

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, July 16, 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	Purab Adabala for Steve Hancock, Glendale
Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Michael Sanders, ADOT	David Gue for Thomas Chlebanowski, Litchfield Park
* Tiffany Halperin, ASLA, Arizona Chapter	Denise Lacey, Maricopa County
Robert Wisener, Buckeye	Ashley Barinka for Jim Hash, Mesa
D.J. Stapley, Carefree	Brandon Forrey, Peoria
Ian Cordwell, Cave Creek	Rich Purcell, Queen Creek
* Bob Beane, Coalition of Arizona Bicyclists	Amanda Luecker for Ben Limmer, Valley Metro
Jason Crampton, Chandler	Stephen Chang for Karen Savage, Surprise
Jose Macias for Sue McDermott, El Mirage	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

Raquel Schatz, Apache Junction	Megan Sheets, Phoenix
Vincent Lopez, Maricopa County	Dana Chamberlain, Avondale
Jim Coffman, Coffman Studio	Joe Perez, Phoenix
Scott Walters, TBAG	Marge Zylla, Tempe
Dean Chambers, J2	Amy Schuchert, HP&D
Brian Sager, Kimley-Horn	Alex Oreschak, MAG
Anissa Jonovich, Valley Metro	Eileen Yazzie, MAG

1. Call to Order

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

2. Approval of the June 18, 2013 Meeting Minutes of the Bicycle and Pedestrian Committee

Denise Lacey moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for June 18, 2013. Tracy Stevens 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 reminded committee members to review the list of locations for the Bicycles Count project in their jurisdiction. Any changes are due to MAG by Thursday July 18, 2013.

Alex Oreschak presented the concept for the MAG Design Assistance Project Sheets. There will be a uniform template that will include a map, photos, description and funding. Project cards will be similar to those that were created on the MAG freeway program. The example will be emailed out to all members for comment.

Michael Sanders reported that the ADOT Planning Division updated the ADOT Bicycle and Pedestrian Plan with a focus on ADOT policy. Currently, ADOT does not have a pedestrian policy. This report recommends a Pedestrian policy. The report also has a map and a list of gaps throughout the state. It is up to ADOT to implement the recommendations in this plan. One of the most difficult issues relates to crossing the interstate highways. Katherine Coles asked if this document was on-line. Michael Sanders responded that this is on-line along with other previously written documents.

Eric Iwersen reported that Tempe just awarded the contract to build the shared use pathway from Priest to the Phoenix border. This is an exciting project that is finally coming to fruition.

Denise Lacey reported that the County is beginning their five year update to the County Transportation Plan that will include bicycle and pedestrian policies.

5. Recommend Approval of the On-Call Consultant List for MAG Design Assistance Program

Katherine Coles representing the Design Assistance Consultant Review Panel, made a recommendation to the committee to recommend approval of the MAG Design Assistance On-Call Consultant list. The Consultant list was distributed to members for review before voting to approve. The Consultant Review Panel consisted of Katherine Coles, Phoenix; Grant Anderson, Youngtown; D.J. Stapley, Carefree; Jim Hash, Mesa; Susan Conklu, Scottsdale and Margaret Boone, MAG. The On-Call Consultant list included: Coffman Studio; Environmental Planning Group; Gavan & Barker, Inc.; Harrington Planning Design; J2 Engineering & Environmental Design; Lee Engineering; Kimley-Horn and Associates, Inc.; Kittelson & Associates, Inc.; Logan-Halperin Landscape Architecture; Olsson Associates; Otak, Inc.; Stanley Consultants, Inc.; Stantec Consulting Services, Inc.; and Wilson & Company, Inc. The charge of the committee was to determine if the consultants were qualified. There is a broad range of consultant expertise ranging from a focus on engineering to a planning. D.J. Stapley made a motion to recommend approval of the Design Assistance On-Call Consultant list. Denise Lacey seconded the motion. The motion passed unanimously.

6. Presentation, Review and Recommendation for Approval of the 2014 MAG Design Assistance Project Applications

Maureen DeCindis explained that there is \$300,000 available for Design Assistance projects. There were some supporting documents and a signature page that arrived late to MAG offices. Because there was no written statement on the application that incomplete applications will not be accepted, the copies of the additional handouts are being distributed for your consideration. In the future, the application language will be clearer and jurisdictions will receive a receipt indicating that their application was complete and accepted. Committee members will listen to the presentations and can alter their score sheets based on that information. At the end of the presentations, each member will fill out the ranking score sheet and submit those to Alex Oreschek who will compile the results. While the results are being tabulated, the committee will hear agenda item number seven. The results will then be projected on the screen. The committee has the ability to adjust the funds to include as many projects as possible.

Presentations of the Design Assistance applications were conducted in alphabetical order:

• Apache Junction: Grand, Ocotillo Main Sidewalk Design	\$35,000
• Apache Junction: Winchester, 16 <sup>th</sup> , Southern Sidewalk Design	\$45,825
• Cave Creek: Shared Use Path Connector	\$60,000
• Glendale: Stadium-Westgate Pathway Connections Project	\$66,900
• Mesa: Main Street Complete Streets	\$80,000
• Peoria: New River Trailhead at Deer Valley Road	\$65,000
• Phoenix: Van Buren Corridor Bike & Ped Improvements	\$80,000
• Scottsdale: Indian Bend Wash Path Realignment at Indian School Road	\$30,000
• Scottsdale: Indian Bend Wash Bridge Replacement at Osborn	\$45,000
• Tempe: Highline Canal Multi-Use Path	\$70,000
• Tempe: North South Rail Spur Multi-Use Path	\$70,000

**Total requested** **\$ 647,725**

Apache Junction: Grand, Ocotillo Main Sidewalk Design

Raquel Schatz explained that this project would design the sidewalks located on Grand Drive, Ocotillo Drive and Main Drive between Apache Trail and Broadway Avenue connecting existing sidewalks to an elementary school and a high school. The existing conditions include dirt, overgrowth of native vegetation, and landscape gravel and other materials. The location is prone to flooding during major rain storms. The neighborhood is comprised of low income residents who have to walk through the dirt to get to the schools and grocery stores. The current right of way is very limited and, therefore, Apache Junction needs consultant guidance. Apache Junction would be willing to put in match funding. Michael Sanders asked if this area was developed before there was a requirement for sidewalks? Raquel Schatz said that this was built before and that now Apache Junction requests developers to install sidewalks. Brandon Forrey asked if all these streets are local or are there any collector and arterials? Raquel Schatz said that some of the streets were arterial and some were collector streets. Susan Conklu noted that the streets closest to schools are paved. Raquel Schatz said those were built by a private developer. Susan Conklu asked if the city has addressed the drainage issues? Raquel Schatz replied that this project with sidewalks would help with the drainage issue.

### Apache Junction: Winchester, 16<sup>th</sup>, Southern Sidewalk Design

Raquel Schatz explained this project would design the sidewalks located on both sides of Winchester Road on the south side of 16<sup>th</sup> Avenue and on both sides of Southern Avenue along with the installation of bike lanes on Winchester Road and 16<sup>th</sup> Ave. Existing conditions include dirt, overgrowth of native vegetation, and landscape gravel and other materials. Raquel Schatz noted that this project has received construction funds from CMAQ. This project also includes a request to design sidewalks that were outside the scope of the CMAQ project that will hopefully be funded through Transportation Alternative funds in the future. The income in this neighborhood is lower than those in the previous project request. In the future, bike lanes would be installed. Brandon Forrey asked which project is their first choice? Raquel Schatz said that this project is the first choice of the city.

### Cave Creek: Shared Use Path Connector

Ian Cordwell said that this project is for a paved shared use path on both sides of Cave Creek Road from Schoolhouse Road to Carriage Drive for 1.3 miles. Path width will vary 6-10 feet width depending on available right-of-way. The project would connect Town Hall to the post office, apartments, library and bank. This is the most dense neighborhood in Cave Creek. It also has Habitat for Humanity project. Currently, people walk in the road or use their wheelchairs in the road. Cave Creek has been working for 16 years to development easement. The town anticipates having the funding to build the project. Susan Conklu asked what is the average traffic volume? Ian Cordwell responded that it is 12,000 cars and the speed limit ranges from 30 to 45 mph. Eric Iwersen asked if this was a shared use path or sidewalk. Ian Cordwell responded that it will be more of a sidewalk especially through the town.

### Glendale: Stadium-Westgate Pathway Connections Project

Purab Adabala explained that this project would be for a shared-use pathway connection and a pedestrian connection from the Grand Canal Pathway into the University of Phoenix Stadium and Westgate entertainment and shopping area. Purab Adabala explained how this path would connect to many other pathways and the sports complex. The project cost is estimated at about half million dollars. The path will be 10-12 feet wide. This will provide safe and comfortable access for the sports and entertainment district and other pathways. Susan Conklu asked about existing bike parking. Purab Adabala explained that some of the surrounding businesses and the stadium itself have bike parking. Jason Crampton asked if there are bike lanes on 95th Avenue? Purab Adabala said there is only sidewalks.

### Mesa: Main Street Complete Streets

Ashley Barinka explained that this project will be a feasibility study for a Complete Streets project on Main Street between Gilbert Road and Power Road. Bus Rapid Transit was added a few years ago and the future expansion of Light Rail will extend to Gilbert Road. This project will be about five miles long. This project may include cycle tracks. This alignment was identified through public input and was identified as main route for commuting cyclists. There are many older senior visitors, long distance riders and low income people who live along this route. This will also connect to the neighbor cities like Tempe. Katherine Coles asked about the title because the Design Assistance is not typically used for a feasibility study but for a design and construction. Ashley Barinka said the intent is to build this project with the next light rail extension.

### Peoria: New River Trailhead at Deer Valley Road

Brandon Forrey explained that this project will develop an underpass at Deer Valley Road and the New River Pathway. Currently the only access is over large river rocks along a steep grade. Since doubled 50-100 miles Originally envisioned a simple access but there is now a good opportunity to develop a trailhead. A rare opportunity has presented itself, as Maricopa County has just contacted Peoria to say that they would donate the land. The site is next to a medical complex which has become a destination for safety fairs and bike rodeos. Peoria has a strong commitment and has the will and desire to complete this critical link. Katherine Coles asked how this is bike path project and not just a trailhead? Brandon Forrey explained that this would allow an access from Deer Valley Road that currently is a sharp descent over rocks. Jason Crampton noted that one could connect at the north end and the closest light is 1/4 mile away. Susan Conklu noted that this was a grade separated under Deer Valley Road. Brandon Forrey explained that this project would provide a legitimate access from Deer Valley Road. Tracy Stevens asked when the County would pass on the land? Brandon Forrey responded that the land transfer would take place in a six to nine month time frame.

### Phoenix: Van Buren Corridor Bike & Pedestrian Improvements

Katherine Coles explained that this project will develop a Complete Street along Van Buren Street from 40<sup>th</sup> Street to 24<sup>th</sup> Street in order to enhance walkability, bikability and transit access along with economic revitalization opportunities. This project is part of the Reinvent Phoenix through a Sustainability Communities grant from United States Department of Housing and Urban Development. This would be a complete street demonstration project adjacent to Light Rail. This would re-purpose Van Buren street and reduce the traffic lanes down to two lanes in either direction. The sidewalks would be widened and shade trees would be added. This is an opportunity to provide bike and ped amenities to a population in which 46% earn less than \$26,000/annually and 81% of the population are minorities. This effort would be included in the Tiger application and include improvements to the canal as well. This would service a population with an on street project.

### Scottsdale: Indian Bend Wash Path Realignment at Indian School Road (#1 choice)

Susan Conklu explained that this project will design a new realignment of the existing nonmotorized crossing of the Indian Bend Wash Path under Indian School Road near downtown Scottsdale. This includes realigning the existing path to improve sight distance and visibility at the crossing with new concrete and striping.

There is a 90 degree turn at the bottom of the hill and there is a lake which presents sight distance issues. This path is 11 miles long and connect to 23 more miles. This spot is close to downtown and very heavily used with a count showing 600 bikes and 300 peds on one Sunday. There are multiple parks, Scottsdale health care facility, and many stores close by. Multi family apartments sit adjacent to the path along with two high schools within 1/4 mile distance and there are two transit routes. The turn presents conflicts with the users.

Michael Sanders asked if Scottsdale has documented any crashes at this site. Susan Conklu said that the mirrors so far have worked when they are not stolen.

### Scottsdale: Indian Bend Wash Path Bridge Replacement at Osborn

Susan Conklu explained that this project will reconstruct the bridge and Indian Bend path approaches to the nonmotorized crossing at Osborn Road near Scottsdale. The new bridge will be wider and have a reduced maximum slope to meet ADA standards. This was built in the 70's and there is no clear zone between

handlebars and the fence. The bridge needs to be high enough for the roadway users below. This project is near a high school and an elementary school. D.J. Stapley asked why the other project is the city's first choice. Susan Conklu noted that both are high priority but the first one is easier to construct through local funding.

#### Tempe: Highline Canal Multi-Use Path

Eric Iwersen explained that this project is for a 3.5 mile pathway along the Highline Canal in west central Tempe. The Salt River Project Highline Canal runs north and south from Baseline Road on the north to Knox Road on the south and is one of the last remaining canal banks without a dedicated path for public use. This project would be done in conjunction with the Town of Guadalupe, Maricopa County and the City of Phoenix since all agencies connect to this path. The path would include street crossing treatments, landscaping, lighting and a paved path that meets ADA standards. It is not known which side of the canal bank the pathway would be on. Guadalupe has not received pathway development funds before. There is a shared school between Tempe and Guadalupe. This is the last major canal project in Tempe. Michael Sanders asked if there was a letter of support from the town. Eric Iwersen explained that there is not a letter from the town because Guadalupe has lost its town manager. This was a priority in the past. Michael Sanders asked how they would get under I-10. Eric Iwersen explained it would connect Avenida del Yaqui up to Baseline Road to cross over I-10.

Katherine Coles asked if the SRP aesthetic funds have been identified to use for this project? Eric Iwersen responded that this project is in the Tempe City Improvement Program (CIP) list and has planning money attached to this project. Susan Conkly asked are the SRP aesthetic funds were still available from Guadalupe. Eric Iwersen said that their intention is to work with Guadalupe to reestablish dedication of the fund.

#### Tempe: North South Rail Spur Multi-Use Path

Eric Iwersen explained that this project is a seven mile path along or adjacent to a freight rail spur connecting Downtown Tempe to the Chandler border. The project would utilize Tempe right of way but would identify alignments that may require future Union Pacific right of way coordination. Path character, crossing designs for both grade-separated and HAWKS, and connections to existing paths, schools, and major destinations would also be studied.

There would be seventeen street crossings and one may be grade separated. Some pieces of this project have been developed on private land and made available to the public. City right-of-way includes alleys and streets and this would limit the need of an easement from Union Pacific Railroad. This project presents an exciting opportunity to address the issue of putting pathways near rail corridors. Currently, Tempe is working with UPRR on a quiet zone project and on the MAG Rail Crossing Guidelines. This is one of the ways to get pathways along railroad corridors in the region.

Joe Schmitz noted that this is asking for the same amount of money as the previous project and yet it is longer. Eric Iwersen explained that Tempe has a local match. Jason Crampton asked how much land would be on the rail right-of-way? Eric Iwersen explained that he does not have specifics but 2/3 of the project is probably on Tempe or private right-of-way. Older community has been in existence for awhile and backs up to the rail with very little impact to UPRR.

Alex Oreschak showed the final totals.

**EVALUATION - FY 2014 DESIGN ASSISTANCE PROGRAM**

<b>Applicant</b>	<b>Funds Requested</b>	<b>Project</b>	<b>Score</b>	<b>Rank</b>	<b>Cumulative Total</b>	
Phoenix	\$80,000	Van Buren Corridor Bike/Ped	4.5	1	\$80,000	\$70,000
Apache Junction	\$45,825	Winchester/16th/Southern	4.6	2	\$125,825	\$45,000
Tempe	\$70,000	Highline Canal	4.95	3	\$195,825	\$65,000
Tempe	\$70,000	North South Rail Spur	5.5	4	\$265,825	\$65,000
Cave Creek	\$60,000	Shared Use Path Connector	5.7	5	<b>\$325,825</b>	<b>\$55,000</b>
Peoria	\$65,000	New River Trailhead	5.75	6		
Mesa	\$80,000	Main Street Complete Streets	6.1	7		
Glendale	\$66,900	Stadium-Westgate	6.6	8		
Apache Junction	\$35,000	Grand/Ocotillo/Main	6.95	9		
Scottsdale	\$30,000	Indian Bend Wash/Indian School	7.1	10		
Scottsdale	\$45,000	Indian Bend Wash/Osborn	8.25	11		
Amount Requested	\$647,725					
Amount Available	\$300,000					

Robert Wisener put forth a motion to adjust the final requests to accommodate five projects to be funded through the Design Assistance program and Jason Crampton seconded the motion. The motion passed unanimously.

7. Phoenix Bicycle Share Program

The city of Phoenix provided an update status report on their Bicycle Share Program and brought in one of the bicycles for the committee to see. Joseph Perez explained that this bike is a little different from many of the other bike share styles. Most specifically, it is not dependent on locking to a specific hub. The locking mechanism occurs on the bike itself. Phoenix is working on a contract that would start by the end of year. There is an on-board GPS, and a radio frequency identification (RFID), which will allow the bike to recognize the rider. The bike has three speeds with small battery and solar to power the head and tail lights. There will be no black seats in Arizona sun. The city will try to place the main hubs in the shade. The main benefit of this bike is that the locking mechanism is in the back of the bike. It will lock to anything. The mechanism in the back requires numbers to be pressed to unlock the bike and there is a U-Bolt lock. There is a basket that will hold 50 pounds. It is possible to disengage the bike temporarily. It can be put on hold while one stops for lunch etc. This is good for one hour. This model gives hour for free. \$5 to access the bike. Members will pay about \$80 a year. The intention is to make this program regional in the future and so the bike can include logos. The final plan is being developed.

Katherine Coles said that the Mayor likes the idea of not locking to a hub. The bike is versatile. Someone asked if there was going to be a mapping application to find a bike. Joe Perez responded that from a smart phone, one can reserve a bike and find the location of the bike. There is a 15 minute time frame to find the bike when a reservation is made. There also is a way to notify the company if service is needed.

Joe Perez explained that the bikes will be available to the non-banking population. This is a \$1,000 bike. A city department will be responsible for those populations. Jason Crampton asked if membership costs will cover all the costs. Joe Perez explained that tourists will cover more of the costs than the members. Denise Lacey asked if locations for the hubs have been identified. Joe Perez explained that the city is coming up with a list of locations focusing on the Capital, the light rail corridor and the Arizona Biltmore area. The idea is to get people to ride further afield than light rail. Robert Wisener asked if Phoenix was worried about graffiti. Joe Perez responded that the city was not worried about graffiti.

8. Request for Future Agenda Items

Members had the opportunity to suggest future agenda topics.

D.J. Stapley suggested a discussion on issues that jurisdictions deal with on a local level such as collaborative communication; connections between dead end streets, connections between walled subdivisions and connections between communities. Communication with other department such as parks and recreation, and with departments that have oversight of projects on issues such as utilities and abandonment of easements in subdivision that may not generate oversight on their bike and ped consequences.

Other issues include how to work with developers to get bike projects built when it is not required.

The concept behind the discussions would be an opportunity to learn from each other's experience. Katherine Coles added that this committee previously spent many meetings dealing with funding. The committee still has a lot of relevance. These discussions would help members see how to work collaboratively in their advocacy roles in each city to get projects built.

Katherine Coles asked MAG staff to present basic MAG approval process and then have members explain their role in their city so each member can know each other better.

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.

- August 20, 2013
- September 17, 2013
- October 15, 2013
- November 19, 2013
- December 17, 2013 (possibly noon)