

March 10, 2015

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, March 17, 2015 at **1:00 p.m.**
MAG Offices, **Chaparral 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 Alex Oreschak 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 Alex Oreschak at (602) 254-6300 or aoreschak@azmag.gov if you have any questions or need additional information.

TENTATIVE AGENDA

1. Call to Order

For the March 17, 2015 meeting, the quorum requirement is 11 committee members.

2. Approval of the February 24, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the February 24, 2015 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. Valley Bike Month

Valley Metro will give an update on Valley Bike Month events.

5. For information and discussion.

6. Transportation Alternatives Program (TAP) Debrief and Proposed Revised Process and Evaluation

The FY 2014 Transportation Alternatives Program TAP application and programming process started in September 2013, and concluded in January 2014 with the MAG Regional Council approving projects to receive TAP funding in 2015, 2016, and 2017. After the programming process concluded, MAG staff collected notes and comments from the members of the MAG committee members, then developed a survey, and released it in June 2014 to the members of the TAP evaluation team. Based on the survey responses and notes that were heard through committee process, the proposed revisions to the TAP Process and Evaluation have been drafted. Please review the memorandum, Attachment #1 that outlines the survey questions and responses, and Attachment #2 for the revised process and evaluation.

7. MAG Bikeways Print Map

MAG staff will present the draft version of the MAG Bikeways print map to the Committee for initial review.

8. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

6. Information, discussion and recommend approval of the revised Transportation Alternatives Program (TAP) evaluation team and methodology.

7. For information and discussion.

8. For information and discussion.

9. Next Meetings

All meetings will be on the third Tuesday of the month in the Ironwood Room at **1:00 p.m.**, except where otherwise noted.

Tuesday, April 21, 2015

Tuesday, May 26, 2015

-Last Tuesday of May

Tuesday, June 16, 2015

Tuesday, July 21, 2015

Tuesday, August 18, 2015

Tuesday, September 15, 2015

Tuesday, October 20, 2015

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (possibly noon)

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, February 24, 2015 at 1:00 p.m.
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Katherine Coles, Phoenix, Chair of Bicycle and Pedestrian Committee	Purab Adabala, Glendale
Jim Hash, Mesa, Vice-Chair of Bicycle and Pedestrian Committee	Joe Schmitz, Goodyear
Michael Sanders, ADOT	# Julius Diogenes for David Gue, Litchfield Park
Raquel Schatz, Apache Junction	# Ryan Wozniak, Maricopa
Christina Underhill for Christine Fanchi, Avondale	* Denise Lacey, Maricopa County
* Robert Wisener, Buckeye	Brandon Forrey, Peoria
# Stacy Bridge-Denzak, Carefree	* Sidney Urias, Queen Creek
* Ian Cordwell, Cave Creek	Susan Conklu, Scottsdale
Jason Crampton, Chandler	Stephen Chang, Surprise
Jose Macias, El Mirage	# Eric Iwersen, Tempe
Kristin Myers, Gilbert	Amanda Leuker, Valley Metro
	* Robert Carmona, Wickenburg
	# Grant Anderson, Youngtown

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

OTHERS PRESENT

Alex Oreschak, MAG	Brian Fellows, AMEC Foster Wheeler
Eileen Yazzie, MAG	Justin Acevedo, Coffman Studio
Margaret Boone, MAG	Michelle Breslau, GRID Bike Share
Kenneth Steel, Maricopa County Public Health	Lisa Parks, GRID Bike Share and Phoenix Spokes People
Suzanne Day, Valley Metro	Radu Nan, Kittelson & Associates
# Karen Vitkay, Alta Planning + Design	Jeff Casklake, TBAG
John Barker, Gavan & Barker	

1. Call to Order

Acting Chair Jim Hash called the meeting to order at 1:03 p.m.

2. Approval of the January 13, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

Grant Anderson moved to approve the meeting minutes of the Bicycle and Pedestrian Committee for January 13, 2015. Kristin Myers 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.

No members of the public requested to address the MAG Bicycle and Pedestrian Committee.

4. Staff and Member Agency Reports

Margaret Boone from MAG informed the Committee that MAG was in the final stages of the Strategic Transportation Safety Plan, and that the draft final report was available at <http://stsp.azmag.gov>. Margaret noted that the review period was short, with comments due by February 25, 2015. Margaret also noted that the Safe Routes to School Non-Infrastructure Call for Projects would be issued on March 10, 2015, with a workshop held from 10 a.m. to 12 p.m. in MAG's Saguaro Room on March 10, 2015. Brandon Forrey announced that new trailhead at Skunk Creek off 83rd Avenue has opened, with parking and equestrian facilities available.

5. Valley Bike Month

Suzanne Day from Valley Metro provided an update on Valley Bike Month and Commute Solutions. Suzanne noted that April is Valley Bike Month. Suzanne provided print materials of a wall-sized poster with events, a pamphlet with event names and dates, a contest flyer, and a flyer of deals offered by merchants and shops during Valley Bike Month. Suzanne informed the committee that Valley Metro held a bike-nic with Salt River Project, the Phoenix Zoo, and the Desert Botanical Garden. More than 50 people showed up to learn about bike share and nearby infrastructure. Suzanne noted that these types of events are available to other local agencies as well. Suzanne explained that 15 transportation coordinators signed up for an educational event with GRID Bike Share, and that a similar event was being planned for Valley Metro staff, MAG staff, and MAG Bicycle and Pedestrian Committee members.

6. Off-Street Wayfinding Network

John Bosio from Merje presented on the Off-Street Wayfinding Network. John showed the logo for Valley Path that was agreed to previously by the Committee members. John overviewed the feedback that the consultants received from the Committee at previous meetings. The Committee had previously indicated that the sign package design should be simple, elegant, durable, functional, affordable, and adaptable. Materials should exclude corrugated steel, have a potential option for gabions, be available in a typical sign shop, and limit nooks and crannies.

John presented a signage kit of parts including a base package of standard size aluminum panels, milled steel posts, steel I-beams, perforated screens, direct embed graphic panels, and reflective vinyl. John noted that there are enhancement options such as solar powered lights, freestanding lights, and gabion baskets. John showed the Committee the MUTCD wayfinding sign types, with a logo at the top and a steel mill pole, with standard MUTCD graphics. John noted that distances would be provided in miles and in minutes. All sign panels will be reflective with the standard green and a custom color for the logo. For the branded wayfinding signage, mill finish steel I-beams are used, with mill finish steel posts, reflective vinyl, direct embedded graphic panels, perforated screens, and architectural angles.

John provided the Committee with various enhancement options for the signage, including the solar powered lights and gabion baskets. John noted that other base materials besides gabions could be used as desired by local agencies. John also highlighted options for larger graphic treatments of the logo outside of the signage package.

Joe Schmitz from the City of Goodyear asked about the durability of the perforated screens, and about where on the sign designs there is an opportunity for local identification. John answered that the perforated screens are thick material and have a long life-span. John also pointed out in the presentation the opportunities for local identification throughout the sign package. Kristin Myers noted that the Town of Gilbert has a focus group that has been reviewing the wayfinding materials, and thinks that the focus group will be pleased with the options presented by Merje. Kristin asked whether the orange-looking color in the slides would actually be a reflective material. John replied that this was correct. John noted that pricing for the various sign options would be provided in the final report, and that local agencies would benefit from teaming together to implement the wayfinding signage (from both a cost perspective and a coordination standpoint). Brandon Forrey from the City of Peoria asked if a standard set of details would be provided as part of the final product. John replied that standard details would be provided. Joe Schmitz asked about what identification signs would look like when crossing the streets. Alex Oreschak noted that Alta Planning + Design had previously provided information on signage at street crossings, and that the report would be provided to Joe. Jose Macias from the City of El Mirage asked if there would be additional opportunity to ask questions. Alex Oreschak noted that any additional comments could be provided directly to MAG staff, and that the consultants would address additional comments as they came in.

7. Salt River Project (SRP) Canal Design

Jim Duncan from the Salt River Project presented on SRP Canal Design. Jim provided an overview of SRP Canal Multiple Use, including issues that must be dealt with when implementing a canal bank project (covered in part by the design criteria), and examples of existing projects.

Jim explained that Canal Multiple Use is any aesthetic and recreational amenity exclusively for the use and enjoyment of the general public (excluding commercial uses). The agreement that allowed Canal Multiple Use was formalized in November 1964. That agreement has expired, though since 1964, federal regulations were put in place that allow for public use of the canal banks. A replacement agreement is being reviewed currently by the Bureau of Reclamation, but the lack of a finalized agreement does not jeopardize existing or future projects. Jim noted that the agreement

called out hiking, horseback riding, picnicking, bicycling, and other related activities. Federal regulations allow for these passive uses of the canal banks, but additional approvals are required for constructing improvements on the canal banks.

Jim informed the Committee that there are 10 basic principles mandated by the SRP Board of Directors and the Bureau of Reclamation. All 10 principles have to be addressed in a license agreement with a municipality, which addresses liability and insurance. The same license that municipalities have been entering into with SRP previously will be used under the new agreement. Jim noted that the license agreement is non-exclusive, and that other activities are occurring on the canal banks. Jim Duncan mentioned that municipalities must provide reimbursement of incremental operations and maintenance if improvements cause extra burdens on SRP operations. Jim explained that SRP has design guidelines for water and power operations and maintenance, as the canal corridors are a working environment in addition to providing for passive use.

Jim noted that the SRP system has 132 miles of canal, with 57 miles of fully improved paved paths. An additional 7.5 miles of improvements are currently in design. The typical timeframe is over 24 months from design to completion, and the average per mile cost is approximately \$1,000,000. Major sources of funding are federal funds, public art funds, city bonds, and SRP aesthetics funds.

Jim explained that projects must be compatible with water and power operations and maintenance. Paved paths generally do not get in SRP's way at all, but the accompanying vertical elements can cause issues with operations and must be addressed very carefully through the design process to limit impacts on SRP operations and safety. Jim noted that there is an increasing issue with vertical elements interfering with SRP work crews. SRP requires 20 feet of clear unencumbered canal bank for equipment uses such as fish herding, dust control, grading, weed control, canal lining and repair, and canal bank maintenance. When bridges are built crossing over the canal, there is a minimum requirement of 8' from the bottom of bridge to the canal invert. Bollards must be flush with the bridge structure, and the abutment wall should be at the top of the canal lining. Jim also explained that power line damage along canals can happen after monsoon storms, causing closures while the lines are repaired.

Jim provided a map of the SRP canal system which included existing trails highlighted in yellow. Jim provided examples of existing projects: the Phoenix Highline Canal from 12th Street to 40th Street, the Tempe Western Canal and Crosscut Canal, the Chandler Paseo project from Galveston to Queen Creek, and the Scottsdale Goldwater underpass.

Jim explained that SRP historically used gates crossing the entire canal bank to block vehicular traffic, but that these gates caused issues for passive uses. SRP has begun replacing these older gates with bicycling and walking friendly gates. Jim noted that SRP's operational bank is generally the south bank or the west bank. The operational bank is the bank used more often by SRP vehicles, though they do use the other bank on occasion too. Additionally, many SRP vehicles have a tight turning radius, providing challenges at street intersections and crossings. This raises the importance of carefully designing the path and vertical elements at these locations. Jim noted that canal banks are frequently used for organized groups and special events, with up to 150 special

events a year on canal banks. SRP has also created SRP historic interpretive signs in consultation with the Bureau of Reclamation, to provide education to the public on the canal system's history.

Susan Conklu from the City of Scottsdale asked how often asphalt dust control is applied on a canal bank. Jim replied asphalt for dust control is a one-time installation, but that the asphalt must be maintained occasionally as needed, due to deterioration and dust complaints.

8. Project Status Update and Discussion - Transportation Enhancement (TEA) and Safe Routes to School Projects (SRTS)

Eileen Yazzie from MAG presented on the Project Status Update and Discussion – Transportation Enhancements (TEA) and Safe Routes to School Projects (SRTS).

Eileen asked which committee members recalled when TEA funds were part of the committee's jurisdiction. 5 members responded that they were. Eileen provided a background on the TEA and SRTS programs, which were authorized under a previous federal transportation authorization bill. TEA and SRTS funding was provided directly to ADOT, and ADOT worked with the state's MPOs and COGs to create localized, prioritized listings. For TEA projects, a statewide process was used to narrow the list and select projects. SRTS projects were done similarly, with projects initially recommended through the MAG Safety Committee. When MAP-21 was authorized, the bill did away with the TEA and SRTS programs.

After MAP-21 passed, MAG met with ADOT to discuss how to proceed with previously selected projects. ADOT had promised funding to a number of projects that had not been built. It was agreed that MAG would use new Transportation Alternatives Program funding to obligate projects in 2013 and 2014, but the remaining projects would be obligated in 2015 by ADOT. There are still 11 projects with TEA or SRTS funding in the MAG region that exist, with ADOT being responsible for funding those.

ADOT recently contacted MAG and stated that there was not enough money statewide to obligate all projects. ADOT proposed deferring eight of the 11 projects to 2016, 2017, or 2018. MAG worked with its local agencies to determine what the project status was for each project. As a result, MAG discovered that nine of the 11 projects are on schedule to obligate in 2015, and two are on schedule to obligate in 2016. MAG staff recommends that the nine projects ready to obligate in 2015 should be funded in 2015.

MAG would like to discuss this recommendation with the Transportation Review Committee after speaking with the Bicycle and Pedestrian Committee, and then send a memo to ADOT requesting that the nine projects ready to obligate in 2015 will remain funded in 2015.

Kristin Myers noted that, with regards to the Gilbert projects, the SRTS project that ADOT is proposing to defer to 2017 has already begun administratively, though design has not begun. The project will be ready to obligate in 2016. Susan Conklu noted that all 11 projects are worthy of the funding, and that even one year of deferral can cause many issues. Pushing projects back more than one year can cause even more issues, especially with uncertainty related to federal funding. Purab Adabala noted that Myrtle Avenue is the most important project for Glendale, providing sidewalks

for kids to access school and school buses. Eileen Yazzie noted that all nine of the projects that are ready to go this year are in the MAG Transportation Improvement Program for 2015. Purab also noted that the Maryland Avenue project has already obligated in 2015. Kristin noted that ADOT needs to take responsibility for completing these projects, and that ADOT particularly needs to complete these projects to show to Congress that TEA- and SRTS-type projects are a priority. Susan Conklu reminded the Committee that USDOT Secretary Foxx has noted the importance of projects such as these, and that they need to be a priority for completion. Chair Katherine Coles noted that the two Phoenix projects are in impoverished areas that have not historically received investment, and that Phoenix does not support moving these projects out to a future year.

Purab Adabala moved to approve a request that the nine projects ready to obligate in 2015 be kept in the 2015 program schedule and the two Gilbert projects to be obligated in 2016 be kept in the 2016 program schedule. Kristin Myers seconded the motion. The motion passed unanimously.

9. Request for Future Agenda Items

Chair Katherine Coles indicated that members of the Committee had the opportunity to request future agenda items to appear before the Committee. No requests for future agenda items were provided.

10. Next Meetings

All meetings will be on the third Tuesday of the month in the Ironwood Room at **1:00 p.m.**, except where otherwise noted.

Tuesday, March 17, 2015 (**Chaparral Room**)
Tuesday, April 21, 2015
Tuesday, May 26, 2015 (**Last Tuesday of the month**)
Tuesday, June 16, 2015
Tuesday, July 21, 2015
Tuesday, August 18, 2015
Tuesday, September 15, 2015
Tuesday, October 20, 2015
Tuesday, November 17, 2015
Tuesday, December 15, 2015 (**possibly noon**)

Chair Katherine Coles adjourned the meeting at 2:09 p.m.

TO: Members of the MAG Bicycle and Pedestrian Committee

FROM: Eileen Yazzie, Transportation Planning Project Manager

DATE: March 10, 2015

SUBJECT: TRANSPORTATION ALTERNATIVES DEBRIEF AND PROPOSED REVISED PROCESS AND EVALUATION

In January 2014, the MAG Regional Council approved a list of projects to receive federal Transportation Alternatives Program (TAP) funding in years 2015, 2016, and 2017. Through the MAG Committee process at that time, members of the Transportation Review Committee and MAG Management Committee, asked for a review of the newly established programming process for TAP funds, a debrief, and proposed revisions to the process.

Background – Developing TAP Goals and Objectives

Prior to 2013, there were three distinct types of federal formula funds that were apportioned to the state: Transportation Enhancements (TEA), Safe Routes to School (SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 consolidated these three programs into one federal formula funding category called Transportation Alternatives Program (TAP). The TAP funding is now allocated directly to MAG in comparison to the previous programs. The MAG region receives about \$4.4 million per year for this program.

Since the eligible activities under the TAP program are very broad MAG surveyed five committees (Transit, Streets, Bicycle & Pedestrian, Safety, and Transportation Review) via an on-line survey this past June/July 2013 about the highest needs of the region. From the survey results and a stakeholder meeting held on August 13, 2013, the Goals and Objectives were developed to direct the project selection process, which were approved by MAG Regional Council on September 25, 2013.

FY 2014 - Programming Process & Process Review

The FY2014 TAP application and programming process started in September 2013, and concluded in January 2014 with the MAG Regional Council approving projects to receive TAP funding in 2015, 2016, and 2017. After the programming process concluded, MAG staff collected notes and comments from the members of the MAG committees, then developed a survey, and released it in June 2014 to the members of the TAP evaluation team. The notes and responses are outlined in the next 2 pages, and Attachment #1 outlines the survey questions and responses.

Proposed Revised TAP Process and Evaluation

Based on the responses and notes that were heard through committee process, and through the survey, the proposed revisions to the TAP Process and Evaluation have been drafted. Please refer to Attachment #2.

TA Debrief Notes & Responses
March 9, 2015

Project Evaluation:

- Less weight for presentation score? – **Addressed in revised TA Process document from Survey Responses**
- More clarity on weighting and evaluation measures - **Addressed in revised TA Process document**
- Rebalance quantitative weights as appropriate - **Addressed in revised TA Process document from Survey Responses**
- Provide different weights for different qualitative criteria (all were weighted equally this time) – **Need to work on with Safety Committee,**
- Provide specific criteria for evaluation team to use on the presentation score? **The Survey Response did not agree, and instead, lowered the weight from 40% to 25%.**

Project Presentations:

- Presenter MUST be agency staff; no consultants, unless consultant serves as agency staff normally - **Addressed in revised TA Process document**
- Longer presentation time and/or bring back Q&A; shorter transition time - **Addressed in revised TA Process document**

Project Applications:

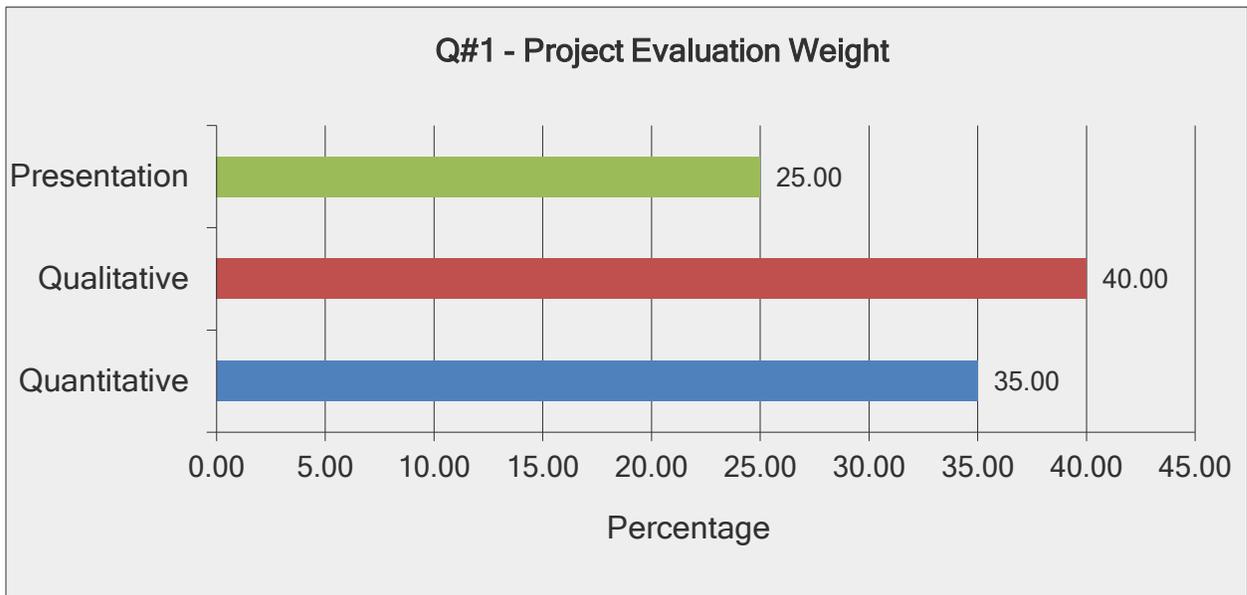
- Incorporate Wayfinding elements into application questions and budget sheet -**Addressed in revised application.**
- Include tab for application scoring/performance measurement explanation –**Section added in revised application. Will be populated once scoring and performance measures are finalized.**
- Include tab outlining process? –**Made note in “Transmittal Inst. and Schedule” tab to add section outlining process**
- Add letters of support to optional attachments –**Added as optional attachment in Part C.**
- Clarify definitions of “activity center” and “destinations” –**This has already been done for the current application**
- Modify crash history question/answer box –**Will work with Safety group to modify as needed. Note made in application as reminder.**
- Streamline crash history acquisition –**Will work with Safety group to streamline. Note made in application as a reminder.**
 - Require GIS file of project limits?
 - Have MAG process ALL requests to ensure uniformity?
 - Request/require map showing crash locations and severities near project? (See Tempe’s applications from FY 2015-2017 application round)
- Modify demographics request –**Will work with Anubhav/Jason’s teams to figure out what is possible. Note made in application as reminder**

- Work with MAG staff to add additional census data, such as car ownership/zero car households
- Work with MAG staff to develop separate demographics mapping page for MAG project applications with extra data and enhanced functionality (i.e. ability to specify a buffer distance around a line drawn on the map)
- Entirely electronic submission, with MAG PDFing and printing final copies? **–Yes; will figure out best way to have agencies submit (dropbox, CD, email, FTP). Note made in application to change submission req’s when final format determined.**
 - Would make the “missing info/corrections” process easier, waste fewer resources
- Add “estimated bike volume” (and “estimated pedestrian volume?”) question? **–We should discuss further. If done, should be required or optional attachment. For consistency between bike and ped projects, may be best to ask for 2-hour “peak period” manual counts to be conducted, with standard count form provided to agency staff. Note made in Application (part C) to address this further.**
 - Notify agencies far in advance, so they can borrow MAG Counters to acquire bike counts and/or conduct manual counts
 - Pedestrian counts would likely need to be manually done (peak period + extrapolate?)
- Better incorporate Safe Routes to School criteria? **–Will work with Safety group to accomplish as needed. Note made in application**
- **Provide a separate application / set-aside for HAWKs? –Needs further discussion**
 - Based, in part or in whole, on either the ADOT or MUTCD warrants for HAWKs?
- Ask how much of the project has been designed yet (i.e. 15%, 60%, 90%), if any **–Question added to application.**

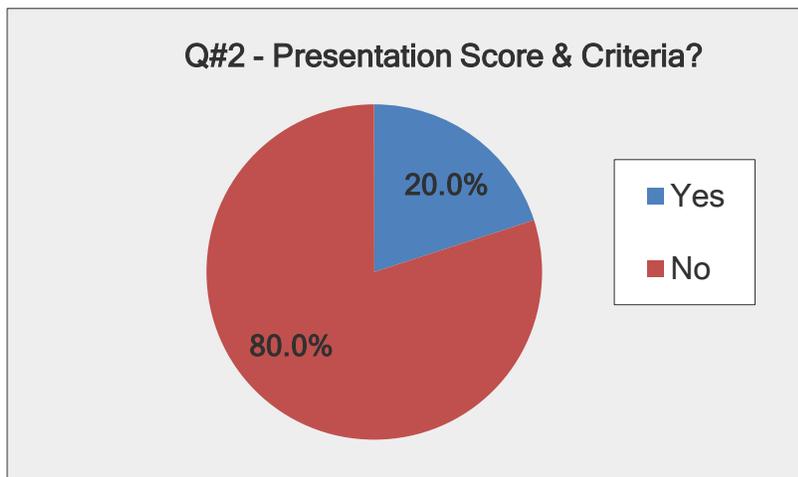
**Attachment #1 - Survey Questions and Responses from Transportation Alternatives
Evaluation Committee**

1. Members of the Transportation Review Committee believed there was too much weight on the presentation portion. Please indicate your thoughts on how projects should be weighted by the three categories by entering a percentage weighting.

The weight that was used for the initial TA programming was: Qualitative – 30%, Quantitative – 30% and Presentation – 40%.



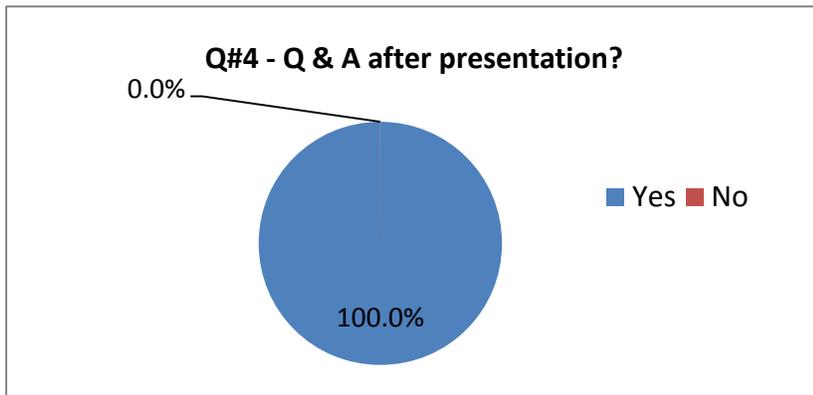
2. The presentation score did not have specific criteria for evaluators to use, but there was general guidance on if the proposed project addressed the identified problem, and an overall understanding of the project. Should the presentation score have specific criteria?



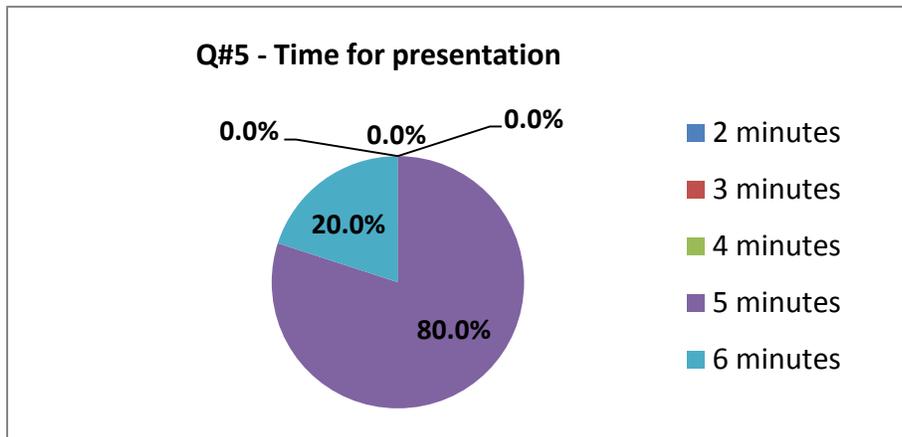
3. Do you have any recommendations about specific criteria for the presentation score?

- Each presenter should give a 5 min. project overview, then answer questions instead of submitting question answers ahead of time. I don't think the panel members that took the time to read each application should be penalized with a long presentation. The time would be better used to answer the questions and have dialogue.
- I feel that the actual city should present their project, not a consultant. This gives an unfair advantage to the seasoned presenter (consultant).
- Dropping the percentage value would mitigate the need for specific criteria.
- The panel should be able to answer questions following the presentation.

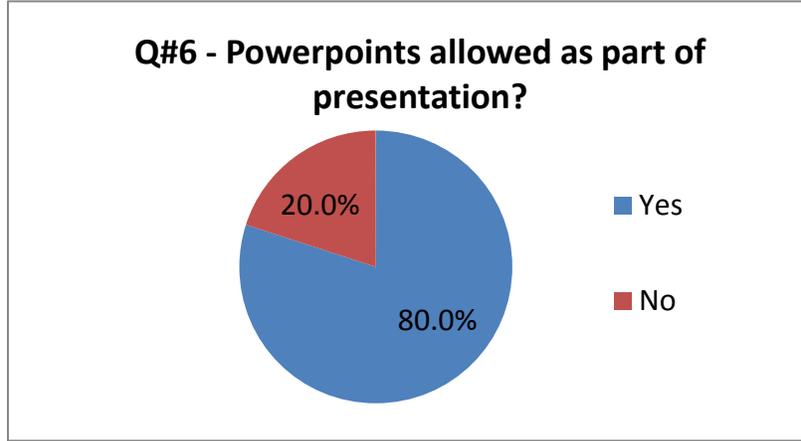
4. MAG did not allow for a question and answer session after each presentation. Do you think that adding this would be valuable in the future?



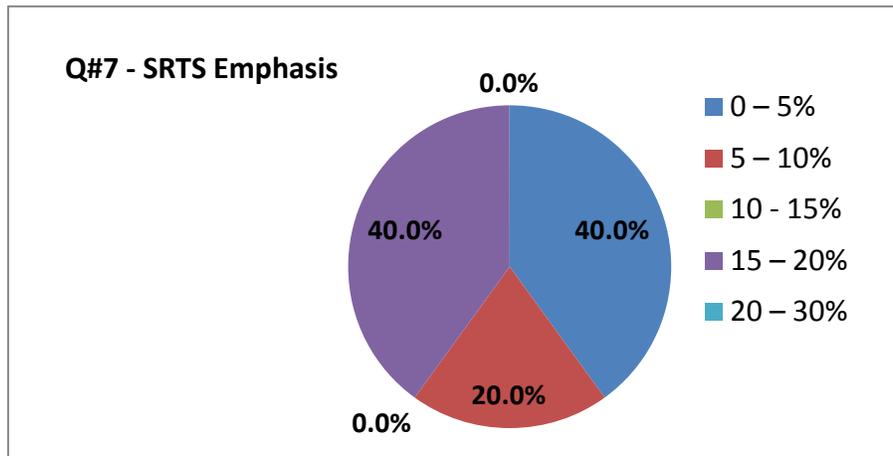
5. Three minutes were allowed for project presentations. Please indicate your thoughts on how much time a presenter should be given for their presentation (excluding a question and answer session).



6. Presenters were not allowed to use PowerPoint presentations, visual aids, photos, videos, etc. as part of their presentation. Do you think that these items should be allowed in the future?

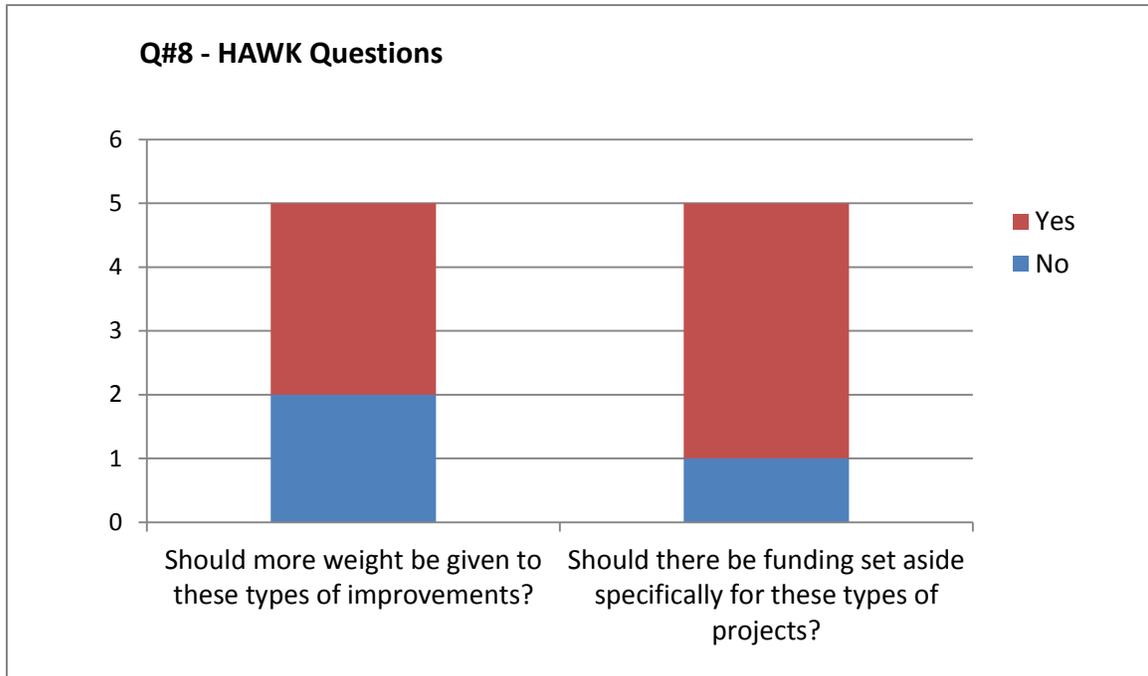


7. Safe Routes to School was one of many criteria that was evaluated for Transportation Alternatives funding, and equated to 4% of the overall score. Please indicate your thoughts on how much emphasis Safe Routes to School should have in the evaluation process.



8. 7 of the 33 applications submitted were for HAWKS (high-intensity Activated cross Walk beacon) throughout the valley. These are usually placed as mid-block crossings on arterial streets to provide a safe crossing.

- Should more weight be given to these types of improvements?
- Should there be funding set aside specifically for these types of projects?



Transportation Alternatives Program (TA) Goals and Objectives, and Process

Goals:

1. Improve pedestrian and bicyclist accessibility and connectivity on the transportation network.
2. Assist in providing a safe environment for the bicyclists and pedestrians on both the on-street and the off-street transportation networks.
3. Make bicycling and walking to public K-8 schools a safer and more desirable transportation alternative to motorized vehicles.

Definitions

- **Accessibility:** The ability of transportation infrastructure improvements to provide better access to transit stops, destinations, schools, homes/subdivisions, and employment for people that are walking or biking for all ages and abilities.
- **Connectivity:** The ability of transportation infrastructure improvements to link the proposed project to other bike/pedestrian facilities, completing a gap in a bike/pedestrian facility, or a city/town.
- **Safety:** Projects that make a street safer by addressing a perceived or observed safety problem, including (but not limited to): high vehicle speed, crashes, striping, intersection crossings, or mid-block crossings.

Objectives:

- Fund eligible Transportation Enhancement and Safe Routes to School (SRTS) projects through the federal MAP-21 Transportation Alternatives fund.
- Fund bike and pedestrian improvement projects that provide a safe transportation route or improve a transportation route for (K-8) students to schools.
- Fund bike and pedestrian improvement projects that address a perceived or observed problem/safety issue, including (but not limited to) unsafe street crossings; missing, narrow or poorly maintained sidewalks; adding/improving bike lanes (restriping, widening, colored pavement); or disconnected/inaccessible bike or pedestrian facilities, while connecting residents to transit stops/centers or other destinations.
- Fund Safe Routes to School (SRTS) non-infrastructure projects that educate and encourage K-8 students, parents, and school resources officers/staff on bicycle and walking options.
 - GUIDELINE - Funding will be set aside at 9% of total Transportation Alternatives funding, with a maximum yearly total of \$400,000. If the total value of projects awarded for Safe Routes to School non-infrastructure projects is less than the total programmed set-aside, remaining funds will be applied toward eligible infrastructure projects.
 - GUIDELINE – These projects will need to evaluate on a quarterly basis as required by the federal government, and address enforcement and encouragement.
- Utilize evaluative tools based on quantitative and qualitative performance measures to inform project rankings in the application process.

Proposed Evaluation – Infrastructure:

The Transportation Alternatives (TA) applications are reviewed, presented, evaluated, and ranked by the MAG Bicycle and Pedestrian Committee. Prior to the TA application being released, the MAG Transportation Safety Committee will review, edit, and develop questions to address safety issues and aspects of the proposed project. The MAG Transportation Safety Committee will also provide guidance on how to evaluate and score the TA application questions related to safety.

One representative from each of the MAG Transportation Safety Committee and the MAG Street Committee will participate in the TA application review, presentation, evaluation, and ranking process at the Bicycle and Pedestrian Committee. The representative will be identified by Safety and Streets Committee before the process begins.

Proposed Evaluation– SRTS Non-Infrastructure

The SRTS Non-Infrastructure projects would be evaluated by the MAG Transportation Safety Committee.

Comment [EY1]: This has changed. The previous evaluation was conducted by a group of representatives from Bike/Ped, Safety, Streets, and Transit Committees. It now is led just by the Bike/Ped Committee with Representatives from Safety and Street.

Transportation Alternatives Program (TA) Evaluation Process

Project Evaluation for Transportation Alternatives Program – Infrastructure QUANTITATIVE (305%)

Built Environment of Project Location – All responses are weighted equally

*Within ¼ mile for ped-only projects, within ½ mile for bike projects

Will use MAG data and application will link to website to retrieve data.

- Number of transit stops and Park & Ride lots
- % Low income along route (match transit standards)
- Posted speed limit and/or measured ADT?
- Number of Commercial and Employment Destinations
- Number of Activity Centers
- Number of K-8 schools
- Population density

Proposed Project Elements – All responses are weighted equally

- Project is on-street / project is off-street (higher score/weight for on-street)
- Connects a gap between bike/ped facilities
 - Total Length of facility connected by elimination of a gap
- Shade structures/trees
- Number of safety improvements
 - New bike lanes, wide bike lanes, color pavement, or other bike lane improvement
 - New sidewalk, wide sidewalk, color pavement, or other sidewalk improvement
 - Striping/re-striping of roadway
 - Countdown signals
 - Lighting
 - Signalized crossing/HAWK
 - Grade-separated crossing

QUALITATIVE (430%) – All responses are weighted equally

- Improved connectivity from residences to destinations
- Improved connectivity from residences to K-8 schools
- Improved safety from residences to K-8 schools / addresses SRTS
- Project reduces bike/vehicle or ped/vehicle conflicts
- Project addresses quantifiable and/or perceived crash risk
- Project changes overall street appearance and impacts drivers visually
- Improved access to short-distance destinations (i.e. openings in street walls)
- Included in local plans and/or agency has a policy supporting the project
- Project follows professional/regional guidelines
- Project addresses access to transit
- Project has ROW, environmental, or utility issues
- Project has method to measure success of project (before/after user counts?)
- Project includes education and marketing

- Project improves ADA facilities
- Project has a plan for maintaining/repairing project

PRESENTATION AND RANKING (2540%) (score determined by presentation)

- 5 minute presentation by member agency staff (not consultants)
- A powerpoint presentation, prepared by MAG staff, may be used as part of the presentation to show the location of the project, current conditions of the built environment, etc.
- Presenter will be prepared to answer questions from the Bike/Ped Committee
- ~~Based on overall understanding of the project based on overall Application, Q&A + Presentation~~