MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

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

MEMBERS ATTENDING

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

*Members neither present nor represented by proxy
^Attended via audio-conference

OTHERS PRESENT

Sherry Ryan, Chen Ryan Associates
Jim Coffman, Coffman Studio
Jim Townsend, Wilson & Company
Raquel Schatz, Apache Junction
Vincent Lopez, Maricopa County
Kerry Wilcoxon, Phoenix
Susan Conklu, Scottsdale
Doug McCants, Atkins
Alex Oreschak, MAG
Eileen Yazzie, MAG
Eric Anderson, MAG
Teri Kennedy, MAG

1. Call to Order

Reed Kempton called the meeting to order at 1:35 p.m.

2. Approval of the December 11, 2012 Meeting Minutes of the Bicycle and Pedestrian Committee

Jim Hash moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for December 11, 2012. Katherine Coles 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

Reed Kempton announced that the MAG Executive Committee has named Katherine Coles to be the new Vice Chair of the MAG Bicycle and Pedestrian Committee.

Jim Hash announced that the Mesa City Council adopted a new Bicycle Master Plan on February 11, 2013. Additionally, the City of Mesa is planning to open a new segment of the Consolidated Canal in the near future.

Katherine Coles announced that the City of Phoenix has released a new Request for Proposals for a bikesharing program, and that they expect responses in 30 days.

Eric Iwersen announced that the City of Tempe would be holding two public meetings for streetscape proejcts; one for both Hardy Drive and University Drive (February 20) and one for Broadway Road (February 25).

Jason Crampton from the City of Chandler provided an update on the MAG project for the Regional Bicycle and Pedestrian Rail Crossing Guidelines Study. The project team held a kickoff meeting on February 7th.

Alex Oreschak from MAG thanked Margaret Boone, formerly of the City of Avondale, for her service on the Bicycle and Pedestrian Committee as Vice Chair, and introduced three new members to the committee: Tracy Stevens for Avondale, Thomas Chlebanowski for Litchfield Park, and Kelly LaRosa for the Federal Highway Administration (FHWA). Mr. Oreschak provided an update and handouts for the International Trails Symposium, being held in Arizona from April 14 to 17. Both Tempe and Scottsdale are hosting mobile workshops as part of th symposium, and it is a great opportunity to learn more about trail planning, funding, design, and construction. Registration is now accessible online. Alex also announced that the April 16, 2013 meeting of the MAG Bicycle and Pedestrian Committee would need to be cancelled due to the symposium. A cancellation notice will be sent out.

5. Transportation Improvement Program (TIP) Update

Eric Anderson from MAG addressed the committee regarding the submittal process and what happens behind the scenes with the Transportation Improvement Program. This update was provided, in particular, for the Valley Metro bicycle education project, which was submitted as a congestion

mitigation and air quality (CMAQ) federal fund application in the fall of 2012, and pulled from that application process by MAG management. Mr. Anderson noted that MAG sponsors a crossing guard safety program every year (about 500 crossing guards trained per year). MAG wants to make sure funds are used effectively and efficiently, and coordinated with other appropriate projects and funding sources. MAG has a lot of programs and funding sources, and MAP-21 changed some of the rules MAG was working under. Under MAP-21, Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails programs were combined into the Transportation Alternatives (TA) program. ADOT used to be responsible for administration and selection of these three programs, but under MAP-21, one half of the TA funds for each state are administered locally.

There is also a MAG Safety Committee that deals with all aspects of safety issues. When the Valley Metro proposal came in, there was concern that the MAG Safety Committee had not been part of the consultation/review process . There was also concern with CMAQ funds being used for this purpose, when other sources for funding might be more appropriate (such as TA). Recent events such as Newtown have increased scrutiny on School Resource Officers (SRO's), who would be targeted to implement this program, and have shed light on the fact that SRO's are not available at all school sites. The proposal may need to be rethought and other avenues for bike education/safety will need to be looked at, including, potentially, MAG planning funds. Brandon Forrey expressed concern that the same logic could be true for any project submitted, as there are multiple funding opportunities for any project, but the committee will usually evaluate projects on their merits, and not on whether the pot of money being applied for is the best funding source for that project. Mr. Forrey said that it almost seemed as if MAG was stepping in to the process in a way it had not in the past, and asked if the committee should expect to see more of this type of action in the future? Eric Anderson stated that this action is rare, but has happened before. Eric noted that there is a distinction between whether a project is eligible for funding, and whether that funding is appropriate (for example, diesel retrofits are eligible under CMAQ but MAG chooses not to use its CMAQ funds for that purpose). MAG already has funding in the planning budget to fund a Valley Metro safety initiative. If MAG thinks there are better or more appropriate sources of funding for a specific project, MAG will continue to express that.

6. MAG Bicycles Count Project

Sherry Ryan, of Chen Ryan Associates, presented on the MAG Bicycles Count project. Ms. Ryan introduced the project subconsultants Jim Coffman of Coffman Studio and Jim Townsend of Wilson & Company. Sherry introduced the project and scope of work, and noted that the project is very important to the region and will provide good information on modes of travel. The driving factor in the schedule is decent weather to conduct the count in. The schedule includes six months to prepare the work products. Sherry views this project as establishing a regional framework for future counting efforts. Even if the region won't count all the identified locations this year, a comprehensive network of count sites and a long-range counting plan should be established. Ms. Ryan explained that the study wants to standardize the data collection process across the region to provide guidance to local governments for consistency and facilitation of good data analysis.

To identify locations, Ms. Ryan plans to use demographic data in conjunction with the Regional Bikeways Map and agency/committee input. While every location in the Valley cannot be counted, this project can create a tool for estimating data community-wide and extrapolate data to where there might

not be good count data. Manual counts, video counts, and pneumatic tubes are being considered for data collection technology, while inductive loops are not; funds for this project cannot be used for construction activity, which installation of inductive loops would fall under. Almost half of the budget is going toward the data collection. The budget will constrain how many counts can be done. There was a question from the audience about thoughts on utilizing cell phone or GPS data. Ms Ryan replied that such data was considered, but that it is difficult to get counts from that data. Rather, those sources are better used for determining route choice and where cyclists are going. But that data, in combination with counts, can be powerful in understanding route choice and activity in certain locations. Sherry suggested that it could be a direction for future efforts, but outside the current scope of work.

An overview of the different bike count options were given in the presentation. Manual counts can be used to understand how infrastructure is used or not used; counters can note whether cyclists are using bicyclists or sidewalks, if they are going the right direction or the wrong way, and whether they are wearing a helmet. The advantage to pneumatic tubes from Eco Counter is that data is uploaded daily, and counters self-diagnose, so a person does not have to constantly go into the field to check on them and collect the data. Michael Sanders from ADOT noted that Eco Counters are currently in use near Sedona, and has found them to be very useful and convenient.

Ms. Ryan noted that this project addresses a problem related to bike planning when analyzing collisions. If two intersections have an equal number of injuries or fatalities, agencies currently do not know which intersection is more dangerous since it is not known how many cyclists traverse each intersection. Katherine Coles was curious about the choice of "peak hour" travel from 5-7pm. In her observations, the peak may actually be earlier in the day. 5-7pm might represent primarily higher-income commuters rather than a representative sample of the commuting population. Sherry mentioned that the 24-hour count locations (video or pneumatic tube) could be used extrapolate short-count data to determine overall trends. Eric Iwersen informed the committee that the Tempe Bicycle Action Group is doing their 3rd volunteer bicycle count, which will utilize manual counting during the 7-9am and 4-6pm time periods. Sherry said that manual counts can provide good baseline data. If done regularly, trends over time can be determined. Kerry Wilcoxon stated that Phoenix is doing video counts with manual verification. Specifically, they are looking at locations where Phoenix is considering signal changes or where there are complaints about bicycle and pedestrian access. Phoenix is also about to start looking at counts along canal system. Mr. Wilcoxon offered use of the four Phoenix video devices for the bicycle count project.

Eileen Yazzie asked if all counting devices would be in the field at the same time; Ms. Ryan replied yes. There was a question from the audience about whether canalways will be counted as part of the study; Sherry replied that they are considered part of the MAG Bikeways network, so they should be. Ms. Ryan said that, at the end of the project, there will be materials that will allow other agencies to utilize/replicate efforts begun during this study. This project will create a protocol for others to use to build up data in the same way. Tiffany Halperin from ASLA identified two benefits to manual counts at specific locations over time: trends and gender identification. Who are the users and how are they using the paths? There was a question about whether there would be more value to focusing in on one technology for counting rather than a blend of different technologies. Ms. Ryan replied that the disadvantage of using pneumatic tubes only would be a limit to the scope of counts for the project, as they are more expensive. Using a mix of technologies allows for broader coverage and extrapolation

of data. Sherry says that 24-hour data is most useful, but would limit count locations. Reed Kempton from Scottsdale expressed concern that 25% of the population is retired and they are not riding in standard commute patterns, so a manual count at peak times may undercount these users. Jason Crampton from Chandler agreed that pneumatic tubes are more useful since you can see full-day data and trends over a month. Sherry said that one option would be to use pneumatic tube counts for two weeks instead of four weeks at each location, to double the count locations. Kerry Wilcoxon suggested looking at tube counts with a video count overlap to check accuracy. Ms. Ryan said that automated counters are undercounting systematically in San Diego, and using a video overlap could help develop under- or over-counting factors to apply to the region.

Ms. Yazzie asked what Sherry Ryan was looking to gather from the group today, in terms of the count options. Ms. Ryan replied that the scenarios she presented are not the only choices, just three scenarios, but that she is hearing more support for pneumatic tubes. Jim Townsend said that a lot of signals in the Valley have video detection, and that some of the units can be modified to automatically collect movement data in a bike lane. That would allow other automatic counts to focus on different locations. A lot of Phoenix camera locations are live-streamed online. Reed Kempton noted that many of the cameras usually move (for instance, if there is a crash at the intersection) and make it more difficult to conduct count data with. Eileen Yazzie volunteered to work with the MAG ITS department to figure out how many locations in the Valley have stationary vs. 360 degree cameras to narrow down possibilities for applying that technology. Jim Townsend said that you could easily conduct annual counts at some locations using this method. Reed Kempton believed that the initial selection would select a number of locations that would be counted every year. Kerry Wilcoxon said that their video technology is enough to find exposure, and suggests more hours of coverage over broader use of data (i.e. video and pneumatic tubes over manual counts). Katherine Coles said the main goal is to have a replicable process where the jurisdictions can do what they can with the funding that they have. Reed Kempton noted that some cyclists are fair-weather cyclists, so more data is better data, in case one count day is especially poor conditions. Jason Crampton asked if one week per pneumatic tube was enough data collection time, which would allow four times the coverage as one month per location. Ms. Ryan replied that the consultant would move the tubes, and costs escalate with moving tubes more. She offered to check in on using tubes for one week per location. There was a question about whether cyclist intercept surveys are part of the scope. Ms. Ryan responded that intercept surveys are not part of the current scope, but they could be done in a future phase to supplement basic count data. There was a question about how sites were chosen in San Diego, and whether the same methodology would be used in the Phoenix region. Ms. Ryan replied that a combination of statistical strata and regional bike network data would result in the ideal selection of locations.

7. <u>FY 2013 MAG Close-Out Funds for a Design Phase of Proposed FY 2015 Congestion Mitigation and Air Quality (CMAQ) Projects</u>

Teri Kennedy from MAG presented on utilizing CMAQ closeout funds to fund the design phase for FY 2015 CMAQ projects that had previously been approved by the MAG Bicycle and Pedestrian Committee. Ms. Kennedy requested that, if any agencies have started design, they should inform MAG immediately, as an agency can only design so much of a project before losing out on the possibility of federal funding for design. Reed Kempton asked if the FY 2015 projects were approved yet. Ms. Kennedy replied that Regional Council is scheduled review the item and it is expected that Regional

Council will approve the projects at their next meeting. The design funding from CMAQ closeout was scheduled to be reviewed by the Transportation Review Committee (TRC) this month as well. Ranking of the FY 2015 CMAQ projects has already been approved by TRC and the Management Committee without issue.

8. Review of Transportation Enhancement Projects in the MAG Region and Evaluation of Proposed Funding Scenarios for the MAP-21 Transportation Alternatives Program

Teri Kennedy from MAG presented on providing funding to existing Transportation Enhancement projects using new Transportation Alternatives funding in FY 2013 and FY 2014. Ms. Kennedy provided a brief overview of MAP-21, specifically the composition of Transportation Alternatives eligible projects. Transportation Enhancements had been programmed by ADOT in the past, but under MAP-21, one half of Transportation Alternatives funding is programmed directly at the local (regional) level. If MAP-21 is continued or a similar bill is passed by Congress for FY 2015 and beyond, a call for projects will occur this summer, probably in August. Reed Kempton stated that, in the past, one project might apply for both CMAQ and TE funding, as they were different funding sources and processes. Reed asked if projects would still be encouraged to do so. Ms. Kennedy stated that it is up to the MAG committees to determine how Transportation Alternatives funds would be programmed, starting with a Managers' Working Group. Additionally, Transportation Alternatives can be programmed to the full extent of MAG's planning boundaries, not just 8-hour ozone boundaries as with CMAQ funds. Therefore, the committees may decide to program some or all of the Transportation Alternatives funding to member agencies outside of the 8-hour ozone boundary, and continue to program CMAQ funds within the 8-hour ozone boundary. However, Ms. Kennedy stated that nothing had been decided yet and that MAG would be looking at a wide range of options for programming future Transportation Alternatives funding.

9. Request for Future Agenda Items

Members had the opportunity to suggest future agenda topics.

10. 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.

March 19, 2013
~~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)