



Advocacy and Education for Arizona Bicyclists

CAZB
Coalition of Arizona Bicyclists

Sprocketeer Newsletter
May 2009

Sneak Peek of Brad Gorman Memorial Bike Park Saddle Up Area and Trailhead

Jean Gorman

I am thrilled to be able to share this. It will have parking for 12 to 15 vehicles, work station, water, lots of shade and seating for your safety and wellness. This concept is not final. There is still lots of planning being done as to materials, but the approval of most of the plan is done and the goal for the dedication is September's end.

I look forward to the final design and going for bids in the near future. Thank you all for your interest and support. 🚲



A Word on Bicycling from Secretary of Transportation's Blog

excerpted from Ray LaHood's blog at <http://fastlane.dot.gov/>

Bicycling is an important factor in less carbon-intensive commuting

Of all the Fastlane entries over the first days of this Administration, the one that has generated the most responses is the one on my address to the National Bike Summit. We all know that bikers are passionate

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Legal or Illegal Stop?

Some unfortunate southern Arizona bicyclists have been cited for improper stops. The deputies citing them are insisting the cyclists must put a foot down for their stop to be legal. So what is a legal stop?

According to Tucson attorney Eric Post, "Stopping at a stop sign is the same statute for drivers of vehicles

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At the March CAzB meeting, Larry Somers presented the



Hebb Electric Bike which he had been riding around Fountain Hills the previous weekend.

Here are a few of the questions about the Hebbe Bike.

How far can it go?

Average about 2 hours, or around 30 miles, depending on rider's weight, terrain, and amount of pedalling.

How long to charge the battery?

4–5 hours.

What's the life span of a battery?

About 500 charges, approximately two years.



Coalition of Arizona Bicyclists

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CAzBike is a proud member of LAB and IMBA

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Monthly Meeting - Everyone welcome

3rd Monday of every month 7PM

VA Hospital Basement meeting room 602-686-1302 for detailed directions

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To find out when your CAzB Membership expires:

Look at the address label. To the left of your name you will see a date in the format of YYYYMMDD to indicate the year, month and day your membership expires.

Silent Sunday at South Mountain

Gene Holmerud

One Sunday of each month, motor vehicles are banned beyond the activities center. This means we cyclists, both road and mountain, can ride in the quiet and beauty of the desert. Plants blossom this time of year. Today, the brilliant yellow palo verdes were in bloom.



Safe place to ride with a baby



Only on Silent Sunday



Beautiful car-free road

The choices are between the many mountain trails, or between San Jaun Hill or the Summit (Dobbins Lookout or the Towers). The ascents and descents to the end of San Jaun Road are moderate with some relatively short steeper sections. The ascent of Summit Road includes about 3 miles of steeper road and some moderate sections. Both returns give the thrill of descent. The variations of mountain trails would take a thick book to describe.

Next Silent Sunday May 24 

Opportunity to Learn about Complete Streets

Michael N. Sanders
Bicycle and Pedestrian Program
Multimodal Planning Division
Arizona Dept. of Transportation

National expert, John LaPlante, P.E., PTOE, will present the complete streets - the movement to make urban thoroughfares more pedestrian and bicycle friendly while not unduly compromising motor vehicle travel.

This presentation is appropriate for elected officials, transportation agency leaders, transportation and land use 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.




Monday, May 18, 2009, 2:30 PM - 4:30 PM, ASU Phoenix Urban Research Laboratory, 234 North Central Avenue, 8th Floor, Phoenix.

Legal Stop continued from page1

and riders of bicycles. A.R.S. 28-855. A legal stop is simply what we think the dictionary might say it is, that is, cessation of forward speed. There is no duration given in the statute for how long the stop must last except that one cannot proceed

after a stop until it is safe to do so. There is no requirement that a cyclist put one foot down or two or simply stop and track stand. Asking a cyclist to put a foot down is the same as asking a vehicle driver to open the door and put a foot down. However,

if a dispute arises between you and the officer and there is no other witness, expect that when you testify at your court date, you may find it difficult to prove that you really did stop. Be prepared to demonstrate a "track stand" to the judge if that is what you did." 

The Future of a Street is a Livable Street

from www.good.is

by Carly Clark and Aaron Naparstek

Before



After



Streets can and must be more than just a place for the movement and storage of private motor vehicles. The urban street of the 21st century will be a “complete street,” as in this example in Manhattan.

It’s easy to forget that our streets are alterable. They weren’t set down by God on the eighth day; they were designed by human beings.

1

VENDORS

For thousands of years before the automobile, urban streets were the heart of civic and economic life. Streets were destinations rather than thoroughfares to get through.



re the advent of the
re a scene of vibrant
dors help make streets
places to be driven

2

PEDESTRIAN STREET LAMPS

It's a city, not a highway
Lighting shouldn't be just for cars.

3

CURB EXTENSIONS

Also known as **BULB-OUTS** or **NECKDOWNS**. They decrease pedestrians' exposure to traffic by reducing crossing distances. By narrowing the street, they help reduce drivers' speeds, as well.

4

DEDICATED BUS LANES

Why should a single-passenger SUV be allowed to delay the morning commute of 60 bus riders? Dedicated lanes get buses out of traffic and make transit trips fast and predictable.

5

SEPARATED BIKE LANES

Bikes are the cleanest, healthiest, and most inexpensive mode of urban transportation. Dedicated lanes provide physical protection for cyclists and encourage bike use.

6

RAISED TEXTURED CROSSWALKS

Raising and texturing crosswalks creates a natural speed bump and makes pedestrians more visible to motorists.

7

TRAFFIC LIGHTS WITH A LEADING PEDESTRIAN INTERVAL

By showing a walk signal a few seconds before turning cars are given a green light, LPI lights allow pedestrians time to enter a crosswalk before traffic makes them impassable.

8

BOLLARDS

These short vertical posts protect pedestrians at dangerous intersections and prevent motorists from parking on sidewalks.

9

STREET TREES AND PLANTINGS

Not only do they provide shade and oxygen and make the street look nicer, it's been shown that urban trees increase traffic safety and improve business.

10

SPEED BUMP

Slow down or pay the price.

Secretary of Transportation on Bicycling

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about their wheels; we also know that bicyclists are vulnerable to automobiles and need secure lanes and greater awareness from drivers. On Earth Day, it seems appropriate to talk about bicycling, not only as recreation, but as an environmentally sound commuting option. And, about what the DOT is doing to improve the cyclist's commute.

Bicycling was one of the earliest beneficiaries of stimulus funding, with portions of the American Reinvestment and Recovery Act explicitly devoted to bicycling, and this department has been very active in getting that funding out the door. States must spend 3 percent of their allocation on the Transportation Enhancements program, which is a primary source of bicycle and pedestrian infrastructure funding. The remainder of the "highway" money also creates an opportunity to build complete streets. All of the highway funding is flexible, and bicycle and pedestrian projects are eligible. The 3 percent in Transportation Enhancements is a floor not a ceiling. 30 percent of a state's allocation is sub-allocated to urbanized areas, where commuting by bicycle is most likely.

\$3.1 billion is provided for the Energy Efficiency and Block Grant

Program, which provides formula funding to cities, counties, and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure. \$1 billion

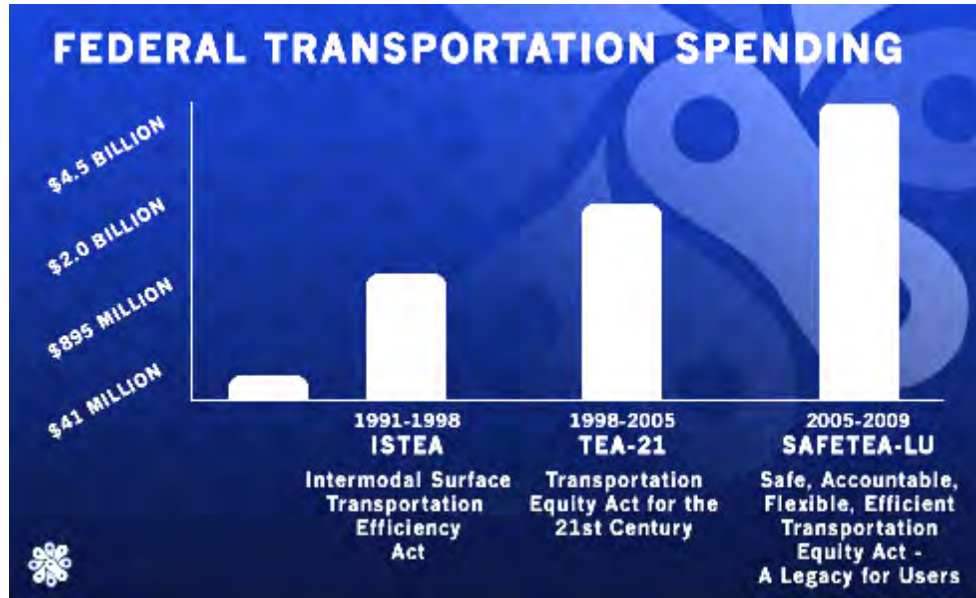
I meant it. And, when I wrote that "With DOT, bicyclists have a full partner in working toward livable communities," I meant that as well. President Obama has challenged us to transform the way transportation

serves the American people by creating more choices and encouraging less carbon-intensive transportation, and we are working hard on that challenge.

The upcoming reauthorization of DOT's surface transportation programs provides an opportunity for us to feature bicycling as part

of a new American mobility within livable communities. As I said today in testimony before the House Energy and Commerce Committee, this includes fostering communities where bicyclists feel both safe and welcome on the roadways. Bike-friendly development also has the potential to contribute significantly to the revitalization of downtown districts and offer an alternative to sprawl and automobile-focused commuting.

Earth Day is today, but we'll need the sustained engagement of bicycle commuters and their advocates in the weeks and months to come to help keep the wheels of bicycle-friendly legislation on the road. 🚲



Graph courtesy of Bikes Belong www.bikesbelong.org

is provided for the Community Development Block Grants program, which provides formula funding to cities and counties that meet certain criteria to undertake community improvement activities. One eligible use of funding is for bicycle and pedestrian infrastructure.

So, a number of funding opportunities exist, but cycling advocates must get their cities and states to request funds for these purposes. Many states, counties, and municipalities have already done so.

When I told the League of American Bicyclists National Bike Summit that "Cyclists are important users of America's transportation systems,"

CAzB Heading Off Possible Road Closure to Cyclists in Scottsdale

Bob Jenson

March 7, 2009 saw Susan Conklu and Reed Kempton from the City of Scottsdale, Radar Matt and Bob Jenson from the Coalition of Arizona Bicyclists at the entrance to the Hidden Hills gated community. There are still complaints from the residents regarding cyclists congregating in the cul-de-sac at the end of the road talking loudly (waking up the residents), public urination, and speeding back down the hill.

For those who are not familiar with the area, the City of Scottsdale had on their master plan many years ago that there would eventually be an extension of Via Linda into Fountain Hills, eliminating the need to take one's life riding on Shea Boulevard. Subsequently, a developer came

along to develop the area and wanted Scottsdale to eliminate the right of way so that their gated community could be on both sides of Via Linda and not have unwanted outsiders entering the community.

The Coalition fought to keep the right of way, but a compromise was eventually accepted which gave cyclists access. The roadway into Fountain Hills was to be completed when the developer finished building the remainder of the homes - however, those have yet to be completed and thus the road is still incomplete into Fountain Hills.

The homeowners have many times since, petitioned the City of Scottsdale to close access for



cyclists for the above reasons. The Coalition has been at the hearings regarding these petitions and each time so far, the petitions have been denied.

However, there are still outlaw cyclists who endanger our use of this road by their unacceptable behavior, which was the reason for the aforementioned individuals to be at the entrance of this community to talk to cyclists, encouraging them all (those who stopped), to be considerate and courteous to the residents so that the complaints would stop and our access not be denied in the future.

The Coalition is very concerned about any roads being closed to cyclists. 🚲

Swap Meet Results - 83 vendors and approximately 1200 people

Bob Jenson

The Coalition of Arizona Bicyclists held its 11th Annual Bike Swap Meet on April 5th this year in conjunction with the City of Tempe's Bike-A-Palooza. Posters and flyers were starting to be delivered to bike shops and cycling friendly venues in late January which seemed to help

attendance. Also, Tempe scheduled the event to not coincide with the El Tour de Phoenix, which also helped attendance, so all in all the gathering went well.

Our booth was next to the Tempe Bike Shop booth which wasn't

selling anything, just handing out literature the same as ourselves.

The weather was beautiful and the people who had come out for the festivities didn't seem to be in any way disappointed. 🚲

Albuquerque Opens Bike Bouvelard

Ben Savoca, Vice President BikeABQ

interviewed by Lisa Cozzetti, CAzB Newsletter Publisher



After two years of taking their campaign public, on Earth Day, Bike Albuquerque opened its first bike boulevard.

What makes a bike boulevard different?

When you have a bike boulevard, you need to have the bikes riding in the center of the lane instead of off to the side. Bikers - especially novice cyclists - are not going to do that if they feel like traffic will be barreling down behind them or will be upset if they were blocking automobile traffic.

Why 18 mph?

Other cities with bike boulevards told us that if the number didn't end with a 5 or a 0, it was different and thus more eye-catching. 18 was a reasonable speed, we felt, that cyclists could reach comfortably.

What was the speed before the Bike Boulevard?

The speed limit varied from 25 to 30 mph. The 25 was reduced to 18 and the 30 to 22.

Who is the Bike Boulevard targeting?

Keep in mind, Bike Boulevards are intended for cyclists of all levels. If you look on YouTube, you'll see boulevards in Portland and Berkeley being used by parents towing trailers, the elderly, and riders of all abilities. This is intended to serve a much wider demographic of cyclists than some other types of facilities. We are all very proud of the Bike Boulevard, and I think it's a tremendous asset to the community.

How long is the bouvelard?

In all, the boulevard stretches nearly seven miles. However, there are two obstacles that break it up: I-25 and the railroad tracks. The freeway will be undergoing a multi-billion dollar renovation in a few years, and they will build a tunnel under the renovated part to allow bikes to traverse it.

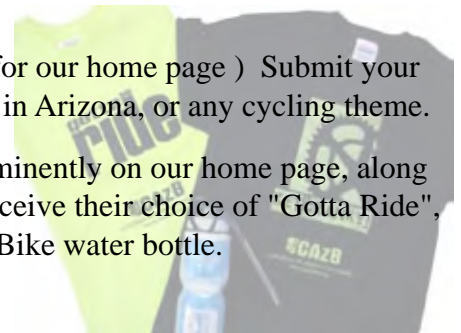
Editors note: BikeABQ is a very active organization with a well designed and informative website: www.bikeabq.org.

Attention Shutterbugs - Contest

The coalition is looking for a new photo for our home page) Submit your photo portraying Spring/Summer cycling in Arizona, or any cycling theme.

The winning photo will be displayed prominently on our home page, along with photo credit. The winner will also receive their choice of "Gotta Ride", or "Get Cranky" T-shirts, or a spiffy CAzBike water bottle.

Details at www.cazbike.org/contest



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CAzB still needs a camera

If you've got one to donate, contact Radar radarm@cazbike.org or (602)686-1302

