

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, May 21, 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
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	^ Robert Yabes for Eric Iwersen, Tempe
* Sue McDermott, El Mirage	* Robert Carmona, Wickenburg
Kelly LaRosa, FHWA Liason	* Grant Anderson, Youngtown

*Members neither present nor represented by proxy

^Attended via audio-conference

OTHERS PRESENT

Margaret Boone, Liason Safety Committee	Amanda Leucker, Valley Metro
Dawn Coomer, Valley Metro	Joe Perez, Phoenix
Suzanne Day, Valley Metro	Robin Debrow, BikeLid
Jason Harrington, Harrington Planning & Design	Alex Oreschak, MAG
Dave Wilson, epg	Scott Coyner, Coffman Studio
	Jamie Cowgill

1. Call to Order

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

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

Karen Savage moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for March 19, 2013. 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.

Robin Debrow, Bike Lid talked about his company that provides bike storage options.

4. Staff and Member Agency Reports

Maureen DeCindis welcomed Margaret Boone and explained that she would be joining the MAG Bicycle and Pedestrian Committee as the MAG Liason to the Safety Committee.

Update on the Bicycles Count project: The Working Paper #2 discussing technology options was distributed by email. Comments from committee members were sent to MAG staff. The consultant then incorporated those comments into the final work product. At the June meeting, the committee will have a presentation from the consultant on the locations, the type of count technology for the locations, and dates for the counts.

Katherine Coles announced that Phoenix has chosen a vendor for the Bike Share program. The recommendation for Cycle Hop will go for approval to Phoenix City Council. Katherine Coles said she will be able to bring one of the bicycles that will be used in this program to the next Bike and Pedestrian committee meeting for members to see.

Joe Perez reported that citizens spoke up at the Phoenix budget meetings. The new budget will reflect increased funding for bicycle projects which will include hiring a consultant to develop a Phoenix Bicycle Masterplan that will require data from member agencies. The city of Phoenix will use a consultant from their on-call list.

Ben Limmer thanked the city of Phoenix for the bike share effort. April was Valley Month. There were 16 events with over 15,000 participants. There were 726 riders for Bike to Work day events and Valley Metro tracked 6,000 bike trips for the month.

Reed Kempton noted that the Arizona Trails Symposium Conference held a mobile workshop in Scottsdale. There were 25 riders who viewed public art and the Indian Bend Wash. Many participants were from small agencies around the country.

Jim Hash reported that the Great Az Bicycle festival attracted 5,000 people for two days with a custom bike show, booths and music. On Saturday of the event, Mesa hosted the El Tour de Mesa bike ride with 8,000 people attending.

5. Committee Chair and Vice Chair Vacancies

Maureen DeCindis reported that letters of interest for the Vice Chair vacancy of the Bicycle and Pedestrian Committee were solicited by MAG, with anticipation that the Executive Committee will approve the Chair and Vice Chair appointments at their June 17, 2013 meeting. Letters of interest were received from Avondale and Mesa.

6. Update on New MAG Boundaries

Maureen DeCindis reported that at the February Regional Council meeting, an amendment to the MAG By-Laws was presented that would enable new agencies to join MAG if a new Metropolitan Planning Area (MPA) Boundary is approved. On May 10, 2013, Governor Brewer approved the new Metropolitan Planning Area (MPA) Boundary for the Maricopa Association of Governments (MAG). The new MPA Boundary is in accordance with federal regulations §450.312 metropolitan planning area boundaries. According to this regulation, “the boundaries of a metropolitan planning area shall be determined by agreement between the MPO and the Governor.” In anticipation of a new MPA Boundary being determined, on December 18, 2012, the City of Maricopa adopted Resolution 12-76, seeking admittance to MAG. On February 25, 2013, the Town of Florence adopted Resolution 1383-13, seeking admittance to MAG. On April 3, 2013, the Governor of the Gila River Indian Community (GRIC) sent a letter to MAG recommending that the GRIC remain in MAG and that the portions of Community land in Pinal County now be included in the MAG MPA. Pinal County is meeting with MAG and has expressed interest in joining MAG. Once the Amendment to the By-Laws is approved, new members from Pinal County within the MPA Boundary may be approved for membership and new member certificates issued.

7. MAP-21 Transportation Alternatives Program Update

Maureen DeCindis reported that the funding budgeted for these two programs in Arizona (\$6.2 million and \$3.6 million, respectively), would need to be programmed. MAG staff presented a two step approach for the new Transportation Alternatives Program. For the near term (FY 2013-14), MAG will work with the Arizona Department of Transportation in trying to meet commitments under the sunset programs, after evaluating funding shortages for programmed project phases. Any balance above the funded amount would be carried over to 2015. For the long term (FY 2015-18), MAG would determine priorities and eligible activities, assign a working group for the program, develop program evaluation and performance criteria, schedule a call for projects at the end of the summer of 2013, collect and evaluate applications, approve the list of projects, and program them into the MAG Transportation Improvement Program (TIP).

Maureen DeCindis distributed a copy of the draft Transportation Alternatives application for committee members to comment. She asked if there were any questions that were ambiguous. She asked if all the information requested is relevant for project evaluation.

Reed Kempton noted that the Federal Transit Administration considers a distance of three miles away from transit routes as access to transit. The application should change the range from one mile.

Ben Limmer look at all the eligible expenses consistent with the application. Bike education projects should be included on the application.

Michael Sanders asked why the application excluded non-infrastructure school projects. This was very popular in ADOT who had to spend 10% of their funds on non-infrastructure projects. ADOT did not have direct experience working with schools prior to this program.

Katherine Coles asked if question #10 “How does this project create a sense of place?” is a qualitative question. Maureen DeCindis responded that it was a qualitative question.

Katherine Coles suggested that question #11 (Project fills a gap) could be subjective and needs a clear description. On question #14, although the number of park and ride lots served is important, but would this triple count with #13, #14, and #15?

Jim Hash suggested that there does not need to be three separate questions. He suggested combining #13, #14 and #15 and extend the mileage for bicycles to access transit to three miles.

Robert Yabes suggested ½ mile to up to 3 miles. Ben Limmer agreed that up to ½ mile for a pedestrian to access transit is acceptable as the average may be .4 of a mile. Park and Rides and Transit centers serve different functions. Ben Limmer agreed to combining #13, #14 and #15. Alex Oreschak noted that they might serve different customers.

Jim Hash noted that this could still this end up with transit being double counted.

Ben Limmer then suggested combining #12 and #13 into one question that addressed the number of routes and stops and frequency and then develop a second question combining #14 and #15. Jason Crampton agrees with counting transit routes and but not counting transit stops. He suggested eliminating #13.

Jim Hash asked how this application would impact the new members without transit. Brandon Forrey noted that this issue has been discussed often and that it is just as important to not penalize jurisdictions that have good transit. This question may be one in which there would be bonus points. Some emphasis is a good thing.

Katherine Coles asked about question #19 and public schools. Can private and charter schools apply? Michael Sanders explained that ADOT allowed private and charter schools to apply in the ADOT Safe Routes to School program.

Katherine Coles noted that #20 was excellent question asking about the number of people per square mile with the link to the MAG database. Maureen DeCindis noted that it was Alex Oreschak that developed the question and link. Robert Yabes asked why is there no count for employment. Alex Oreschak noted that it wasn't included in previous questions. Reed Kempton noted that we could easily add another question. Maureen DeCindis replied that staff would research if MAG had an employment database.

Katherine Coles asked how question #22 would address a pathway that is at an angle and there is no parallel arterial. Margaret Boone noted that an angled path still would relieve congestion. Maureen DeCindis noted that the issue has been whether to measure traffic volumes on the nearest parallel street to take volumes from an intersection. Katherine Coles asked what would an evaluator get out of this question. Robert Yabes asked if this question is used for conformity? Maureen DeCindis said she will ask. Reed Kempton suggested that many paths are located away from arterials with ADT, so this question should be dropped.

Katherine Coles noted that on question #23 a sentence is repeated. Can we ask if there has been any public support for this project. For example, who is asking for this project? Did the request come from the public, from an elected official, and/or from staff? Where is the education component? Is there a way to link to the Trip Reduction database of alternate modes?

Katherine Coles suggested bolding the language in Part C instructions on what to include. The instructions for maps should specify including street names and a north arrow.

Robert Yabes said that when a general plan is voted on, there are public meetings at that time. So do you still need public meetings on a proposed project. Tempe does a public meeting after they have a project and the money.

Katherine Coles said the jurisdiction could note that there has been a public meeting where this project came up. Add an "Other" box under question #30.

Margaret Boone noted that on question #2 the term signalized crossing is on duplicated. On question #6 with regard to the safety elements crash reports, we should ask for information on the injury type and manner of collision. MAG and ADOT have these reports. Robert Yabes said that the city is required to report crashes to ADOT. Reed Kempton said that the reports are incomplete and so collecting that information would be difficult. One would have to read the narrative in the police department reports that are not always that descriptive. Should we ask about fatalities?

Margaret Boone explained that one can do a query for specific bike and pedestrian crashes with the MAG RT Sims database. MAG developed a query system for data from local police departments. It is huge data base with injury type available. However, this database is not available currently for MAG member agencies.

Michael Sanders explained that ADOT accepted crash data within a two mile radius of schools. ADOT accepted crash data and any description of conflicts. The issue is safety. Letters from police chiefs and schools were accepted.

Margaret Boone asked why shade is considered a safety improvement in question #7. Could the application also request the signature of the safe routes to school coordinator?

8. Design Assistance Program Update

In the 2014 MAG Unified Planning Work Program, there is a request for \$300,000 for the MAG Design

Assistance Program. It will also be necessary to go out for Request for Qualifications from consultants in order to develop a new Consultant On-Call List. Committee members will discuss the new project application format.

The draft application was distributed by Maureen DeCindis. She explained that the format of the application was transferred to Excel. The questions remain virtually the same as previous applications. There are hyperlinks to MAG website, so that jurisdictions will all be using the same data source. The request for applications will go out on May 30, 2013 and applications are due back to MAG on June 27, 2013.

Reed Kempton said to add page numbers to both applications and change the eligibility radius to three miles for bicycles to access transit.

Katherine Coles suggested to make any changes discussed from the Transportation Alternatives application to the Design Assistance application.

9. Shared-Use Pathways Regional Name and Wayfinding Signage Guidelines

In the 2014 MAG Unified Planning Work Program, there is a request for \$75,000 to hire a consultant to work with the MAG member agencies to create a brand name and develop regional wayfinding sign guidelines. The Committee reviewed and discussed the draft Request for Proposal scope. See Attachment #3.

Katherine Coles suggested that this is a good way for all projects to come under one umbrella. Phoenix has been working with SRP and pursuing heritage funding.

Michael Sanders said to add a Reference to the MUTCD Manual.

Reed Kempton reported that Scottsdale is working on wayfinding signage. The city will install 200 signs on Indian Bend Wash with directional signs white on green. This will show riders how trails connect from Peak to Pond.

Kelly LaRosa recommended adding the US Access Board as a resource for new guidelines for shared use path.

Reed Kempton said that the word nonmotorized is not hyphenated.

10. Request for Future Agenda Items

Members had the opportunity to suggest future agenda topics.

11. 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.

June 18, 2013

July 16, 2013

August 20, 2013

September 17, 2013

October 15, 2013

November 19, 2013

December 17, 2013 (possibly noon)