

August 11, 2014

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, August 19, 2014 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 August 2014 meeting, the quorum requirement is 11 committee members.

2. Approval of the July 15, 2014 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the July 15, 2014 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. Presentation, Review and Recommendation for Approval of the 2015 MAG Design Assistance Project Applications

At the July 2014 meeting, the Bicycle and Pedestrian committee recommended the ranked list of projects for the \$300,000 available through the FY2015 Design Assistance Program. Four of the eleven projects received funding: Avondale - Dysart Rd. Project, Tempe - Alameda Dr. Project, Mesa - Dobson Rd., and Ft. McDowell Yavapai Nation - Ft. McDowell Connector Project. Since that meeting, the City of Avondale's project has been deemed ineligible. With the removal of this project, \$75,000 is now available to fund projects on the ranked list. The 5th ranked project, Surprise: Grand Avenue Sidewalk Gap Improvement project for \$36,000 is funded. The 6th spot on the list is shared by two projects that have identical scores: Peoria: New River Multi-use Path Access at Deer Valley Road (\$65,000) and Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th St. (\$78,960). Due to a tie for the 6th ranked spot, it is necessary to hold a run-off vote between the Peoria and Scottsdale projects. The representatives from both cities will present their projects again, and then the committee will rank the two projects for a tie-breaker for the 6th position. There is only \$39,000 remaining, whichever project is chosen, that jurisdiction will add local funds for their project design.

Presentations of the Design Assistance applications will be in alphabetical order, Peoria first and then Scottsdale. Please review the attached table for the current ranked list of projects. See Attachment #1.

5. For information, discussion and possible recommendation of approval.

Peoria: New River Multi-use Path
Access at Deer Valley Road (\$65,000)

Scottsdale: McDowell Road Bike
Lanes: Pima Road to 64th St. (\$78,960)

6. Off-Street Bicycle Network Wayfinding
and Branding Guidelines

The consultant team will provide an overview of wayfinding standards and case studies highlighting best practices from other regions. A summary of public input from on-line survey #2 will be given. Building on this information, initial recommendations for destination prioritization and sign placement scenarios will be shared. Input from the group will be used to determine the sign typologies that will make up the wayfinding family of elements for the MAG Off-Street Bicycle Network Guidelines.

7. Regional Transportation Demand
Management (TDM) Plan

The Maricopa Association of Governments and Valley Metro are considering ways to expand implementation and marketing of alternative transportation modes and schedules. The Regional Transportation Demand Management (TDM) Plan will evaluate the opportunity for new and expanded alternative mode programs to:

- areas unserved or underserved by transit
- areas where drive-alone rates are high
- non-commute travel, such as special events

6. For information and discussion

7. For information and discussion.

8. Discussion of the Proposed AASHTO U.S. Bicycle Route System Routes Through Phoenix Area

Michael Sanders will be presenting the results of alternative route evaluations through the Phoenix area for the AASHTO U.S. Bicycle Route System based on comments ADOT received from the MAG Bicycle and Pedestrian Committee members.

9. Request for Future Agenda Items

Members will have 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.

September 16, 2014
October 21, 2014
November 18, 2014
December 16, 2014 (possibly noon)

8. For information and discussion.

9. For information and discussion.

10. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, July 15, 2014 at 1:30 p.m.
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	Thomas Chlebanowski, Litchfield Park
Michael Sanders, ADOT	# David Maestas, Maricopa
Raquel Schatz, Apache Junction	# Denise Lacey, Maricopa Coounty
* Robert Wisener, Buckeye	Jim Hash, Mesa
D.J. Stapley, Carefree	Brandon Forrey, Peoria
Ian Cordwell, Cave Creek	* Rich Purcell, Queen Creek
Jason Crampton, Chandler	Amanda Leuker for Ben Limmer, Valley Metro
* Jose Macias, El Mirage	Susan Conklu, Scottsdale
Kristin Myers, Gilbert	Stephen Chang, Surprise
Purab Adabala, Glendale	Eric Iwersen, Tempe
	* Robert Carmona, Wickenburg
	Grant Anderson, Youngtown

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

OTHERS PRESENT

Kenneth Steel, Maricopa County Health Department	Carl Whaley, Pedestrian Advocate
* Kelly LaRosa, FHWA	Jason Harrington, Harrington Planning & Design
# Lloyd Thomas for Bob Beane, Coalition of Arizona Bicyclists	Christine Fanchi, Avondale
Charlene Reynolds, Phoenix	Charles Andrews, Avondale
Joe Perez, Phoenix	Suzanne Day, Valley Metro
Margaret Boone, MAG	Justin Azevedo, Coffman Studio
Brian Sager, Kimley-Horn, Inc.	Jim Coffman, Coffman Studio
Martin Lucero, Surprise	Scott Coyner, Coffman Studio
Dillon Kennedy, ADOT	Radu Nan, Kittelson & Assoc.
Christine McMurdy, Goodyear	Alex Oreschak, MAG
Janeen Gaskins, Surprise	Eileen Yazzie, MAG
Shawn Mark, ASU	Donna Lewandowski, ASU
Mark Melnychenko, Phoenix	Mary O'Brien, ASU
	Alphonso Rodrigues , Fort McDowell Yavapai Nation

1. Call to Order

Chair Katherine Coles called the meeting to order at 1:30 p.m.

2. Approval of the June 17, 2014 Meeting Minutes of the Bicycle and Pedestrian Committee

Jim Hash moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for June 17, 2014. Grant Anderson 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. Those wishing to comment on action agenda items were given an opportunity at the time the item was heard.

Carl Whaley, long time advocate for bicycling and walking, said he would like to applaud the committee for the work that has been done in the past. The emphasis of the committee, though, seems to be predominately focused on bicycle issues. There should be more work focusing on the needs of pedestrians. Carl Whaley suggested setting up a working group focusing especially on the issue of walkability and what can be done to improve it here in the Valley.

4. Staff and Member Agency Reports

Staff and committee members were invited to provide an update of pedestrian and bicycle-related activity in their agencies. Amanda Leuker said that Commute Solutions is finalizing a Call to Maricopa County Artists and Designers for Valley Bike Month 2015 artwork. The Call will be released by the end of August. The stipend for the art will be \$1,500. Valley Metro is supporting Phoenix Spokes People's next *Blazing Saddles* bike ride, ***Bike to the Ballpark on Friday, August 8***. The event includes a group ride to Chase Field from the Original Hamburger Works, discounted tickets to the D-Backs vs. Colorado Rockies game, bike parking at Chase Field, and fireworks following the game. A portion of the ticket price will support Phoenix Spokes People's bicycle advocacy programs. Details are on PSP's Facebook page. Phoenix Spokes People will be declaring October "*Biketober*" to welcome the amazing cycling weather back to Phoenix and the Valley. Commute Solutions is seeking opportunities to complement fall events by adding bike elements such as parking and group rides. Planning is beginning for Valley Bike Month, April 2015. Cities and partners will be asked to supply their VBM event details beginning in October for inclusion in printed and online materials. Bike to Work Day 2015 will be celebrated on Wednesday, April 15, in Tempe. Mesa, Phoenix, and Scottsdale will celebrate on April 22 (Earth Day), while Glendale will hold a week-long social media contest the week of April 20th.

Margaret Boone explained that the Safety Committee is now on Task 5 with the focus being how to incorporate safety into the update of the Regional Transportation Plan. A subset of the project is to look for safety measures that can address biking, walking and access to transit. The second meeting is this Thursday if members would like to attend.

D.J. Stapley announced that the MAG Cave Creek/Carefree Transportation Framework study is providing examples of efficient solutions and that the study will be completed soon.

Kenneth Steel announced that the city of Phoenix now has a Complete Streets Policy.

5. FY 2014-2018 TIP Change Request for the Jointly Applied for and Programmed Bikeshare Project

The City of Phoenix and Tempe requested changes to the FY 2014-2018 TIP for the 2015 CMAQ Bikeshare Project. At the June 2014 Bicycle and Pedestrian Committee, the Committee recommended approval to split the project funding between Phoenix and Tempe and table the discussion of the scope change requested by the city of Phoenix. Since the June 2014 meeting, MAG staff has had discussions with City of Phoenix and Tempe staff, and both cities are planning to stay with the original project application related to procurement of bikes and other components to support the bike share program. The request is to split the project into two projects, one led by Phoenix and the other by Tempe, with costs split at 55% - Phoenix and 45% - Tempe. The request was attached to the agenda. Eric Iwersen made a motion to accept the TIP request to split the project into two projects, one led by Phoenix and the other by Tempe, with costs split at 55% - Phoenix and 45% - Tempe. Kristin Myers seconded the motion. The motion passed unanimously.

6. Presentation, Review and Recommendation for Approval of the 2015 MAG Design Assistance Project Applications

There is \$300,000 available for Design Assistance projects. The total amount requested is \$757,460. Maureen DeCindis explained that the Committee will rank the projects at the end of the presentation. Presentations of the Design Assistance applications will be in alphabetical order:

Avondale: Dysart Road, Van Buren Street to MC85 Pedestrian and Bicycle Improvements (\$75,000)

This project would install a five foot ADA compliant sidewalk, ramps, bicycle facilities, pedestrian lighting and rider friendly bus-stop facilities along Dysart Road from Van Buren to MC85. Currently there is no existing continuous sidewalk or bicycle facilities. Charles Andrews explained that existing conditions include a very busy arterial with 40-foot width from the center line. There are a lot of small shops in the area focusing on minority needs. There are three schools and this project received Transportation Alternatives (TA) funding of \$840,000 from MAG. This is a critical corridor for non-motorized transportation. Now people walk in the dirt and use wheelchairs in the street. Kristin Myers asked if the TA funds could be used for design as well as construction? Charles Andrews said that funding was for construction that would include new pedestrian lights, sidewalks and 4' bike lanes on Dysart. Kristin Myers asked without this Design Assistance program, how would the city pay for design? Charles Andrews answered that the city of Avondale would pay for the design. Grant Anderson asked if this project ties into transit? Charles Andrews explained that the sidewalk would connect to the transit on Van Buren.

Avondale: Van Buren Multi-Use Recreational Corridor (\$75,000)

A ten-foot shared-use path would provide a safe pedestrian and bicycle 1.7 mile corridor from the Agua Fria River to 113th Avenue. This would connect the existing trail system to City Center and the future Transit Center. Charles Andrews explained that Avondale is working with Maricopa County Flood Control to build a 150-foot irrigation channel with Tolleson and Goodyear. The City would like to add bike/ped facilities to allow residents to use this as a multi-use corridor instead of the arterial of Van Buren. Grant Anderson asked about funding? Charles Andrews explained that this is 20 million dollar project and that Avondale received \$2 million from Transportation Alternatives (TA) funding. Kristin Myers noted that if Flood Control is paying for the project, what would this request be needed for? Charles Andrews said that the original facility will not be very good looking just utilitarian. This funding would be used to design the project to make it bike and ped friendly.

Fort McDowell Yavapai Nation: Fort McDowell Multi-Use Trail Connector (\$79,500)

This project would provide a multi-use off road trail from McDowell Mountain Park through the Historic Fort McDowell and Downtown area to the Nation’s southern boundary that connects to other regional trails. It provides alternative mode access from neighborhoods to the Old Fort, the Library, schools, the elderly center, the Wassaja Health center and parks and rec facilities. Alphonso Rodrigues said that this project is a pathway and not a trail. The pathway is part of transportation plan approved by Council. This pathway is eight miles long running north to south and would provide safety for bicyclists and pedestrians that does not currently exist.

Mesa: Dobson Road Complete Street - US60 to Broadway Road (\$75,000)

The Dobson Road complete street project will provide facilities along an already heavily used bicycle corridor bridging a gap between two already funded projects. The roadway is utilized heavily by elderly Asian population connecting to the Mekong Plaza Asian cultural district.

Jim Hash explained that Dobson Road has 25,000 vehicles per day and is located in the highest intensity of low income residences in the east valley. Dobson Road is a six lane arterial without bike lanes. The City Council has identified the Fiesta District as a high priority redevelopment area currently investing over \$40 million dollars to redesign the corridor as a pedestrian friendly facility to help spark redevelopment. This area is currently a high use pedestrian and bicycle corridor servicing a regional commercial center, regional hospital and Mesa Community College all within a half mile of the project. This project will help to provide safety to a corridor that has experienced eight bicycle/auto accidents and three pedestrian/auto accidents with two of those being fatal. This project was identified and priority one in the 2012 Mesa Bicycle Master Plan.

Mesa: Main Street Cycle Tracks - Gilbert Road to Power Road (\$80,000)

The Main Street Cycle Tracks project provide a safer experience along an already heavily used bicycle corridor by separating bike lanes from automobile traffic. Currently Main Street does not have bicycle lanes. With the addition of Bus Rapid Transit and the expansion of Light Rail there has been an increase in bicycle traffic with no safe facilities. This is also a national route designated for cross country cyclists.

Jim Hash explained that Main Street is a six lane arterial with no bike lane and an attached 4-foot sidewalk with no pedestrian buffer. Main Street has traffic volumes of 22,000 vehicles per day and has high pedestrian and bicycle activity. Mesa City Council initiatives have instructed staff to plan for transition to new uses of development to achieve strong and viable mixed use neighborhoods with the extension of Light Rail. Valley Metro reported on Route 40 that there were 448,838 passengers and 31,090 bike boardings. The Main Street Link had 844,660 passengers with 53,249 bike boardings. This project will help to provide increased safety to a corridor that experience eight bicycle/auto accidents and nine pedestrian/auto accidents with two of those crashes ending in fatalities. This project will address a major gap in the current multi-modal network and connect users to the new end of line facilities for light rail at Gilbert Road. This corridor was identified as the primary bicycle corridor in the city in the 2012 Mesa Bicycle Master Plan. This Main Street Design Assistance grant would begin the design creating the first cycle track amenity in the region incorporating the cycle tracks into the complete street.

Peoria: New River Multi-use Path Access at Deer Valley Road (\$65,000)

This project will provide a connection to the New River Multi-use Path from the south side of Deer Valley Road that will include shade, benches, water fountains and limited parking. The site will function as an access point, rest stop and park and ride site for bicycle commuters.

Brandon Forrey explained that this property can't be developed as commercial. It is sitting vacant now. This parcel was donated to Peoria from Maricopa County. The land is very important as access to the New River Trails system. The main complaint the city receives is how limited access is to that path. The project would provide full ADA and rest facilities. Currently, people have to walk through dirt and rocks or trespass on private property. The route provides a direct connection to the Peoria bike safety fair thus allowing people to bike to the event. This project would provide some car parking.

Phoenix: Third and Fifth Avenue Corridor Improvement (\$80,000)

Third and Fifth Avenues improvements would include pedestrian and bicycle infrastructure, street lighting, as well as a transition from one-way to two-way streets providing improved circulation. Non-compliant ADA ramps will be rebuilt at intersections, degraded sidewalks and poor street lighting will be replaced.

Mark Melnychenko explained that the city of Phoenix Bicycle Master Plan and the new Complete Streets plan include this project. Currently, Third and Fifth Avenues are one-way roads with two lanes of traffic and bike lanes. The new project would make each road two-ways with bike lanes in both directions. These avenues connect to downtown Phoenix. These improvements would be a precursor to a circulator bus to increase connectivity. Business and residents have been asking for this project within the downtown plan. Eric Iwersen asked if this conversion from two lanes in one direction to one lane in each direction. Mark Melnychenko agreed and added that Phoenix is looking to buffer the bike lanes and make improvements at the ADOT interchanges.

Susan Conkly asked if there were any transit routes on these avenues or would this project link to transit. Mark Melnychenko responded that Route 10 connects to light rail at Roosevelt. Within this project area is Margaret Hance park and four schools.

Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street (\$78,960)

This project will add bike lanes to McDowell Road from Pima Road to 64th Street within the existing roadway. The project will include narrowing and restriping existing lanes, changing the medians, and adding the remaining two miles of gaps with new bike lanes.

Susan Conklu explained that right now on McDowell Road there are some intermittent bike lanes but they are not connected. This project would provide continuous bike lanes through the entire city limits from Phoenix and Tempe and discourage sidewalk riding. Currently, bicyclists have to take the whole lane or ride on the sidewalk. From 1994-2004, 64% of bicycle crashes in Scottsdale involved motorists colliding with cyclists riding against traffic on sidewalks.

Within one-half mile there are seven private/charter schools, three public elementary schools, one middle school and one high school. The project will connect to over 70 miles of pathway on Indian Bend Wash and Cross Cut canal path plus seven transit routes. A new transit center is being built at Sky Song at Scottsdale Road and McDowell Road. Several multi-family residential developments have been approved by the city and are being constructed along McDowell Road. Eric Iwersen asked if there was a plan to reduce the number of lanes. Susan Conklu responded that median work will be done and there may be a reduction in the width of the travel lane.

Surprise: Grand Avenue Overpass Artway Project (\$38,000)

The Grand Avenue Artway Overpass will link residential, commercial, recreational, and educational facilities. The proposed overpass will be above Grand Avenue south of Dysart Road. Functional art will provide shade and lighting for walkers, bicyclists and persons with disabilities.

Janeen Gaskins explained that the most important function of this design assistance project would be to identify the best location to install a pedestrian bridge over Grand Avenue to link to the original town site. Most residents are low income and minority and are currently forced to cross a six lane arterial. The majority of residents do not have vehicles. Martin Lucero explained that the project length is 400-feet long with elevators on both sides of Grand Avenue to enable persons with disabilities to cross. The width of the pass would be 15-feet and the height of the bridge would be 26' enough cross over the railroad. A local art group will provide functional art and seek public/private investment.

Jason Crampton asked how wide is Grand Avenue? Martin Lucero answered that it is 280-feet wide. Crosswalks are only at certain sections. The Railroad won't allow Surprise to build an at-grade crossing. Currently, there are 45,000 vehicles per day and an increase is expected with the construction of the freeway project.

Kristin Myers asked if the city of Surprise has a preliminary cost estimate. Janeen Gaskins responded that the whole project is estimated to be \$1.4 million dollars. Michael Sanders said that there was no letter of support from ADOT in the proposal and encouraged the city to get with ADOT district engineer.

Surprise: Grand Avenue Sidewalk Gap Improvement Project (\$36,000)

This project will construct a 10-foot wide sidewalk on the southwest side of Grand Avenue from Sunrise Boulevard to W. Yorkshire Drive approximately one mile long. It will also fill in a missing segment of sidewalk (200-foot long) in front of the Century Link building. This would complete 4.6 miles of continuous pedestrian facility.

Stephan Chang reported that there are no sidewalks on Grand Avenue making pedestrian and bicycle travel very unsafe as people have to walk and ride in the dirt. The road is not accessible for persons with disabilities at all. This project would provide a safe and continuous sidewalk. It would connect residential to commercial businesses and schools. The goal would be for this to ultimately connect to the Maricopa Trail.

Tempe: Alameda Drive Bicycle and Pedestrian Facilities Improvements Project (\$75,000)

This project will design bike and ped facilities that include safe crossings, street furniture, art medians, separated bike lanes, landscaping, and lighting meeting ADA requirements on Alameda Drive between Rural Road and 48th Street. Alameda Drive is the only non-arterial east-west link for the length of Tempe.

Eric Iwersen explained that there are ten bus routes that intersect with the proposed project including Route 72 and two neighborhood circulator routes. The project connects to ADA residential complex. The project would link to Tempe Diablo Stadium and links directly to freight rail crossing and the north south rail trail being designed on the Highline path. Alameda Drive would be designated as the new bike boulevard in the city. Importantly, a bike/ped bridge has been recommended to be built over I-10 by MAG.

Jason Crampton asked what is the speed limit on Alameda Drive? Eric Iwersen responded that the speed limit 25 - 35 m.p.h.

The committee members were asked to submit their rankings. MAG staff compiled the results. Maureen DeCindis noted that if the committee reduced by \$4,500 the amount requested by Fort McDowell Yavapai Nation to \$75,000, the project could be funded. Members agreed to fund the Fort McDowell Yavapai Nation Multi-use Path Connector project.

Katherine Coles asked for a recommendation for approval to send the list of projects through the MAG approval process. Tracy Stevens made a motion to approve the list of recommended projects for Design Assistance and D.J. Stapley seconded the motion. The motion passed unanimously.

Bicycle and Pedestrian Committee Rank (7/15/14) - FY 2015 DESIGN ASSISTANCE PROGRAM

Applicant	Funds	Project	Rank	Recommended Award
City of Avondale	\$75,000	Dysart Road, Van Buren Street to MC85 (Buckeye Road), Pedestrian and Bicycle Improvements	1	\$75,000
City of Tempe	\$75,000	Alameda Drive Bicycle and Pedestrian Facilities Improvements Project	2	\$75,000
City of Mesa	\$75,000	Dobson Road Complete Street - US60 to Broadway Road	3	\$75,000
Fort McDowell Yavapai Nation	\$79,500	Fort McDowell Multi-Use Path Connector	4	\$75,000
City of Surprise	\$36,000	Grand Avenue Sidewalk Gap Improvement Project	5	\$36,000
City of Peoria	\$65,000	New River MUP Access at Deer Valley Road	6	\$65,000
City of Scottsdale	\$78,960	McDowell Road Bike Lanes: Pima Road to 64th Street	6	\$78,960
City of Avondale	\$75,000	Van Buren Multi-Use Recreational Corridor	8	\$75,000
City of Mesa	\$80,000	Main Street Cycle Tracks - Gilbert Road to Power Road	8	\$80,000
City of Surprise	\$38,000	Grand Avenue Overpass Artway Project	10	\$38,000
City of Phoenix	\$80,000	Third and Fifth Avenue Corridor Improvements	11	\$80,000
Amount Requested	\$757,460			
Amount Available	\$300,000			

7. Regional Transportation Demand Management (TDM) Plan

Maureen DeCindis explained that this item has been tabled.

8. Discussion of the Proposed AASHTO U.S. Bicycle Route System Routes Through Phoenix Area

Michael Sanders presented the proposed local routes through the Phoenix area for the AASHTO U.S. Bicycle Route System. A color coded USBR 90 alternatives map (A, B, C, D) to match the turn-by-turn directions that has been developed was distributed to members. ADOT is seeking committee member comments. Comments would work best in the form of map mark-ups.

Michael Sanders explained that feedback on potential routes through the Phoenix area from the local municipalities is needed for this project. ADOT has established a statewide committee comprised of representatives from the metropolitan planning organizations. Corridor 90 identifies a 50 mile wide swath of land and the specific streets still need to be identified. There is a need to get to Tucson. Any other proposed routes thru Phoenix will be welcomed. Mike Sanders asked for input to be emailed to him by Friday July 18, 2014. Some of the routes are based on work that Phoenix has done through their Bike Way Master Plan. The Phoenix area could have two routes through it.

D.J. Stanley asked if the routes needs to be an existing road? Michael Sanders answered yes the roads need to be likable.

Eric Iwersen asked if there was special signage? Michael Sanders responded that there is no requirement for wayfinding signage but there is an approved sign design through AASHTO. There

would be a promotional program developed. Stephan Chang asked if there was criteria developed for choosing routes? Michael Sanders responded that the criteria was on the project website. Factors included: speed, number of crossings, number of vehicle, bicycle compatible intersections, and availability of bike lanes. Tiffany Haltering asked if transit options can be linked to the location of each route? Michael Sanders responded that there is also a set of factors for context and availability of services such as water, food, accommodation and bike shops, bus and train stations, and Amtrak stations.

9. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

Michael Sanders asked that the AASHTO U.S. Bicycle Route System Routes Through Phoenix Area be put on the August agenda..

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.

August 19, 2014

September 16, 2014

October 21, 2014

November 18, 2014

December 16, 2014 (possibly noon)

Bicycle and Pedestrian Committee Rank (7/15/14) - FY 2015 DESIGN ASSISTANCE PROGRAM

Applicant	Funds	Project	Total	Rank	Recommend Award (7/15/14)	Cumulative	Amount Available	City Match Needed
City of Avondale	\$75,000	Dysart Road, Van Buren Street to MC85 (Buckeye Road), Pedestrian and Bicycle Improvements	84	1		\$0		
City of Tempe	\$75,000	Alameda Drive Bicycle and Pedestrian Facilities Improvements Project	83	2	\$75,000	\$75,000		
City of Mesa	\$75,000	Dobson Road Complete Street - US60 to Broadway Road	92	3	\$75,000	\$150,000		
Fort McDowell Yavapai Nation	\$79,500	Fort McDowell Multi-Use Pathway Connector	104	4	\$75,000	\$225,000		
City of Surprise	\$36,000	Grand Avenue Sidewalk Gap Improvement Project	108	5	\$36,000	\$261,000	\$39,000	
City of Peoria	\$65,000	New River MUP Access at Deer Valley Road	113	6	\$65,000	\$326,000		\$26,000
City of Scottsdale	\$78,960	McDowell Road Bike Lanes: Pima Road to 64th Street	113	6	\$78,960	\$404,960		\$39,960
City of Avondale	\$75,000	Van Buren Multi-Use Recreational Corridor	119	8	\$75,000	\$479,960		\$36,000
City of Mesa	\$80,000	Main Street Cycle Tracks - Gilbert Road to Power Road	119	8	\$80,000	\$559,960		\$41,000
City of Surprise	\$38,000	Grand Avenue Overpass Artway Project	120	10	\$38,000	\$597,960		\$0
City of Phoenix	\$80,000	Third and Fifth Avenue Corridor Improvements	136	11	\$80,000	\$677,960		\$41,000
Amount Requested	\$757,460							
Amount Available	\$300,000							

If Peoria is selected, would require \$26,000 extra

If Scottsdale is selected, would require \$39,960 extra

Local funding will require an MOU with MAG

Both Peoria and Scottsdale have the required local funds