

October 7, 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, October 21, 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 October 2014 meeting, the quorum requirement is 12 committee members.

2. Approval of the September 16, 2014 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the September 16, 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. MAG Off-Street Bicycle Network Wayfinding Guide

Merje, the design consultant, will present the final off-street bicycle network system name and logo as well as draft sign typologies for the wayfinding system. Participants will be asked to provide feedback on the initial sign family of elements and designs.

5. For information and discussion.

6. MAG Unified Planning Work Program for 2016

MAG staff will propose the Design Assistance program as a 2016 project and the committee will discuss options for other projects.

7. Conference Reports

Committee members will report on information learned at recent conferences including the Pro Walk Pro Bike Pro Place (PWPBPP) conference held in Pittsburgh.

8. Time Change for Meetings

A request has been made to change the time of the Bicycle and Pedestrian Committee meetings to 1:00 p.m. instead of 1:30 p.m.

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.

November 18, 2014

December 16, 2014 (possibly noon)

6. For information and discussion.

7. For information and discussion.

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, September 16, 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	# David Gue for Thomas Chlebanowski, Litchfield Park
Tracy Stevens, Avondale, Vice-Chair of Bicycle and Pedestrian Committee	# David Maestas, Maricopa
Michael Sanders, ADOT	# Denise Lacey, Maricopa County
Raquel Schatz, Apache Junction	Jim Hash, Mesa
* Robert Wisener, Buckeye	Brandon Forrey, Peoria
# Stacy Bridge-Denzak, Carefree	# Sidney Urias for Brett Burningham, Queen Creek
* Ian Cordwell, Cave Creek	Amanda Leuker for Ben Limmer, Valley Metro
Ann Marie Riley for Jason Crampton, Chandler	Susan Conklu, Scottsdale
Jose Macias, El Mirage	Stephen Chang, Surprise
Kristin Myers, Gilbert	# Robert Yabes for Eric Iwersen, Tempe
Purab Adabala, Glendale	* Robert Carmona, Wickenburg
# Joe Schmitz, Goodyear	* Grant Anderson, Youngtown

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

OTHERS PRESENT

Kenneth Steel, Maricopa County Health Department	Jeff Casklake, TBAG
* Kelly LaRosa, FHWA	Julie Walker, MAG
# Bob Beane, Coalition of Az.	Sarath Joshua, MAG
Carl Whaley, Pedestrian Advocate	Christine McMurdy, Goodyear
Christine Fanchi, Avondale	Vinay Vanapalli, Stantec Consulting
Justin Azevedo, Coffman Studio	Rich Wilson, Wilson & Co.
Radu Nan, Kittelson & Assoc.	Ashley Barinka, Mesa
Alex Oreschak, MAG	Eileen Yazzie, MAG
J.C. Porter, ASU	Donna Lewandowski, ASU

1. Call to Order

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

2. Approval of the August 19, 2014 Meeting Minutes of the Bicycle and Pedestrian Committee

Jim Hash moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for August 19, 2014. Tracy Stevens seconded the motion. The motion passed unanimously.

Brandon Forrey asked for a correction on page two in the sentence where Brandon Forrey explained that Peoria has funded a lot of bike facility improvements from 79th Avenue to 107th Avenue and onto El Mirage Road not 119th Avenue. Michael Sanders said that on page eight Yung Koprowski and Christopher Sobie are from Lee Engineering not Kimley Horn.

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.

4. Staff and Member Agency Reports

Jose Macias thanked Valley Metro for loaning portable bike racks on a long term basis to El Mirage for special events from September through May.

Kristin Myers reported that the Gilbert Transportation Master Plan will be adopted soon and that one of the goals is to fill in the gaps in the bicycle network. Katherine Coles asked Kristin Myers to share how Gilbert will fund the improvements.

5. Strategic Transportation Safety Plan Update

MAG is developing a comprehensive update to the 2005 Strategic Transportation Safety Plan (STSP) with oversight provided by the Transportation Safety Committee. The STSP establishes the regional vision, goals, objectives, strategies, and performance measures for improving transportation safety in the MAG region. The STSP would also help MAG meet MAP-21 requirements for safety planning. A few STSP tasks are geared to identify strategies for incorporating safety considerations in the Regional Transportation Plan (RTP) and in all transportation infrastructure projects programmed in the TIP, with a particular focus on reducing road risk for pedestrian, bicyclist and all transit users. A Working Group was formed with members of the Transportation Safety, Transit, and Bike and Pedestrian Committees to help identify practices that could be recommended for implementation through the STSP. The resulting list produced by the Working Group includes recommended practices, of which one practice will affect the TIP programming process (See Attachment One). MAG Staff will provide a brief presentation of the STSP process and Working Group members will provide an overview of the recommended practices to be incorporated in the STSP. The Transportation Safety Committee is seeking the

committee's support and endorsement of practice#3 due to the committee's role in providing oversight to the programming of Bike-Ped related projects in the MAG TIP.

Sarath Joshua explained that he will be joined by Brandon Forrey and Susan Conklu in presenting this information. The Road Safety Plan was developed in 2005 and guides all the activities in safety planning in the region. The update is a 20 month project. Improvements from previous plan include the development of the Regional Transportation Safety Information Management System which supports crash data analysis; MAG Road Safety Assessment program; MAG Elderly Mobility Clearview font sign project; and Safe Routes to School Program Annual Crossing Guard Training Workshops.

The MAG plan will align with the ADOT safety plan. The Highway Safety Improvement program has projects that are added to the MAG TIP. ADOT and MAG strategic plans will align with MAP-21 goals to address fatal and serious injury crashes on all public roads. Projects programmed and administered through MAG and ADOT are required to meet safety performance measures and targets.

Definitions:

Action Area: A grouping of road safety issues/challenges, based on crash history, that need to be addressed in the STSP; established by the TSC & TSSG.

Strategies: Countermeasures recommended by the TSC & TSSG to address the safety issues/challenges in each Action Area.

Practices: Regional Practices that would enhance road safety.

Facilitates the implementation of Strategies that would target a specific location, corridor segment, or the entire regional transportation system.

MAG STSP Development Process

Task 1: State of Road Safety in the Region (Based on a review of crash data for 2008-2012, using RTSIMS software)

Task 2: Regional Visioning Workshop: ZERO DEATHS, ZERO INJURIES

Task 3: Road Safety Action Areas:

- Impaired Driving
- Aggressive Driving
- Crashes at Intersections
- Vulnerable Road Users (Bicyclists, Pedestrians/Transit Users & Disabled)
- Young Roadway Users
- Support Action Area: Data Collection, Data Quality, Analysis Tools for Decision Making

Exploring New Safety Programs or Practices to be promoted for Implementation:

Task 4: Network Screening Methodologies for Prioritization of Road Safety Needs

Task 5: Incorporating Safety in the Regional Transportation Plan (RTP)

Task 6: Incorporating Safety Enhancements in Road Infrastructure Projects (TIP)

Task 7: Improving Safety via Traffic Operations and Technology Solutions – Current Stage

Implementation Focus Via MAG Planning Process

Vulnerable Road Users

Action Area: Eliminate Deaths and Serious Injuries involving Pedestrians/Transit Users, Bicyclists, and Persons with Disabilities

Strategy: Incorporate road safety considerations in multimodal planning and facility design.

Performance Measures:

Output – Number of MAG agencies that combine safety with multimodal connectivity reviews during planning and design

Outcome – Annual Deaths and Serious Injuries involving Pedestrians, Bicyclists and Persons with Disabilities

Working Group on Bike/Ped/Transit Safety

Group Activity: Identify Practices that would support implement strategies identified for Action Area

Address bicyclist and pedestrian safety on routes to and from transit stops and stations

Participants: MAG Transit, Bike and Pedestrian, Transportation Safety Committee, MAG Staff

Brandon Forrey, Susan Conklu and Jim Hash represented Bicycle and Pedestrian Committee

Sarath Joshua explained that the Working Group identified practices that would support implement strategies for Action Area. He then introduced Susan Conklu who noted that their role was to take already identified practices and discuss strategies such as complete streets, new practices that could be incorporated into design practices, and safety in multi-modal connectivity. At a second meeting, a group exercise analyzed the practices and put them into a priority list.

TASK 5 & 6 Working Group

OBJECTIVE:

- Identify Regional Practices that can be part of the STSP Implementation Plan
- Consider Crash Data 2008-2012

ACTION AREAS

- Impaired Driving

- Speeding and Aggressive Driving
- Related to Intersections
- Bicyclists, Pedestrians and Persons with Disabilities
- Young Roadway Users

SUPPORT ACTION AREA

- Improve Data Collection, Quality, Availability, Integration, and Analysis for Decision Making

STRATEGIES

- Identify new practices or standards that integrate safety into planning and design
- Address safety and multimodal connectivity in planning and design
- Establish Complete Streets policies that integrate safety analysis and design throughout the planning process

REVIEW OF POTENTIAL PRACTICES BY WORKING GROUP

- Practices have opportunities and constraints
- Practices were ranked based on the following factors scored subjectively:
 - Cost Effectiveness
 - Need
 - Ease of Implementation

Brandon Forrey presented the list of eight broad level practices ranked on cost effectiveness, need and ease of implementation. He reiterated that the recommendations needed to be achievable. The Working Group Recommended Practices are:

1. Prepare best practices guide specific to the MAG Region for high risk intersections and high exposure bike/ped crossing nodes employing safety countermeasures: i) Consistent traffic signal operations for pedestrians and bicyclists ii) Installation of enhanced crossings (lighting, widened crosswalks for pedestrians and bicyclists, bulb outs, ladder style crosswalk markings.) Timeframe: 0-5 years.
2. Develop on-going training and public information bicycle and pedestrian safety campaigns. (Note: the campaign would focus on multiple audiences, e.g., elementary schools, MVD, AAA, Bicyclists, Drivers, Police, Engineers, Planners, Teachers, Health Care Industry). Timeframe: 0-5 years.
3. Encourage submittal of TIP projects that include safety elements, for improving safer access for all modes, by including safety as an explicit project evaluation criteria for all TIP projects. This could be easily done by MAG with support of committees that evaluate projects that are incorporated into the TIP. MAG staff, with oversight by the Safety Committee, will develop the Safety Evaluation Criteria including guidelines for scoring projects. The actual safety scoring could be done by individual modal committees as part of their normal TIP project review process. Timeframe: 1 year.
4. Prepare best practices guide for Road Diet and Complete Streets projects that incorporates safety countermeasures in project development. The intent would be to outline what kind of corridors would be good candidates for these practices with consideration of connecting or abutting

conditions as well as how complete streets policies are implemented/enforced, and incorporating known safety countermeasures. The resulting best practices could be incorporated in #3. Timeframe: 0-5 years.

5. Develop short-range action program oriented to 1) high transit activity stops and 2) new routes that would enhance transit stop safety with focus on amenities, safe access and connections. (Note: The intent of this program would be to employ the checklist from the MAG Designing Accessible Communities and tie to Valley Metro Service Standards.) The intent of this would be to employ the checklist from the MAG Designing Accessible Communities and tie to the Valley Metro Service Standards. This would be heavily reliant on the support of RPTA as the administrators of the Public Transportation Funds (PTF) and agreement with local agencies and towns who own the facilities. Timeframe: 0-5 years.
6. Develop Bicyclist Safety Assessment (BSA) program that focuses on bicyclist safety countermeasures at high risk intersections. (Examples: leading bicycle phase to coincide with leading pedestrian phase; countdown signals; continuous bike lanes through intersection, bicycle detectors/sensors.) Could be incorporated into existing MAG RSA program and possibly be expanded for high exposure intersections as the bicycle counts and RSA programs increase the amount of data available. Timeframe: 1 year.
7. Develop update of regional bus stop design and location guidelines to promote a greater emphasis on safety and consistent practices by local jurisdictions in cooperation with bus operators. This in part is already being done by Valley Metro and greater emphasis on safety for bicyclists and pedestrians can be added to this effort. Timeframe: 0-5 years.
8. Prepare technical resource that summarizes and documents regional and national research on effectiveness of safety countermeasures.

Sarath Joshua outlined the next steps:

Address Performance Monitoring, Implementation Plan and MAG Adoption of the Final STSP:

- Task 8: Monitoring and Reporting on System Performance and Program Effectiveness
- Task 9: Implementation Plan 2015-2025
- Task 10: Final Report, Executive Summary & Presentations

MAG Regional Council approval of the Plan is anticipated in April 2015.

Sarath Joshua explained that the committee action requested is approval of a practice to encourage submission of TIP projects that include safety elements, for improving safer access for all modes, by including safety as an explicit project evaluation criteria for all TIP projects.

Brandon Forrey noted that this is just a general recommendation to have safety questions based on crash data included into the bicycle and pedestrian project applications. These safety criteria and questions will evolve over the years. This is just the first step.

Susan Conklu requested that if any member has any information or ideas to share to contact herself or MAG staff. Katherine Coles added that there is a national shift to look at the safety of the vulnerable users whereas previously engineers would design for the safety of cars. These are important goals to be incorporated into each jurisdiction's plans.

Bob Beane noted that the staff working on this process should consider the data collection approach and the accuracy of causal data. The accident form has been designed for cars. An accurate data collection system is essential. Eric Post in Tucson has done a lot of work in this area. With the distracted driver, there could be 40% more injuries. Sarath Joshua responded that currently the data is reported by the police in only death and injury cases involving a motor vehicle. Another issue to consider is where are the areas with a lot of bike riders? With more bicyclists, are there more crashes? Now with bike count data available, this data will be very helpful to understand risk assessment.

Kenneth Steel appreciates the vulnerable users category but he suggested to also look at priority geographic areas where users are exposed to highest number of incidents and those at the highest risk.

Brandon Forrey made a motion to accept recommendation number three from the Task 5 Working Group List of Recommended Practices: Encourage submittal of TIP projects that include safety elements for improving safer access for all modes, by including safety as an explicit project evaluation criteria all TIP projects. Susan Conklu seconded the motion.

Kristin Myers asked what funding sources will be using these criteria? Sarath Joshua responded that this is a process improvement and not limited to a specific funding source. Brandon Forrey explained that this is a no cost strategy.

The motion was passed unanimously.

6. 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. Julie Walker introduced Dawn Coomer and then reported that 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

This presentation will cover the following topics:

- What is TDM and why is it important
- TDM Examples
- Why a TDM Plan
- TDM Plan Details
- Contact information

TDM consists of providing transportation options and information about them. Transportation options may include but not be limited to:

- Walking
- Biking
- Carpool
- Vanpool
- Transit (Bus, Light Rail, etc)
- Telework
- Alternate Work Week
- Alternate Working hours

Information about those options may be distributed through:

- Education
- Promotional Campaigns
- Marketing
- Incentives or other forms of Encouragement

MAG is developing this Regional TDM plan because:

- Congestion is increasing, and the region has limited ability to add to the system's capacity
- Current TDM efforts focus mostly on work trips, specifically trips to employers who are required by Maricopa County to implement TDM programming
- TDM's current focus on employers who are required to implement TDM programming yields a 77% drive-alone rate (plenty of room to try and interest more people in travel options)

TDM programming requires partnerships and coordination among several stakeholders: Maricopa County, Valley Metro Commute-Solutions, Cities, Employers, and ADEQ,. Partners are needed to make transportation options happen. These partners will help craft additional strategies.

The goals of the Regional TDM Plan are to respond to changing transportation and technological conditions (system expansion, congestion growth, demographic changes, real-time information applications, etc) with strategies that are data-driven and measurable (as required by new federal standards.) The goal is to leverage technology as part of the dynamic and data driven system.

The Regional Transportation Demand Management plan expected outcomes are:

- Enhance and expand existing services
- Targeted marketing to areas with limited transit
- Customized strategies for different locations
- Strategy for shared vehicles to provide short-distance trips to transit hubs
- Strategies for special events and other non-commute trips

Increase role for TDM partners:

- cities
- Technology and applications

Performance measures for existing services

- Define the need for commuter information services
- Create an Action plan identifying roles and funding

Tasks and Schedule:

Refine Scope	July 2014
Purpose and Need	July 2014
Define System Deficiencies	November 2014
Literature Review	November 2014
Stakeholder Meetings	November 2014
Goals, Objectives, Measurements	April 2015
Recommendations	June 2015
Implementation Plan	July 2015
Study Record	August 2015

Advisory Committee:

- MAG, VM, Maricopa County, Capitol Rideshare

Additional outreach to:

- MAG and Valley Metro Committees
- Transportation coordinators
- Major employers
- Association for Commuter Transportation Valley of the Sun Chapter
- Commuters

Julie Walker asked the members to submit ideas to herself or Dawn Coomer. Kristen Myers said that she just attended the transit Fare Policy meeting which looked at a flexible transit spending account idea. Julie Walker responded that this is exactly the kind of ideas they would like to research. Brandon Forrey noted that major employers don't look at housing locations of their employees and not much consideration is given when placing employees even when there are multiple employment site choices. Julie Walker noted that TDM is focused on employer destinations and origins. Brandon Forrey said that the length of the trip is as important as the number of trips.

Katherine Coles noted that the data from TRP is collected but is not distributed. Phoenix would really like to receive the data. Strategic development of data would help the cities plan and be able to help people specifically. Julie Walker noted that cities are excited to receive the data and this is part of this effort. Katherine Coles said that another aspect would be to get specific strategies to individuals and their employers.

Robert Yabes said that with limited ability to expand capacity will equal more congestion. Eileen Yazzie noted that MAG doesn't know mode split for 2035. Robert Yabes added that as long as there is increased capacity, TDM will be difficult. Julie Walker did agree that if commuters have road space, it is harder to convince them to use an alternative mode.

7. MAG Bicycles Count Project

Alex Oreschak recognized the great work of the consultants of Chen Ryan, Wilson and Co. and Coffman Studio in this project. Alex Oreschak presented on the recently completed MAG Bicycles Count project, summarizing the results and analysis of the bicycle data count collection effort, along with the framework established for future data collection in the region. MAG staff will also present on Phase II of the MAG Bicycles Count project, which includes the continuation of data collection using a consultant through the MAG Transportation Planning On-Call, as well as an updated analysis based on new data collected. Data for Phase II will be collected in October-November 2014 and March-May 2015. Additionally, MAG staff will provide an update on the process for making bicycle counting equipment available for MAG member agencies to borrow for their own data collection efforts. Committee members were asked to reference Attachments #2, #3 and #4.

Alex Oreschak explained that the purpose of this presentation was to give an overview of MAG Bicycles Count final report for a formal committee acceptance so that the project can go through the MAG process of acceptance by Transportation Review Committee, Management Committee, and Regional Council.

The study started in 2013 through 2014. It looked at why we wanted to count cyclists and where we wanted to count cyclist. The two technologies were manual counts at 84 locations over a two hour peak period and automated counts with pneumatic tube at 44 locations. Data indicated:

- Generally, bike paths experienced greater average hourly volumes during weekdays and weekends than bike lanes or roadways without bikeways.
- Between 30% and 94% of cyclists in MAG Region ride on the sidewalk which varied based on presence or lack of bikeway, number of lanes, and presence or lack of right-turn lane.

Graphs presented illustrated the peaking patterns and volumes. There is strong commuting pattern on off-street paths.

Data can help evaluate:

- Bicycling trends in the region over time
- Variation in volumes by bikeway type
- Levels of sidewalk and wrong-way riding
- Cycling-related emissions reductions and health benefits

The data can be used:

- To enhance transportation safety studies and transportation planning process
- To perform before-and-after studies when new bikeways are built
- In the evaluation of project applications

Future Data Collection:

- Continue automated counts for 2014 and 2015
- At the same 44 locations counted in 2013
- Then assess whether region-wide automated counts should be conducted annually or bi-annually

- Work with MAG member agencies to continue manual counts as a supplement to automated counts. Example: T.B.A.G. volunteers conduct annual manual counts in City of Tempe

Alex Oreschak asked the committee to recommend acceptance of MAG Bicycles Count project final report.

Kristin Myers noted that the map shifted and it isn't accurate for Gilbert.

Jim Hash made a motion to recommend acceptance of MAG Bicycles Count project final report. Brandon Forrey seconded the motion. The motion passed unanimously.

8. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

Kristin Myers asked if the committee could meet at 1:00 p.m. instead of 1:30 p.m.

Susan Conklu asked if there could be an agenda item for the representatives attending the APBP conference in Pittsburg to share what they learned.

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.

October 21, 2014

November 18, 2014

December 16, 2014 (possibly noon)