists, pedestrians, and bicyclists. The FY2010 Bicycle and Pedestrian Safety Awareness Campaign will build upon creative materials that have been developed as part of a FY2007 funding grant provided to ADOT by GOHS and to implement a safety awareness campaign in additional communities in Arizona. The campaign is geared toward the general public. Just as recycling programs have led to a shift in the public behavior and even legislation, ADOT has prepared a campaign with key messages that will become the rule in Arizona.

A. GENERAL INFORMATION

a). Professional and Technical Personnel

Project Director:

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B. Service Area

The web-based system will guide the applicant through the Service Area.

C. Project Proposal Outline (Narrative)

Are

1. Background / Problem

a) General Characteristics: The applicant Agency, the Arizona Department of Transportation, Multimodal Planning Division, supports and manages the Arizona Bicycle and Pedestrian Program. The purpose of the Program is to plan, develop, and support implementation of facilities and programs that improve the accessibility, safety, and mobility needs of bicyclists and pedestrians on Arizona roadways.

Climate – The topography of the State of Arizona ranges from low-lying deserts in the south to high-elevation mountain peaks in the north. The weather and climate are just as varied as the topography, with temperatures exceeding 100 degrees in the summer time in the desert valleys, and falling into the single digits and below in the high-altitude deserts and mountains of the north.

Population – The estimated population of Arizona in 2008 was 6,629,455, an increase of over 290,000 people from 2007 when the estimated population was 6,338,777. Arizona's population is projected to continue to increase, as demonstrated by historical population growth: Arizona's population increased nearly 40% between 1990 and 2000. The estimated percentage increase in population between 2000 and 2008 was 29.2%, according to the Arizona Department of Commerce.

Demographics – The people of Arizona are as diverse as the topography and climate. Over ¼ of the population is of Hispanic origin. Nearly 13% of the population is age 65 or over, higher than the national average of 12.4%.

b) Streets and Highways: ADOT is responsible for the maintenance and operations of over 6,800 miles of state highway throughout Arizona. However, influence of the ADOT Bicycle and Pedestrian Program expands beyond the state-owned highways. Programs implemented by the ADOT Bicycle and Pedestrian Program serves users on all Arizona roadways, including local city and county owned roads. In all total, there are more than 60,000 miles of roadways in Arizona.

c) Problem or Deficiency:

Arizona has some of the nation’s highest fatality rates for both bicyclists and pedestrians. The most recent data (2007) from the National Center for Statistics and Analysis shows Arizona ranks fifth in pedestrian fatalities (154) and had over 3 bicyclist fatalities per million population (the U.S. average rate for bicyclist fatalities per million population is 2.3). Our state can lower these rates, but it will involve a strategic and extended public education effort. Education takes time because a change in attitudes and behaviors happens over time. Research shows public education campaigns take approximately three years to impact behavior (e.g., recycling), and this is accomplished only through dissemination of a consistent message at a consistent level.

Behavior starts in the minds of drivers, pedestrians, and cyclists. The FY2010 Bicycle and Pedestrian Safety Awareness Campaign will continue the progress that has been made by previous GOHS grants provided to the ADOT Bicycle and Pedestrian Program, and continue to address problems at the source by bringing education into the equation. In general, people slow down for speed bumps or flashers in school zones (engineering), or because a police officer is near (enforcement). At other times, behavior requires a personal decision based on awareness, knowledge, conscience, courtesy, responsibility, thoughtfulness, etc. This is when education is essential. Engineering and enforcement aren't enough to alter attitudes or behavior toward bicycle and pedestrian awareness. Changing attitudes and behaviors requires education, resulting in awareness and understanding and ultimately safer streets for all users.

The education of bicyclists, pedestrians, and motorists is a key component to reduce vehicle and bicycle/pedestrian conflicts. For bicyclists to safely travel with motorists, they need to practice safe cycling habits that exhibit knowledge of the “rules of the road.” Like drivers, bicyclists must understand and obey the rules and laws that apply. Likewise, pedestrians must also understand and obey rules and laws if they are to coexist safely with vehicles. Drivers also can be taught to be more aware and careful around bicyclists and pedestrians through a safety education campaign and spot enforcement programs. ADOT has devoted significant effort to improve bicycle and pedestrian safety over the past several years through the development of the Statewide Bicycle and Pedestrian Plan. However, ADOT recognizes that there is significant work yet to be completed.

2. Attempts to Solve Problem

To guide ADOT’s efforts in educating cyclists, motorists, and pedestrians, an Education Plan was developed in conjunction with the ADOT Bicycle and Pedestrian Plan, which identifies five focus areas for improving bicycling and pedestrian safety. These are:

- Safety Education Training
- Safe Routes to School
- Bicycle and Pedestrian Facility Design Training
- Safety Awareness Campaign
- Archived Data

As part of the Safety Education Training focus area, ADOT developed and distributed the following educational materials:

- Bicycle Share the Road Guide –updated in 2007
- Sharing the Road with Pedestrians Guide – in the process of being updated
- Arizona Bicycling Street Smarts
- Cycle Arizona Bicycle Map – in the process of being updated to include rumble strip data

Previous funding grants provided by the Governor's Office of Highway Safety have enabled ADOT to make significant progress in the "Safety Awareness Campaign" focus area. In FY2007, GOHS grant monies were used to initiate development and implement a Bicycle and Pedestrian Safety Awareness Campaign Pilot Program. This included research on crash data, meeting with the Statewide Bicycle and Pedestrian Steering Committee to define focus areas, obtaining community support, and drafting the campaign pilot program scope and implementation timelines. The campaign promotes safety tips for bicyclists, pedestrians and motorists through a variety of materials. The campaign identity "Be a Roll-Model" was integrated in all program materials. Campaign materials were created for various media, and for all age levels. The materials include two 60 second radio commercials, one for bicycle safety and one for pedestrian safety. These commercials focus on preventing bicycle/motorist conflicts by stating where bicyclists can safely and legal ride, letting motorists know that they must share the road with bicyclists, and to give bicyclists at least 3 feet. Print ads, promotional stickers, flyers, and hanging tags were also made with similar messages. To maximize the available GOHS grant funds for implementation of the Bicycle and Pedestrian Safety Awareness Campaign developed under funding from the grant, distribution of campaign materials was focused on a small geographic area, the Verde Valley communities of Cottonwood, Sedona, and Clarkdale.

Campaign materials were posted at various sites throughout the Verde Valley, including bicycle shops, and major retail stores (e.g. Walmart). The Campaign materials also included 'hang tags' that were distributed to local bicycle shops to be hung on every new bicycle. The hang tag included safety information and tips.

The campaign radio announcements reached residents in the surrounding communities of Jerome, Page Springs, Prescott Valley, and Flagstaff.

In FY2008, GOHS grant monies were provided to continue funding the Bicycle and Pedestrian Safety Awareness Campaign. Notice to proceed was recently received by ADOT. The FY 09 Bicycle and Pedestrian Safety Awareness Campaign, is expected to begin within the next few weeks.

Another effort to improve pedestrian safety in Arizona is the ADOT Pedestrian Safety Action Plan, The Plan, which will be completed in spring 2009, analyzed pedestrian crashes on state highways throughout Arizona. The Plan identified segments and intersections with the highest number of crashes, and made recommendations for each location. The Plan recommends continued implementation of the Bicycle and Pedestrian Safety Awareness "Be a Roll-Model" Campaign as funding becomes available.

3. Project Objectives

The purpose of this proposal, FY2010 Bicycle and Pedestrian Safety Awareness Campaign is to continue to fund a sustained, public education campaign to increase the safety awareness of motorists, pedestrians, and bicyclists on Arizona roadways. FY2010 Bicycle and Pedestrian Safety Awareness Campaign will have general goals of awareness, perception, and influence in additional communities throughout Arizona. It is envisioned that the FY2010 Bicycle and Pedestrian Safety Awareness Campaign will:

- Generate awareness and educate drivers, pedestrians, and bicyclists on traffic safety
- Change perception and attitude of target audiences
- Ultimately, positively influence behavior and reduce amount of violations/accidents/fatalities

The goal of the FY2010 Bicycle and Pedestrian Safety Awareness Campaign is to improve driver, pedestrian, and bicyclist behavior through education and awareness over a multi-year period. With the high rates of bicyclist and pedestrian fatalities, Arizona clearly has a need for a targeted public safety education program that will successfully impact behaviors for safer streets. As stated previously, to change behaviors and create awareness, campaign programs have to be implemented consistently for at least three years. The FY2010 funds will continue the efforts of the initial Campaign in the Verde Valley area to further drive the message of safety so behaviors and attitudes change.

4. Method of Procedure

October 1, 2009 – December 31, 2009

- Analyze the program to date to identify what worked and what can be improved upon

January 1, 2010 – March 31, 2010

- Identify media that will be utilized to distribute the Campaign materials and message
- Identify communities that are appropriate and will benefit most from the Campaign

April 1, 2010 – June 30, 2010

- Print and prepare materials for distribution
- Implement the Campaign in the identified community(ies)

July 1, 2010 – September 30, 2010

- Continue to implement the Campaign in the identified community(ies)
- Gather feedback and begin initial evaluation of the Campaign

FY2010 Statewide Bicycle and Pedestrian Safety Awareness Campaign will capitalize on materials that have been created as part of the FY2007 Safety Awareness Campaign. Additional communities will be selected in which to implement the creative and advertising materials. Communities will be selected based on assessment of criteria and input received from interested units of local governments, organizations and tribal communities. Criteria for selection included geographic areas demonstrating the greatest need; areas underserved by previous state or federal funding for similar programs; available resources or staff to assist with implementation; and the level of desire to participate in the program. Additional considerations included the availability of media outlets with cost-effective media, and the ability to effectively impact the most people within two geographic areas.

Media advertising will be a major part of the program. Creative materials will be developed and made available to the Verde Valley community at events, bicycle shops, schools, libraries, and other venues. Just as recycling programs have led to a shift in the public behavior and even legislation, ADOT hopes the tag lines and key messages of the Statewide Bicycle and Pedestrian Safety Awareness Campaign will become the rule in Arizona. The Campaign will focus on the Verde Valley area so the program is sustainable and to effectively alter behaviors. Furthermore, the radio stations and other media in Verde Valley reach other communities as well, including Flagstaff. Messages will continue to target motorists, pedestrians, and bicyclists of all ages. While retaining the umbrella brand message of the campaign, messages will be customized to address specific behaviors of individual communities. The educational materials will be distributed to communities identified during the campaign formation process for dissemination at community events, placement in bicycle stores, schools, libraries, etc. It is envisioned that FY 2010 funds will supplement and continue the activities developed and initiated with FY07 funds, and make these creative materials available to additional pilot program communities.

5. Budget

Agency: Arizona Department of Transportation, Multimodal Planning Division

A proposed budget for the FY2010 Bicycle and Pedestrian Safety Awareness Campaign is presented on the next page.

BUDGET

I.	Personnel Services		\$ 0.00
II.	Employee Related Expenses		\$ 0.00

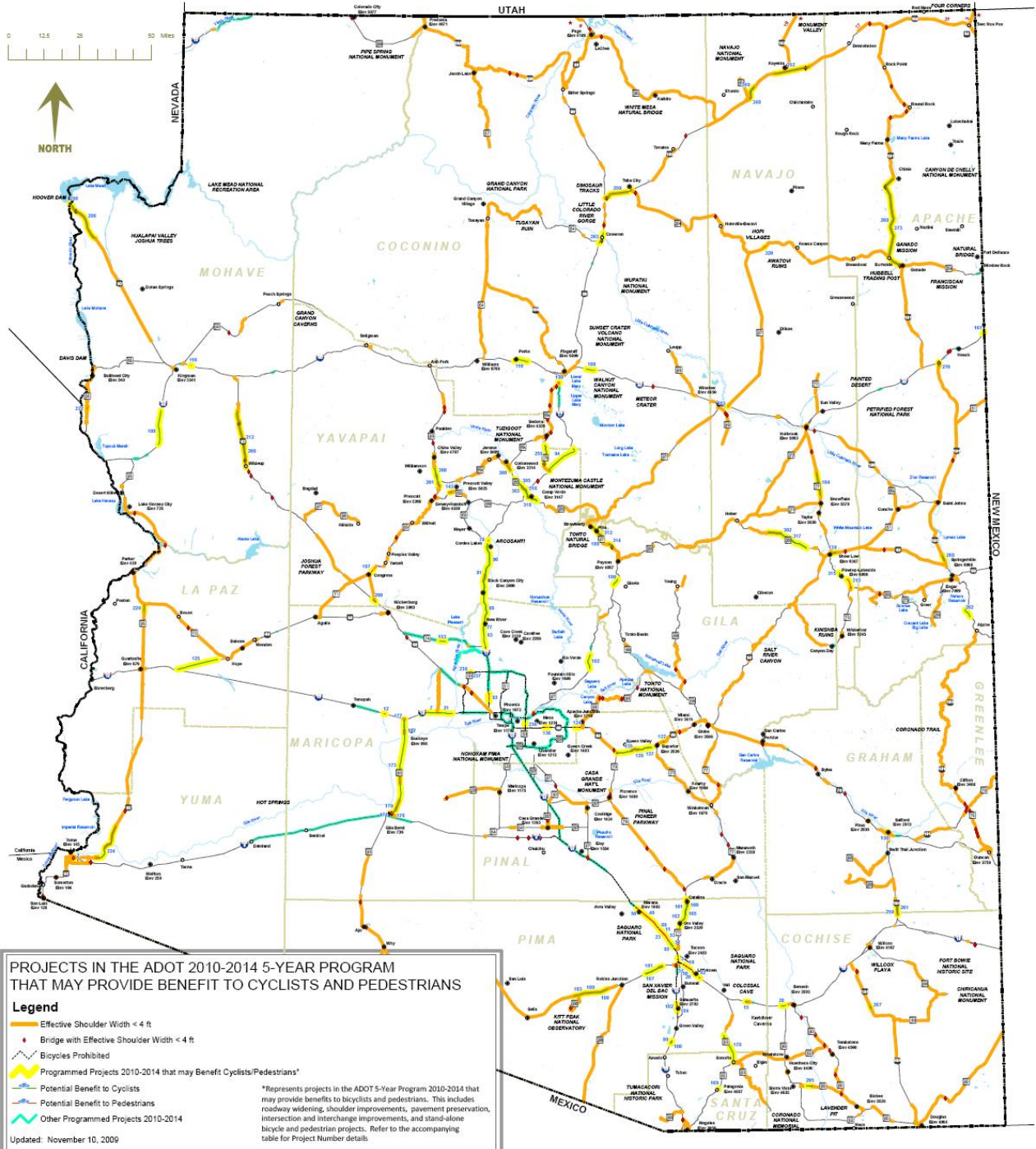
III.	Professional and Outside Services		\$59,500
	Implementation of media materials and consultant services	\$59,500	
IV.	Travel In-State		\$500.00
V.	Travel Out-of-State		\$0.00
VI.	Materials and Supplies		\$75,000
	Press releases, radio commercials in Spanish and English, print ads, promotional stickers, posters, tags, brochures	\$75,000	
VII.	Other Expenses		\$ 0.00
VIII.	Capital Outlay		\$ 0.00
	<u>TOTAL ESTIMATED COSTS</u>		<u>\$135,000.00</u>

APPENDIX C – REVIEW OF FIVE-YEAR CONSTRUCTION AND FACILITIES PROGRAM FOR PROJECTS THAT MAY BE BENEFICIAL TO BICYCLISTS AND PEDESTRIANS



MAP OF POTENTIAL PROJECTS THAT MAY BENEFIT BICYCLISTS AND PEDESTRIANS

A FULL SIZE VERSION OF THIS MAP IS AVAILABLE AT AZBIKPED.ORG.



ADOT Statewide Bicycle and Pedestrian Program
Summary of Phase V Activities

PROGRAMMED PROJECTS(2010-2014) THAT MAY PROVIDE BENEFIT TO CYCLISTS AND PEDESTRIANS

* MAP ID # CORRESPONDS TO PROJECT NUMBERS ON THE ACCOMPANYING MAP

MAP ID	RECID	ITEM NO	ROUTE	BEGIN MP	END MP	COUNTY	TRACS NO.	DISTRICT	LOCATION	WORK CATEGORY	WORK DESCRIPTION	CFY	FUNDS	COST	BENEFITS TO		
															PEDESTRIANS	BICYCLES	NOTE
15	12054	13408.00	I 010	288	289	PM	H747301C	S	CIENEGA CREEK - MARSH STATION, PHASE III	Roadway Construction/Widening	Remove existing rail & bridge, reconstruct mainline	\$2,009	IM	9400	-	YES	
21	12901	43409.00	I 010	125	130	MA	H729601C	E	SARIVAL AVE TO DYSART RD	Roadway Construction/Widening	Construct GPL (City Advancement) Outside Lane	\$2,009	NH	59000	-	YES	
28	13325	10106.00	I 010	301	303	CH	H650401C	S	SR 90 TI		Reconstruct SR 90 TI and add passing lane	\$2,009	STP	1476	-	YES	
39	13674	43409.00	I 010	125	130	MA	H729601C	E	SARIVAL AVE TO DYSART RD	Roadway Construction/Widening	Construct GPL (City Advancement) Outside Lane	\$2,009	TEA	185	-	YES	Refer to #21
54	13427	11513.00	I 010	253	255	PM	C	T	RUTHRAUFF RD - PRINCE RD	Roadway Construction/Widening	Widen to 8 lanes	\$2,013	NH	3000	-	YES	
65	12422	13310.00	I 010	253	255	PM	C	T	RUTHRAUFF RD - PRINCE RD	Roadway Construction/Widening	Reconstruct roadway	\$2,010	NH	7000	-	YES	
77	13673	16209.00	I 017	229	233	MA	H760401C	M	ANTHEM WAY TO NEW RIVER RD	Pavement Preservation	1/2" Mill & 1/2" AR-ACFC	\$2,009	STATE	1400	-	YES	
81	11364	14509.00	I 017	245	252	YV	H636801C	P	BLACK CANYON HILL, SB	Pavement Preservation	Mill 3/4" + ARFC	\$2,009	IM	6000	-	YES	
83	13026	44209.00	I 017	224	232	MA	H688101C	E	SR 74 TO ANTHEM WAY	Roadway Construction/Widening	Construct General Purpose Lane (GPL) (STAN Advancement)	\$2,009	STATE	30500	-	YES	
86	13622	14509.00	I 017	245	252	YV	H636801C	P	BLACK CANYON HILL, SB	Pavement Preservation	Mill 3/4" + ARFC	\$2,009	HES	3000	-	YES	See # 81
89	13419	10013.00	I 017	232	262	YV	H680001C	P	ROCK SPRINGS TO CORDES JUNCTION	Roadway Construction/Widening	Construct roadway widening	\$2,013	NH	9484	-	YES	
94	10915	18606.00	I 017	299	312	YV	H613601C	F	YAVAPAI COUNTY - JCT SR 179 (SB)	Pavement Preservation	RR (4"TL, 3"PL) + RR ARFC	\$2,009	IM	7309	-	YES	
96	13007	10212.00	I 017	232	262	YV	C	P	ROCK SPRINGS TO CORDES JUNCTION	Roadway Construction/Widening	Widen roadway	\$2,012	NH	9500	-	YES	
108	13746	18109.00	I 040	21	33	MO	H721201C	K	MP 21-WALNUT CREEK (WB)	Pavement Preservation	RR 5" TL & 3" PL & 2" AC & ARFC	\$2,009	IM	11476	-	YES	
109	9145	10506.00	I 040	205	208	CN	H545701C	F	WALNUT CANYON (WB)	Roadway Construction/Widening	Reconstruct Roadway (Reprofile Vertical Curves)	\$2,011	IM	6500	-	YES	
110	13659	16309.00	I 040	177	182	CN	H751401C	F	MP 177 TO 182, WB AND EB	Shoulder Improvements	Shoulder rehabilitation	\$2,009	STATE	553	-	YES	
112	13733	18109.00	I 040	21	33	MO	H721201C	K	MP 21-WALNUT CREEK (WB)	Pavement Preservation	RR 5" TL & 3" PL & 2" AC & ARFC	\$2,009	STATE	50	-	YES	Refer to #108
122	11457	11008.00	U 060	230	231	PN	H581801C	G	OAK FLAT - DEVIL'S CANYON	Roadway Construction/Widening	Construct passing/climbing lane	\$2,009	STP	6250	-	YES	
125	11360	16609.00	U 060	32	46	LA	H636401C	Y	JCT I-10 TO VICKSBURG ROAD	Pavement Preservation	Cold in place recycle & ARFC	\$2,009	STP	10200	-	YES	
127	11393	12910.00	U 060	222	225	PN	C	G	SILVER KING SECTION	Roadway Construction/Widening	Reconstruct roadway	\$2,011	STP	15000	-	YES	
139	7702	10612.00	U 060	342	344	NA	H510701C	G	SHOW LOW TO LITTLE MORMON LAKE	Roadway Construction/Widening	Widen Roadway	\$2,012	NH	5000	-	YES	
142	12938	14409.00	S 069	289	289	YV	H741001C	P	PRESCOTT VALLEY (BETWEEN GLASSFORD HILL & PRESCOTT E HWY)	Roadway Construction/Widening	Construct one additional lane in each direction resulting in 6 lanes	\$2,009	STATE	3350	-	YES	
153	12304	40610.00	S 074	13	15	MA	H696101C	P	US 60 TO SR 303L, MP 13 TO MP 15 (EB)	Roadway Construction/Widening	Construct passing lane	\$2,010	STATE	2000	-	YES	
164	8549	11308.00	S 077	364	372	NA	H546001C	H	MP 364 TO MP 372	Roadway Construction/Widening	Construct passing lane	\$2,010	NH	2250	-	YES	
170	13417	17409.00	S 083	32	44	PM	H747001C	T	JCT SR 82 (MP 31.6) TO MP 43.5		HIP Recycle w/ Chip Seal	\$2,009	STP	2750	-	YES	
172	13641	45909.00	S 085	150	152	MA	D	E	HAZEN RD TO BROADWAY RD	Roadway Construction/Widening	Design	\$2,009	RARF	3500	-	YES	
173	13597	40710.00	S 085	122	154	MA	C	Y	HAZEN RD TO BROADWAY RD (MAINLINE)	Roadway Construction/Widening	Construction	\$2,010	STATE	5000	-	YES	
175	12306	40710.00	S 085	122	154	MA	C	Y	HAZEN RD TO BROADWAY RD (MAINLINE)	Roadway Construction/Widening	Construction	\$2,010	RARF	35000	-	YES	Refer to #173
176	11486	16606.00	S 085	121	123	MA	D	E	I-8 TI, PHASE I	Roadway Construction/Widening	Design	\$2,009	STATE	1440	-	YES	
177	12285	20806.00	S 085	152	155	MA	H595514C	E	SOUTHERN AVE TO I-10	Roadway Construction/Widening	Construct roadway	\$2,009	NH	34000	-	YES	
178	11863	10209.00	S 085	150	152	MA	C	E	HAZEN RD TO BROADWAY RD (MAINLINE)	Roadway Construction/Widening	Reconstruct & widen	\$2,010	STP	16200	-	YES	Refer to #173
180	11967	11609.00	S 086	137	141	PM	C	T	SAN PEDRO ROAD SEGMENT	Roadway Construction/Widening	Widen roadway to 40'	\$2,010	STP	8100	-	YES	
183	12427	13910.00	S 086	133	137	PM	C	T	KITT PEAK ROAD SEGMENT	Roadway Construction/Widening	Roadway widening	\$2,010	STATE	7000	-	YES	
185	12786	11408.00	S 086	141	145	PM	H713701C	T	MP 141.1 TO RESERVATION BOUNDARY	Roadway Widening	Construct roadway widening	\$2,009	STATE	1300	-	YES	See #186
186	12785	11408.00	S 086	141	145	PM	H713701C	T	MP 141.1 TO RESERVATION BOUNDARY	Roadway Construction/Widening	Construct roadway widening	\$2,009	PAG 2.6%	1800	-	YES	
187	11379	11508.00	S 086	160	166	PM	H680601C	T	VALENCIA RD - KINNEY RD	Roadway Construction/Widening	Construct roadway widening to 4 lanes	\$2,010	STP	16300	-	YES	
188	11381	11408.00	S 086	141	145	PM	H713701C	T	MP 141.1 TO RESERVATION BOUNDARY	Roadway Widening	Construct roadway widening	\$2,009	STP	5700	-	YES	See #186
189	12849	13409.00	S 087	263	263	GI	H718301C	P	TONTO NATURAL BRIDGE	Roadway Construction/Widening	Construct new road	\$2,010	STATE	675	-	YES	

ADOT Statewide Bicycle and Pedestrian Program
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MAP ID	RECID	ITEM NO	ROUTE	BEGIN MP	END MP	COUNTY	TRACS NO.	DISTRICT	LOCATION	WORK CATEGORY	WORK DESCRIPTION	CFY	FUNDS	COST	BENEFITS TO		
															PEDESTRIANS	BICYCLES	NOTE
190	13567	13709.00	S 087	241	244	GI	H659801C	P	OXBOW HILL, SB	Shoulder Improvements	Shoulder widening	\$2,009	HES	6000	-	YES	
192	12431	44110.00	S 087	204	210	MA	H678201C	E	NEW FOUR PEAKS RD TO DOS S RANCH RD	Shoulder Improvements	Climbing lane and shoulder widening	\$2,010	RARF	23000	-	YES	
193	12847	13209.00	S 087	346	346	NA	H717901C	H	HOMOLOVI RUINS STATE PARK	Roadway Construction/Widening	Construct road	\$2,010	STATE	1025	-	YES	
200	13528	10113.00	S 089	319	324	YV	H670101C	P	JCT 89A TO CHINO VALLEY (SOUTH CHINO LIMITS-JCT 89A) - PH II	Roadway Construction/Widening	Construct roadway widening	\$2,013	STP	10000	-	YES	
201	13056	10512.00	S 089	318	324	YV	C	P	JCT 89A TO MP 324	Roadway Construction/Widening	Widen the SR 89 corridor between SR 89A and MP 324 to improve capacity	\$2,012	STP	15000	-	YES	
203	12621	10412.00	U 089	465	469	CN	C	F	CAMERON SECTION	Roadway Construction/Widening	Construct 4-lane urban with raised median, SR 64 intersection & new bridge.	\$2,012	NH	10000	-	YES	
206	12792	13109.00	U 093	1	17	MO	H534701C	K	HOOVER DAM TO MP 17	Roadway Construction/Widening	Construct roadway widening	\$2,009	NH	40000	-	YES	
208	10867	10413.00	U 093	116	120	MO	C	K	CARROW TO STEPHENS	Roadway Construction/Widening	Construct 4-lane divided highway	\$2,013	NH	21400	-	YES	
209	12460	17209.00	U 093	192	194	YV	H682101C	P	WICKENBURG WAY NORTH	Pavement Preservation	RR ARFC & spot milling	\$2,009	NH	2150	-	YES	
210	11374	11608.00	U 093	0	1	MO	H3955XXC	K	HOOVER DAM BRIDGE	Roadway Construction/Widening	Construct new bridge	\$2,009	STATE	4000	-	YES	
212	10863	11410.00	U 093	104	124	MO	C	K	SB RANCH ROAD	Roadway Construction/Widening	Construct parallel roadway	\$2,011	NH	5875	-	YES	
220	12327	14410.00	S 095	129	131	LA	H675701C	Y	PASSING LANES SOUTH OF BOUSE WASH	Roadway Construction/Widening	Construct passing lanes	\$2,010	NH	1800	-	YES	
248	7600	11710.00	U 160	376	381	NA	H512001C	H	JCT SR 564 - TSEGI, PHASE I	Roadway Construction/Widening	Construct dual passing lanes	\$2,010	NH	2250	-	YES	
249	12406	12209.00	U 160	376	381	NA	H512001D	H	JCT SR 564 - TSEGI, PHASE I	Roadway Construction/Widening	Design dual passing lanes	\$2,009	STATE	77	-	YES	
250	8898	22802.00	U 160	311	322	CN	H527401C	F	JCT 89 - VAN'S TRADING POST	Pavement Preservation	2" ARAC & ARFC & turn lanes	\$2,009	STP	4019	-	YES	
251	12538	22802.00	U 160	311	322	CN	H527401C	F	JCT 89 - VAN'S TRADING POST	Pavement Preservation	2" ARAC & ARFC & turnlanes	\$2,009	STATE	75	-	YES	Refer to # 250
252	11351	16709.00	U 160	390	402	NA	H635601C	H	KAYENTA - JCT IR 59	Pavement Preservation	2 1/2" AC & ARFC	\$2,009	NH	9350	-	YES	
260	9148	12010.00	U 191	446	447	AP	H543801C	H	CHINLE SOUTH	Roadway Construction/Widening	Roadway widening.	\$2,011	STP	2375	-	YES	
261	10392	11810.00	U 191	92	94	GH	H503704C	S	DIAL WASH TO TEN RANCH (SEG II)	Roadway Construction/Widening	Construct parallel roadway	\$2,011	STP	8750	-	YES	
262	4752	11606.00	U 191	418	420	AP	H451801C	H	BURNSIDE JUNCTION - NORTH	Roadway Construction/Widening	Roadway Widening	\$2,009	STP	7500	-	YES	
264	13685	11606.00	U 191	418	420	AP	H451801C	H	BURNSIDE JUNCTION - NORTH	Roadway Widening	Roadway Widening	\$2,009	GVT	1800	-	YES	See #262
266	13625	11606.00	U 191	418	420	AP	H451801C	H	BURNSIDE JUNCTION - NORTH	Roadway Widening	Roadway Widening	\$2,009	STP	5000	-	YES	See #262
267	11734	17309.00	U 191	49	50	CH	H650901C	S	SUNSIDES AT HIGH STREET	Roadway Construction/Widening	Widen roadway for left turns	\$2,009	STATE	595	-	YES	
268	10780	14210.00	U 191	390	392	AP	H602501C	H	WIDE RUINS	Roadway Construction/Widening	Widening for Passing/Climbing lanes, safety	\$2,010	STP	2400	-	YES	
270	10639	12303.00	U 191	367	369	AP	H436001C	H	NAHATA' DZIL RD - SANDERS TI	Roadway Construction/Widening	Reconstruct 3 bridges and roadway	\$2,010	HES	1528	-	YES	
273	12407	12309.00	U 191	446	447	AP	H543801D	H	CHINLE SOUTH	Roadway Construction/Widening	Design roadway widening	\$2,009	STATE	104	-	YES	
302	4662	12510.00	S 260	317	332	NA	H770501C	G	HEBER TO SHOW LOW, MP317.16-317.9 EB, MP 319.23-320.45 WB, MP 330.75-332, WB	Roadway Construction/Widening	Construct passing lanes	\$2,011	NH	3000	-	YES	
303	12414	12210.00	S 260	214	224	YV	C	P	WESTERN DRIVE TO THOUSAND TRAILS	Roadway Construction/Widening	Reconstruct roadway (JPA payment)	\$2,010	STATE	11000	-	YES	
305	13617	12008.00	S 260	212	218	YV	H750601C	P	CHERRY CREEK	Roadway Construction/Widening	Safety improvements	\$2,009	GVT	2500	-	YES	
309	11957	16409.00	S 260	206	209	YV	H657501C	P	COTTONWOOD AREA	Pavement Preservation	RR 3" & ARFC	\$2,009	STP	3051	-	YES	
310	11099	15605.00	S 260	269	269	GI	H469801D	P	DOUBTFUL CANYON SECTION	Roadway Construction/Widening	Design (Roadway)	\$2,010	STATE	500	-	YES	
312	5135	14601.00	S 260	263	270	GI	H469901C	P	LITTLE GREEN VALLEY	Roadway Construction/Widening	Reconstruct Roadway	\$2,009	NH	38000	-	YES	
314	7936	21301.00	S 260	258	260	GI	D	P	LION SPRINGS SECTION	Roadway Construction/Widening	Design (Roadway)	\$2,009	STATE	1300	-	YES	
316	12782	10011.00	S 260	214	224	YV	C	P	WESTERN DRIVE TO THOUSAND TRAILS	Roadway Construction/Widening	Reconstruct roadway (JPA payment)	\$2,011	STATE	11200	-	YES	
317	12194	12509.00	S 260	317	332	NA	H770501D	G	HEBER TO SHOW LOW, MP317.16-317.9 EB, MP 319.23-320.45 WB, MP 330.75-332, WB	Roadway Construction/Widening	Design 3 passing lanes	\$2,009	STATE	300	-	YES	
318	13272	11612.00	S 260	214	224	YV	C	P	WESTERN DRIVE TO THOUSAND TRAILS	Roadway Construction/Widening	Reconstruct roadway (JPA payment)	\$2,012	STATE	2800	-	YES	
320	11543	14809.00	S 264	390	390	NA	H649401C	H	POLACCA	Roadway Construction/Widening	Construct turn lanes	\$2,009	STATE	1400	-	YES	
2	13205	16508.00	I 008	2	0	YU	H705301C	Y	I-8 AND US 95 TI UP STRUCTURE #1380	Traffic Interchange	Widen TI	\$2,009	STATE	1000	YES	-	
5	12423	13510.00	I 010	259	259	PM	L	T	I-10 WEST		Corridor Study	\$2,010	STATE	3000	YES	-	

ADOT Statewide Bicycle and Pedestrian Program
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															PEDESTRIANS	BICYCLES	NOTE
6	13420	11213.00	I 010	264	265	PM	C	T	COUNTRY CLUB ROAD TI	Traffic Interchange	Construct new TI	\$2,013	NH	10000	YES	-	Refer to #19
11	11375	10208.00	I 010	248	250	PM	H758301C	T	INA RD TI	Traffic Interchange	Reconstruct TI & Mainline	\$2,011	IM	17400	YES	-	
12	13285	44909.00	I 010	105	106	MA	H683801X	Y	DESERT CREEK TI (PRIVATE FUNDS)	Traffic Interchange	Construct TI	\$2,010	PRVT	18500	YES	-	
19	13068	11312.00	I 010	264	265	PM	D	T	COUNTRY CLUB ROAD TI	Traffic Interchange	Design traffic interchange	\$2,012	STATE	4000	YES	-	
20	13070	11512.00	I 010	267	268	PM	D	T	VALENCIA ROAD TI	Traffic Interchange	Design traffic interchange	\$2,012	STATE	25000	YES	-	
23	12889	16108.00	I 010	248	250	PM	H758301L	T	INA RD TI	Traffic Interchange	Design TI	\$2,009	STATE	3000	YES	-	
32	13388	10513.00	I 010	267	268	PM	C	T	VALENCIA ROAD TI	Traffic Interchange	Widen bridge	\$2,013	NH	17824	YES	-	Refer to #20
37	13067	11212.00	I 010	263	263	PM	D	T	KINO TI	Traffic Interchange	Design traffic interchange	\$2,012	STATE	4000	YES	-	
40	10751	14506.00	I 010	236	246	PM	H583801C	T	TWIN PEAKS (LINDA VISTA TI)	Traffic Interchange	Construct TI (Per Letter of Intent signed June 13, 2001)	\$2,009	NH	14000	YES	-	
41	12931	10208.00	I 010	248	250	PM	C	T	INA RD TI	Traffic Interchange	Reconstruct TI & Mainline	\$2,010	NH	17764	YES	-	Refer to #11
46	13009	10106.00	I 010	301	303	CH	H650401C	S	SR 90 TI	Traffic Interchange	Reconstruct SR 90 TI and add passing lane	\$2,009	NH	21000	YES	-	Refer to #28
50	13365	15709.00	I 010	264	265	PM	HX19901C	T	PALO VERDE TI	Traffic Interchange	Install roadway lighting	\$2,009	STATE	436	YES	-	
53	13650	18209.00	I 010	248	253	PM	H758301L	T	INA RD TO RUTHRAUFF RD	Roadway Widening	DCR and EA	\$2,009	STATE	4000	YES	-	
56	10774	14506.00	I 010	236	237	PM	H583801C	T	TWIN PEAKS (LINDA VISTA TI)	Traffic Interchange	Construct TI (Per Letter of Intent signed June 13, 2001)	\$2,009	GVT	68000	YES	-	
61	13666	15709.00	I 010	264	265	PM	HX19901C	T	PALO VERDE TI	Traffic Interchange	Install roadway lighting	\$2,009	STATE	375	YES	-	Refer to #50
62	13426	11313.00	I 010	269	270	PM	C	T	WILMOT ROAD TI	Traffic Interchange	Upgrade existing TI	\$2,013	NH	6000	YES	-	
69	10428	13410.00	I 010	247	247	PM	H733601C	T	CORTARO RD TI	Traffic Interchange	Construct new TI	\$2,010	NH	2206	YES	-	
78	561	13603.00	I 017	263	264	YV	H426901C	P	CORDES JCT TI	Traffic Interchange	Reconstruct TI	\$2,009	IM	31725	YES	-	
93	12514	43010.00	I 017	205	207	MA	D/C	E	BETHANY HOME RD TO NORTHERN AVE	Pedestrian Bridge	Design/Construct pedestrian walkway along the frontage roads	\$2,010	CM	2295	YES	-	
102	13720	18509.00	I 019	47	48	PM	H722201C	T	SAHUARITA TI	Traffic Interchange	New Traffic Interchange	\$2,009	IM	3000	YES	-	
103	13736	18409.00	I 019	47	48	PM	H722201D	T	SAHUARITA TI	Traffic Interchange	Design	\$2,009	PAG 2.6%	2100	YES	-	See #102
104	13682	16509.00	I 019	46	46	PM	HX21301C	T	I-19 AND SAHUARITA RD	Traffic Interchange	Install new traffic signal	\$2,009	STATE	300	YES	-	
107	13063	14310.00	I 040	359	360	AP	L	H	LUPTON TI	Traffic Interchange	Design Concept Report (DCR)	\$2,010	STATE	1000	YES	-	
116	12602	10213.00	I 040	57	57	MO	H681401C	K	RATTLESNAKE WASH TI	Traffic Interchange	Construct new TI	\$2,013	NH	18000	YES	-	
124	13596	40613.00	U 060	194	195	MA	C	E	MERIDIAN RD	Traffic Interchange	Construct TI	\$2,013	NH	4000	YES	-	
126	13561	40613.00	U 060	194	195	MA	C	E	MERIDIAN RD	Traffic Interchange	Construct TI	\$2,013	STATE	4000	YES	-	Refer to 124
136	12670	40711.00	U 060	183	184	MA	D	E	LINDSAY RD HALF INTERCHANGE	Traffic Interchange	Design TI	\$2,011	STATE	800	YES	-	
138	13170	40612.00	U 060	194	195	MA	D	E	MERIDIAN RD	Traffic Interchange	Design TI	\$2,012	STATE	800	YES	-	Refer to 124
174	13640	44510.00	S 085	120	122	MA	R	E	I-8 TI, PHASE I & II	Traffic Interchange	R/W	\$2,010	STATE	9500	YES	-	
179	11487	13607.00	S 085	121	123	MA	H595509C	Y	I-8 TI, PHASE I	Traffic Interchange	Construct roadway	\$2,010	STP	9100	YES	-	
197	13680	15110.00	S 089	269	270	YV	H749601C	P	MARTINEZ RIVER BRIDGE, STR #1320	Roadway Lighting	Scour retrofit	\$2,010	STATE	220	YES	-	
198	1620	10810.00	SA089	399	399	CN	H413401C	F	AIRPORT ROAD TI (JW POWELL BLVD)	Intersection Improvements	Construct intersection improvements	\$2,011	STP	6250	YES	-	
219	13728	17509.00	S 095	235	235	MO	HX16601C	K	SR 95 AT LIPAN	Intersection Improvements	Intersection improvements	\$2,009	STATE	210	YES	-	See # 222
222	13715	17509.00	S 095	235	235	MO	HX16601C	K	SR 95 AT LIPAN	Intersection Improvements	Intersection improvements	\$2,009	STATE	332	YES	-	
223	13729	17509.00	S 095	235	235	MO	HX16601C	K	SR 95 AT LIPAN	Intersection Improvements	Intersection improvements	\$2,009	GVT	408	YES	-	See # 222
237	12672	40811.00	S 101	16	17	MA	D	E	UNION HILLS DR (CITY ADVANCEMENT)	Traffic Interchange	Design TI	\$2,009	RARF	500	YES	-	
239	13173	40812.00	S 101	16	17	MA	H707601C	E	BEARDSLEY RD / UNION HILLS DR (CITY ADVANCEMENT)	Traffic Interchange	Construct TI	\$2,009	RARF	27500	YES	-	

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															PEDESTRIANS	BICYCLES	NOTE
269	576	12303.00	U 191	367	369	AP	H436001C	H	NAHATA' DZIL RD - SANDERS TI	Roadway Construction	Reconstruct 3 bridges and roadway	\$2,010	STP	15254	YES	-	See #270
313	13633	15009.00	S 260	354	358	NA	H659701C	G	HILL DRIVE TO BRANDING IRON LOOP ROAD		Construct path & sidewalk	\$2,009	TEA	767	YES	-	
7	13024	44109.00	I 010	119	126	MA	H721101C	E	VERRADO WAY TO SARIVAL AVE	Roadway Construction/Widening	Construct General Purpose Lane (GPL) (STAN Advancement)	\$2,009	STATE	43200	YES	YES	
99	11963	12009.00	I 019	34	35	PM	C	T	CANOA TI - CONTINENTAL TI	Roadway Construction/Widening	Construct roadway (NB frontage road)	\$2,009	PAG 2.6%	1000	YES	YES	
100	12818	12009.00	I 019	34	35	PM	C	T	CANOA TI - CONTINENTAL TI	Roadway Construction/Widening	Construct roadway (NB frontage road)	\$2,010	PAG 2.6%	1200	YES	YES	
130	11982	14407.00	U 060	220	220	GI	C	G	BOYCE THOMPSON STATE PARK	Roadway Construction/Widening	Construct road	\$2,009	STATE	1400	YES	YES	
135	12617	10313.00	U 060	212	225	PN	C	G	SUPERIOR STREETS	Roadway Construction/Widening	Reconstruct to 4 lane roadway with center turn lane	\$2,013	STP	9800	YES	YES	
143	12454	14309.00	U 070	339	339	GH	H680801C	S	8TH AVE INTERSECTION	Intersection Improvements	Intersection Improvements	\$2,009	STATE	116	YES	YES	
150	13609	14309.00	U 070	339	339	GH	H680801C	S	8TH AVE INTERSECTION	Intersection Improvements	Intersection Improvements	\$2,009	STATE	75	YES	YES	
160	12892	14110.00	S 077	82	88	PM	C	T	TANGERINE RD TO PINAL COUNTY LINE	Roadway Construction/Widening	Widening to 6 lanes	\$2,010	STATE	2000	YES	YES	
161	13386	11413.00	S 077	82	88	PM	C	T	TANGERINE RD TO PINAL COUNTY LINE	Roadway Construction/Widening	Widening to 6 lanes	\$2,013	STP	12677	YES	YES	
162	12797	11505.00	S 077	77	82	PM	H545901C	T	CALLE CONCORDIA - TANGERINE RD	Roadway Construction/Widening	Widen to 6 lanes	\$2,010	STP	7000	YES	YES	
165	13065	14110.00	S 077	82	88	PM	C	T	TANGERINE RD TO PINAL COUNTY LINE	Roadway Construction/Widening	Widening to 6 lanes	\$2,012	STP	10800	YES	YES	
169	13603	10411.00	S 082	20	20	SC	H718201C	T	PATAGONIA LAKE (SONOITA CREEK)	Roadway Construction/Widening	Construct road	\$2,011	STATE	550	YES	YES	
181	13020	20107.00	S 086	160	166	PM	H719001C	T	KINNEY ROAD INTERSECTION	Intersection Improvements	Reconstruct intersection and approximately 4,300 ft. of roadway to 4-lane divided	\$2,009	STATE	3300	YES	YES	
205	11621	10910.00	S 090	324	326	CH	H655501C	S	CENTRAL AVE TO MOSON RD, E OF SIERRA VISTA	Roadway Construction/Widening	Widen to 5 lanes	\$2,011	NH	5000	YES	YES	
224	4648	11510.00	U 095	32	47	YU	H459901C	Y	AVENUE 9E TO ABERDEEN ROAD	Roadway Construction/Widening	Reconstruct Fortuna Wash Bridge and Ave 11E intersection, widen roadway	\$2,011	NH	10000	YES	YES	
225	12844	15708.00	U 095	0	0	MO	D	K	LAKE HAVASU STATE PARK (CONTACT POINT)		Design, Phase I	\$2,010	STATE	250	YES	YES	
236	11265	16006.00	S 101	54	54	MA	C	E	BALBOA DRIVE		Construct multi-use path bridge over the Price Freeway (City of Tempe sponsor)	\$2,012	GVT	2000	YES	YES	
255	13677	50309.00	S 179	302	310	YV	H748201X	N	RED ROCK SCENIC BYWAY		Develop and implement the Year 2 CMP	\$2,009	SB	25	YES	YES	
259	10578	11406.00	U 191	92	94	GH	H503704D	S	DIAL WASH TO TEN RANCH (SEG II)	Roadway Construction/Widening	Design (New Roadway East of Existing)	\$2,010	STATE	233	YES	YES	
307	13613	12008.00	S 260	212	218	YV	H750601C	P	CHERRY CREEK	Roadway Construction/Widening	Safety improvements	\$2,009	STP	5250	YES	YES	Refer to #305
315	13632	14909.00	S 260	350	350	NA	H621401C	G	PORTER MOUNTAIN ROAD TO WOODLAND ROAD	Roadway Construction/Widening	Construct landscaping, irrigation and pedestrian lighting	\$2,009	TEA	481	YES	YES	

APPENDIX D – LEAGUE OF AMERICAN BICYCLISTS, 2009 BICYCLE FRIENDLY STATE, RANKING AND AWARD APPLICATIONS

**Award Recognition
2009
Submittal due date: March 13, 2009
Updated: March 13, 2009**

Legislation
<p>1. Does your state have a trip reduction ordinance (to reduce single occupant vehicle travel)?</p> <p>Yes</p> <p>a. Please describe the ordinance (200-word limit)</p> <p>A.R.S. 49-581 through 49-593 allows for major employers (100+ employees working at or reporting to a single work site during any 24 hour period for at least 3 days per week during at least 6 months of the year) to create Travel Reduction Programs. In accordance with the law, major employers must prepare and submit a travel reduction plan that presents travel reduction measures, which can include, but is not limited to, the following: preferential parking to encourage car and vanpool users, incentives to encourage employees to live closer to work, work at home programs, provide information on alternate modes of travel, and provide day care facilities at the work site. In the first year, the employer must implement the measures in the plan to achieve a 5% reduction proportionate to the number of employees that commute by single occupancy vehicles. In years two through five, there is an additional 5% reduction. Non-major employers (employs less than 100 employees) can voluntarily participate in the Travel Reduction Program.</p>
<p>2. Is there a Bike Caucus in your state legislature?</p> <p>No</p>
<p>3. Does your state have a law that increases penalties for motorists who injure or kill vulnerable road users, including cyclists?</p> <p>No</p> <p>a. Please describe the law (200-word limit)</p>
<p>4. If your state has a mandatory sidepath law, is it actively enforced in communities?</p> <p>N/A</p>
<p>5. If your state has a mandatory bike lane law, is it actively enforced in communities?</p> <p>N/A</p>
Policies and Programs
<p>6. Is there training available to engineers and planners to properly implement the Complete Streets policy?</p> <p>No. ADOT does not have a Complete Streets policy. ADOT is in the early stages of developing a Complete Streets policy. A Complete Streets Laying the Foundation Workshop will be held in May 2009.</p> <p>a. Please describe the training (200-word limit)</p>
<p>7. Does your state have a Complete Streets checklist for state projects to ensure compliance/implementation?</p> <p>N/A</p> <p>a. Please describe the checklist (200-word limit)</p>
<p>8. Does your state have a bicycle facility design manual?</p> <p>Yes</p> <p>a. Is it a standalone manual or is it integrated into other design manuals?</p>

Bicycle facility design is included in The Roadway Design Guidelines (RDG) and the 2003 Statewide Bicycle and Pedestrian Plan. The AASHTO *Guide for the Development of Bicycle Facilities* is incorporated by reference in the RDG and ADOT Bicycle Policy.

- b. Is there systemic training available to use the manual?

Two workshops were offered in April 2008 on Bicycle and Pedestrian Facility Design.

- c. Please describe the training (200-word limit)

The Bicycle and Pedestrian Facility Design training consisted of 2 sessions of 1 ½ day bicycle facility design workshops, taught by nationally recognized instructors Michael Ronkin and Roger Geller. A session was held in Flagstaff, Arizona on April 7th and 8th. A second session was held in Phoenix on April 9th and 10th. The curriculum included:

- Planning issues that affect bicycling; characteristics of bicyclists
- Basics of on-road bikeway design issues: shared roadways, bike boulevards, bike lanes
- Other on-road bicycle design issues: surfacing, drainage grates, railroad crossings
- Intersection design
- Bike parking
- Innovative practices
- Shared-used paths; planning and design

9. Does your state have a Traffic Control Devices manual?

Yes

- a. Please describe the Traffic Control Devices manual (200-word limit)

The State utilizes the “Arizona Supplement to the 2003 Manual on Uniform Traffic Control Devices” (manual). The manual states that engineers designing urban streets must include traffic control devices for alternate mode choices, including bicycles. The manual recognizes the differences between urban and rural traffic and thus discusses different recommendations to accommodate urban conditions. Urban conditions typically include a greater number of bicyclists and pedestrians and therefore require design standards to ensure bicycle and pedestrian safety. To ensure bicycle and pedestrian safety along roadways, the manual discusses sign design and placement, pavement markings, the location of road work, school crossings and routes, and other standards that will create reasonably safe and effective traffic control through the uniform application of realistic policies, practices, and standards developed through engineering judgment.

10. What is the state's policy for the maintenance of bicycle facilities? (200-word limit)

ADOT’s policy with respect to maintenance of bicycle facilities is to include provisions for bicycle travel in all new major construction or reconstruction projects and utilize intergovernmental agreements with local agencies for maintaining bicycle facilities. ADOT maintains the bicycle facilities that are along ADOT maintained highways within the right-of-way. Maintenance responsibilities include pavement markings, pedestrian push buttons, streets/curbs/gutters, and signs. ADOT promotes improving bicycle facilities whenever roadway facilities are improved (repaving, street cleanings, pavement markings, etc.). Refer to <http://www.azbikeped.org/images/MGT01-2%20Bike%20Policy.pdf>.

11. How many miles of non-motorized natural surface trails in state parks/lands are there within the state? (200-word limit)

Only 18% of lands in Arizona are under private ownership. The remainder is under state and federal management, or is Tribal Lands.

STATE LANDS: State land management agencies in Arizona include the Arizona State Land Department, and the State Parks Department. ASLD manages 13% of lands in Arizona. State Parks

manages 0.24% of lands in Arizona. A comprehensive inventory of natural surface trails on state-managed lands in Arizona is not available. However, our research identifies the following:

- 138 miles of trails in the Arizona State Park system.
- Hundreds of miles of trails are located on more than 9.3 million acres managed by ASLD. Recreational permits are available from ASLD for a nominal fee. The permit allows limited privileges for recreation activities including hiking, bicycling, camping, and sightseeing.

FEDERAL LANDS: 40% Arizona lands are under Federal management, including the NFS(15.4%) BLM(16.6%), NPS(3.4%), Department of Defense(3.4%), and the USFWS(2.3%). A comprehensive database of natural surface trails on Federal lands in Arizona is not available. However, our research identifies the following:

- U.S. Forest Service: 2,745 of trails in National Forests.
- NPS: Information not available, but may be obtained upon request.
- BLM and U.S. FWS: Information not available.

How many miles of these trails are open to off-road cyclists? (200-word limit)

Estimates from the National Forest Service and the Arizona State Parks Department indicate that approximately 2,803 miles of the non-motorized natural surface trails are open to off-road cyclists. However, the hundreds (if not thousands) of miles of trails on land managed by the Arizona State Land Department are open to off-road cyclists upon purchase of a use permit.

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12. Is there a policy that permits bicyclists access to interstate highways within your state?

Yes

- a. If not, is there a policy requiring a comparably convenient and/or signed or mapped alternative route?

N/A

- b. Please describe the alternative route. (200-word limit)

13. Does your state have a land-use policy promoting smart growth, and does it include bicycling?

Yes

- a. Please describe the land-use policy. (200-word limit)

The Office of Smart Growth, Arizona Department of Commerce developed the Arizona Smart Growth Scorecard, a community self-assessment tool to help cities, towns, counties, and Tribal governments evaluate their growth planning efforts by a set of smart growth criteria and performance indicators. State discretionary grant and funding programs will use a community's completed Scorecard to award additional incentives to communities growing smarter and technical assistance to those needing support. The intent is to recognize quality planning efforts and focus state assistance efforts around this self-evaluation guide for growth preparedness.

When citizens, non-profit organizations, special districts, and other community groups apply for applicable state discretionary loans or grants, they will reference the Smart Growth Scorecard of the community or county closest to their proposed project. This approach encourages citizens, non-profit organizations, and other entities to talk with their community leaders, make sure a Scorecard is filled out, and ultimately encourage them to implement smart growth practices. If a project spans more than one jurisdiction, the applicant can choose the best score for their application. Incentives and assistance will apply depending on the score. The granting agency will provide specific direction for how this will work within their application.

<p>14. What specific policies does the state have to ensure bicycle accommodation on state highways? (200-word limit)</p> <p>It is ADOT's policy to include provisions for bicycle travel in all new major construction and major reconstruction projects on the state highway system. ADOT Bicycle Policy advocates that bicyclists have the right to operate in a legal manner on all roadways open to public travel, with the exception of fully controlled-access highways. Bicyclists may use fully controlled-access highways in Arizona except where specifically excluded by regulation and where posted signs give notice of a prohibition (refer to http://www.azbikeped.org/images/MGT01-2%20Bike%20Policy.pdf). The state policies for bicycle accommodations on state highways are the same for those on interstate highways.</p>
<p>15. Does your state coordinate with neighboring states, provinces or countries regarding bicycle issues?</p> <p>Yes</p> <p>a. Please describe how your state coordinates with neighboring states, provinces or countries. (200-word limit)</p> <p>Neighboring states and countries are involved in the planning process, if appropriate, as members of stakeholder groups, assistance with resources, and if the situation calls for it, part of the steering committee. An example of such coordination is when Utah DOT assisted ADOT with a traffic engineering study to justify continued use of I-15 as a bikeway.</p>
<p>Infrastructure</p>
<p>16. On average over the past five years, how much state safety funding was spent in proportion to bike crashes in the state? Enter a number in the format xxx.xx</p> <p>\$12,802.08 per bicycle crash.</p>
<p>17. Does the state have a policy to provide access across major bridges (e.g. crossing rivers, tolled facilities) and tunnels?</p> <p>No</p> <p>a. Please describe the policy. (200-word limit)</p> <p>There is not a policy that specifically addresses bicycle access on major bridges. However, ADOT bicycle policy specifically states that new construction and reconstruction (bridges included) must include provisions for bicyclists.</p>
<p>18. What is the percentage of state and local transit systems with bike racks on all buses? Enter a number in the format xxx.xx</p> <p>71.43</p>
<p>19. Is there access for bicycles on Amtrak trains or other regional passenger rail where they are present?</p> <p>Yes</p> <p>a. Please describe. (200-word limit)</p> <p>All light rail vehicles in the Metro Light Rail fleet are equipped with bicycle racks for passengers. There are doors on the vehicles with a bicycle symbol that indicate to passengers that bicycle facilities are located through that door. Passengers may lock their back to the racks provided. If the racks are full, passengers may also stand and hold their bikes, so long as the aisle and/or doorways are free from obstruction. If the train is full, and cannot fit a bike without obstructing the aisle and/or doorways, the bicyclists must wait for the next train. Further bicycle accommodations include bike racks located at each park-and-ride lot.</p>
<p>20. How many state facilities provide bicycle parking?</p> <p>Approximately 85%</p>

Education and Enforcement

21. How much safety funding per capita is received from NHTSA? Enter a whole number, 0 or larger

1

22. What percent of schools (elementary and secondary) in the state offer in school bicycling education? Enter a whole number, 0 or larger

6

23. Does the state offer driver training for state employees that includes information on sharing the road with bicyclists?

Yes

a. If so, please describe. (200-word limit)

All state employees who drive a state vehicle must complete driver training. Employees must complete the courses once every 4 years. The curriculum includes information contained in the Share the Road with Bicycles guide (<http://www.azbikeped.org/education.html>), which gives detailed information on how to safely and legally share the road with bicyclists.

24. Please describe training for police that includes information that includes information on bicycling and state vehicle code as it relates to bicyclists. (200-word limit)

Current police training includes an interactive training CD-ROM that covers the following:

- Why Law Enforcement
- Understanding Bicycle Crashes
- Applying Traffic Laws to Cyclists
- Specific Laws for Cyclists
- Enforcement Techniques
- Crash Investigation and Reporting
- Review and Next Steps

Upon completion of the video a score is provided along with a certification of completion.

Pima County is in the process of developing an interactive police training video that will be released in the fall of 2009. The City of Tucson has a Bicycle Unit in the Tucson Police Department. Officers in the Bicycle Unit must complete a 40-hour certified training course. Bike sergeants perform the training.

25. Does your state have law enforcement and/or security personnel on bikes?

Yes

a. Please describe. (200-word limit)

Several local police departments have law enforcement and security personnel on bicycles. However, the State's Department of Public Safety does not.

26. Does your state offer a diversion program for traffic offenders that include information on sharing the road with bicyclists?

The State of Arizona does not offer a diversion program for traffic offenders, but several local jurisdictions, including the City of Tempe and City of Tucson have programs that include information on sharing the road.

a. Please describe the diversion program. (200-word limit)

The City of Tempe offers a Bicycle Diversion Class for bicyclists that have violated a traffic law. The class can be taken in lieu of paying a large fine. Violators have to pay a \$37 Diversion Class fee and an additional \$15 when they appear at the class, paying a total of \$52 instead of possibly paying double that amount for the full fine. The class educates riders on proper bike etiquette and the legal way to share the road with motorists and pedestrians.

The City of Tucson also offers a Bike Diversion Program. Tucson's class is free and is offered in two parts. Part I is a 3 hour course that discusses the state laws in regards to safe and legal bicycle riding. It also goes over common bicycle crash types and avoidance techniques. Part II requires a bike in rideable condition.

27. Please describe the statewide Share the Road Campaign and/or public service announcement campaign?

Yes

a. Please describe the campaign. (200-word limit)

ADOT produces a "Share the Road" guide to educate bicyclists and motorists on the legal and safe ways of interacting in roadways. The guide illustrates and describes the common conflicts between motorists and bicyclists, and how to avoid accidents by using legal methods of signals to communicate actions (i.e. proper arm movements by the bicyclist to indicate a right or left turn). The guide also describes common courtesies on the road for drivers and bicyclists (i.e. bicyclists should make themselves visible and use predictable actions to let drivers know their intent. Motorists should respect the bicyclists' right to the roadway and yield to bicyclists at intersections and turns).

The guide is available online on the state's bicycle and pedestrian website. The guide can be used in bicycle campaigns at any government level to promote safe riding and driving. Potential educational programs include: safety education, safe routes to school, bicycle/pedestrian facility design training.

Pima County – Tucson Bicycle Advisory Committee modified the Partnering Charter for SR-77. The Project Safety components in the Charter now include maintaining a safe roadway during construction for all users, including bicyclists. "Share the Road with Care" signs with the bicycle symbol were placed at some construction locations.

Encouragement

28. Does your state have a cross-state ride or other signature statewide bicycling events?

Yes

a. Please describe. (200-word limit)

The cross-state ride is called the "Great Arizona Bicycle Adventure," and is hosted by the Greater Arizona Bicycling Association (GABA). It is an 8-9 day ride that starts in northern Arizona and terminates at the Mexico border. This year it will be held in August, but it is usually at the end of September. The ride is approximately 520 miles long. Luggage transport, hotel accommodations, return flights or shuttles, and mechanic support are available for riders on this trip.

A signature bicycle ride is El Tour de Tucson. The main ride is over 100 miles around scenic Tucson. Other El Tour rides include an 80, 67, and 35 mile rides, or a 4 ¼ mile ride for families and kids. The course is moderately hilly, offering great views of the desert and the city skyline. El Tour attracts people from all over Arizona and the country, and raised approximately \$1.8 million last year. The proceeds from the ride go to charitable agencies such as Tu Nidito and Big Brothers Big Sisters. El Tour is hosted by Perimeter Bicycling Association of America Inc.

29. Is there an individualized marketing program for state employees (eg. Smart trips/ Travelsmart)?

Yes

a. Please describe. (200-word limit)

The State of Arizona, as the largest employer in Maricopa County is mandated to conduct a travel reduction program for all state agencies and their approximately 21,500 employees. ADOT is a major sponsor of the Annual Clean Air Campaign in the Phoenix Area. Each year's theme emphasizes public outreach messages, incentives and contests to encourage carpooling. Programs include Rideshare matching, distribution of educational information, contests among state agencies, a telecommuting program and a state coordinator's network. As a part of the Travel

<p>Reduction Program, the State has a Travel Reduction Plan that applies to State agencies and outlines different measures that will help reduce the amount of single occupancy vehicle trips, and increase carpooling, vanpooling, and the number of employees who telecommute.</p> <p>The State of Arizona also participates in the Telecommuting Program to help reduce traffic congestion and air pollution. The program allows selected employees to work from home, or a State office location closer to home, one or more days a week. All State agencies, boards, and commissions must implement the Telecommuting Program, as mandated in Executive Order 2003-11. The goal of the Telecommuting Program is to have 20 percent of State employees in Maricopa County participating.</p>
<p>30. Is there a bike pool for state employees? No</p>
<p>31. Does the state measure the number of state employees riding to work by bike? Yes. a. Is so, what is the percentage? Enter a number in the format xxx.xx 0.83</p>
<p>32. How many recreational bicycle clubs are there in the state per capita? Enter a whole number, 0 or larger 0 (74/6,629,455)</p>
<p>33. Please list all major cycling events in the state? (200-word limit) Casa Grande Century; Casa Grande (Ride the Ruins); Tour de Cure; Laveen Country Challenge; Gila Valley River Tour; John Earley Memorial Valley of the Sun Stage Race; North End Classic (Yuma) Desert Classic; Le Grande Tour; Bike MS – Round Up Ride; Tucson Bicycle Classic (3 days); El Tour de Phoenix; Tempe Bike Month; La Vuelta de Bisbee; Colossal Cave Road Race; Tucson Bike Fest; Tour of the Tucson Mountains; Tucson Bike to Work Week; Summit Center Classic; Flagstaff Bike to Work Week; National Bike to Work Week; Pinetop to Greer; Grand Canyon Tour; Greater Arizona Bicycle Adventure; Prescott Skull Valley Loop Challenge; Cochise Country Cycling Classic; Grand Canyon to Mexico Across Arizona (8-9 days); Tour de Tempe; El Tour de Tucson; Heart of Arizona Century; Whiskey Off-Road in Prescott; Prescott's Bike Month; the MBAA Prescott Punisher; The Memorial Ride for Safety Metric Century</p> <p>a. Of these events, which ones do state DOT, tourism board or other state agency sponsor, and in what way? (200-word limit) Arizona Governor’s Office of Highway Safety is a sponsor of the El Tour de Phoenix.</p>
<p>34. How many bicycles were purchased per capita in your state last year? Enter a whole number, 0 or larger INFORMATION NOT AVAILABLE.</p>
<p>35. Please describe the ways that National Bike Month is celebrated in the state (200-word limit) National Bike Month activities are celebrated in April with various events that encourage people to ride instead of drive to work and for other daily trips. Some of the events include:</p> <ul style="list-style-type: none"> ▪ Glendale family bike ride ▪ Employee Bike to Work Day ▪ RideClean Arizona Championship Criterium – a closed-road bicycle racing event will be held through downtown Phoenix ▪ The Great Bike Chase – a three-mile family fun ride through downtown Phoenix ▪ Tour Scottsdale’s public art on bicycle

<ul style="list-style-type: none"> ▪ Tucson's Bike Fest – The City of Tucson holds bicycle events throughout the month of April. Some of the featured events are a Bike to Work Week and the Bike to Work Commuter Challenge where coworkers team up and record their bike commutes to win prizes. The Bike Fest webpage (http://dot.tucsonaz.gov/bikefest/) has a calendar with links to other bicycle events that will be taking place during Bike Fest.
<p>36. Does the state have an official Bike Month and annual proclamation?</p> <p>No</p> <p>a. Please describe. (200-word limit)</p>
<p>37. Does the state promote Bike Month, Bike to Work Week and/or Bike to Work Day to state employees?</p> <p>Yes</p> <p>a. Please describe. (200-word limit)</p> <p>In 2008, ADOT promoted Bike to Work Day in TRANSEND magazine, a magazine for employees, retirees and stakeholders of the Arizona Department of Transportation. The month of April was proclaimed Valley Bike Month in the Phoenix Metro Area, and along with Bike to Work Day several other events were held. For Employee Bike to Work Day a ride took place from the Park Central Mall to Phoenix City Hall. Bike to Work Day is scheduled for April 2009 to celebrate Valley Bike Month.</p>
<p>38. Is there a statewide Walk/Bike to School event?</p> <p>Yes</p> <p>a. Please describe. (200-word limit)</p> <p>Twenty-three cities across the state participated in 106 events in support of the International Walk to School events as part of raising awareness for walkable communities, safe routes to school, healthier communities, and cleaner air. (http://www.walktoschool.org/who/seestate-lastyear.cfm?st=AZ)</p>
<p>39. Does the state publish a calendar of events that includes bicycling events?</p> <p>Yes</p>
<p>40. Is there a governor's ride, or other event were the governor and/or state legislators participate in an annual bicycling event?</p> <p>No</p> <p>a. Please describe. (200-word limit)</p>
<p>41. Please describe state in tourism promotion efforts to promote bicycling in the state. (200-word limit)</p> <p>There are 90 mountain biking trails listed on Arizona Office of Tourism (AOT) website (www.arizonaguide.com). A description and trail information is provided for each trail listed. On the website, a visitor can create a travel itinerary, which includes tourist destinations that they want to visit, and bicycle trails can be added to the itinerary. The AOT uses the trails on the website to promote Arizona as a destination state for bicyclists looking for new challenges and scenic bicycle rides.</p> <p>The Department of Transportation Intermodal Transportation Division also promotes bicycling along scenic roads as a tourist attraction. On the website (http://www.arizonascenicroads.com/main.aspx) a tourist can find scenic routes in the state and find links to biking trails along that route.</p>
<p>42. Does the state university system promote bicycling as a viable or preferred means of transport?</p> <p>Yes</p> <p>a. Please describe. (200-word limit)</p> <p>UA – recognizes that bicycling is a major form of transportation to and within the campus. Parking and Transportation Services stated that 50% of the income generated from the parking</p>

fees goes toward alternative transportation programs (i.e. bike sharing program; opportunities for bicyclists to utilize the streets). This will help in the campus' goal to reduce SOV trips to the campus. The bicycle routes leading to and within the campus are included in the City of Tucson's bicycle route map.

ASU – bicycle transportation is included in the ASU's "Planning Principles and Concept Plan." The Plan recognizes that bicycling is a major form of transportation to and within the campus. The goals and objectives in the Plan work towards creating a safe and enjoyable bicycling experience with enhanced crossings, increased bike lanes, and supporting planned bicycle improvements stated in the Tempe General Plan.

NAU – In the NAU "2005 Long Range Plan" the use of alternative routes is a main goal. The plan calls for adding bike lanes throughout the campus as well as adding bike routes that connect off-campus. Other bicycle facilities that NAU emphasizes are lockers, showers, safety programs (i.e. guaranteed ride home), parking vouchers, and an established bicycle committee.

43. Does your state have a bicycling-specific website?

Yes

a. Please describe. (200-word limit)

The state's bicycle and pedestrian website (azbikeped.org) provides information for bicyclists and pedestrians. The website includes bicycle and pedestrian safety laws, list of bicycle clubs and organizations, links to popular bicycle trails and shared-use paths around the state, tips for commuting by bike, links to communities in Arizona that have bike programs, links to public transit information, links to statewide and Arizona city bicycle maps, links to the Statewide Bicycle and Pedestrian Plan, offers educational materials, and a calendar of events.

44. Is there a website available for online route planning within the state?

Yes

a. Please describe. (200-word limit)

Arizona has a Traveler Information (az511.com) system that gives updated traffic information and support for state and interstate highways, as well as local roads in urbanized areas. The website features interactive maps that show where incidents (i.e. closures/lane restrictions) are, travel delays, level of service, obstructions, high wind areas, weather, rest areas, and camera locations and images.

Arizona has another website geared towards trip planning along the State's scenic roads. The website features an interactive map that highlights all of the Arizona scenic roads. The map links to information on each corridor, where a viewer can find the length of the scenic road, accommodations, tourist attractions, popular recreation activities, historical places, and articles written about the road describing its interesting features.

45. Please list any other ways the state promotes bicycling. (500-word limit)

ADOT encourages each jurisdiction to have at least one full-time Bicycle and Pedestrian Coordinator. The coordinators are encouraged to work together to make bicycle and pedestrian connections between communities. The state also encourages the formation of bicycle advisory committees. These committees often consist of bicycle clubs, agencies, and government planners and engineers. There are currently 9 bicycle advisory committees across Arizona. The committees work to raise awareness on bicycle laws and safety by maintaining websites, hosting rides, promoting bicycle improvement projects, etc.

The state's departments of Health, Transportation, and Tourism all promote bicycling to promote a healthier lifestyle, reduce traffic congestion, improve air quality, and as a way to promote tourism. The state also supports the Safe Routes to School program. Many projects around the state are currently being planned, designed, and/or implemented.

Evaluation and Planning

46. What is the percentage of state population live in a designated Bicycle Friendly Communities? Enter a number in the format xxx.xx
35.67

47. How many of the DOT staff represented in FTE's are dedicated to bicycling in the following areas:

- a. DOT (HQ) Enter a whole number, 0 or larger
2
- b. DOT (districts) Enter a whole number, 0 or larger
0 full-time
- c. Other agencies
19
- d. Please list. (200-word limit)

Within DOT

- State Bicycle and Pedestrian Coordinator
- Safe Routes to School Coordinator

Others that work on bicycle issues:

- Safe Routes to School Advisory Committee - includes representatives from the state department's of Education, Health Services, and Public Safety and Governor's Office of Highway Safety
- Transportation Enhancement Program
- Traffic engineers
- Roadway designers
- Local Government Section
- State Engineer

Other Agencies

- Pima Association of Governments (2)
- Maricopa Association of Governments (1)
- City of Flagstaff (1)
- City of Tucson (1)
- City of Mesa (1)
- City of Glendale (1)
- City of Peoria (1)
- City of Scottsdale (1)
- City of Tempe (1)
- City of Phoenix (1/2)
- Maricopa County (1)
- Town of Oro Valley (1)
- Pima County (4)
- Arizona State Parks (1 FTE)
- Valley Metro (1)

48. Does the state have its own bike plan?

Yes

- a. Please provide link.

<http://www.azbikeped.org/phase1documents.html>

49. What is the percentage of cities with current bike plans passed in the last five years? Enter a number in the format xxx.xx

26.66

50. What is the percentage of MPOs with current bike plans? Enter a number in the format xxx.xx

100.00

51. Is there interagency participation in the state Bicycle Advisory Committee?

Yes

a. Please describe. (200-word limit)

Agencies in the Committee:

- ADOT Traffic Engineers
- ADOT Intermodal Transportation Division
- ADOT Roadway Design
- ADOT Traffic Engineering
- ADOT Transportation Enhancements
- ADOT Multimodal Planning Division
- Bicycle Advisory Committee – Flagstaff
- Bicycle Advisory Committee – Glendale
- Bicycle Advisory Committee – Prescott
- Central Arizona Association of Governments
- City of Flagstaff
- City of Flagstaff City Council
- City of Glendale
- City of Goodyear
- City of Mesa
- City of Phoenix Trails
- City of Tempe Transportation
- City of Tucson
- City of Yuma Community Development
- Coalition of Arizona Bicyclists
- Cottonwood Bicycle Advisory Committee
- Flagstaff Metropolitan Planning Organization
- Greater Arizona Bicycling Association – Phoenix and Tucson
- Maricopa Association of Governments
- Maricopa County DOT
- Northern Arizona University
- Phoenix Children’s Hospital
- Pima Association of Governments
- Pima County
- Pima County – City of Tucson Bicycle Advisory Committee
- Pedestrian Advisory Committee – Tucson
- Prescott Alternative Transportation
- Southeastern Arizona Governments
- Southwest Gas
- Tucson Department of Transportation

- Town of Oro Valley
- Valley Metro
- Verde Valley Cyclists
- Western Arizona Council of Governments
- Yuma Metropolitan Planning Organization
- Yuma Safety Representative

52. Is there bicycle user group representation in the state Bicycle Advisory Committee?

Yes

a. Please describe. (200-word limit)

There are 3 bicycle user groups that are part of the Statewide Bicycle and Pedestrian Steering Committee. Two of the organizations are the most well known in the State, the Coalition of Arizona Bicyclists and Greater Arizona Bicycling Association.

53. Does the state have target for bicycle ridership?

Yes

a. Please describe. (50-word limit)

To double the number of person trips made by bicycle

54. Does the state have target for SOV trips?

Yes

a. Please describe. (50-word limit)

The travel reduction goal is 60% or less SOV trip for state agency employees. There is not a statewide SOV trip target. However, the state's Air Quality and Multimodal Planning departments have car and vanpooling programs and investment in multimodal transportation that work together to reduce the number of SOV trips.

55. Does the state have target VMT levels?

Yes

a. Please describe. (250-word limit)

There is not a specific target for VMT trips, however, the goal for state agencies is 60% or less for VMT miles traveled. The state's Air Quality and Multimodal Planning departments have car and vanpooling programs and investment in multimodal transportation that work together to reduce the number of VMT trips.

56. Has the state performed an economic impact study that includes bicycling?

No

a. Please describe. (200-word limit)

General

57. Please describe your state's most significant accomplishment for bicycling in the last year. (500-word limit)

In the past year a number of significant activities were completed to improve bicycling in the State of Arizona. These include modification of ADOT Roadway Design Guidelines, development and expansion of educational programs dedicated to bicycle safety and awareness, and a significant increase in League Certified Instructors in the state.

Updated Roadway Design Guidelines

- ADOT Roadway Design Guidelines were modified to include guidance on providing a buffer area between the through lane and the right turn lane for accommodating bicycle traffic.

Development and Expansion of Bicycle Education Programs

- Perimeter Bicycling, a statewide bicycle club that sponsors several annual events including El Tour de Tucson, teach bicycle safety classes. The classes focus on safe riding for all ages and training techniques for the El Tour de Tucson. Perimeter also works with local jurisdictions to promote and enhance bicycle safety.
- The state recently developed and implemented a Bicycle and Pedestrian Safety Awareness Campaign Pilot Program. The campaign promotes safety tips for bicyclists, pedestrians and motorists through a variety of materials. The campaign identity “Be a Roll-Model” was integrated in all program materials. Campaign materials were created for various media, and for all age levels. The materials include two 60 second radio commercials, one for bicycle safety and one for pedestrian safety. These commercials focus on preventing bicycle/motorist conflicts by stating where bicyclists can safely and legal ride, letting motorists know that they must share the road with bicyclists, and to give bicyclists at least 5 feet. Print ads, promotional stickers, flyers, and hanging tags were also made with similar messages. These materials can be posted at bicycle shops, schools, community events, insurance agencies, libraries, hotels, chamber of commerce, local churches, rotary clubs, health clubs, recreation centers, ADOT MVD Offices, and bicycle and pedestrian organizations. The Pilot Program was implemented in the Verde Valley area of Central Arizona. ADOT recently received funding to expand implementation of the Pilot Program to other areas throughout the state, and will do so in 2009.
- Arizona’s educational programs are strengthened by the significant increase in League Certified Instructors (LCI). There are currently 76 instructors in the state, up 52% from last year. The LCIs across the state hold classes for community groups, jurisdictions, bicycling events, and for school safety programs. One of the most popular school events taught by LCIs is the bicycle rodeo. Many of the schools in Arizona have bicycle rodeos where children learn the rules and laws of the road and receive valuable safety and riding tips by riding bikes through a course, not just learning in a classroom. Other LCI taught classes focus on how to negotiate traffic, find an appropriate riding pace, and safe commuting.

58. Please give the three reasons your state should receive the Bicycle Friendly State award. (500-word limit)

1. Strong Bicycle Communities with LAB Bicycle Friendly Community (BFC) Recognition

Seven cities within Arizona have achieved BFC recognition at a national level. The community awards range from bronze to gold levels. The seven cities are successful in the Engineering category of the 5 E’s. The cities are noted for having extensive and well connected bicycle networks, which link different trail types across land uses to link riders to destinations throughout the communities. The community with gold level recognition is the Tucson-Pima County East Region. This community has success in four out of the five 5 E categories, and is continuing to strive for platinum level recognition. Further recognition at the national level includes the attendance of LAB at the El Tour de Phoenix in April 2008 and the El Tour de Tucson in November 2007.

The seven cities are dispersed across the state, bringing bicycle awareness to all parts of the state, from Flagstaff to the Phoenix Metropolitan Area, and south to Tucson-Pima County. The seven communities and their levels are listed below:

- Tucson-Pima East Region–Gold
- Scottsdale–Silver
- Tempe–Silver
- Chandler–Bronze

- Flagstaff–Bronze
- Gilbert–Bronze
- Mesa–Bronze

The accomplishments, continued pursuance of further successes, and the broad range of communities across the state make it evident that Arizona has a strong commitment to bicycle safety and awareness.

2. Continued Development of Strong Policies and Leadership

Arizona has developed progressive laws to help ensure bicycle safety. Two examples of such laws are the 3-foot minimum passing law and the bicycle friendly rumble strip policy. The 3-foot minimum passing law requires that motor vehicles give bicyclists at least 3 feet when passing them on the road. In many jurisdictions throughout the state this minimum is increased to 5-foot passing minimums. The rumble strip policy states that three-feet and five-inches of spaces should be provided between the outside edge of the rumble strip to the barrier or guardrail, providing enough room for bicycle traffic. ADOT policies require consideration of cyclists in major roadway construction or reconstruction projects. However, funding is often inadequate to provide and maintain ‘ideal’ bicycle infrastructure. Dedicated funding sources for bicycle improvements should be identified.

Along with the policies, Arizona updated its Roadway Design Guidelines (RDG) in July 2008 to include a bicycle buffer provision. The RDG states that a 5-foot wide buffer area between the through lane and the right turning lane should be provided. The regulation ensures bicycle safety and visibility at intersections.

In addition to the above policies, Arizona is experiencing continued growth and social acceptance of bicycling as a viable form of transportation. Bicycling is included in almost all jurisdictions’ comprehensive plans as a way to promote healthy lifestyles, reduce congestion, and as a form or recreation.

3. Completed Tasks Identified in the 2003 Bicycle and Pedestrian Safety Plan

The 2003 Bicycle and Pedestrian Safety Plan called for a number of tasks to complete to improve bicycle safety across the state. Since 2003 many of the tasks have been implemented in a series of phases. Some of the accomplished tasks are listed below:

- Hosted bicycle and pedestrian facility design workshops
- Bicycle and Pedestrian Share the Road guide updates
- Website development and maintenance
- Statewide Bicycle user map
- Bicycle and Pedestrian Education Program Plan
- Developed Education materials – bicycle education program plan, “share the road” guide

59. Please give three aspects of the state that must be improved in order to make the state more bicycle friendly. (500-word limit)

1. Complete Streets Policy Development

Development and adoption of a Complete Streets policy would improve accommodation of cyclists on all roadways in Arizona. A Complete Street Laying the Foundation Workshop is currently scheduled for May 2009. The workshop will explore current policies and practices in

Arizona and the Maricopa Association of Governments (MAG) region and how well they function toward creating and operating complete streets. The policies and practices will also be compared to other complete street policies that have been successful elsewhere. A goal of the workshops is for participants will develop effective complete streets policies. The workshops will also bring together key stakeholders with diverse backgrounds and interests.

2. Increased Coordination with Law Enforcement

Arizona has several bicycle advocacy groups. However, collaboration between these groups to promote bicycling statewide can be improved. A key need is to improve coordination with public safety and law enforcement, including education programs for law enforcement. The increased coordination with law enforcement and educational programs will ensure that the rights and responsibilities of all users are promoted and maintained as a high priority.

3. Increase Bicycle Trips

Arizona should strive to increase the amount of bicycle trips statewide. Improved workplace bicycle facilities (e.g. lockers, showers, etc.) will encourage people to ride their bicycles to work rather than drive. The state can encourage employers to provide safe bicycle parking and/or lockers at the office, install showers at work, and participate in a bike sharing program for short trips made during the day. The City of Tucson currently has a bike share program for city employees. The bikes and helmets are available for employees to use for going to meetings or dropping off documents in other offices and departments. This type of program can work in areas of Arizona where offices and buildings are clustered.

Bicycle Friendly State Ranking Application
2009
Submittal due date: March 13, 2009
Revised March 13, 2009

Contact Information
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Legislation
1. Is a bicycle considered a vehicle in your state? No a. Does a bicyclist have the same rights and responsibilities as an operator of a motor vehicle? Yes
2. Is there legislation that requires a safe passing distance of at least three feet? Yes
3. Can a bicyclist legally signal a right turn with his/her right hand? Yes
4. Does your state code allow bicyclists to ride two abreast as recommended by the Uniform Vehicle Code? Yes
5. Are the bicycle equipment related provisions of the state vehicle code consistent with the recommendations of Sections 12-701 through 709 of the Uniform Vehicle Code? The Uniform Vehicle Code is a privately prepared set of United States traffic laws prepared by the National Committee on Uniform Traffic Laws and Ordinances a private non-profit organization. Most of the members are state governments, in addition to some related organizations. The extent to which the code is used varies by state. Yes
6. Can a bicyclist legally choose to ride on the road when there is shared use path or trail adjacent to the road, or is there a mandatory sidepath law? A bicyclist can ride on the road
7. When a bike lane is present, can a bicyclist legally choose to ride in the adjacent travel lane, or is there a mandatory bike lane use law that does not allow exceptions for cyclists to leave the lane? A bicyclist can ride in the lane

8. Is there a law that requires a bicyclist to ride as far to the right as is practicable?

Yes

Does the law allow the following exceptions listed in the Uniform Vehicle Code?

a. When overtaking and passing another bicycle or vehicle proceeding in the same direction.

Yes

b. When preparing for a left turn at an intersection or into a private road or driveway.

Yes

c. When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a 'substandard width lane' is a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

Yes

d. When riding in the right turn only lane?

Although Arizona Revised Statutes does not include the UVC exception 'when riding in the right turn lane,' local units of government do allow for the exception (for example, see attached photo from a City of Phoenix location)



AvesNorthern23gh.
JPG (468 KB)

9. Does your state have language in its vehicle code prohibiting the opening of an automobile's door unless able to do so safely?

Yes (see ARS 28-905)

10. Does the state have a mandatory helmet law?

No

a. To what ages is it applied?

b. Can localities pass local mandatory helmet laws?

Yes

11. Is photo enforcement of moving violations permitted in your state?

Yes

a. Does the state have enabling legislation for local jurisdictions to use photo enforcement of moving violations?

Yes

12. Does your state have a law that bans the use of cell phones, or that requires the use of a hands free device while operating a motor vehicle?

No restrictions

13. What is the legal status of cyclists using paved shoulders on state highways?

Bicyclists are permitted to use the shoulder.

<p>14. How many state government employees, expressed in FTEs, work on bicycle issues in your state as detailed in their work description?</p> <p>2</p>
<p>Policies and Programs</p>
<p>15. Does the state have a Complete Streets or Bicycle and Pedestrian Accommodation policy?</p> <p>The State of Arizona has a bicycle accommodation policy.</p> <p>a. When was the policy adopted?</p> <p>The ADOT Bicycle Policy was updated in 2007.</p>
<p>16. Does any state agency have a statewide plan, MOU/MOA regarding mountain bike trails, or partnership with a mountain bike trail advocacy organization?</p> <p>Yes</p>
<p>17. Does your state have a plan for reducing carbon emissions that includes bicycle use?</p> <p>Yes</p> <p>a. If so, is a specific role for bicycling a part of that plan?</p> <p>Yes</p>
<p>18. Is there a policy that requires state office buildings, state park and recreation facilities, other state facilities to provide bicycle parking?</p> <p>No</p>
<p>19. Has your state provided any funding for the purchase and/or installation of bike parking racks at state buildings in the past 3 years?</p> <p>Yes</p>
<p>Infrastructure</p>
<p>20. Does your state have a system in place to acquire data to determine what percentage of the state highway network has paved shoulders?</p> <p>Yes</p> <p>a. What percentage have shoulders?</p> <p>66.93</p>
<p>21. Does your state have a rumble strip policy that includes a minimum clear space of 4 ft. for bicycles?</p> <p>Yes</p>
<p>22. Does your state use a bicycle level of service or similar model to assess bicycling conditions of on roads?</p> <p>Yes</p>
<p>23. What is estimated total number of miles of shared use paths in your state that meet the recommended design guidelines in the AASHTO Guide for the Development of Bicycle Facilities?</p> <p>465</p> <p>This figure represents Arizona State Parks estimate of miles of paved, non-motorized, multiple-use paths that provide connectivity (along canals, washes, utility corridors, off-street urban trails, and roadside trails). State Parks does not have a mechanism to determine if they are in compliance with AASHTO.</p>

24. What is the state's current obligation rate for the following bicycle and trail related funding programs?

a. Transportation enhancements

0.72

b. Recreational trails

0.75

c. Safe Routes to School

0.21

25. What percentage of the following federal funding programs is typically spent on bicycling projects?

a. Congestion Mitigation and Air Quality (CMAQ)

0.17

b. Surface Transportation, not including Transportation Enhancements

0.01

c. Transportation enhancements

0.73

d. HSIP

0.01

e. SPR

0.01

26. Does the state have any dedicated funding sources, in addition to federal programs for bicycle, or bicycle and pedestrian projects?

Yes

a. How much funding is available?

Arizona State Parks has up to \$475,000 per year of Heritage Fund for trails projects; AZGF has up to \$500,000 in funding

b. What is the source of this funding?

The Arizona Lottery designates up to \$20 million a year towards the Heritage Fund, which is divided equally between the Arizona Game and Fish Department (AGFD) and Arizona State Parks. Arizona State Parks allocates 5% of the Heritage Fund monies to the Trails Heritage Fund, which includes bicycle and/or pedestrian related projects. The Arizona State Parks Board receives up to \$500,000 a year for the Trails Heritage Fund, of which 95% is available through the competitive grant program (refer to http://azstateparks.com/grants/downloads/FY2009_Trails_Manual.pdf, p. 5).

27. Has any safety funding been spent on bicycle projects in the past three years?

No

a. How much?

28. Has the state identified a network or system of state bicycle routes?

Yes

a. Is there a publicly available map of the system network?

Yes

b. Are the routes signed and/or marked on the ground?

No

<p>29. Does the state have any US numbered bike routes? No a. Is there a program or policy to actively manage and maintain the routes? ---</p>
<p>30. Have any League Cycling Instructors taught Smart Cycling in your state in the past 12 months? Yes</p>
<p>Education and Encouragement</p>
<p>31. Does the state sponsor any bicycle education programs, either directly or by providing funding to local jurisdictions or other entities? Yes</p>
<p>32. Does the state sponsor a Share the Road or similar public safety campaign? Yes</p>
<p>33. Does the state have any policies or programs involving bicycling and increasing physical activity? Yes</p>
<p>34. What was the state's fulfillment rate in the latest Safe Routes to School National Partnership assessment (number of stars from 0 to 4)? 4 stars</p>
<p>35. In the state driver's manual is there information on the rights and responsibilities of bicyclists? Yes a. Is there language regarding motorists' rights and responsibilities towards bicyclists? Yes</p>
<p>36. Are there questions regarding the rights and responsibilities of bicyclists in the state driver's license test? Yes a. Are there questions regarding the motorists' rights and responsibilities towards bicyclists on the test? Yes</p>
<p>37. In the state driver's CDL testing and manual are questions and information regarding motorists' rights and responsibilities towards bicyclists included? No</p>
<p>38. Does your state publish a bicycle driver's manual? Yes</p>
<p>39. Is there a statewide bicycle map that is available to the public? Yes a. Does the map include suitability ratings, or information on conditions that impact bicycling like traffic volume and shoulder widths? Yes</p>

<p>40. Is there an active statewide advocacy group? Click here for a resource to find statewide advocacy groups.</p> <p>Yes</p> <p>a. Is it run by:</p> <p>Volunteers</p>
<p>41. What percentage of communities with 50,000 plus people has a local advocacy group? Enter a percentage in the format xx.xx</p> <p>92</p>
<p>42. Does your state tourism board actively promote bicycle tourism? For an example, click here.</p> <p>Yes</p>
<p>Evaluation and Planning</p>
<p>43. According to the Census Journey to Work data, what percentage of people ride bicycles in your state?</p> <p>2.3</p>
<p>44. Does the State Comprehensive Outdoor Recreation Plan (SCORP) include information about bicycle ownership or use rates? Click here for an example.</p> <p>Yes</p>
<p>45. Does the state have a current statewide bike plan?</p> <p>Yes</p> <p>a. When was it passed?</p> <p>2003</p> <p>b. How much of this plan has been implemented?</p> <p>Most of the plan has been implemented.</p>
<p>46. Does the statewide bicycle plan include performance measures and/or a project list to help measure progress toward implementation of the plan?</p> <p>Yes</p>
<p>47. Is bicycle safety addressed in the state Highway Safety Plan?</p> <p>Yes</p>
<p>48. Is there a state bicycle advisory council that meets regularly?</p> <p>Yes</p> <p>a. How often does it meet?</p> <p>Ad-hoc as needed, as required for plan implementation tasks.</p>
<p>49. What is the average number of motor vehicle/ bicycle crashes that have been recorded in each of the last five years?</p> <p>1920.2</p> <p>a. What is the average crash rate per one million population over the last five years?</p> <p>328</p>

<p>50. What is the annual average number of vehicle/bicycle fatalities over the last five years? 24.2</p> <p>a. What is the average fatality rate per one million population over the last five years? 4.1</p>
<p>51. Is there currently a regularly scheduled statewide bicycle conference? For an example, click here. No</p>
<p>Enforcement</p>
<p>52. Does the state have bicycling enforcement as a part of the overall Police Officer Standards and Training (POST)? No</p>
<p>53. Is bicycling enforcement a police academy requirement? No</p>
<p>54. Is bicycling enforcement a part of continuing officer training, particularly for traffic officers? Yes</p>
<p>55. Is information about bicyclists' rights and responsibilities made available to traffic court judges? Yes</p>
<p>56. Are cycling related traffic infractions counted as points against the cyclist's driver's license? No</p>