

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, March 19, 2013 at 1:30 PM
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Reed Kempton, Scottsdale, Chair of Bicycle and Pedestrian Committee	* Nicole Dailey, Gilbert
Joe Perez for Katherine Coles, Phoenix, Vice- Chair of Bicycle and Pedestrian Committee	^ Steve Hancock, Glendale
Michael Sanders, ADOT	^ Joe Schmitz, Goodyear
Tiffany Halperin, ASLA, Arizona Chapter	* Thomas Chlebanowski, Litchfield Park
^ Tracy Stevens, Avondale	Denise Lacey, Maricopa County
* Robert Wisener, Buckeye	Jim Hash, Mesa
* D.J. Stapley, Carefree	^ Brandon Forrey, Peoria
* Ian Cordwell, Cave Creek	Ben Limmer, RPTA
Bob Beane, Coalition of Arizona Bicyclists	Karen Savage, Surprise
Jason Crampton, Chandler	^ Eric Iwersen, Tempe
^ Mark Smith, El Mirage	* Robert Carmona, Wickenburg
^ Kelly LaRosa, FHWA	Grant Anderson, Youngtown

*Members neither present nor represented by proxy

^Attended via audio-conference

OTHERS PRESENT

Vincent Lopez, Maricopa County	Ashley Barinka, Mesa
Stephen Change, Surprise	Jason Harrington, HPD
Raquel Schatz, Apache Junction	Alice Chen, MAG
Amanda Luecker, Valley Metro	Eileen Yazzie, MAG

1. Call to Order

Reed Kempton called the meeting to order at 1:33 p.m.

2. Approval of the February 19, 2013 Meeting Minutes of the Bicycle and Pedestrian Committee

Reed Kempton moved to amend Item 6: MAG Bicycles Count Project, on page 5 of the February 19 minutes, to add “in Scottsdale” to the first paragraph, to read: “Reed Kempton from Scottsdale expressed concern that 25% of the population in Scottsdale is retired and they are not riding in standard commute patterns, so a manual count at peak times may undercount these users.” Jim Hash

moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for February 19, 2013. Jason Crampton 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 speak.

4. Staff and Member Agency Reports

Jim Hash from Mesa introduced Ashley Barinka, a Communications/Marketing Specialist from the City of Mesa who will be working on bicycle and pedestrian safety education. Mr. Hash also announced that the construction on the Consolidated Canal from Lindsay to Baseline is complete, connecting 17 ½ miles of shared-use pathway between Mesa, Chandler, and Gilbert. Mr. Hash stated that this path will be connected to the rest of the region soon, as Mesa citizens passed a bond issue that will include construction of the segment from Center Street west to Dobson Road. This new segment will connect the existing Consolidated Canal path to the planned eastern extension of the Rio Salado Pathway between Tempe and Mesa.

Jason Crampton from Chandler announced that Chandler has begun preconstruction of the Galveston Bridge over SR-101 (½ mile north of Chandler Boulevard), and construction should be completed in the fall.

Alex Oreschak from MAG reported that Margaret Boone would be joining the MAG Bicycle and Pedestrian Committee as the MAG Liason to the Safety Committee.

5. Committee Chair and Vice Chair Vacancies

Alex Oreschak from MAG presented on the process for filling Committee Chair and Vice Chair vacancies. The terms for Reed Kempton and Katherine Coles, Chair and Vice Chair of the MAG Bicycle and Pedestrian Committee, respectively, are due to expire on June 30, 2013. According to the MAG Committee Operating Policies and Procedures, the Vice Chair (Ms. Coles) will ascend to the chair position and a new Vice Chair will be approved by the MAG Executive Committee. Letters of interest for the Vice Chair vacancy will be solicited by MAG, with anticipation that the Executive Committee will approve the Chair and Vice Chair appointments at their June 17, 2013 meeting.

Reed Kempton from Scottsdale highly recommended that members apply for the Vice Chair position, as he found out that four years in the Vice Chair and Chair positions was a very enjoyable experience.

6. Designing Transit Accessible Communities Study Update

Alice Chen from MAG presented an update on the Designing Transit Accessible Communities Study. The purpose of this presentation was to provide an overview on the “Transit Accessibility Toolkit” element of the study, which contains information on lighting, information signage, wayfinding, seating, shelter, shade, adjacent land use, bicycle access and parking, pedestrian crossings, and sidewalks. For each of these elements, Ms. Chen presented visual examples, costs and appropriate applications, and planning/policy guidelines. Ms. Chen highlighted specific recommendations and findings in her presentation. Site bus stops and bus shelters to take advantage of overflow lighting from existing street lights. 64% of transit riders said they would ride the bus more often if adequate schedule information was provided. Seating may also be incorporated into the design of the adjacent development including designing street walls along the property line to be at a height that allows passengers to use the wall as seating. Shelters should be designed with a southern climate in mind, including conducting sun exposure studies. 68% of transit riders said they would ride the bus more often if additional shade was provided. 22% of riders said they arrived by bicycle. When asked if certain improvements would increase their use of transit, 52% of riders indicated adding a bicycle lane would increase their use of the transit system. Bus stops at mid-block can be located based on an evaluation of ridership and crossing opportunities and should not be determined by the ¼ mile spacing distance as it is currently. Through collaboration with the community the local jurisdiction may be able to determine alternative options for bus stop placement or they may determine that the identified location is a critical need location.

For the study, bus stops were broken out into five categories: urban core, urban retail, urban residential, suburban, and suburban residential. Each category is defined by level of accessibility, service frequency, street network type, neighborhood type, presence of retail, employment density, and population density. Ms. Chen presented a prototype of an urban core stop, at 16th Street and Thomas Road, which highlighted enhanced sidewalks, connections to adjacent land uses, landscape shading, improved crosswalks, bicycle access, and wayfinding. Ms. Chen concluded her presentation by overviewing next steps, which include the complete final report and a stakeholder workshop on April 11, 2013.

Following the presentation, Jason Crampton from Chandler asked if the study addresses recommendations for new developments (i.e. walled communities prohibiting easy access to bus stops). Ms. Chen responded that Chapter 5 of the final report would address this, and that it was also addressed in both the bicycle access section of the report and in one of the prototype/case studies. Reed Kempton from Scottsdale asked about the statistic presented that “22% arrived by bicycle” to a transit stop. Ms. Chen replied that this number was attained from the results of surveys at all bus stops, but that it was not a statistically sound sampling, and the number did seem unusually high. Ms. Chen stated that this could have resulted from a sampling bias (bicyclists being a more willing or captive audience for the surveys).

7. Urban Heat Presentation

Tiffany Halperin from ASLA presented on urban hot spots and the urban heat island effect. Ms. Halperin explained that extreme heat leads to higher morbidity and mortality rates, and threatens global health. Neighborhoods within the same city can have different temperatures, and low-income and ethnic

minority populations tend to live in more heat-stressed neighborhoods. This difference is caused by differences in reflective surfaces, vegetation, green space, and building and pavement material, as well as elevation and wind differences. Urban temperatures tend to be higher than rural temperatures. The issue of urban heat has been discussed in the Phoenix region for at least a decade, but not much progress has been made. Heat deaths in Arizona are 13 times the national rate, and attempts to combat extreme heat here can cause other health problems (for example, air conditioning is primarily powered through electricity generated by coal, which increases air pollution). Reducing the impact of extreme heat can be achieved through planting additional vegetation, replacing dark pavement and building material with reflective, light-colored material, or green roofs and pervious pavement). Ms. Halperin noted that there are efforts underway to improve urban climate modeling, to identify where the worst “hot spots” are, and how to implement cost-effective solutions.

Following the presentation, Grant Anderson from Youngtown asked if the presentation document could be made available to the committee. Ms. Halperin responded that she was not sure, but that she would be glad to give the presentation to anyone who would want to see it, and that it could be tailored to specific audiences as necessary. Eric Iwersen from Tempe stated that this presentation carried a very important message, and that, having received the presentation, Tempe staff are now looking at how the city considers the heat island, landscaping, and pavements in their development. Tiffany Halperin stated that incorporating this research into planning and design work is important in getting the region to address the issue.

8. Request for Future Agenda Items

Members had the opportunity to suggest future agenda topics.

9. Next Meetings

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

~~April 16, 2013~~ CANCELLED

May 21, 2013

June 18, 2013

July 16, 2013

August 20, 2013

September 17, 2013

October 15, 2013

November 19, 2013

December 17, 2013 (possibly noon)