

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, April 20, 2010 at 1:30 p.m.
MAG Office Building, Saguaro Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

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| 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
Dennis Dempsey, Coalition of AZ Bicyclists
Dana Chamberlain, CivTech
Mara DeLuca, Maricopa County Public Health

1. Call to Order

Brandon Forrey called the meeting to order at 1:30 p.m.

2. Approval of the March 16, 2010 Meeting Minutes of the Bicycle and Pedestrian Committee

Steve Hancock moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for March 16, 2010. Margaret Boone-Pixley 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

Bob Beane announced that the Coalition of Arizona Bicyclists has funding to hire an Executive Director. The job description will be on the Coalition website.

Reed Kempton reported that Bicycling Magazine recognized Scottsdale as #20, Tempe and Phoenix as #15 and Tucson as #9 in their America's Top 50 Bike-Friendly Cities list.

Maureen DeCindis reported on an email request from America Bikes "Next Mile" Project in which MAG was asked to put forward five regional projects for a national list of bicycle and pedestrian projects. America Bikes has no funding for the projects. The minimum project size requested is \$100,000. Maureen DeCindis suggested the West Valley Rivers Corridor project and the Canal signage project. Michael Sanders suggested the bike/ped bridge over I-17 in Tempe. Katherine Coles suggested way-finding signs that include more information. Bob Bortfeld added Western Canal Paseo Trail.

Katherine Coles reported that the 19th Avenue & Greenway Bike and Ped bridge is scheduled for summer construction. Bridge has been designed and funded with arts funds, CMAQ funding and city of Phoenix transportation funding. There have been some citizen concerns with the dedicated funding. A public meeting will be held at the end of April.

Peggy Rubach noted that the safety education brochures are in and the order form is being passed around. The boxes can be delivered. Signatures are needed on the Safe Routes to School form. There are Bike Month supplies left over for use by the cities. Helmets need to be ordered as well.

5. Request by City of Glendale to Combine Two Projects in the TIP

The City of Glendale is requesting to combine two projects in the TIP into one larger alleyway project. There are two alleyway projects for Glendale in 2010 in the current TIP (GLN07-311 and GLN09-610). The \$75,000 of federal funding for the GLN07-311 alleyway project is too small to stand alone as a federal project. The city requests that the funding for these two alleyway projects be combined into one project. The combined project should be programmed as follows: Downtown Alleyway Projects.

New Limits: Glendale Ave. to Glenn Dr. and 58th Ave. to 57th Ave.

Funding Changes:

Combine the total cost of both alleyway projects (\$493,887). Add \$75,000 in federal funding from the GLN07-311 alleyway project to the federal funds programmed for the GLN09-610 alleyway project (total combined federal funds of \$315,721). The combined alleyway project would be split into two projects in the TIP as follows:

- (1) Downtown Alleyways Project Design - Program in 2011 for design with 100% local funding.
- (2) Downtown Alleyways Project Construction Program in 2012 for construction with CMAQ funds.

Steve Hancock reported that about five years ago, the city of Glendale did an extensive study of the pedestrian opportunities in the downtown. There are many very large events with people walking in the downtown community. Brandon Forrey asked if this would enhance the project requested. Steve Hancock said that ADOT suggested that the new projects should reflect the historic and previous design work.

Bob Bortfeld made a motion to accept this change to combine two alleyway projects for Glendale in 2010 in the current TIP (GLN07-311 and GLN09-610) . Katherine Coles seconded the motion. The motion passed unanimously

6. MAG Complete Streets Plan

EDAW, Inc. presented the preliminary draft plan for committee input. Leslie Dornfeld said that the Plan reflects many renditions and input from previous presentations to this committee and other committees such as the Streets Committee. There will be a smaller meeting to go through document page by page. Secretary La Hood's announcement promoting Complete Streets is a huge step forward. Transit has been incorporated in this document. There is no dedicated lanes per se.

Leslie Dornfeld explained that at the beginning of each section, there are now local best practices examples identified. Leslie Dornfeld requested that committee members please send photos of complete streets in their jurisdiction and indicate how this is a best practice. Identify the challenges and solutions.

Reed Kempton questioned pedestrian refuges on all intersections – that would be something that the engineers might object to. With dual left turn lanes and right turn lanes there is not enough space for a median. Leslie Dornfeld suggested changing the signal requirements and that it might be better to take out lanes. Bob Bortfeld noted that there are road diets in Chandler. Brandon Forrey noted that a few feet taken from each vehicular lane would be able to create a pedestrian refuge island. Katherine Cole noted that the most obvious example in Phoenix is 24th Street and Camelback.

Bob Bortfeld said that streets need to balance all needs. Margaret Boone-Pixley said there is a consideration to not restrict vehicular traffic too much. Peggy Rubach noted the difference between the built environment and new environment. In its entirety the whole document gives the correct message.

Brandon Forrey reported that on page 36 there is a reference that walking speed is set for 2.8 feet per second Leslie Dornfeld responded that this comes directly from the MAG Pedestrian Plan as a basic standard.

Brandon Forrey noted that any chip seal and maintenance projects need to address ADA, signal timing, and refuge islands.

Brandon Forrey said the sample outcomes should be listed and Bob Bortfeld suggested a table or ranges. Leslie Dornfeld responded that all specified widths have been eliminated because the numbers caused such a controversy and all the specifications are listed in other MAG documents.

Leslie Dornfeld pointed out the summary of the policies given by the committee members. Bob Bortfeld noted that Chandler's information is missing. The survey will be sent out to members via MAG staff.

Goals and Strategies are reflected in the document. There is policy goal and a streets goal. The strategies are listed. These have been vetted by this committee a few months ago. Katherine Coles asked how to assess performance measures based on the goals. Leslie Dornfeld responded that if it is called a Complete Street that you should get points in the TIP application process although the Streets Committee is reluctant to give extra points for Complete Streets projects.

Bob Bortfeld noted that these can be a problem for cities with streets that have been built. Brandon Forrey noted that the plan says to provide facilities for each mode but it doesn't dictate to give each mode the best. The streets could become prohibitively wide and would impact land use.

In the Planning Process section, Leslie Dornfeld noted that there is no mode priority anymore but there will be always a separate pedestrian and bike facility. Brandon Forrey suggested adding bus pull outs in the transit elements on page 38. Bus pullouts can delay bus schedules but enhances vehicular circulation. Reed Kempton noted that pullouts don't belong on local streets. Reed Kempton suggested adding bike racks at bus stops and delete all wave racks.

Margaret Boone-Pixley noted on page 31 that permeable pavement is not considered sustainable in this area. It doesn't last because of sun and rain. DJ Stapley said he heard they were warrantied for 40 years but this was in Canada. Leslie Dornfeld will change the language to reflect *that in some areas this may work*.

Reed Kempton noted on page one that the percentage of bike lanes and sidewalks may not be meaningful. Leslie Dornfeld will delete the sentence.

Leslie Dornfeld Need a new name for Sample Outcomes. Denise Lacey asked if the concern was this shows every element. Leslie said that the controversy originally was because originally the dimensions were controversial. Brandon would like to see a second example for each of the categories. The dimensions are actually in the text.

Under local best practices on page 53, Reed Kempton suggested taking out the photo of Miller Road. Leslie Dornfeld requested that committee members send in more and better examples of Best Practices.

Leslie Dornfeld explained that the Performance Measures section initially tried to utilize points when assessing the value of projects. Members were asking for cost savings but this was too unrealistic to project. This is a refined version to assess success ie. the number of streets that are complete streets and a correlation with increased numbers of pedestrians. Examples include:

- Measure how many more miles of Complete Streets.
- Measure the impact of Complete Streets. Are we increasing the number of users? How do we establish a baseline? Leslie Dornfeld suggested using 2010 as a baseline.
- Level of adopting the Complete Streets policy. How many cities have these policies?
- D J Stapley suggested to compare project location results in a before and after project area. Reed Kempton noted this is a difficult thing to count. Reed Kempton noted that the main information comes from the Trip Reduction program survey results.

Katherine Coles suggested assuming it is performing better when it is a complete street. Joe Schmitz asked if a street with bus facilities but no transit service is a complete street. Leslie Dornfeld said yes. Another suggestion would be to conduct a regional survey asking people if they have changed behavior because of the new facilities.

Bob Bortfeld asked if the federal policy required performance measures. DJ Stapley quoted the federal legislation that does not specify performance measures.

The discussion on Intersections will be addressed at a smaller committee meeting that will be scheduled in early May to review the document page by page.

7. Request for Future Agenda Items

Members have the opportunity to suggest future agenda topics.

8. 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.

May 18, 2010

June 15, 2010

July 20, 2010

August 17, 2010

September 21, 2010

October 19, 2010

November 9, 2010 (note change)

December 14, 2010 (noon)