

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, June 15, 2010 at 1:30 p.m.
MAG Office Building, Saguaro Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Brandon Forrey, Peoria, Chair of Bicycle and Pedestrian Committee	Steve Hancock, Glendale
Reed Kempton, Scottsdale, Vice-Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Michael Sanders, ADOT	Michael Cartsonis, Litchfield Park
Tiffany Halperin, ASLA, Arizona Chapter	Denise Lacey, Maricopa County
Margaret Boone-Pixley, Avondale	Jim Hash, Mesa
* Robert Wisener, Buckeye	Katherine Coles, Phoenix
^ D.J. Stapley, Carefree	Lisa Padilla, Queen Creek
Bob Beane, Coalition of Arizona Bicyclists	Peggy Rubach, RPTA
Bob Bortfeld, Chandler	Hobart Wingard, Surprise
* Doug Strong, El Mirage	Eric Iwersen, Tempe
* Tami Ryall, Gilbert	

*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

Leslie Dornfeld, EDAW
Mara Deluca, Maricopa County Public Health
Karen Savage, Surprise
Ximena Zimora, EDAW

1. Call to Order

Brandon Forrey called the meeting to order at 1:32 p.m.

2. Approval of the May 18, 2010 Meeting Minutes of the Bicycle and Pedestrian Committee

Bob Bortfeld moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for May 18, 2010. Jim Hash seconded the motion. The motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the MAG Bicycle and Pedestrian Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on

the agenda for discussion but not for action. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Bicycle and the Pedestrian Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items were given an opportunity at the time the item was heard. No one wished to address the committee.

4. Staff and Member Agency Reports

Staff and committee members were invited to provide an update of pedestrian and bicycle-related activity in their agencies.

Maureen DeCindis explained that MAG will be issuing a Request for Qualifications for the On-Call Consultant list. She requested volunteers to serve on a multi-agency evaluation team to review and recommend consultants for an On-Call Consultant list for the MAG Design Assistance Program.

Bob Bortfeld, Katherine Coles, Jim Hash, Lisa Padilla and D.J. Stapley agreed to serve on the evaluation team.

Peggy Rubach spoke about developing a Walk Month committee meeting schedule. She is requesting guidance on times and dates.

Jim Hash reported that the city of Mesa updated their local city bike map and distributed copies to the members.

Denise Lacey reported on the update to the 1999 MCDOT Bike Plan. She is putting together a list of jurisdictions that have bike plans in their jurisdiction in the MCDOT plan.

Maureen DeCindis explained that fourteen applications were ranked at the MAG Enhancement Peer Review Group meeting on June 8, 2010. Twelve were local projects and two were state projects.

LOCAL PROJECTS			
Final Rank	Applicant	Project	Federal Cost
1	Phoenix	Roosevelt Row: Narrow current street and construct new sidewalk, curb, gutter with landscaping.	\$750,000
2	Queen Creek	Construct a one mile 8' wide multi-use path along the Queen Creek Wash between Hawes Rd and Ellsworth Rd.	\$610,459
3	Gilbert	Mid-block crossings for four pathways: Consolidated Canal and Baseline Rd., Eastern Canal & Baseline; SRP Powerline Corr & Guadalupe; SRP Powerline & Elliott.	\$750,000
4	Maricopa County	Construct asphalt 5' bike lanes on both sides of New River Road from Desert Hills Drive to East Circle Mtn Road about 3.2 miles.	\$459,610
5	El Mirage	Construct 1 mile hard surface Multi Use Path 10' wide with lighting within drainage way to connect Dysart Rd and Cactus Rd.	\$750,000
6	Tolleson	Construct .5 miles of a 10' wide concrete multi-use path on the north side of Van Buren with ADA ramps.	\$714,912

7	Glendale	Ballpark Blvd. Connection: 10' wide signalized crossing at Ball Park Blvd; connect to the future Grand Canal Pathway and New River Pathway.	\$527,661
8	Litchfield Park	Multi-use path and median refuge on Litchfield Road north of Bird Lane.	\$231,854
9	Valley Metro	Bicycle & Pedestrian Safety Education Support Center will provide resources and web applications to partners.	\$750,000
10	Fountain Hills	Construct 1400' of 8' wide detached concrete sidewalk with landscaping. Remove frontage road; replace with 5 driveways	\$633,130
11	Buckeye	Pedestrian-Bicycle Bridge overpass across the intersection of Watson Rd and Durango Street.	\$734,054
12	Scottsdale	Marshall Way Pedestrian Improvements from 2nd Street to 5th Avenue in downtown Scottsdale	\$523,703
			\$7,435,383
STATE PROJECTS			
1	Tempe	Rio Salado Shared Use Path Underpass at ADOT 202 at 101 Interchange	\$943,000
2	Gila Bend	Pedestrian-Bicycle Bridge over State Route 85. The bridge will be 12' wide, ADA and span 100'.	\$943,000
			\$1,886,000

5. MAG Complete Streets Guide

Leslie Dornfeld presented the final draft of the MAG Complete Streets Guide to the committee for review. Brandon Forrey explained that the contract with EDAW, Inc. officially concludes the end of June. The committee will have June and July to review the document and distribute it within their cities. If there are any minor edits, MAG staff can make the changes to the document. At the August meeting, the committee will be asked to approve the Guide.

Margaret Boone-Pixley suggested having members read the document for typos. Reed Kempton disagrees with the statement on page 13 “In the majority of jurisdictions, the bikeway network has not yet been developed as a viable commuter alternative.” The committee agreed to strike the sentence.

Reed Kempton noted that this version has additional information so there might be some editing other than spell check. Brandon Forrey reminded the committee that MAG staff can make edits in August. Leslie Dornfeld reiterated that EDAW is happy to make any and all changes, but is looking for closure. This Guide should be approved by Regional Council so jurisdictions can start utilizing it. Brandon Forrey agreed that the cities will want to use this document as soon as it can be approved.

The following committee members agreed to review twenty five pages of the Guide in the next few days with comments for Leslie Dornfeld to correct any spelling and grammar errors not detected by the software:

- Denise Lacey will review pages 1-25.
- Peggy Rubach will review pages 50-77.
- Margaret Boone-Pixley will review pages 78-100.
- Maureen DeCindis will review pages 100-132.

All comments need to be sent to Maureen DeCindis by June 21, 2010. Leslie Dornfeld asked that the changes be made on the copy and then scan and send a pdf to MAG staff.

6. Transportation Improvement Program Update (TIP)

A working group of the MAG Bicycle and Pedestrian Committee has been meeting for six months to evaluate the bicycle and pedestrian TIP application and evaluation criteria. A copy of the revised application and criteria was distributed to the members for review and comment.

Maureen DeCindis explained that there will be no TIP process this September. She further explained that on May 25, 2010, the Environmental Protection Agency (EPA) decided to disapprove the MAG Five Percent Plan for PM-10 for reducing dust in the Valley. MAG had found compelling scientific information that the high wind conditions in the riverbed at the Monitor at 43rd Avenue was a major contributor to an exceptional event. Under the Clean Air Act, an air quality violation occurs when a single monitor exceeds the PM-10 standard more than three times over a three year period. The monitor is on a riverbank where the wind blows towards the monitor over a smooth terrain of silty soil.

In the MAG PM-10 plan there are 77 dust control measures and the Five Percent Plan has 53 aggressive measures. There is a Army Corp of Engineers project proposed for that riverbed area that would construct a bike path and restore native vegetation but this project was not considered by EPA. The EPA Region 9 administrator acknowledged that the EPA Exceptional Event Rule was flawed but he said that he had to enforce it anyway.

Therefore, the highway funds are put in jeopardy by EPA enforcing a flawed rule. If this disapproval is finalized in the Federal Register, the region would go into conformity freeze within 30 to 90 days. A freeze would mean that only projects in the first four years of the TIP and Regional Transportation Plan can proceed. No new TIP, Plan or projects could move forward until a new Five Percent Plan is submitted that fulfills the Clean Air Requirements and EPA finds the conformity budget adequate. If the problems are not corrected in 18 months, Clean Air Act sanctions would be imposed, usually tighter controls on major industries. If the problem is not corrected in 24 months from the date of the first notice, that would result in the withholding of federal highway funds—immediately, \$1.7 billion in the draft five year TIP. This would result is a loss of tens of thousands of jobs in the region.

Brandon Forrey noted that most significant modification in the Evaluation Criteria is that 50% of the score goes to Linkages. Reed Kempton noted that the range of points was also eliminated. This new version should eliminate the wide range in scores that any one project can receive. It should lead to more consistent scoring.

Peggy Rubach asked about the underlying methodology that is built on model that doesn't represent transit or multi-modal values. Base formulas should address the need and value of transit, van pools, bicycles and pedestrians. Eric Iwersen said that the MAG model is used by all multi-modal committees.

Katherine Coles noted the biggest influence is the ADT (average daily traffic) in the CMAQ (Congestion Mitigation Air Quality) formula. In the new scoring system, the CMAQ score will weight 30%, CMP/Modal will weigh 50% and Committee Evaluation score will weigh 20%. Ranking should be more consistent and more efficient. Minor adjustments may need to be made.

Bob Bortfeld suggested that because there are now 10 points allocated if a project is on a regional

facility, the committee needs a list and a regional system map. Maureen DeCindis noted that this should be a discussion item on future agenda. Reed Kempton volunteered to research maps previously developed. Maricopa Trail system could be considered as it is a regional plan. The committee should identify an on-road regional facility system as well.

noted that local accessibility is as critical as a regional facility especially in undeveloped areas. He suggested that incentives be provided for new neighborhoods to be designed with bike and ped facilities. Michael Cartsonis noted that this committee should look ahead to a time of future development. Brandon Forrey said the bike and ped facilities should be completed and funded by the developer. Portions of New River are being built by developers.

Bob Beane said that the Coalition of Arizona Bicyclists have serious concerns approving projects that won't be built. He asked if the criteria takes into account that the project is funded and will be built. Eric Iwerson explained that most projects come into the process planning on being built, but that politics and internal funding issues can change and the project won't be built.

Joe Schmitz concurred that projects in the TIP are planned for five years out and that there can be many political elections, funding or even environmental clearances etc. that can affect a project being built.

7. Bicycle and Pedestrian Counts Discussion

Member agencies were asked to discuss the most cost effective and efficient methods to assess the number of pedestrians and bicyclists in the region.

Brandon Forrey asked if any members had proven methods to do bike and ped counts. Tube counters set at modified sensitivity don't necessarily work. Cameras and summer student seem to be the most reliable. Reed Kempton noted that cameras don't record unless this is specifically requested. There are many problems with false calls.

Brandon Forrey asked if wholesale counts should be on all streets or only streets with bike facilities, should the counts be by city or all arterials. Bob Bortfeld suggested that the Coalition could take the lead by having its members conduct the counts on heavily used roads. Manual counts seems to be most effective. Bob Bortfeld suggested hiring students and retired people to conduct the counts.

Eric Iwerson suggested that each jurisdiction come up with three streets as a barometer for the region. Jim Hash suggested identifying a certain time of year, time of day, maybe over a one week span. There should be a range of street types for a regional approach.

Michael Cartsonis suggested using survey research. What about schools?

Eric Iwerson said that there are larger benefits than just the number of pedestrians and bicyclists. The main problem is that a completed system of bike facilities and sidewalks doesn't exist. He suggested conducting a survey after all of the network is built.

Brandon Forrey suggested that maybe incremental increases would prove the need. Conducting before and after counts could help prove the need for more facilities. Progression over time.

8. Request for Future Agenda Items

Members have the opportunity to suggest future agenda topics. Peggy Rubach asked that at the August meeting, there should be a discussion on events for “Walking Month”.

9. Next Meetings

All meetings will be on the third Tuesday of the month in the Cholla Room at 1:30 p.m., except for those noted otherwise.

~~July 20, 2010~~ (no meeting)

August 17, 2010

September 21, 2010

October 19, 2010

November 9, 2010 (note change)

December 14, 2010 (noon)