

A united voice for bicycle advocacy and safety education in Arizona....



# Coalition Times

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## President's Message

by Rich Rumer

Over 400 bicycling advocates from 47 states rained down on our nation's capital in March during one of the worst snowstorms to hit the area in years. But while our bodies may at times have felt chilly, our spirits were never dampened. For this was the site of the third annual National Bike Summit, sponsored by the League of American Bicyclists (LAB) and America Bikes, and we had miles of congressional corridors to traverse before we slept (or, at least, before soaking our feet).

The Arizona delegation included VP Bill Lazenby and I from the Coalition, Sue Knaup representing the Thunderhead Alliance and Prescott Alternative Transportation, and Susan Bookspan from Phoenix Children's Hospital. In three days—March 5-7, we attended two marathon days of meetings and one day on the Hill with our state congressmen and senators or staff. In fact, our meeting with

Rep. Rick Renzi lasted well over an hour. Turns out the 1<sup>st</sup> District's new congressman is very bike-friendly, and I believe it's only a matter of time before he joins the bike caucus.

(The caucus is a bipartisan group of congressional cyclists, including Rep. James Oberstar (D-MN), the ranking democrat on the House Transportation and Infrastructure Committee. According to the LAB, 14 new members joined the Congressional Bike Caucus or the new Senate Bike

with 90 senators and 300 congressmen or their staffs. We also spoke with Rep. J.D. Hayworth (R-AZ 5<sup>th</sup> District), who was interested in TEA-21 reauthorization. And that IS big news! Bigger, even, than me getting my picture taken with Greg LeMond (see photo below) and meeting Lance's mom...or even Lazenby only getting two blisters on this trip.

Seriously, refunding of the Transportation Equity Act for the 21st Century (TEA-21) is critical if we're to continue building on the progress of the last 12 years and



From left, that's Rich Rumer rubbing shoulders with three-time Tour de France winner Greg LeMond, Susan Bookspan from Phoenix Children's Hospital, and the Coalition's Bill Lazenby. (Photo by John Burke who, when he's not presiding over Trek Bicycles and Bikes Belong, also is a member of CAZB.)

Caucus as a result of summit meetings, with many others also promising to saddle up soon.)

that of TEA-21 predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA).

In all, summit participants met

And that is what this year's



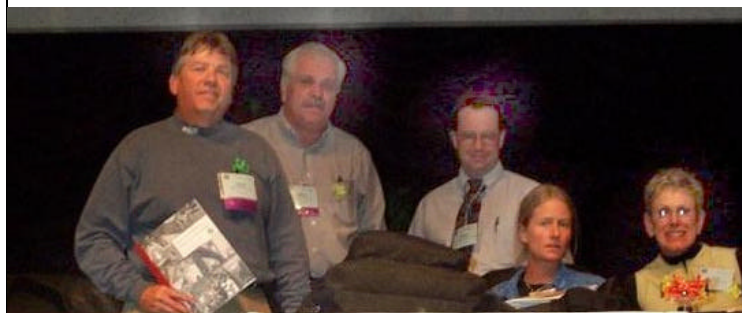
**(Prez message →)** summit was really all about: An effort by the League to rally around the reauthorization all bicycling advocates—among them, Adventure Cycling, Association of Pedestrians and Bicycle Professionals, America Bikes, the Bikes Belong Coalition, International Mountain Bicycling Association, National Center for Bicycling & Walking, Pedestrian and Bicycle Information Center, Rails to Trails Conservancy, Surface Transportation Policy Project and the Thunderhead Alliance.

The key initiative reauthorizing highway funds (TEA-3) is now before Congress. That bill has three planks. The first is to strengthen the original TEA wording to ensure that enhancements, Congestion Mitigation Air Quality (CMAQ) and other existing programs are kept and not transferred to other non-bicycling related projects. The second is to create a bicycle-friendly transportation system wherein all new and rebuilt transit vehicles would be required to accommodate bicycles, bicyclists and pedestrians for a truly seamless bimodal connection. And the third plank is to establish a national Safe Routes to School program funded separately from the TEA-3 bill. The overall goal is to double the percentage of local trips made in the U.S. by bicycling or walking.

The TEA-21 reauthorization vote is set to take place at the end of this year. Your legislators now know that Arizona cyclists are out there in force. Please, PLEASE, don't let our voices melt away like the fallen snow. Write or e-mail your congressman and senators today. Tell them how much bicycling and safe, efficient facilities mean to you, and how you'll be watching this vote very closely...if you get my drift. 🚲



Bill Lazenby (left) and Sue Knaup, exec director of the Thunderhead Alliance, huddling with Rep. Rick Renzi (R) of Arizona's 1st District.



Girding for summit in the congressional corridors are, from left, R. Rumer, B. Lazenby, R. Mouer, S. Knaup and S. Bookspan.



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## No Trivial Pursuit...

- 🚲 Overall participation in this year's summit grew by 45% over last, while bike industry participation more than doubled.
- 🚲 Featured speakers included Linda Armstrong Kelly, mother of four-time Tour de France champ Lance Armstrong; Sen. Jim Jeffords (I-VT); Rep. Earl Blumenauer (D-OR); Rep. James Oberstar (D-MN); Dr. Jeffrey W. Runge, administrator of the National Highway Traffic Safety Administration; and John Burke, Trek Bicycle president.
- 🚲 Five new cosponsors were added to H.R. 1052, the Bike Commuter Act, while Senator Dick Durbin (D-IL) and Susan Collins (R-ME) introduced S. 542, the Conserve by Bike Act.



# Moved by 'America Moves'

by Ellen Metz

**T**he City of Mesa hosted and co-sponsored a conference dedicated to healthy living and livable cities last month, billed as America Moves, with bicycling and active walking figuring prominently throughout. The two-day event (April 3-4) took place at the Sheraton Mesa. Other co-sponsors included the Maricopa Association of Governments; Arizona Department of Transportation; Arizona Department of Health Services; the Governor's Council on Health, Physical Fitness and Sports; St. Luke's Health Initiatives; and Alta Planning + Design.



Dr. Martin Collis

I attended on behalf of the Coalition of Arizona Bicyclists, and Coalition VP Bill Lazenby also contributed to planning of the event. In all, the conference and awards luncheon—a finale sponsored by the Arizona Governor's Council—attracted nearly 200 participants from 20 Arizona cities, 4 Indian communities, 15 other states and Canada.

The conference opened with remarks by **Mesa Mayor Keno Hawker**, an avid cyclist, who talked about the importance of connecting bikeways between communities. In fact, clean, healthy transportation was the emphasis of many presentations. For example, **Dr. Martin Collis**—an educator, humorist, writer, scientist, former Olympic swimming coach, singer and inspirational speaker (speakwell.com)—called walking “a wordless religion powered by carbohydrates rather than hydrocarbons. If you leave your office and drive home, your day's problems will drive with you,” he added. “There's no room for office problems on a bicycle.”

Collis serenaded his audience with songs and poetry without ever veering from the underly conference message to “Get Active...Stay Active.” Some people, he observed, are living a “death-style” rather than a lifestyle. These ilk fail to see the irony that we handicap horses by putting weights on them, while millions of couch potatoes in



Dan Burden



On the 'bent is Reed Kempton, behind him is Susanne Day of Valley Metro and mom Ellen Metz, then B. Lazenby and an unidentified cyclist.

this country and elsewhere plod along in their daily lives—overweight, undernourished, and wondering why they feel so tired all of the time.



Dr. Art Mollen

one another.

Day 2 began with a ringing indictment of “Our Healthy Generation?” by **Dr. Art Mollen**, founder of the Mollen Clinic, a nationally syndicated newspaper columnist and a frequent contributor to local radio talk and television news programs. That said, his prescription was short and sweet: Wellness is the last viable healthcare cost-containment available to us. Each person needs to be responsible for his/her

own health by eating right (e.g., fruits, veggies, whole grains and drinking lots of water) and exercising daily for at least a half hour, he said. A spokesperson for the American Cancer Society later added that at least one-third of all cancer deaths could be avoided by following this routine.

We then went from Mollen's admonitions to encouragement as PBS's **Mark Fen-**



Mark Fenton

**ton** took the mic. Host of the TV series *America's Walking* and former editor-at-large of *Walking* magazine, Fenton suggested wearing a pedometer and taking 10,000 steps each day as the road to better health. Touting the benefits of everyday purposeful activities, he compared daily caloric intakes of the average Chinese and American citizens: a surprising 3,000 to 2,400 calorie differential, respectively. As partial explanation for this, Fenton pointed to how the most inactive quintile of the Chinese population rides a bicycle an average of 2-3 miles per day.

Closer to home, local presenters included **Rose Connors** of the Arizona Department of Health, **Reed Kempton** of Maricopa County, **Betsy Turner** of Valley Metro, **Susan Bookspan** of Phoenix Children's Hospital, and **Jeff Fox** of Arizona Health Net.

# More From America Moves...

There was no shortage of thought-provoking statements or, for that matter, belly laughs at what may one day be looked back upon nostalgically as Mesa's *First Annual America Moves Conference*. Here are a few one-liners I managed to decipher from my notes. —JT

*Having a 'no smoking' section in a restaurant is like having a 'no peeing' section in a pool.*

—M. Collis

\* \* \*

*On the stairs at work, post a sign: 'Free Exercise Equipment.'*

—Rose Connors, Arizona Department of Health, on exercise opportunities for those busy climbing the corporate ladder

\* \* \*

*GREAT thoughts begin in the muscles.*

—Ralph Waldo Emerson as quoted by Martin Collis

*The word 'passion' is really an anagram for I-pass-on.*

—M. Collis, on sharing our enthusiasm for exercise and healthy living with others

\* \* \*

*It's a sick world when you either have to be a fool or a martyr to do the right thing.*

—M. Collis on walking or biking to work

\* \* \*

*If exercise were a pill that could help you to lose weight and reduce stress, make you look and feel younger, cure and prevent illness and make you live longer, give you more energy, help you sleep better, improve your mood and sex life—all without any harmful side effects and free—who wouldn't take it?*

—M. Collis on the logic of exercise

\* \* \*

*(S)taying (T)ense (R)elentlessly (E)very (S)ingle (S)econd*

—M. Collis on STRESS, the acronym

\* \* \*

*'Can Johnny come out to eat?'*

—Cartoon caption of a child's inquiry to Johnny's mom, as read by M. Collis in describing how five of the top 10 causes of death in this country are diet-related, and how restaurant portions have quadrupled over the past four decades

\* \* \*

*In most communities, only 1-in-6 kids walk or bike to school, and in some areas that number can be as high as 1-in-12.*

—Dan Burden

\* \* \*

*Look around, and if you don't see many pedestrians or bicyclists on your streets, then the average health in your community is probably low.*

—D. Burden

\* \* \*

*A test for identifying livable cities and walkable streets: Would you go there to have your wedding pictures taken?*

—D. Burden

\* \* \*

*The easy part of engineering is to get cars moving. The hard part is getting people moving.*

—D. Burden



*Creating walkable and livable cities is not about money; it's about vision.*

—D. Burden

\* \* \*

*The more educated the community, the harder it is to make decisions and effect change.*

—D. Burden, reflecting on how the designers of popular downtown Key West were pirates

\* \* \*

*Twenty percent of high-school students have asthma.*

—Bill Wilkinson, executive director of the National Center for Bicycling and Walking

\* \* \*

*It's taken 50 years to screw up our communities, and it's going to take 50 years to repair them.*

—B. Wilkinson, on how the path to creating livable cities involves a societal rethinking of "community"

\* \* \*

*Our roadways are built for the people who design them rather than for the majority who use them.*

—B. Wilkinson, on the armies of 50ish white males who live in suburbs, drive SUVs and work as city planners and engineers



Photos by Richard Moeur, ADOT traffic design engineer and recent recipient of the LAB Volunteer Award.

# A History Lesson From Mr. Bill by Bill Heimann, CAzB co-founder

**W**hen I first came to Arizona over 20 years ago, I envisioned a bicycling wonderland. A place where I could ride year-round over any terrain. A place where I could ride solo or with a host of club riders. I had bicycled in most of the Lower 48 and my newfound home clearly stood out as one of the best. I settled in to enjoy.

Then one day I noticed that the bike lane on 5<sup>th</sup> Avenue was striped on the left side but not on the right, and I thought I would try to get the City of Phoenix to stripe the other side as well. After all, how hard could that be, I thought. All that was needed was to slurry out the paint and reline it. I had been the League of American Wheelmen's representative to the Florida Legislature so I had some idea of the procedure, or so I thought.

How hard could it be? Try three years of talking, arguing, even ranting! That's what it took to get the city to agree to those supposedly *simple* changes. The good news is that, during that time, I was invited to become a member of the Phoenix Bikeways Committee, where I got to really learn the political landscape here. I also learned that cycling had only two unofficial voices in Arizona: the late Gene Berlaksy representing the Arizona Bicycle Club (ABC) in Phoenix and some members of the Greater Arizona Bicycling Association in Tucson. As for governmental bodies, no one was minding the cyclist's interests at the state level, and no clear voice had surfaced in most local governments.

We needed to be heard, so around about 1991, Richard Metz, Reed Kempton (who later became our first executive director) and I—along with several others—formed the Coalition. It was a modest beginning. We had about \$100 and only five committed members. Our main goal then was not to raise money or to build a large organization but to provide a voice for all Arizona bicyclists at every level of government. Every time a roadway project was dis-

cussed, we wanted to be part of that discussion. You know what they say: Be careful what you wish for. We had no idea how long or how difficult a process this would be!

With the assistance of Andy Clark, our nascent Coalition got a grant from the forerunner of Bikes Belong. However, there was little time for celebration as we soon realized nothing was being done for bicycling at the state level. ADOT had no bike plan and no policy for building bike facilities such as lanes and signage. But we had an even bigger shock coming....

In our first meeting with ADOT's then-director, he claimed the Arizona constitution prohibited the agency from spending any money or making any effort to encourage bicycling on state roads. We were incredulous. What state would put something like that in its constitution?! (After all, it was the League of American Bicyclists—then the League of American Wheelmen—that was primarily responsible for getting the first paved roads introduced in the U.S.)

So we asked ADOT to produce its claimed authority on the matter: a written opinion supposedly written by the state attorney general. And we asked.... In almost every meeting after that we asked again and again to see a copy of that opinion. After several years and many demands, ADOT discovered that this "opinion" was actually a memo from a low-level clerk (and not the AG). Whether it

was out of duty or guilt, after that ADOT began to give us an ear. Today ADOT has done a 180° and is well on its way to developing a real statewide bicycle plan, a change in direction that may never have happened without the Coalition.

Buoyed by our success, we offered to give our new friends at ADOT a glimpse of the cyclist's view of the road, and we convinced the agency to let us take all of its engineers out for a little bike ride. At an ADOT district meeting, we arranged to have a bike and






**(History Lesson →)** helmet on hand for every district engineer. Then we rented a truck to haul the equipment, bought donuts and coffee for all, and set out on a course of state roads that really drove home the plight of the cyclist. All but one engineer participated, and it was a wonderful sight to behold. As far as we know this is the only time this has been done in the U.S.

Over the past 12 years, the Coalition (with help from the ABC) has successfully lobbied the state legislature to twice defeat a bill by Prescott's city attorney that could have led to **banning bicycles** on local roadways. The Coalition also helped to widen shoulders on Route 89 north of Flagstaff, to erect *Share the Road* signs in Phoenix, to design bike racks on Valley buses and to implement the first citywide bikes-on-bus program in the country.

In addition, the Coalition assisted in the re-design of the Show Low bikeway, worked with several other cities and local advocates to ensure bike facilities, and cooperated with ADOT so that bike facilities can be ready on I-17 interchanges when local governments eventually provide access. And, let's not forget, the Coalition encouraged ADOT to design new, more bike-friendly rumble stripes that have since become the national model. This is just part of what has happened and is still going on in Arizona.

The Coalition has achieved its first mandate: We have lived up to the implicit challenge in our name to provide a united voice for Arizona bicycling at all levels of government. What's next is up to you. All I can say is that I am proud to have been part of Coalition history and look forward to reading about your bright future in these pages.

*Bill (a.k.a. Mr. Bill) sent us this article on his way to the airport for the start of (yet another) bicycle adventure in Europe—this one for 14 weeks. Bon voyage, Bill! And thanks...* 

## WELCOME!!!

This would seem a good place to introduce our future.... A big **THANK YOU** and **WELCOME** (back) to our most recent (n)ew and (r)eturning members:

- |                                                                                                                  |                                                                                                            |
|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Rhonda & Doug Forsha (n)       |  Randi Alcolt (n)       |
|  Mike Litecky (r)               |  Leroy Kopel (r)        |
|  Peter Mather (r)               |  Dick & Jayne Lewis (r) |
|  Penny, Jeff & Riley Taylor (r) |  Joseph Joyce III (r)   |
|  Julie Kolasinski (r)           |  Mike Kitchen (r)       |

—Brian Judd, Membership Director

## Other CAzB News

### Swap Meet Swell

Great weather and better deals brought out over 1,000 visitors and more than 95 vendors to the Sixth Annual Bicycle Swap Meet. The event was held at Phoenix Municipal Stadium on April 5, and the merchandise ranged from the latest rides to cruisers dating back to the '30s. Vendors traveled from as far away as San Diego and Denver to attend what has become the Valley's largest swap meet of its kind.



Special thanks also to Valley Metro and to all Coalition members who volunteered their time to make this year's swap meet a rousing success. —B.L.

### Rumer Has It

Coalition president Rich Rumer [a.k.a. Richie Rich] won platinum status once again at the El-Tour of Phoenix. Being a man of ↑

→ many talents, Rich leads the efforts of our statewide bicycle advocacy group while, in his spare time, continuing to rack up platinum in the El-Tour Tucson and now at the Phoenix tour as well. When he's not working his full-time job, lobbying or racing, Rich also leads the ABC Roadrunner group on Sunday mornings from 36th Street and Cactus. *Congratulations once again, Rich!* —B. L.

### New Board Member

After a hard-fought campaign, Gail Terranova has been named the new Coalition Secretary. Thanks, Gail!

### Lane Language

Two Coalition members participated last month in an ADOT training seminar on bike and ped facility design. The object was to acquaint the Coalition with some of the computer tools needed to challenge presumptions made on roads projects by city engineers. As a result, you may soon see an orange-vested, measuring-wheel wielding Bill Lazenby and Joe Terranova on a narrow, poorly paved and unlined street near you.

*To protect your rights, ensure future bicycle trail and road enhancements*  
**Join CAzB Now!**

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Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

Email: \_\_\_\_\_

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# SW Advocacy Jam

by Jim Walen

**T**he Thunderhead Alliance hosted a two-day (April 5-6) conference at the College of Santa Fe in Santa Fe, New Mexico, to promote bicycle advocacy in the Southwest. The goal was to bring together area bicycling leaders to share problems, ideas, concerns and solutions. Attendees came from California, Colorado, New Mexico, Texas and Utah, and I represented the Coalition (Arizona).

Presenters included Gayle Cummins, executive director of the Texas Bicycle Coalition; Chris Morfas, executive director of the California Bicycle Coalition; Gary McFadden, director of operations for the National Center for Bicycling and Walking; Andy Clarke, executive director of the Association of Pedestrian and Bicycle Professionals (and the newly-named director of state and local advocacy for the LAB); and Sue Knaup, executive director of the now Prescott-based Thunderhead Alliance.

In general, the sessions addressed membership marketing and lobbying strategies. News of the Coalition's recent successes was well received, particularly passage and pending modification of the 3-foot safe pass law (A.R.S. §28-735). (At the risk of being redundant, I also made a fashion statement to that effect by donning a Coalition tee-shirt with the law printed on the back.)

When all was said and done, the best part of this conference may have been the networking opportunities and sharing of ideas and successes with other participants. Which, as promised, was the whole idea in the first place.

*Jim Walen is a member of the Coalition, which is a member of the Thunderhead Alliance, which is a national coalition of state and local bicycle advocacy organizations.*



## Farewell...

The Coalition mourns the loss of Joe Stocker, who died April 19. He was 90. About a month earlier, Joe was hit by a car while riding his bike and never recovered. Joe took up cycling when he was 70, and rode 25 miles per day on average.

When he wasn't pedaling his bike, Joe was a writer of national renown, his bylines having graced the pages of the Saturday Evening Post, Collier's, Redbook, McCall's, Popular Mechanics, Reader's Digest and Arizona Highways, among others. In addition, he authored four books on travel and education.

Joe also was a well-known advocate for civil rights, co-founding and editing the Phoenix Jewish News. He was involved with the Council for Civic Unity, the Arizona Civil Liberties Union and the Anti-Defamation League, also editing the ADL newsletter.

He was not only a much-loved local cyclist but also the father of three and a grandfather. We'll all miss you, Joe.



## Legislative Update

As proud as the Coalition is to have been a part of the enactment of the 3-foot safe pass law a couple of years ago, we all knew there were some flaws in the law that someday would have to be addressed. For example, the now-current law fails to explicitly permit motorists to cross a double yellow in order to safely pass a bicyclist. In addition, the law fails to create a cause of action for the victim who is injured or killed as the result of a motorist violation.

In January, Rep. Mark Thomson (R-Dist. 17) introduced such changes in HB 2503, which passed the Arizona House before eventually being voted down 16-14 in the senate on April 29. However, thanks to Sen. Gabrielle Giffords (D-Dist. 28), who moved that the action be reconsidered, the bill still has a shot at passage.

If you don't know who your state senator is

- 1) Go to [www.azleg.state.az.us](http://www.azleg.state.az.us)
- 2) In the blue margin to the left, click on Standing Committee Members under Senate Roster
- 3) Click on "Who Is My Legislator?" in the center of that next page.

Then ask that he or she *please* support HB 2503 and Sen. Gifford's reintroduction of the bill. Now there's no excuse!

