

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, August 16, 2011 at 1:30 p.m.
RPTA Office Building, Lake Powell Room
101 North First Avenue, Phoenix

MEMBERS ATTENDING

Reed Kempton, Scottsdale, Chair of Bicycle and Pedestrian Committee	Steve Hancock, Glendale
Margaret Boone-Pixley, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Michael Sanders, ADOT	Paul Ward for Michael Cartsonis, Litchfield Park
Tiffany Halperin, ASLA, Arizona Chapter	* Denise Lacey, Maricopa County
* Robert Wisener, Buckeye	Jim Hash, Mesa
* D.J. Stapley, Carefree	Brandon Forrey, Peoria,
Bob Beane, Coalition of Arizona Bicyclists	Katherine Coles, Phoenix
Jason Crampton, Chandler	Dawn Coomer, RPTA
Douglas Strong, El Mirage	Karen Savage, Surprise
Ken Maruyama for Tami Ryall, Gilbert	* Eric Iwersen, Tempe

*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

Ian Cordwell, Town of Cave Creek	Megan Sheets, City of Phoenix
Jane Layne, Town of Cave Creek	Madhuri Uddaraju, Atkins
Brian Sager, Kimley Horn & Assoc.	Michael Sabatini, Michael Baker, Inc.

1. Call to Order

Reed Kempton called the meeting to order at 1:34 p.m.

2. Approval of the July 19, 2011 Meeting Minutes of the Bicycle and Pedestrian Committee

Margaret Boone-Pixley moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for July 19, 2011. Karen Savage 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 addressed the committee.

4. Staff and Member Agency Reports

Maureen DeCindis reported that the American Trails National Symposium has chosen Phoenix for their 2013 conference. The conference location is the Radisson Fort McDowell Resort. As chair for the Mobile Workshops, Maureen DeCindis requested ideas from committee members for mobile workshops that highlight the best facilities in the Valley.

Reed Kempton reported that Scottsdale has a senior transportation planner position open. Please check the city of Scottsdale website for further details.

5. Bike to Bus Project

MAG staff explained that the design for the posters would be presented at the September meeting. The city of Phoenix has requested the development of a bike education website as part of this project. The committee was reminded to send in their websites and any other resources as links to be added to the MAG Bike Education website.

Ken Maruyuma reported that the town of Gilbert is planning on writing a bike locker policy for bike locker usage at the Gilbert park and ride lot. The policy would address issues such as use of personal locks, and that lockers are for bicycles only and not to store other articles. Reed Kempton asked if the bicyclists need to make reservations. Ken Maruyuma said they are researching deposits, etc. At the moment, anyone can use an empty locker. The town will monitor if someone is keeping the locker locked with personal belongings. Jim Hash wrote the locker bike policy for city of Mesa and will share that with the town of Gilbert.

Jason Crampton asked if he can still send photos. Maureen DeCindis encouraged all members to send photos, drawings and all bike education information.

6. Bicycle Count Project

The committee received an update on the Request for Proposals (RFP) for the Bicycle Count project by MAG staff. Maureen DeCindis explained that in order to increase the amount of money allocated to the project from \$50,000 to \$96,000, this request must be approved by the MAG Executive Committee on September 12, 2011. The project can then go out for RFP, seeking a consultant that can develop a methodology as well as conduct a bicycle count.

7. Design Assistance Program

The committee heard presentations on projects requesting funding through the 2012 - Round Two Design Assistance Program. There is \$318,450 in available funds.

The following jurisdictions presented their projects:

• Glendale: New River Connection	\$ 77,200
• Mesa: Gateway SUP	\$120,000
• Phoenix: Bridge - Children's Museum	\$ 80,000
• Cave Creek: Bicycle Lanes	<u>\$ 41,250</u>
	\$318,450

Cave Creek Bicycle Lane Project: Ian Cordwell, Director of Planning reported on the Cave Creek Bicycle Lane project. This project would build a bike lane on either side of Cave Creek Road for 3 miles connecting the northern terminus point of the Phoenix Sonoran Parkway on Cave Creek Highway and ending at Scottsdale Road. There are places where asphalt is crumbling. The project will add at least three feet of pavement on each side of the highway. More and more people are using Cave Creek to bike to work. This project is a safety issue. This project will add pavement through the town core.

Michael Sanders asked for a clarification. Is this three feet total or in addition to the existing width. Ian Cordwell replied that this would be in addition to the existing pavement. Michael Sanders replied that the lane cannot be narrower than four feet. Brandon Forrey asked what is the current road width? Ian Cordwell explained that Cave Creek Road is two lanes in each direction. Each lane is 12 feet wide in spots but narrows to 11 feet. The road lacks curbs. There is a landscaped median that was installed 15 years ago but this could be reduced to develop bike lanes in both directions. Reed Kempton suggested that the town of Cave Creek consider implementing the new FHWA safety edge.

Glendale/Peoria New River Pathway Connection: Steve Hancock explained that this feasibility study would assess a segment of the New River pathway that runs between Peoria and Glendale for 16 miles. Both cities have plans to fill in the gaps in the pathway. Most of the New River is channelized for flood control. Challenges include right-of-way, drainage issues, and the impact of structures on the water flow during flood events.

Mesa Gateway Shared-Use Pathway: Jim Hash explained that the shared-use pathway would begin at east side of Power Road within the ADOT Loop 202 San Tan Freeway right-of-way and would cross the RWCD Canal to end at Baseline Road. Users will have the benefit of a 10-foot shared use path with shade, seating and water fountains. This will provide a regional connection to the Gilbert path. This is unique as a multi-modal spine before the development goes in that includes an entertainment zone, Mesa Gateway Airport Terminal and residences. The developments will connect to the pathway.

Joe Schmitz asked how much commitment will come from ADOT? Jim Hash responded that Mesa met with ADOT and they are supportive of this project. A pathway has already been installed by Gilbert. within the ADOT right-of-way. This will be a 10-foot path adjacent to the retention area.

Paul Ward noted that this could be a model for other cities who would like to work with ADOT. Katherine Coles asked if there would be any issues with an ADOT widening and thus eliminate the trail. Jim Hash responded that Mesa has been in on all the future road planning efforts with ADOT for that area and this would not be a problem.

Phoenix Bridge - Children's Museum: Leticia Vargas explained that the bridge would link Arizona Children's Museum to the Arizona Science Center. The bridge would cross 7th Street which is major arterial with seven lanes and 55,000 vehicle a day. In addition to the feasibility study, the city would

like 15% preliminary design, a realistic cost estimate, right-of-way, environmental and utility assessments. The benefits would provide very safe pedestrian access and direct connectivity to two institutions frequently visited by schools. The project site is located in the downtown core and includes ASU, Heritage Square, Chase Field and the Phoenix Convention Center.

Brandon Forrey asked if the angle of the bridge has been decided? Leticia Vargas responded that the angle of the bridge would be assessed in the study. Ken Maruyama asked about the pedestrian traffic and events. Leticia Vargas responded that Phoenix feels the bridge could be an asset in allowing event goers to park further away thus allowing traffic in the area to move more efficiently. Jason Crampton asked about the efficiency of the current crosswalks. Leticia Vargas responded that Phoenix thinks the bridge would be safer. Dawn Coomer asked if Phoenix is only looking at bridges or other options. Leticia Vargas responded that Phoenix will look at all options.

The committee ranked the projects in the following order:

1. Glendale: New River Connection
2. Mesa: Gateway Shared Use Path
3. Cave Creek: Bicycle Lanes
4. Phoenix: Bridge - Children's Museum

Brandon Forrey made a move to recommended all the projects for approval and Ken Maruyama seconded the motion. The motion passed unanimously.

8. Bike Map Definitions of Facilities

The committee reviewed the definitions of the various bicycle and shared-use facilities to develop standard definitions for the bike map. Maureen DeCindis distributed a copy of Definition of Bicycle Facilities and explained the need for consensus on the wording.

DEFINITION OF BICYCLE FACILITIES

PAVED AND UNPAVED PATHS

Shared-use paths are paved or not-paved rights-of-way completely separated from any street or highway. Often these are built within greenway corridors, on canals, along railroad rights-of-way or parallel to (but separate from) highways. Shared-use paths are shared by a variety of users, including bicyclists, pedestrians, inline skaters and people pushing strollers and sometimes equestrians. As such, they need to be designed appropriately to accommodate all users.

BIKE LANE

Bike lanes are striped and stenciled lanes for one-way travel on a street or highway. These are designated with striping and pavement stencils and sometimes with signs. With this type of bikeway, motorists and bicyclists share the street, each having their own preferred lane.

BIKE ROUTE

Bike routes are roadways shared by bicyclists and motor vehicle traffic and are identified by signing. On these routes, motor vehicles and bicycles share the same lane on a street. Signs are posted to indicate that the street is a bikeway. The region's entire street network effectively serves bicyclists, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads with bicycle facilities typically implies that these roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations.

PAVED SHOULDERS

A paved shoulder is the roadway to the right side of an edge line. Effective clear shoulder widths of 4 feet or more are suitable for bicycle travel. An edge line is used to mark the outside edge of the travel lane for cars. Paved shoulders allow bicyclists. Motorists and bicyclists share the street, each having their own preferred lane but the shoulder is not signed specifically for bicyclists.

GRADE SEPARATED CROSSINGS

Crossings are underpasses or overpasses that serve to isolate motorized and non-motorized traffic from each other at points of intersections.

FREEWAYS

Bicyclists are permitted by law to operate on all State highways, including controlled-access highways, except where excluded by administrative regulation and the posting of signs to give notice of a prohibition. It is important to note that bicycles are permitted on all roads in the Arizona (with the exception of access-controlled freeways).

Reed Kempton said that Scottsdale residents have complained that not all the bicycle facilities are up to AASHTO standards. Reed Kempton displayed a copy of the Scottsdale map. Originally many sidewalks were designated as side paths. Shea has eight foot sidewalks that are 30 feet away from the street. A significant portion of the Indian Bend Wash is still eight feet wide and will still be called a path. Criteria for a "path" is at least eight feet wide and separated from curb at least by five feet. The number of driveways are a consideration in terms of conflict. There were many six feet pathways that connect neighborhoods to shopping centers that are labeled as sidewalk paths. Scottsdale also designates private pathways even though these are not open to general public. The grade separated crossings are now referred to as under-bridge and over-bridge.

Reed Kempton asked for the MAG map, what would the guidance be? Should the committee agree on the definitions?

Margaret Boone-Pixley asked about potential future funding if motorized use is allowed on multi-use pathways. Reed Kempton responded that multi-use and shared-use are the same and that all are non-motorized. Only standard AASHTO Guide facilities would be funded.

Bob Beane reported that the Coalition strongly supports unified definitions. A number of cyclists will complain though if paths they like to use are not put on the map because in some cases the path may not meet current standards.

Brandon Forrey suggested deleting the category of bike route. Are these useful facilities? Bob Beane said that the complaint about bike route is that the facility should meet a standard such as four feet of space behind the edge line. Mike Sanders said that there is a standard definition and that bike routes are signed as bike routes especially on collector streets and they don't require a painted line. The new definition emphasizes way finding and destination signage rather than a painted stripe. Reed Kempton added that bike routes can be designated either on map or signed. Many are short connections on path sections or are located on narrow residential streets. The MUTCD has designated that signals along bike routes need to function for cyclists. Scottsdale identified bikes routes so that they would qualify for signal upgrade.

Tiffany Halperin noted that on a bike route there is usually just a Bike Route sign. She suggested explaining the rationale for making a certain street a bike route. Maureen DeCindis suggested putting a photo along with definition to make it easier to meet expectations.

The committee was asked for suggestions to shorten the definitions in order to add them to the legend on the new bike map.

9. Request for Future Agenda Items

Members have the opportunity to suggest future agenda topics.

Brandon Forrey suggested revisiting the bike route discussion.

Bob Beane explained that Coalition members are bicycling around communities noting the various bicycle facilities to make comments and revisions for the new map. Maureen DeCindis reminded the committee that the deadline is October 1st, 2011. Communities with new streets may be challenging. The Coalition will catalog all new facilities and Reed Kempton requested the opportunity to address issues directly with the Coalition before the committee meeting.

10. Next Meetings

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

September 20, 2011 (maybe held at RPTA)

October 18, 2011

November 15, 2011

December 13, 2011 (noon) (note change)