

July 13, 2015

TO: Members of the MAG Bicycle and Pedestrian Committee

FROM: James Hash, Mesa, Chair of the MAG Bicycle and Pedestrian Committee

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, July 21, 2015 at **1:00 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 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 July 25, 2015 meeting, the quorum requirement is 12 committee members.

2. Approval of the June 16, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the June 16, 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. Presentation, Review and Recommendation for Approval of the FY 2016 MAG Design Assistance Project Applications

The Committee will hear presentations on 13 Design Assistance applications from 9 member agencies. Presentations will be in alphabetical order by member agency. Following the presentations, Committee members will rank each project and provide a final recommendation of projects for approval.

7. Development of FY2017-2021 TIP and the August Call For Projects

MAG is preparing for the development of the FY2017-2021 TIP and the August 2015 Call For Projects release. Comments on the applications for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Transportation Alternatives (TA) projects, were collected and will be discussed. Additionally, at the June Bicycle - Pedestrian committee meeting it was recommended to combine the CMAQ and TA applications. An overview of the programming process will be discussed. Please see attachments.

8. Bicycle and Pedestrian Evaluative Tool for CMAQ and TA Applications

In preparation for the FY2017-21 TIP programming cycle, a performance-based Evaluative Tool is being prepared based on the original CMP (Congestion Management Process) Tool that the Bike and Ped Committee used in the last two Call for Projects cycles. This item includes a presentation of the recently updated safety measures, the qualitative and quantitative criteria, and the components and measures proposed for the Bicycle and Pedestrian Evaluative Tool. Please see attachments.

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

7. For information, discussion, and action to recommend project programming priorities for ties.

8. For Information, Discussion and possible Recommendation to approve the modified weighting measures to be used in the Bicycle Pedestrian Evaluative Tool.

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 **1:00 p.m.**, except where otherwise noted.

Tuesday, August 18, 2015

Tuesday, September 15, 2015

Tuesday, October 20, 2015

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (possibly noon)

9. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, June 16, 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	Joe Schmitz, Goodyear
Jim Hash, Mesa, Vice-Chair of Bicycle and Pedestrian Committee	Mike Gillespie for Julius Diogenes, Litchfield Park
Michael Sanders, ADOT	* Ryan Wozniak, Maricopa
Raquel Schatz, Apache Junction	Denise Lacey, Maricopa County
Christina Underhill, Avondale	Brandon Forrey, Peoria
# Phil Reimer, Buckeye	# Sidney Urias, Queen Creek
# Stacy Bridge-Denzak, Carefree	Susan Conklu, Scottsdale
* Ian Cordwell, Cave Creek	Stephen Chang, Surprise
* Jason Crampton, Chandler	Robert Yabes for Eric Iwersen, Tempe
Jose Macias, El Mirage	* Amanda Leuker, Valley Metro
Kristin Myers, Gilbert	* Robert Carmona, Wickenburg
Purab Adabala, Glendale	# Grant Anderson, Youngtown

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

OTHERS PRESENT

Margaret Boone, MAG	Janice Simpson, City of Avondale
Monique De Los Rios Urban, MAG	Joe Perez, City of Phoenix
Teri Kennedy, MAG	Suzanne Day, Valley Metro
Alex Oreschak, MAG	Linda Mohr-Strecker, Maricopa County
Brian Rubin, MAG	Department of Public Health
Tim Strow, MAG	Brian Fellows, AMEC Foster Wheeler
Steve Tate, MAG	Jason Harrington, HP+D
Paulo Vandenberg, MAG	Radu Nan, Kittelson & Associates

1. Call to Order

Chair Katherine Coles called the meeting to order at 1:01 p.m.

2. Approval of the May 26, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

Jim Hash moved to approve the meeting minutes of the MAG Bicycle and Pedestrian Committee for May 26, 2015. Robert Yabes 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.

4. Staff and Member Agency Reports

Alex Oreschak from MAG noted that the application period for MAG Design Assistance closes on Monday, June 29, 2015, and that no late applications would be accepted. Alex also noted that MAG would be sending the 2015 bike map to print in early July, and that Committee members would need to return any final requested changes to MAG by Thursday, June 25, 2015. Alex stated that he would send a final reminder email to the Committee following the meeting.

Denise Lacey noted that MCDOT is updating their transportation system plan, and has been working with a bicycle and pedestrian team to identify high level needs. Denise thanked Brandon Forrey and Jim Hash for assisting with that effort, and stated that the next steps in April 2016 would include developing a bike plan for MCDOT. At that time, MCDOT will look to form a technical advisory team. Susan Conklu stated that Scottsdale was hosting two meetings titled “All Things Bike’ on June 19 and June 23.

5. Valley Bike Month

Suzanne Day from Valley Metro provided an update on Valley Bike Month and Commute Solutions. Suzanne noted that planning was underway for Valley Bike Month 2016, distributed a draft event calendar to the Committee, and asked Committee members to begin providing event dates to fill the calendar. Suzanne also noted that Valley Metro nominated the Grid Bike Share Lunchtime Dash event for an Association for Commuter Transportation Award. Winners for that award will be announced in July. Two Bicycle Commuting 101 workshops were held at Mesa Public Libraries in May, with a total of 45 recipients. Additionally, 50 participants attended a Bicycle Basics for Kids Workshop, with a second workshop scheduled for Friday, July 26.

6. GRID Bike Share

Chair Katherine Coles noted that the GRID Bike Share item was being postponed to a future agenda.

7. Project Initiation Pool

Stephen Tate from MAG presented on the Project Initiation Pool. Steve noted that the purpose of the PIP is to provide federal funds for agencies to cover ADOT administration costs to start up projects, which may help projects to start earlier. Eligibility requirements are that the project must be in the

Transportation Improvement Program, outside any of the life-cycle programs, and have not yet started at ADOT. Funding will be available from October through December, with unused funds relegated to closeout. Covered expenses include assignment of project numbers and an ADOT project manager to the project, a kickoff meeting with ADOT, and ADOT assistance with IGA development. Unused funds can be applied to other ADOT expenses such as environmental clearances.

Steve explained that the authorization requirements for the PIP are to sign a letter contract with ADOT, provide a check for \$171, provide project information, and ensure that the construction or procurement project is listed in the TIP. The program is proposed to last for three years, with a program report reviewed annually by FHWA, ADOT, and MAG to determine the success. Expected results of the PIP are to shift authorizations into the first and second quarters of the federal fiscal year, as approximately 72% of all projects currently authorize in the last four months of the federal fiscal year. This current imbalance increases the risk for loss of federal funds, burdens ADOT and FHWA with disproportionate amounts of work at the end of the year, and forces rushed end of year decisions.

Steve explained that IGAs are often a significant barrier to project startup for non certification accepted agencies. An IGA is required by ADOT prior to starting work on a project from a non certification accepted agency, and ADOT staff cannot provide assistance without an IGA. IGA development is adding three to six months to the project timelines, and providing this funding would allow ADOT to assist agencies with development of IGAs, cutting project delays. Steve requested comments from the Committee on eligibility determination and the letter contract, and noted that the funding would be available starting October 1.

Chair Katherine Coles asked what date comments should be received by. Steve requested comments back by Tuesday, June 30. Alex Oreschak noted that he would send out a reminder after the meeting and again next Tuesday.

8. Transportation Safety Evaluation Criteria for Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) Programs

Margaret Boone from MAG presented on the Transportation Safety Evaluation Criteria for Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) Programs.

Margaret noted that the MAG Safety Committee had been requested to work toward designating evaluative measures to provide the MAG Bicycle and Pedestrian Committee with clear guidance on safety evaluation for the CMAQ and TA calls for projects. A working group has been meeting for the past three weeks. Margaret noted that qualitative measures indicate how safety can be defined for each project type. Margaret provided the Committee with proposed evaluation guidance, with a point spread for each measure provided. Margaret noted that HAWKS and medians/pedestrian crossing islands were combined into one project type called Enhanced Crossings for the purposes of evaluation. Margaret reviewed the point scores and measures for each different project type (Enhanced Crossing, bike lanes, off-street path adjacent to roadway, off-street path canal/utility, painting shoulders, and sidewalks).

Joe Schmitz asked where the minimum width of a bike lane would be measured from. Margaret replied that this would be the complete width from the center of stripe to face of curb. Brandon Forrey asked if the guidance should be clarified to be 4' of rideable surface, and that a gutter pan does not count

toward rideable surface. Margaret noted that this could be revised to say 4' of rideable surface, specifically excluding gutter pans. Mike Sanders noted that this was changed from the 1999 AASHTO guide to the 2012 AASHTO guide. Grant Anderson noted that some standard gutter pan widths are increasing beyond 12"-18" to 24"-36" and that wider gutter pans may be considered rideable. Jim Hash noted concern that the minimum width is highly weighted, while separated bike lanes (bike lanes with vertical separation within the roadway) are not being considered in this evaluation. Margaret noted that the Safety Committee considered protected bikeways to fall in the off-street, adjacent to roadway category. Jim noted that these are two different project types. Brandon noted that two-way bike traffic might have greater separation than one-way bike traffic. Jim clarified that off-street paths adjacent to roadways are more like sidepaths instead of separated bike lanes. Susan suggested using FHWA cycletrack guidelines to differentiate the project types. Margaret suggested including some criteria from the off-street separated path to the bike lane section. Brandon also suggested providing a range of point options for bikeway widths instead of only a yes-or-no evaluative option.

Margaret asked for examples of previous projects funded that would be considered "off-street paths adjacent to roadways". Grant noted an off-street adjacent path adjacent to the curb was about to enter construction in Youngtown. Robert Yabes provided an example of Hardy Drive in Tempe. Mike Sanders asked if there should be a third category between bike lane and off-street path adjacent to roadway, that category being cycletrack as defined by FHWA. Kristin Myers suggested that the criteria such as "is identified in a master plan or is part of an existing network" should probably apply to the other categories. Jim noted that "provides marked or other buffer" should be moved into the suggested cycletrack category.

Kristin asked if the "conflicts with vehicle traffic at intersections" criteria should be included in "canal/utility" projects. Margaret replied that these conflicts would primarily happen where the path crosses a roadway. Kristin clarified that other current conflicts may exist due to gaps in the pathway network forcing users onto the roadway. Margaret replied that the "canal/utility" project type can also include how the project will address conflict points. Susan asked to clarify the measure to state "potential conflict" instead of "conflict". Margaret noted that the measure only defines conflict points as those points where bicyclists and pedestrians merge with vehicle traffic instead of conflicts. Susan noted the challenge of measuring this, and noted that maybe it should be redefined to say "how is the applicant addressing intersections, driveways, etc." and suggested that it should just be a checkbox that indicates this will be addressed in the design of the projects. Margaret noted that the evaluation criteria is intended to provide guidance for an evaluator that may not necessarily have a strong background in safety evaluation. Robert asked how evaluators would be able to evaluate this criteria without having detailed designs available already. Margaret suggested rephrasing the question to be easier for applicants to answer and evaluators to evaluate. Susan requested that different options for reducing conflicts be shown instead of requiring applicants/evaluators to make different calculations. Margaret suggested taking back these recommendations to the Safety Committee working group to clarify and simplify these measures. Kristin Myers asked if anyone from the Bicycle and Pedestrian Committee was on the working group. Margaret noted it was currently only members of the Safety Committee. Kristin requested that a Bicycle and Pedestrian Committee liaison be added to that working group. Margaret noted that this could be done, and asked for volunteers from the Bicycle and Pedestrian Committee. Brandon Forrey, Mike Sanders and Susan Conklu volunteered.

Denise noted that the lowest speed should be consistent across evaluation criteria, and the minimum should be equal to or less than 30 mph, or that less than 30 mph should be indicated as zero points. Brandon asked if the 85th percentile speed should be considered instead of posted speed. Margaret

noted that it may be unreasonable to ask applicants to collect speed data in order to obtain 85th percentile speeds.

Margaret noted that a planning study could be a DCR/PA or a bike master plan. Kristin Myers asked if “or was part of a planning study or design assistance or safety study” should apply to other types of projects. Margaret suggested using this as a future component in later funding cycles. Denise noted that sidewalks could include locations that are rural/urban where sidewalks are on one side of the road and not on the other. Susan noted that sidewalk projects should not be penalized if there is no transit nearby. Brandon noted that the criteria is not transit-specific, but gives transit access as one of many options for evaluation. Brandon noted that sidewalk width is not included in the safety evaluation. Margaret noted that this is covered elsewhere in the application for evaluation.

Brandon noted that wider sidewalks might be good to consider here. Denise noted that separation/buffer width, and not necessarily sidewalk width, might be a stronger safety criteria. Jim requested clarification on the minimum buffer evaluation measure. Brandon noted that if wide bike lanes are given bonuses, maybe wide sidewalks should be as well. Jim noted that existing sidewalks and new sidewalks could be different evaluation types. Denise noted that Maricopa County doesn’t always score well in applications under current criteria. For county land in Tonopah, for example, eight foot sidewalks may not be necessary as opposed to Peoria, and that places with no sidewalks getting new sidewalks might be more valuable than expanding an existing sidewalk. Jim agreed with Denise that new facilities should be scored higher than expanding existing facilities. Joe noted that the application should help guide the projects that get received. Susan asked if more separation with a narrow sidewalk is better than a wide sidewalk with less separation. Joe noted that there should still be a minimum sidewalk width that agencies should adhere to. Margaret noted that this is also covered elsewhere in the application and that the working group had indicated a desire to cover safety criteria that had more of a safety benefit beyond the minimum. Katherine noted that going from nothing to something has been established to have a benefit, and that the working group should take this up.

Brandon requested that a spread of points be made available for how a project ‘feels’. Kristin noted that making these points available was not deemed appropriate with previous ADOT calls for projects. Susan asked for clarification on whether the preferred alternative for bicycle signal detection is passive or active. Margaret noted that passive is the preferred alternative, but active treatments that do not require dismounting would also score well. Jim suggested that for wayfinding projects, there should be zero points given for following no guidelines, one point given for following local wayfinding guidance only, and three points given for following both local and MAG. Margaret noted that the goal is to have a unified wayfinding system. Brandon noted if the intent is a unified system of wayfinding, but there is no mechanism to make that happen, that this could be a way to encourage making that happen.

9. Development of FY2017-2021 TIP and the August Call For Projects

Teri Kennedy from MAG presented on Development of FY2017-2021 TIP and the August Call For Projects.

Teri provided an overview of the development process for the next TIP (FY2017-2021). The next call for projects, including CMAQ Bicycle and Pedestrian projects and Transportation Alternatives, will cover funding for FY 2018, 2019, and 2020. Teri noted that there are no full year funding levels yet, but that MAG is hopeful that federal action will clarify the amount of funding available. MAG is anticipating funding levels close to those of previous rounds. Teri provided an overview of some of

the proposed updates to the applications, and asked the committee to review the applications and inform MAG staff if there are questions that need to be added, omitted, or modified.

Susan Conklu asked what questions would come up on one application and not the other. Teri noted that most of the questions are the same, but there are some, like those related specifically to air quality, which are in the CMAQ application and not the TA application. Teri also noted that the major objective of CMAQ funds is to improve air quality, so the weighting and evaluation is more heavily tilted toward the air quality score, while the TA evaluation is not. Brandon Forrey asked for clarification that the CMAQ and TA calls for projects would be grouped together through FY 2020, with no more opportunity for federally funded projects until FY 2021, and that is of concern for agencies that may not be ready with their right-of-way or project development. Kristin Myers clarified that agencies do not need to have all of their right-of-way acquired, but that they just need to be inventorying it. Teri added that, while it is not necessary to have inventoried parcels, that question will encourage agencies to start looking at their right-of-way. Brandon expressed additional concern about agencies being fully prepared to apply for these projects. Teri noted that, in order to develop projects in a timely manner, given the approval process, it is necessary to begin the process now. By the time these selected projects are approved, it will be FY 2017, which is a tight timeline to complete project development based on ADOT guidelines in the LPA manual. Typically, MAG programs two years at a time, but last time, the TIP was approved at a mid-year point due to adding new members. Otherwise, a two-year call for projects would have been done. Teri noted that it is normal to program four years of a new TIP and to leave the fifth year unprogrammed. This is a proven methodology that MAG has used in the past and allows for changes to the actual revenues are received in the region. Following this call for projects, the next call would likely be in two to three years.

Teri noted she would take additional comments in the next two weeks. Kristin asked what the pros and cons of combining the CMAQ and TA applications into one would be. Teri noted that pros include less paperwork for agencies, the ability to still be evaluated on programs of the agencies' choice, and that checkboxes will automate what fields need to be filled in. Checking both CMAQ and TA would provide a larger pot of money for eligible agencies. Robert Yabes asked how the applicant can be expected to make the determination of what program to apply for, and how evaluators would know how to evaluate. Teri noted that the evaluative tool will automatically separate the projects into the appropriate evaluation categories. Susan noted that everyone might check off whichever box would be most competitive to them. Teri noted that agencies would not have to fill out two separate applications in order to apply for both CMAQ and TA funding.

Kristin Myers moved to approve motion to combine the CMAQ Bicycle and Pedestrian and the Transportation Alternatives application, and to add a checkbox to the combined application for agencies to select which program they are applying for. Susan Conklu seconded. The motion passed unanimously.

10. Bicycle and Pedestrian Evaluative Tool for CMAQ and TA Applications

Monique De Los Rios Urban from MAG presented on Bicycle and Pedestrian Evaluative Tool for CMAQ and TA Applications.

Monique provided background on federal requirements for performance measures, from MAP-21. MAP-21 requires MPOs to program federal funds based on a performance-based process. National goals include planning and programming goals to advance transportation at the local, regional, and state level. MAP-21 requires agencies to establish targets in many areas, including safety, mobility,

accessibility, and emissions. In the future, as proposed rules become final rules and laws, MPOs and DOTs will need to agree on targets for evaluative measures. There are currently five published notices of proposed rulemaking, with two additional notices forthcoming. In time, the federal government will issue final rules.

Monique explained to the Committee that the evaluative tool to be used in this Call for Projects is a modification of an existing tool MAG has already used in the last two funding cycles for Bicycle and Pedestrian projects. Monique noted that MAG initiated a performance measurement program in 2009. In 2010, a performance audit for RTP investments was completed, and the MAG Bicycle and Pedestrian Committee has been a part of this planning process. A second performance audit will occur in 2015. Monique noted that MAG has developed a web-based multi-modal dashboard which will incorporate bike count data soon. MAG has also developed a series of evaluative tools customized to various funding sources.

Monique stated that the purpose of this presentation was to discuss TA and CMAQ programming of federal funds. The evaluative tool to be used was created by looking at established performance measures, discussing program goals and objectives with the Committee, and developing an Excel-based tool that delivers a final result of a ranking of projects. MAG started development of the tool with a framework based on national measures. Monique showed example of the original CMP tool and proposed goals and objectives for the CMAQ and TA programs. Besides the air quality goals, the CMAQ goals are accessibility, safety/health/education, connectivity, user-friendliness, and implementation, while the TA goals are accessibility, connectivity, safety, inclusion in plans, and include outreach. Monique noted that these are similar goals for both programs.

Brian Rubin from MAG overviewed the proposed evaluation tool. The tool will be an excel sheet with a series of tabs, with a final prioritized ranking at the end. The first page overviews the program's goals and objectives. The second page displays general project information for each project. The third page overviews the quantitative criteria, while the fourth page displays the quantitative data from each application. The fifth page overviews the qualitative criteria while the sixth page displays the qualitative evaluation from each application. The seventh page displays an overview of the weighting criteria, and the eighth page is the results page. Brian noted that prioritized ranking will be automatically calculated by inputting the evaluative results into the tool. Monique clarified that the tool will automatically pull project information and quantitative data from the Excel applications. Teri added that the tool is a compilation of everything in the application, so the evaluator will not need to flip through the application to try to find answers.

Monique provided an overview of the proposed percentages for ranking criteria, and noted that MAG would take comments via email over a two-week period. Teri noted that comments from TRC and the Manager's Working Group indicated that the "Committee Rank" from previous evaluations was too high. Teri also noted that the CMAQ funding is intended to improve air quality, so the Committee will need to keep that air quality cost-benefit analysis in mind. Joe Schmitz asked for clarification on the evaluation process, and wished to verify that the Committee Rank score is the only one not automatically calculated. Monique clarified that the Committee Rank and the Qualitative Evaluation would both be done by the Committee.

Monique noted that this item was being considered for action that projects be evaluated with the proposed evaluative tool. Katherine Coles asked if action could be delayed to next month, or if it was

necessary to have an action saying that the Committee wants to use the tool, but that MAG will take more comments to clarify the tool. Teri noted that if agreement from the Committee cannot be reached, MAG will use last round's guidance. Katherine suggested that action be delayed to the July meeting, but that Committee Members' comments must be received in the next two weeks.

11. Chair and Vice Chair Appointments

Alex Oreschak from MAG presented on Chair and Vice Chair Appointments. Alex noted that the MAG Regional Council Executive Committee met on June 15, 2015, and selected a new Chair and Vice Chair for the MAG Bicycle and Pedestrian Committee. The new Chair will be current Vice Chair Jim Hash, from the City of Mesa. The new Vice Chair will be Jose Macias, from the City of El Mirage. Alex congratulated Jim and Jose on their appointments.

12. 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.

13. 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, 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 3:21 p.m.

June 30, 2015

TO: Members of the MAG Bicycle and Pedestrian Committee
FROM: Alex Oreschak, Transportation Planner II
SUBJECT: DESIGN ASSISTANCE APPLICATIONS REVIEW PROCESS

On July 21, 2015, the MAG Bicycle and Pedestrian Committee will meet to review and recommend for approval projects for the Bicycle and the Pedestrian Design Assistance program. There is \$400,000 available.

Applications will be posted on the MAG Bicycle and Pedestrian Committee webpage for committee members to download (<http://www.azmag.gov/Committees/Committee.asp?CMSID=1044>). Please use a copy of the attached evaluation sheet for each project. Bring the filled-in score evaluation sheets and the applications with you to the meeting. Each project representative will have three (3) minutes to give an overview of the project from the application and then there will be time for questions and answers. Committee members will have an opportunity to reassess their scores before submitting them to MAG staff. There will be no PowerPoint presentations.

The 13 Applications are listed in alphabetical order by member agency:

Cave Creek: Cave Creek Traffic Calming Roundabouts	\$ 50,000
Gilbert: Signage and Wayfinding Master Plan	\$ 50,000
Litchfield Park: Litchfield Road Mid-Block Pedestrian/Bicycle Crossing	\$ 15,500
Mesa: Main Street Cycle Tracks - Gilbert Road to Power Road	\$ 80,000
Peoria: 83 rd Avenue Sidewalk and Bike Lanes	\$ 30,000
Peoria: New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road	\$ 36,000
Phoenix: Missouri Avenue: 43 rd Avenue to 15 th Avenue Bikeways Project	\$ 85,000
Phoenix: Oak Street Corridor & SR-51 Frontage Road / 20 th Street Bicycle Improvements	\$ 68,000
Scottsdale: McDowell Road Bike Lanes: Pima Road to 64 th St	\$ 105,000
Surprise: Bullard Ave Multimodal Corridor Enhancement	\$ 89,800
Surprise: US60/Grand Ave Pedestrian Plaza	\$ 53,500
Surprise/El Mirage: Pedestrian Enhancements at Greenway Road And Thompson Ranch Road	\$ 35,000
Tempe: The Missing Link	\$ 55,000
Total requested	\$ 752,800

If you have any questions, contact Alex Oreschak at MAG at 602-452-5092 or email at aoreschak@azmag.gov

Comments Received

Comments Requested	Received by: Teri Kennedy, Alex Oreschak		
From Bike/Ped Committee	Meeting Date 6-15-2015, Due date for comments June 30, 2015		
Item	Comment	Date	Notes
Safety, #8	TK P: This is not clear what these elements mean to the overall application process. Need to make it simple.	6/16/2015	– The Safety Working Group has completed the evaluation matrix, and have boiled the evaluation down to a simple two questions for planning, and five questions for construction/procurement projects. Attachment will be provided at the 2015 July BP meeting.
Safety, #8	TK P: Are we going to get through this in time? What happens if we don't?	6/16/2015	– We use the previous weights and criteria.
Combining Apps, #9	TK P: Combining apps is much better. But, how do I write the application, the programs are different?	6/16/2015	–Speak to Goals and Objectives of the programs. You can expand in the Agency Project importance area.
Weighting, #10	TK P: How much meaning is all the Safety and other evaluative criteria going to have?	6/16/2015	– The measures/questions within the Qualitative and Quantitative and evaluation categories remain the same. How the weighting of the categories is proposed for change.
Weighting, #10	TK P: Having duplicate transit stop/PnR questions doubles the importance/weight. Agencies that do not have transit are penalized for bike/ped projects.	6/22/2015	– There was a duplicate transit question that was double counted, used now only for safety portion.
Weighting, #10	TK P: A project's importance to small agencies may be greater than that of a similar sized project to a larger agency.	6/16/2015	– Question added to Qualitative portion of evaluation for agencies to expand on the importance of the project to their community.
Weighting, #10	AO P: What does the committee rank mean?	6/29/2015	– It is similar to the old presentation rank, however it should not be indicative of the presenter's presentation skills. Look for quality of the project and how it meets the goals and objectives of the program(s).
General	AO P: Will interviews (presentations) be required?	6/29/2015	– Yes, Presentations by project sponsors give evaluators an opportunity to ask clarifying questions, and presenters experience with committees.
Criteria and Weighting	AO P: Funding linked to performance measurement for bicycle and pedestrian projects may not be appropriate, especially when we have so little count data (and the data we do have is not reflecting the demand). Or would a performance-based score, like air quality, only be used in evaluating between bicycle and pedestrian projects?	6/23/2015	– A blending of criteria, both qualitative and quantitative are used for generating the project scores. We will review the weighting at the July meeting. Data used for evaluation should be complete or be able to be estimated for all applicants (we are not quite there yet for bike counts, etc.)
Key: AO = Alex Oreschak, TK = Teri Kennedy, P = Phone conversation			

Transportation Alternatives (TA) / CMAQ Application For FY 2018, 2019, 2020 Projects



Due: September 21, 2015 at 10:00 a.m.

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

TA Amount Available: \$4,000,000/year (\$12,000,000 total)

CMAQ Amount Available: \$8,000,000/year (\$24,000,000 total)



:

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information

1. Name of Sponsoring Agency	
2. Agency Contact Name	
3. Phone Number of Agency Contact	
4. E-Mail Address of Agency Contact	
5. Mailing Address of Agency Contact	

Project Description

6. Please provide the Project Title.	
7. Please provide a concise, specific description of the project (250 character limit):	
8. Please provide the project limits:	

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PART B-DETAILED PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Bicycle Lane (4' min. w/o curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Protected Bike Lane | Other: |
| <input type="checkbox"/> Shared-use path (10' min.) | <input type="text"/> |
| <input type="checkbox"/> Sidewalk (5' min.) | |
| <input type="checkbox"/> Planning Study | |

3. What other major elements are included in this project? (Check all that apply)

- | | |
|--|----------------------|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input type="text"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="checkbox"/> Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input type="text"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

5. Please describe the existing condition of the project site and any problem(s) being addressed.

6. Please describe the work being done and improvements being made as part of this project.

PART B-DETAILED PROJECT DESCRIPTION

[Empty text box for project description]

7. What do you hope to achieve with this project?

[Empty text box for project goals]

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PART B-DETAILED PROJECT DESCRIPTION

8. Safety improvements to be included for this project: (Check all that apply)

- Medians with pedestrian crossing islands
- Roadway Reconfiguration (Road Diet)
- Striping/re-striping to narrow vehicle lanes
- Color pavement or similar treatment
- Lighting
- Landscape buffer between sidewalk and roadway
- Rectangular Rapid Flash Beacon (RRFB)
- Driver Feedback Sign

Other

9. Does this project include a road safety education component?

- Yes
- No

Please Explain:

10. How does this project or planning study address safety?

11. How does the project improve ADA facilities for persons with disabilities?

PART B-DETAILED PROJECT DESCRIPTION

12. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

13. How does the project create a sense of place?

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Project connects to other local bikeways

List of connected bikeways:

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

0 Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/4 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/4 mile

List routes and frequency:

17. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

0 Within 1/4 mile

List:

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

0 Within 1/4 mile

List:

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

PART B-DETAILED PROJECT DESCRIPTION

0 Within 1/4 mile

List:

[Empty text box for listing schools]

20. Number of K-8 public schools this project will benefit:

0 Within 1/4 mile

List:

[Empty text box for listing schools]

21. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

0 Within 1/4 mile

List:

[Empty text box for listing schools]

22. What are the demographics of the area served:

[MAG Demographic Mapping](#)

0 People Per Square Mile

0 % Families in Poverty

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

23. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

[Empty text box for linear project details]

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

[Empty text box for point project details]

Federal Functional Classification of the Facility:

[Empty text box for Federal Functional Classification]

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on:

[Empty text box for Type of Facility]

0 Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

PART B-DETAILED PROJECT DESCRIPTION

24. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

25. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

26. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

27. Please describe any right of way issues associated with the project.

28. Please indicate whether all parcels for this project have been inventoried.

Yes

No

29. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables
 Pipelines, Sewer and Water

Private Structures

Other:

:

PART B-DETAILED PROJECT DESCRIPTION

30. Please describe any utility conflicts that will need to be addressed.

31. Guidelines used to develop project: (Check all that apply)

- AASHTO Guide for Bicycle Facilities
- MAG Pedestrian Policies and Design Guidelines
- MAG Complete Streets Guide
- MAG Designing Transit Accessible Communities
- MAG Valley Path Brand & Wayfinding Signage Guidelines
- NACTO Urban Bikeway Design Guide
- RPTA Bus Stop Program and Standards

Other:

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PART B-DETAILED PROJECT DESCRIPTION

32. Jurisdiction has the following policies for improved bicycle/shared use facilities:

- With new development and capital improvement projects, bike lanes on arterial streets are:
- With new development and capital improvement projects, bike lanes on collector streets are:
- With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:
- With new development or during development retrofits, shared-use paths are:
- Bicycle program implemented, including bike education, safety events, and bike maps
- Complete Streets Policy

33. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
- Not addressed by jurisdiction's plans, policies, or practices
Explain:

34. How will the applicant measure the success of this project?

35. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

36. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

37. Will the project include wayfinding signage elements? If yes, please describe below.

Part C - Required Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.

Please insert ALL attachments at the end of your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.

Required Attachments:

1) Please attach a map showing the general location of the proposed project in relation to the region, including a north arrow.

2) Please attach a map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow.

3) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

4) Please attach a simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel.

OPTIONAL Attachments:

(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).

(OPTIONAL) Attach up to three (3) letters of support for the project.

(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Project Title:	Application Date:
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)		
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	4. HAZMAT ASSESSMENT	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	Subtotal Scoping (Part A)					\$0.00	\$0.00	\$0.00			
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	3. DRAINAGE REPORT	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	4. SWPPP	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	Subtotal PE (Part B)					\$0.00	\$0.00	\$0.00			
Subtotal Preliminary Engineering (Part A + Part B)					\$0.00		\$0.00	\$0.00			
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	Subtotal Right-of-Way Acquisition (Part C)				\$0.00		\$0.00	\$0.00			
D. Utility Relocation	1. Utility Relocation	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	Subtotal Utility Relocation (Part D)				\$0.00		\$0.00	\$0.00			
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPPP Measures	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Site Preparation	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Demolition	Sawcut	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Fencing	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Structural Concrete	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Asphaltic Concrete Pavement	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Hazmat Abatement	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Retaining Wall - Reinforced Concrete Cantilevered	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Earthwork	General Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Drainage Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Structural Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Structural Backfill	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Borrow (In Place)	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Curb & Gutter	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Aggregate Base	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Pathway Or Sidewalk Materials	Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Colored Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Stamped Color Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Precast Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Asphaltic Concrete	Ton	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Polymer or Resin Stabilized Surface	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Crosswalk Enhancement	Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Stamped Asphalt	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Stamped Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Integral Color Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Pedestrian ADA Ramp	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Culvert Extensions	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Pedestrian Lighting Including Conduit And Trenching	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
		Handrail	Standard	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Decorative	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Subtotal Hardscape Construction					\$0.00		\$0.00	\$0.00	

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Project Title:	Application Date:
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (1 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Cactus (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Organic	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Topsoil		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Seeding		Acre	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Turf Sod		SY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Boulders		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Irrigation System	Drip	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Turf	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Directional Bore	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Sleeving For Irrigation System	Cut and Patch	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Landscape Header Curb		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Landscape Establishment		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Subtotal Landscaping & Irrigation Items					\$0.00		\$0.00	\$0.00
		3. Site Furnishings	Benches	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
	Seatwalls		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Bike Racks		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Trash Receptacles		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Drinking Fountains		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Signage (Standard Traffic Control)		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Signage (Wayfinding)		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Tree Grates		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Site Furnishings					\$0.00		\$0.00	\$0.00	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)		Bicycle and Pedestrian Counter	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Subtotal Other Construction					\$0.00		\$0.00	\$0.00
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00	
		Traffic Control	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Construction Survey & Layout	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Construction Contingencies	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Construction Administration	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Mobilization & Administration Costs					\$0.00		\$0.00	\$0.00	
	Subtotal Construction Or Implementation Cost (Part E)					\$0.00		\$0.00	\$0.00	
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$0.00		\$0.00	\$0.00	
	G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000					\$30,000.00	No	\$0.00	\$30,000.00	
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$30,000.00		\$0.00	\$30,000.00		

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)			
1. ADOT Fee	\$30,000				
2. Design	\$0				
3. Right of way	\$0				
4. Utilities	\$0				
5. Construction	\$0				
6. Contingency	\$0	No more than 20% of Construction Cost			
7. Total Cost	\$30,000				
8. Will the agency maintain the improvement after it is completed?		<input type="text"/>			
9. Expected Annual Maintenance Cost		<input type="text"/>			
10. Identify Source of Maintenance Funds		<input type="text"/>			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design			\$0	Not Available	\$0
12. ADOT Fee			\$30,000	Not Available	\$30,000
13. Right of way			\$0	Not Available	\$0
14. Utilities			\$0	Not Available	\$0
15. Construction			\$0	\$0	\$0
16. Total Costs			\$30,000	\$0	\$30,000

PART F - SIGNATURE AND CHECKLIST

Checklist

This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

COVER SHEET	Complete?
Cover Sheet is completely filled out	
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 8 are complete	
PART B - Project Description	Complete?
Fields 1 - 13 (Project Description) are complete	
Fields 14 - 16 (Transit) are complete	
Fields 17 – 21 (Attractors and Demographics) are complete	
Fields 22 – 29 (Traffic, Environmental, ROW, and Utilities) are complete	
Fields 30 – 32 (Guidelines, Policies, and Plans) are complete	
Fields 33 – 36 (Maintenance, Performance Measurement, and Wayfinding) are complete	
PART C - Required Attachments	Complete?
Field 1 - Project map showing general project location is provided in the printed application and the PDF application.	
Field 2 - Project map showing detailed project location is provided in the printed application and the PDF application.	
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	
Field 4 - Cross-section(s) provided in the printed application and the PDF application.	
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	
PART D - Cost Estimate Worksheet	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	
Part A - Scoping is complete	
Part B - Final Preliminary Engineering Design is complete	
Part C - Right-of-Way Acquisition is complete	
Part D - Utility Relocation is complete	
Part E - Construction or Implementation is complete	
Parts F, G, and H - Costs are complete and accurate	
PART E - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete and costs are accurate	
Field 8 - 10 are complete	
Fields 11 – 14 Years are complete	
Fields 11 – 14 Local Funding Sources are complete	
Fields 11 – 14 Local Costs are complete and accurate	
Field 11 - 14 Federal Costs are complete and accurate	
Field 15 Total Costs are complete and accurate	
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	
Form is signed by MAG member agency's manager/administrator or designated representative.	
Name, title and date fields under the signature are completed.	

SIGNATURE(S):

As the MAG member agency's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	
Title:	
Date:	

DRAFT

The due date and time for project applications to be submitted to MAG is **Day of Week, Month, Day, 2015 at 10:00 a.m.**

Member agencies are to:

1) Submit TWO printed, signed, and complete applications to MAG.

Please verify that the application is COMPLETE and signed in Part F. Please also verify that all Required Attachments (Part C) are included at the end of the printed application.

2) Submit one CD with completed Excel application and a PDF of all required attachments to MAG.

Please verify that the entire, completed Excel application is on the CD, along with .PDFs of .JPEGs of all required attachments as specified in Part C.

To submit two printed, signed, and complete applications, and one CD with complete Excel application and all Required Attachments (Part C) to MAG, the applicant can mail to or drop off application **at MAG offices by Monday, September 21 2015 at 10:00 a.m.**

Maricopa Association of Governments
ATTN: Alex Oreschak,
302 N. 1st Avenue, Suite #300,
Phoenix, AZ 85003.

Or the applicant can scan a printed and signed application and transmit it via e-mail to tkennedy@azmag.gov, aoreschak@azmag.gov, or state@azmag.gov or by fax to 602-254-6490 by **Monday, September 21 2015 at 10:00 a.m.** If the applicant is transmitting a scanned, printed, and signed application via e-mail or fax, the applicant will mail or drop off the original printed application by **Wednesday, September 23 2015 at 10:00 a.m.**

Late and/or incomplete applications will not be accepted.

ADOT Review Fees for Certification Accepted Agencies/1

ADOT SECTION	FUNCTION	RATE	HOURS	CHARGE/2
Environmental Planning	Environmental Planning	\$ 50	100	\$ 5,000
Urban Project Management	Project Manager	\$ 60	60	\$ 3,600
Urban Project Management	Project Coordinator	\$ 60	20	\$ 1,200
SUBTOTAL			180	\$ 9,800
STAFF GRAND TOTAL				\$ 10,000

ADOT Review Fees for Non Certification Accepted Agencies/1

ADOT SECTION	FUNCTION	RATE	HOURS	CHARGE/2
Contracts and Specs	Contracts and Specs	\$ 60	200	\$ 12,000
District	District	\$ 55	18	\$ 990
Engineering Consulting Section	Engineering Consulting Section	\$ 40	24	\$ 960
Environmental Planning	Environmental Planning	\$ 50	100	\$ 5,000
Materials	Geotech Design	\$ 50	15	\$ 750
Materials	Geotech Field Investigation	\$ 50	5	\$ 250
Right of Way	Plans	\$ 50	40	\$ 2,000
Roadway Group	Roadway Design	\$ 55	40	\$ 2,200
Roadway Group	Roadway Review	\$ 70	5	\$ 350
Traffic	Traffic Design	\$ 55	45	\$ 2,475
Urban Project Management	Project Manager	\$ 60	40	\$ 2,400
Urban Project Management	Project Coordinator	\$ 60	10	\$ 600
SUBTOTAL			542	\$ 29,975
STAFF GRAND TOTAL				\$ 30,000

Notes:

1. Based on material provided by ADOT in July, 2015. All functions, rates, hours and costs are as listed in the material provided by ADOT. Items listed in the ADOT information for which no rates, hours and costs were included were omitted from the table.

2. Charges to agencies will be based on work performed by ADOT. Costs accrued will vary depending on project characteristics and may be either higher or lower than those listed in the table.

TRANSPORTATION ALTERNATIVES PROGRAM

Eligible Activities

Through consultation with MAG member agencies and with the approval of the MAG Regional Council, MAG has determined that the MAG Transportation Alternatives program will prioritize the following eligible activities:

1) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):

A. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

B. Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

2) The safe routes to school (SRTS) program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

A. Infrastructure-related projects

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

B. Noninfrastructure-related activities (There is a separate MAG application for non-infrastructure SRTS)

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

Eligible Project Sponsors

MAG has determined that, in order to qualify for MAG TA funding, any project application MUST be submitted by a MAG Member agency. Eligible entities who are not MAG Member Agencies may partner with a MAG Member Agency to submit a project, but the MAG Member Agency must be the primary project applicant.

Under 23 U.S.C. 213(c)(4)(B), the **Eligible Entities** to receive TAP funds are:

Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

MAG TA PROGRAM 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.

MAG TA PROGRAM 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.

- o **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.

- o **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.

CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM

Federal Eligibility Requirements

Title 23, Section 149 of the United States Code and as implemented in federal regulations provides for a number of eligibility requirements for CMAQ funding. These include the following:

- 1) The project must be located in a nonattainment area or maintenance area for at least one of the following: carbon monoxide, ozone or particulate matter (PM-10 and PM-2.5)
- 2) The project may not add through lane capacity

MAG Requirements for the Current Call for Projects

MAG has the following requirements:

- 1) The call for projects in the application is limited to MAG member agencies. Member agencies may sponsor projects on behalf of third parties, but must comply with all applicable State and Federal regulations.

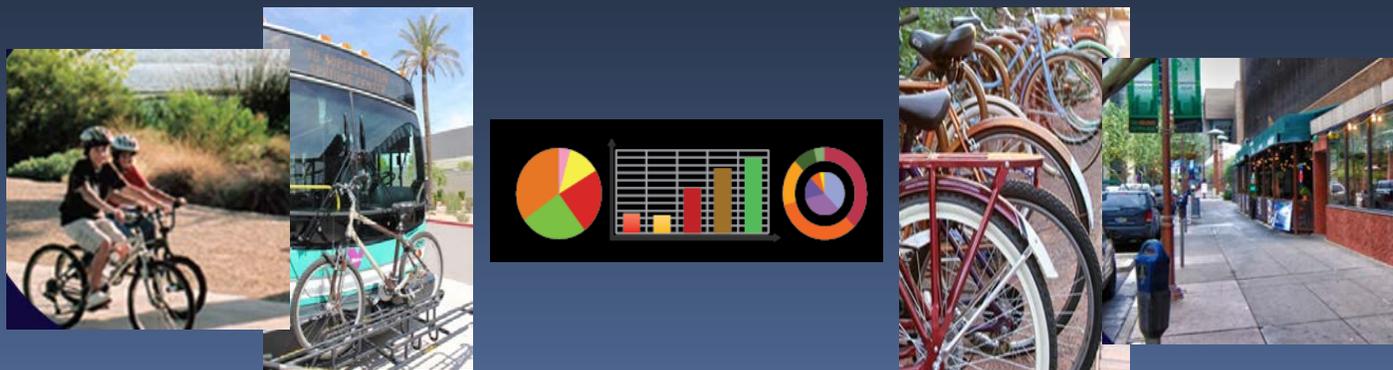
DRAFT



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Bicycle and Pedestrian Evaluative Tool

For
CMAQ and TA Program Applications
7/21/15



Goals and Objectives, Project Information

CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)

Bicycle and Pedestrian Project Evaluation Tool

1 Goals and Objectives

A	Accessibility
B	Safety/Health/ Education
C	Connectivity
D	User Friendliness
E	Implementation

CMAQ - Bicycle and Pedestrian Project Evaluation Tool

2 Project Information

PROJECT #	PROJECT NAME	LOCATION	LIMITS	TYPE OF WORK	SEGMENT LENGTH (MILES)	FACILITY		AADT
						LINEAR	POINT	
1	Project A	Location A	Project A Limits		8.4	Y		7,000
2	Project B	Location B	Project B Limits		0.9	Y		17,200
3	Project C	Location C	Project C Limits		0.3	Y		4,645
4	Project D	Location D	Project D Limits		0.25	Y		5,974
5	Project E	Location E	Project E Limits		1.55	Y		1,935

Quantitative Criteria

CMAQ Bicycle and Pedestrian Project Evaluation Tool			
3 Quantitative Criteria			
CRITERIA #	QUANTITATIVE CRITERIA - ALL OBSERVED DATA	RELATED GOALS AND OBJECTIVES	NOTES
1	Length of Facility Connected	C	
2	Number of Commercial and Employment Destinations	C	
3	Number of Activity Centers	C	
4	Number of K-8 Schools	C	
5	Number of Transit Stops and Park & Rides	A,C,D	
6	Number of Transit Routes Served	A,C,D	
7	Percent of Families in Poverty	B	
8	Population Density along the route (People / Square Mile)	C	
9	Number of different amenity types	C,D	

Qualitative Criteria

CMAQ - Bicycle and Pedestrian Project Evaluation Tool			
5	Qualitative Criteria		
CRITERIA #	QUALITATIVE CRITERIA	RELATED GOALS AND OBJECTIVES	NOTES
1	Improved access from residences to destinations	A	
2	Improved connectivity and access from residences to K-8 schools	D	
3	Project adequately addresses ROW, environmental, or utility issues	D	
4	Project includes effective education and marketing	D	
5	Project has an effective plan for maintaining/ repairing project	D	
6	Included in local plans and/or agency has a policy supporting the project	A,B	
7	Project follows professional/ regional guidelines	B,C	
8	Project includes design elements with the potential to eliminate or reduce crash risk exposure *Used only for Infrastructure Projects*	B	Used only for Infrastructure Projects
9	Project includes a safety education component - *Used only Infrastructure Projects*	B	Used only for Infrastructure Projects
10	Bicycle/ Pedestrian Volume - *Used only for Infrastructure Projects*	B	Used only for Infrastructure Projects
11	Vehicle Speed - *Used only for Infrastructure Projects*	B	Used only for Infrastructure Projects
12	Vehicle Volume - *Used only for Infrastructure Projects*	B	Used only for Infrastructure Projects
13	Project includes a safety education component - *Used only Planning Projects*	B	Used only for Planning Projects
14	Planning Study to Address Safety - *Used only for Planning Projects*	B	Used only for Planning Projects

Air Quality Score (CMAQ Projects Only)

CMAQ - Bicycle and Pedestrian Project Evaluation Tool				
7 Air Quality Score				
PROJECT #	PROJECT NAME	LOCATION	LIMITS	AIR QUALITY SCORE
1	Project A	Location A	Project A Limits	2
2	Project B	Location B	Project B Limits	4
3	Project C	Location C	Project C Limits	1
4	Project D	Location D	Project D Limits	3
5	Project E	Location E	Project E Limits	5
6				

Presentation Criteria and Committee Ranking

CMAQ - Bicycle and Pedestrian Project Evaluation Tool

8

Presentation Criteria

Score based on overall understanding of the project based on overall Application, Q&A and Presentation

- Does the proposed project address the identified problem?
- Does the proposed project demonstrate appropriate value for the local jurisdiction and the region?

CMAQ - Bicycle and Pedestrian Project Evaluation Tool

9

Committee Rank

Project #	Project Name	Location	Limits	Presentation Rank
1	Project A	Location A	Project A Limits	1
2	Project B	Location B	Project B Limits	4
3	Project C	Location C	Project C Limits	2
4	Project D	Location D	Project D Limits	3
5	Project E	Location E	Project E Limits	5

Assignment of Weights

CRITERIA		CMAQ		TA
Quantitative		30%		55%
Qualitative		15%		30%
Air Quality		40%		0%
Committee Rank		15%		15%
Total		100%		100%

Weighting of Quantitative Criteria: CMAQ and TA

CMAQ Tool – 30%

CRITERIA #	QUANTITATIVE CRITERIA	Assign Weights
1	Length of Facility Connected	3.333%
2	Number of Commercial and Employment Destinations	3.333%
3	Number of Activity Centers	3.333%
4	Number of K-8 Schools	3.333%
5	Number of Transit Stops and Park & Rides	3.333%
6	Number of Transit Routes Served	3.333%
7	Percent of Families in Poverty	3.333%
8	Population Density along the route (People / Square Mile)	3.333%
9	Number of different amenity types	3.333%

TA Tool – 55%

CRITERIA #	QUANTITATIVE CRITERIA	Assign Weights
1	Length of Facility Connected	6.111%
2	Number of Commercial and Employment Destinations	6.111%
3	Number of Activity Centers	6.111%
4	Number of K-8 Schools	6.111%
5	Number of Transit Stops and Park & Rides	6.111%
6	Number of Transit Routes Served	6.111%
7	Percent of Families in Poverty	6.111%
8	Population Density along the route (People / Square Mile)	6.111%
9	Number of different amenity types	6.111%

Weighting of Qualitative Criteria: CMAQ and TA

CMAQ Tool – 15%

TA Tool – 30%

CRITERIA #	QUALITATIVE CRITERIA	Assign Weights
1	Improved access from residences to destinations	1.875%
2	Improved connectivity and access from residences to K-8 schools	1.875%
3	Project adequately addresses ROW, environmental, or utility issues	1.875%
4	Project includes effective education and marketing	1.875%
5	Project has an effective plan for maintaining/ repairing project	1.875%
6	Included in local plans and/or agency has a policy supporting the project	1.875%
7	Project follows professional/ regional guidelines	1.875%
8	Project includes design elements with the potential to eliminate or reduce crash risk exposure *Used only for Infrastructure Projects*	0.563%
9	Project includes a safety education component - *Used only Infrastructure Projects*	0.188%
10	Bicycle/ Pedestrian Volume - *Used only for Infrastructure Projects*	0.375%
11	Vehicle Speed - *Used only for Infrastructure Projects*	0.375%
12	Vehicle Volume - *Used only for Infrastructure Projects*	0.375%
13	Project includes a safety education component - *Used only Planning Projects*	0.375%
14	Planning Study to Address Safety - *Used only for Planning Projects*	1.500%

CRITERIA #	QUALITATIVE CRITERIA	Assign Weights
1	Improved access from residences to destinations	3.750%
2	Improved connectivity and access from residences to K-8 schools	3.750%
3	Project adequately addresses ROW, environmental, or utility issues	3.750%
4	Project includes effective education and marketing	3.750%
5	Project has an effective plan for maintaining/ repairing project	3.750%
6	Included in local plans and/or agency has a policy supporting the project	3.750%
7	Project follows professional/ regional guidelines	3.750%
8	Project includes design elements with the potential to eliminate or reduce crash risk exposure *Used only for Infrastructure Projects*	1.125%
9	Project includes a safety education component - *Used only Infrastructure Projects*	0.375%
10	Bicycle/ Pedestrian Volume - *Used only for Infrastructure Projects*	0.750%
11	Vehicle Speed - *Used only for Infrastructure Projects*	0.750%
12	Vehicle Volume - *Used only for Infrastructure Projects*	0.750%
13	Project includes a safety education component - *Used only Planning Projects*	0.750%
14	Planning Study to Address Safety - *Used only for Planning Projects*	3.000%

Prioritized Results

CMAQ - Bicycle and Pedestrian Project Evaluation Tool						
12	Prioritized Results					
FINAL RANK ORDER	PROJECT # AND LIMITS	QUANTITAVE RANK	QUALITATIVE RANK	AIR QUALITY RANK	COMMITTEE RANK	TOTAL SCORE
1	Project C Limits	3	5	1	2	3.588
2	Project A Limits	5	2	2	1	3.347
3	Project D Limits	1	1	3	3	3.134
4	Project B Limits	2	4	4	4	2.437
5	Project E Limits	4	3	5	5	1.565
6						

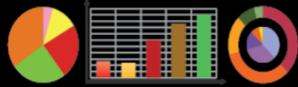
ACTION:

For information, discussion & action.

***Suggested:* Recommend that CMAQ B/P and TA Infrastructure project applications be evaluated as CMAQ, TA, or CMAQ and TA using the proposed Evaluative Tools.**

MAGni↑ude

Transportation Performance Dashboard



interactive visualization tool for regional multimodal transportation information and analysis

performance.azmag.gov

In collaboration with the Arizona Department of Transportation and Valley Metro



Regional Transportation Plan (RTP)
Project Cards



informational viewer tool for all completed and underway RTP Freeway projects and Light Rail transit projects

projectcards.azmag.gov

In collaboration with the Arizona Department of Transportation and Valley Metro

Thank you

Monique de los Rios-Urban

mdelos@azmag.gov

602.452.5061

Brian Rubin

brubin@azmag.gov

602.759.1805

www.azmag.gov

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 21, 2015

SUBJECT:

Evaluative Tools for Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) project prioritization

SUMMARY:

In preparation for the FY2017-21 TIP programming cycle, two performance-based Evaluative Tools have been prepared based on the original Congestion Management Process (CMP) Tool that the Bicycle and Pedestrian Committee used in the last two Call for Projects cycles. These tools have been customized with updated modal criteria as a result from Committee input and incorporate both quantitative and qualitative data that is taken directly from the Project Application.

PUBLIC INPUT:

None

PROS & CONS:

PROS: These tools will allow for projects to be prioritized through a data driven process, leading to increased accountability and transparency.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

ACTION NEEDED:

Recommend that CMAQ Bicycle and Pedestrian and TA Infrastructure project applications be evaluated as CAMQ, TA or CMAQ and TA using the proposed Evaluative Tools

PRIOR COMMITTEE ACTIONS:

This item was presented at the June 16, 2015, Bicycle and Pedestrian Committee. It was decided at that time that the Committee would like a chance to review the item, and revisit it at the next meeting of the Bicycle and Pedestrian Committee on July 21, 2015.

MEMBERS ATTENDING

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

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

CONTACT PERSON:

Monique de los Rios-Urban or Brian Rubin (602) 254-6300

This safety evaluation criteria and guidance is provided for the use of the Bicycle and Pedestrian Committee members participating in evaluation of TAP and CMAQ Bicycle and Pedestrian project applications. In addition, the applicant may use this as guidance for the development of project applications in order to increase the potential of meeting the safety evaluation criteria outlined below. Applicants are encouraged to consider development of applications in coordination with their agencies transportation safety engineering staff; this would be the local agency staff whose responsibility is to direct/oversee transportation safety planning or any other engineer level transportation safety program for your agency, such as a City Traffic Engineer or equivalent. MAG staff can provide a resource for this coordination, at the request of the applicant. Please contact Alex Oreschak at MAG via e-mail to AOreschak@azmag.gov to request this information.

TAP and CMAQ Bicycle and Pedestrian - Infrastructure Projects

Safety Criteria	Max Points	Reference Question**	Guidelines
Crash Risk Mitigation	3	B.3, 8,10	This safety criteria provides a maximum of 3 points to a proposed Bike-Ped project, based on project design elements with potential of eliminating or reducing crash risk exposure. Types of projects that eliminate crash risk exposure may include grade separation such as a bridge or tunnel. Types of projects that reduce crash risk exposure include signalized midblock crossings/HAWKS, medians with pedestrian crossing islands, road diets, striping, lighting and driver feedback signs . The evaluator will assign points based on answers provided to Questions B.3, 8 and 10 .
Safety Education	1	B.9	A maximum of 1 point will be given to projects that include a road safety education component as part of the proposed project's scope. Examples of this could be education materials specific to the proposed project to be distributed in water billing or safety education events specific to the proposed project as part of other scheduled events. Response to Question B.9 in the MAG Project Application identifies if Safety Education is addressed. The following point scheme is to be used: (a) No Safety Education Indicated - 0 points; (b) Safety Education Indicated and some detail provided in the explanation - 1 point.
Crash Risk Exposure - Bike/Ped Volume	2	B.15-22	This safety criteria provides a maximum of 3 points to a proposed Bike-Ped project, based on the likely bike/ped volumes affected by the proposed Bike-Ped facility improvement. An inherent assumption is that the project would result in at least basic safety improvements due to adherence to Guidelines (See response to Question B.31), verified elsewhere in the application. <u>The evaluator is required to make a subjective assessment of the likely bike-ped volumes affected by the proposed project, based on responses to Question B.15-22 in the application</u> (Transit Facilities, Number of Activity Centers, Number of Commercial or Employment Centers and Schools, Demographics of the area served). The following point scheme is to be used: (a) likely low bike-ped volumes - 0 points ; (b) likely medium bike-ped volumes - 1 point ; and (c) likely high bike-ped volumes - 2 points .
Crash Risk Exposure- Vehicle Speed	2	B.23	This criteria provides a maximum of 2 points to a proposed Bike-Ped project, based on an assessment of crash risk exposure, for bicyclists and pedestrians, at the project site due to the vehicle speed on adjacent or crossing roads. An inherent assumption is that the proposed project would help mitigate this crash risk. The posted speed limit is used as a surrogate for traffic speed at the location. The evaluator will assign points based on answers provided to Question B.23 . The following point scheme is to be used: (a) If posted speed limit is 25 MPH or less - 0 points; (b) 30 -35 MPH - 1 point; (c) 40 MPH or greater - 2 points.
Crash Risk Exposure- Vehicle Volume	2	B.24	This criteria provides a maximum of 2 points to a proposed Bike-Ped project, based on an assessment of crash risk exposure, for bicyclists and pedestrians, at the project site due to the volume of vehicular traffic on adjacent or crossing roads. An inherent assumption is that the proposed project would help mitigate this crash risk. The traffic volume is estimated based on ADT at the location. The evaluator will assign points based on answers provided to Question B.24 . The following point scheme is to be used: (a) ADT < 5k - 0 points; (b) ADT 5-15k - 1 point; (c) ADT > 15k - 2 points.

TAP and CMAQ Bicycle and Pedestrian - Planning Studies - i.e. DCRs, PAs, and Bike/Pedestrian Master Plans

Criteria	Max Points	Reference Question	Guidelines
Safety Education	2	B.9	A maximum of 2 points will be given to projects that include a road safety education component as part of the proposed project's scope. Examples of this for planning studies would be to identify targeted safety education campaigns specific to the infrastructure being assessed or included as part of the Bike Master Plan, etc. Response to Question B.9 in the MAG Project Application identifies if Safety Education is addressed. The following point scheme is to be used: (a) No Safety Education Identified - 0 points; (b) Safety Education Included - 2 points.
Planning to Address Safety	8	B.10	This criteria provides a maximum of 8 points based on how well safety will be addressed in the proposed planning study or Bike/Pedestrian Master Plan. The responses provided to Question B.10 would be the basis for awarding points. <u>The evaluator is required to make a subjective assessment of how well the proposed study addresses safety issues.</u> The following point scheme is to be used: (a) A low level of detail provided in Question B.10 , 1-3 points; (b) A medium level of detail provided in Question B.10 4-6 points; (c) A Study that addresses an identified a bike-ped safety issue, or a Master Plan that includes a Safety Action Plan as expressed in B.10 , 7- 8 points.

** Reference Question number is subject to change.