

September 10, 2013

TO: Members of the MAG Bicycle and Pedestrian Committee

FROM: Katherine Coles, Phoenix, Chair of the MAG Bicycle and Pedestrian Committee

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, September 17, 2013 at 1:30 p.m.
MAG Offices, Ironwood Room, Second Floor
302 North First Avenue, Phoenix

A meeting of the MAG Bicycle and Pedestrian Committee will be held at the time and place noted above. If you are attending in person, please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the parking garage.

Committee members may attend the meeting either in **person, by video conference or by telephone conference call**. Those attending by videoconference must notify the MAG site three business days before the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Maureen DeCindis at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on August 21, 2013, all MAG committees need to have a quorum to conduct business. A quorum is a simple majority of the membership based on the attendance of the three previous Bicycle and Pedestrian Committee meetings. If the Bicycle and Pedestrian Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed that a legal meeting cannot occur and will subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Maureen DeCindis at (602) 254-6300 or send email to mdecindis@azmag.gov if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

For the September 2013 meeting, the quorum requirement is 11 committee members.

2. Approval of the August 20, 2013 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the August 20, 2013 Bicycle and Pedestrian Committee meeting.

3. Call to the Audience

An opportunity will be provided to members of the public to address the 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 will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard. Please fill out blue cards for Call to the Audience and yellow cards for Action Items.

3. For information.

4. Staff and Member Agency Reports

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

4. For information and discussion.

5. Phoenix Bicycle Masterplan

The City of Phoenix will present their plan to develop a Phoenix Bicycle Masterplan. The Plan will be compatible

5. For information and discussion.

with the Phoenix Complete Streets Policy. Phoenix will coordinate with adjacent cities in the region and is seeking input from other departments, agencies and the community.

6. Bicycle Count Data Collection Plan

Chen Ryan Associates and Eco-Counter will present the draft *Bicycle Count Data Collection Plan*, including information on the siting strategy, locations and durations of counts, schedule, manual counting methods, and details about the automated counting equipment to be used. The Working Paper #3 with the details of the plan were sent to committee members by email. Please bring your copy with you to the meeting.

7. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

8. 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.

October 15, 2013

November 19, 2013

December 17, 2013 (possibly noon)

6. For information and discussion.

7. For information and discussion

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, August 20, 2013 at 1:30 PM
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee	^ Steve Hancock, Glendale
Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	^ Joe Schmitz, Goodyear
Michael Sanders, ADOT	^ Dave Gue for Thomas Chlebanowski, Litchfield Pk
Tiffany Halperin, ASLA, Arizona Chapter	Denise Lacey, Maricopa County
Robert Wisener, Buckeye	Jim Hash, Mesa
* D.J. Stapley, Carefree	^ Brandon Forrey, Peoria
* Ian Cordwell, Cave Creek	* Rich Purcell, Queen Creek
* Bob Beane, Coalition of Arizona Bicyclists	Ben Limmer, Valley Metro
Jason Crampton, Chandler	Stephen Chang for Karen Savage, Surprise
* Jose Macias for Sue McDermott, El Mirage	Robert Yabes for Eric Iwersen, Tempe
^ Kelly LaRosa, FHWA Liason	* Robert Carmona, Wickenburg
* Nicole Lance, Gilbert	Grant Anderson, Youngtown

*Members neither present nor represented by proxy

^Attended via audio-conference

OTHERS PRESENT

David Maestas, City of Maricopa	Dana Chamberlain, Avondale
Vincent Lopez, Maricopa County	Joe Perez, Phoenix
Radu Nan, Kittelson & Associates	Alex Oreschak, MAG
Brian Sager, Kimley-Horn	Margaret Boone, MAG
Dawn Coomer, Valley Metro	David Dube, Maricopa County Public Health
Richard Mouer, ADOT	

1. Call to Order

Chair Katherine Coles called the meeting to order at 1:32 p.m.

2. Approval of the July 16, 2013 Meeting Minutes of the Bicycle and Pedestrian Committee

Tracey Stevens moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for July 16, 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 address the Committee.

4. Staff and Member Agency Reports

Maureen DeCindis reported that the tentative schedule for Transportation Alternative program would have applications available on September 26, 2013 and completed applications due on October 22, 2013.

Ben Limmer reported that in September a Valley Metro campaign will address car idling on school grounds. The Valley Metro Safe Routes to School program entitled *Be Bright* will start in seven schools this fall. Rideshare month will be October 6-12, 2013. Valley Metro is hosting a Trip Reduction Program employer outreach webinar on the new Phoenix bike share program.

Jason Crampton reported that the construction of the Chandler Galveston bike bridge is in final construction and should be finished soon. The MAG UPRR Railroad Crossing Study is coming along. Maureen DeCindis added that a chapter in the Guidelines will provide a step-by-step process for local governments to work with the railroad in the future.

Susan Conklu reported that Scottsdale is finishing construction on the Arizona Canal pathway from 60th Street to Goldwater Blvd. which includes public art and a bike/ped crossing. The Upper Camelback Wash is under construction and when completed will connect 22 miles of pathway from Scottsdale down to Tempe Town Lake. The city is getting ready to install wayfinding signage using the NACTO guidelines.

Chair Katherine Coles reported that Phoenix is completing their 11th Street project that extends from Washington Street on the south to Moreland Street on the north. This was originally a design assistance project that was completed with Federal Transit Administration funding.

5. Health Impact Assessment and Transportation Projects

David Dube, Public Health Policy Consultant with the Maricopa County Department of Public Health presented on the Health Impact Assessment (HIA) which is a process that evaluates the potential health effects of a plan, project or policy before it is built or implemented. An HIA can provide recommendations to increase positive health outcomes and minimize adverse health outcomes. HIA brings potential public health impacts and considerations to the decision-making process for plans, projects, and policies that fall outside the traditional public health arenas, such as transportation and land use. There are two completed Arizona HIAs and three active HIAs in Arizona (two in Phoenix, one in Flagstaff) on transit and housing projects and with additional capacity to conduct more. This tool assess the positive and negative health impacts of projects.

David Dube explained that the Health Impact Assessment starts with:

- Screening - Determines the need and value of an HIA
- Scoping - Determines which health impacts to evaluate, analysis methods and a workplan

- Assessment - Provides a profile of existing conditions and an evaluation of potential health impacts
- Recommendations - Identifies strategies to address health impacts identified
- Reporting - Includes the development of the HIA report and communication of findings and recommendations
- Monitoring - Tracks the impacts of the HIA on decision-making processes as well as impacts of the decision on health determinants

This is a relatively new program which was originally developed overseas by an international health organization. In Arizona, an HIA was conducted on the Tempe modern street car and the Sycamore light rail station in Mesa. Three on-going HIA assessments are occurring for a bus rapid transit program in Flagstaff, Phoenix revitalization housing project near the Durango curve area and the Valley Metro south central light rail extension project. Maricopa County Public Health has a focus on providing training. Over 100 people have been trained in the past year. The HIA is a positive tools for transportation and land use related planning. It can also be used when considering policies such as paid sick time, worksite and school wellness projects.

David Dube suggested that member jurisdictions might consider doing a HIA on a project that may be submitted for the Transportation Alternative funding. Some assessments can be done quite expediently. In an HIA, extensive stakeholder participation is the key element, not just an advisory committee but they are guiding and directing the process. This authentic participation helps get at health equity issues. The community helps identify the methods and generates the recommendations. Plus, this stakeholder process develops champions for the project. The website is: www.AzHIP2.org.

Susan Conklu asked if the HIA addresses access to health providers. David Dube responded that it does look at that issue. He added that it helps populate data on health status especially injury data, crime data and birth rates. Margaret Boone asked if an HIA can help assist with performance measures in future project application processes. Maureen DeCindis responded that this is something the committee could consider.

Ben Limmer reported that Valley Metro is now using an HIA assessment in their evaluation of the light rail project extension and will use the information in their application for federal funding.

6. The U.S. Bicycle Route System (USBRS)

Richard Mouer is the Traffic Standards Manager for ADOT and was on AASHTO national task force on the national bicycle route system. The U.S. Bicycle Route System (USBRS) is developing a national network of bicycle routes, which will link urban, suburban, and rural areas using a variety of appropriate cycling facilities. Presently, more than 40 states are working to create U.S. Bicycle Routes. Two U.S. Bicycle Routes (USBR 79 and USBR 90) are projected to enter or cross the Phoenix metropolitan area. Richard Moeur explained how Arizona is working to establish routes and their impact on MAG. This type of naming system and the power of designation increases ridership.

The U.S. Bicycle Route System (USBRS) was started in 1978 by AASHTO and coordinated by Adventure Cycling for bicycle routes to be considered as similar to the U.S. Highway system only for bicycles. The system would coordinate and connect a network of bike routes across the United States. The bike routes would connect on regional and national levels and would spur development of local connections that could be expanded as needed. Most routes will be on existing roads as there is no money to build new routes. A street name might change but the route would always stay the same for consistency for travelers.

The process entailed:

- Develop a National Corridor map (done)
- Establish a numbering system (done)
- States would analyze their routes for the best ones
- States would have agreements on routes that adjoined at connecting points
- Agreements with the local agencies for non-state roads
- Route applications, mapping and signing need AASHTO approval

Bicycle Routes in Arizona:



- USBR 66: Los Angeles to Chicago
- USBR 70: Los Angeles to Colorado
- USBR 79: Phoenix to Reno
- USBR 90: San Diego to Florida*

*Dotted lines indicate a lot of flexibility of route options.

For more information: www.adventurecycling.org/usbrs

Margaret Boone asked about the reasoning for the numbering system. Richard Mouer said that five different number and lettering systems and three different committees reviewed this. It was concluded that the oldest numbering system works the best. This system will allow a business route and flexibility of route options. Denise Lacey asked about the USBR 66. Richard Mouer explained that analysis has started on that route. Elements that are analyzed include through routes, pavement quality, recreation opportunities, cultural interests and traffic. Some routes are on city streets and not all routes need agreements with all local agencies. Michael Sanders said that ADOT will be setting up a route committee and will be working with the local jurisdictions. In some states, the effort has been lead by advocates like in Michigan. In Arizona, a JPA may be required between ADOT and a local jurisdiction. Signing is not required due to lack of resources but is very encouraged. Margaret Boone asked what type of safety criteria is being considered. Richard Mouer said the local agency is using its best judgement on safety and connectivity. This is integral to the evaluation process.

7. Strategic Transportation Safety Plan (STSP)

Margaret Boone, MAG Transportation Safety, explained that the MAG 2013 Work Program identified a project to develop a comprehensive Strategic Transportation Safety Plan (STSP). The previous STSP was developed in 2005. The resulting Plan will provide input to the next update of the Regional Transportation Plan (RTP) from a transportation safety perspective. It will identify regional priorities, strategies, resource needs and performance indicators. The Plan will help establish a unified approach for identifying and implementing solutions for key road safety issues that affect all agencies in the MAG Metropolitan Planning Area. Oversight for this process will be provided by the MAG Transportation Safety Committee and the Transportation Safety Stakeholders Group (TSSG). Some key areas the plan will focus on bicyclist and pedestrian safety and disability/mobility safety issues in the region. MAG staff is seeking representation of these groups in the TSSG.

Margaret Boone explained that there were three projects from the last plan - training of the school crossing guards, the Road Safety Assessment program where a committee assesses the safety of an intersection and the provides recommendations for safety improvement and the RT Sims Data base which provides a macro look at crash data.

Key Team members include staff, the consultant, the Transportation Safety Committee and the Transportation Safety Stakeholders group.

The Study Objectives include:

- Develop a comprehensive Strategic Transportation Safety Plan (STSP)
- Update previous STSP adopted by MAG in 2005
- Establish regional vision, goals, objectives, strategies, countermeasures and performance measures for transportation safety
- Coordinate with the Arizona Strategic Highway Safety Plan
- Provide input to MAG NextGen Regional Transportation Plan

Work Plan Tasks include:

- Transportation System Performance and Available Resources from a Transportation Safety Perspective
- Establish Regional Vision and Goals for Transportation Safety
- Emphasis Areas, Potential Strategies, and Performance Measures
- Network Screening Methodologies for Prioritization of Road Safety Needs
- Incorporating Safety in the Regional Transportation Plan
- Develop a Strategy to Incorporate Safety Enhancements in Road Infrastructure Projects
- Improving Safety via Traffic Operations and Technology Solutions
- Monitoring and Reporting on System Performance and Program Effectiveness
- Implementation Plan 2015 – 2025
- Draft Final Report, Executive Summary and Presentations

8. MAG Committee Structure and Process

Maureen DeCindis presented an overview of the MAG Committee Structure and Process. The Bicycle and Pedestrian Committee are considered a technical committee. When projects require approval, the recommendation proceeds from the Bicycle and Pedestrian Committee to the Transportation Review Committee (TRC) to the Management Committee (comprised of city managers) to the Regional Council (comprised of elected officials).

In the past the Bicycle and Pedestrian Committee has completed projects such as:

- Design Assistance Program - since 1996 - 62 projects awarded
- CMAQ Projects
- Enhancements/ MAP-21 – Transportation Alternatives (TA)
- Regional Bikeways Map (print and on-line)
- Bikeway Masterplan
- Regional Off-Street System Plan
- Pedestrian Plan
- Pedestrian Design Guidelines
- Complete Streets Guide
- Conferences and Workshops
- Bicycle Education thru Valley Metro and Coalition of Az Bicyclists
- DVD's on bicycling and walking

Upcoming projects include the Bicycles Count project and the Wayfinding Guidelines and Brand Name for the off-street network.

9. National Association of City Transportation Officials (NACTO) Conference

Christine Fanchi, from Phoenix Street Transportation Department explained that this year the NACTO Conference will be hosted by the City of Phoenix on October 27-29, 2013. This year's theme is "Designing Cities." NACTO encourages the exchange of transportation ideas, insights and practices among large cities while advocating for a federal transportation policy that prioritizes investment in infrastructure in the nation's large cities and their metropolitan areas. There will be a NACTO Urban Design Guidelines release party at the conference.

One of the main items that will be discussed are the Interim Strategies. *"With limited funding streams, complex approval and regulatory processes and lengthy construction timetables, cities are often challenged to deliver the results that communities demand as quickly as they would like. Interim design strategies are a set of tools and tactics that cities can use to improve their roadways and public spaces in the near term. They include low-cost, interim materials, new public amenities and creative partnerships with local stakeholders, which together enable faster project delivery, and more flexible and responsive design."*

Phoenix will profile the following projects:

- Greening of Lower Grand Ave: the lower section from Van Buren to Roosevelt Street is in Phoenix. Existing conditions are five arterial lanes with commercial and industrial uses. The roadway is 60 feet wide with approximately 12,000 cars a day. The project objectives include:
 - increase bicycle and pedestrian activity
 - add plants
 - reduce traffic speeds
 - add lighting
 - increase parking
 - addition of color
 - provide bike lanes
 - provide for street art
- First Street: from Washington Street to Moreland Street. Existing conditions include two-lane, urban mixed use local street which is 64-74 feet wide and a posted speed limit of 25 mph. There is a Complete Street on First Street from Polk to McKinley near ASU.

The projects objectives are:

- traffic calming
- encourage walkability
- create open spaces
- attract investment
- provide connections to major destinations like ASU to the main library

Improvements will include narrowing of lanes, decorative pavement and crosswalks, buffered sidewalk with planters, bike racks, parklet, and artwork.

To register for the conference: www.NACTO.org

Richard Mouer asked if back-in parking was considered. Christine Fanchi responded that because there is front-in parking in phase I of First Street from Polk to McKinley near ASU, the city decided to keep it the same. This may be reconsidered at some time in the future.

10. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics. No member made a suggestion.

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.

September 17, 2013

October 15, 2013

November 19, 2013

December 17, 2013 (possibly noon)