

August 10, 2015

TO: Members of the MAG Bicycle and Pedestrian Committee

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

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, August 18, 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 August 18, 2015 meeting, the quorum requirement is 12 committee members.

2. Approval of the July 21, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the July 21, 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. Request for 2nd Deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal

The City of Phoenix has requested to defer its FY 2015 multiuse path construction project on the Grand Canal near Indian School Road and 16th Street. This project was previously deferred from FY 2014 to FY 2015.

The MAG Federal Programming Guidelines require approval through the MAG Committee process for a second deferral. To receive a second deferral the project sponsor must present to MAG Committees and establish that the cause of the project deferral was beyond the control of the project sponsor and that the sponsor has identified the problem causing the delay, continues to provide a financial and staff commitment to the project and has a plan and schedule for addressing the problem.

At the meeting City of Phoenix staff will provide a presentation and respond to questions on the deferral request.

7. Update on AASHTO U.S. Bicycle Route System Study

Michael Sanders from ADOT will present an update on the AASHTO U.S. Bicycle Route System (USBRS) Study, including an update of USBRS 90, which would run through the Phoenix region.

8. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

6. For information and discussion and possible action to recommend to 2nd deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal to FY 2016.

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

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, 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, July 21, 2015 at 1:00 p.m.
MAG Office Building, Ironwood Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

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

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

OTHERS PRESENT

Margaret Boone, MAG	Kenneth Steel, Maricopa County
Monique De Los Rios Urban, MAG	Department of Public Health
Teri Kennedy, MAG	Brian Fellows, AMEC Foster Wheeler
Alex Oreschak, MAG	Justin Azevedo, Coffman Studio
Brian Rubin, MAG	Jim Coffman, Coffman Studio
Tim Strow, MAG	Michael Park, EPG
Melanie Dykstra, Town of Gilbert	Jason Harrington, HP+D
Joe Perez, City of Phoenix	Doug McCants, Horrocks
Eileen Yazzie, City of Phoenix	Brian Sager, Kimley Horn
Martin Lucero, City of Surprise	Radu Nan, Kittelson & Associates
Chase Walman, City of Tempe	Chris Milner, TY Lin
Suzanne Day, Valley Metro	

1. Call to Order

Chair Jim Hash called the meeting to order at 1:01 p.m.

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

Katherine Coles moved to approve the meeting minutes of the MAG Bicycle and Pedestrian Committee for June 16, 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.

4. Staff and Member Agency Reports

Eric Iwersen informed the Committee that, through local funds in Tempe's pavement management program, Tempe completed a public process to add bike lanes to three miles of McClintock Drive, converting the road from a six- and five- lane arterial to a four-lane arterial, including a 1.5 mile stretch of protected bike lanes. Grant Anderson stated that Youngtown's Peoria Avenue Bike Path was officially out to bid, and fully designed and funded. Bids were due back to Youngtown by August 15, with construction to start in late September.

Brandon Forrey noted that Peoria opened the section of the New River Multi-Use Path from Olive Avenue to Northern Avenue. The new path segment connects to an under construction segment in Glendale from Northern Avenue to Bethany Home Road. The segment in Glendale is not open yet, but will be soon. Kristin Myers informed the Committee that Gilbert had been utilizing \$340,000 of Americans with Disabilities Act (ADA) transition money to fill in most of the sidewalk gaps and needed ADA alterations along their transit corridors. Gilbert is currently working on driveway enhancements and new bus stops with shade structures. In the future, they plan to continue making such improvements beyond the transit corridors. Kristin thanked Brandon for his help with ADA ramps and other issues.

5. Valley Bike Month

Suzanne Day from Valley Metro provided an update on Valley Bike Month and Commute Solutions. Suzanne noted that a draft calendar of events for April 2016 had been emailed to Committee members, and that event planning has begun. Suzanne stated that there used to be a Valley Bike Month planning meeting prior to the Committee meeting, and that Valley Metro would be restarting those meetings for

August through October. The meetings would be from 11:30 to 12:45 at Valley Metro offices, in brown bag lunch format, with soft drinks and treats provided. Suzanne also announced new one-day Sharetheride.com contests for April 20 and May 20. Valley Metro would also like to support individual Valley Bike Month events electronically and through social media.

Suzanne also provided information on Bicycle Safety programs through Valley Metro, and indicated contact information for member agencies to get more details. Suzanne noted that a “Bicycle Basics for Kids” workshop was held June 26 at Mesa Public library. There were 45 children and 13 parents in attendance, and kids received education, free helmets, knee and elbow pads, a bike bell, and a safety activity book. Valley Metro also held three bicycle safety booths at Dignity Health “Safety Safari” events throughout July, and is currently distributing Bicycle Rodeo Kits to Valley Boys & Girls Clubs. Suzanne noted that the bicycle rodeo kits will also be available to municipalities and other entities. The kits include props, instructions, materials, and permission slips, and training is also included.

Chair Jim Hash encouraged all the agencies to be a part of the bike month events and preparations. Agencies put a lot of focus on infrastructure and the built community, but it is also important to encourage people to ride through events, and to strive to make everyone more bike friendly.

6. Presentation, Review and Recommendation for Approval of the FY 2016 MAG Design Assistance Project Applications

Alex Oreschak from MAG introduced the FY 2016 MAG Design Assistance Project Applications. Alex noted that Committee members would be asked to hear presentations on 13 project applications. Presentations would be given in alphabetical order by member agency. Each presentation would be three minutes long, and there would be time given for questions after each presentation. Following the presentations, Committee members would be asked to evaluate and rank the thirteen projects, with the Committee ultimately recommending a final ranking of projects to advance.

Melanie Dykstra from Gilbert presented on the Signage and Wayfinding Master Plan project. Melanie indicated this project was for a signage and wayfinding master plan for Gilbert’s entire trail system, which includes 32 miles of existing improved trail, 17 miles of unimproved but useable trail, and 25 miles of future, unbuilt trail. There is interest in providing consistent information throughout Gilbert and in concert with the MAG wayfinding guidelines. In looking at the existing trail system, there is minimal signage, and the existing signage is inconsistent, with some areas including no signs at all. There are also no kiosks or maps in the system. Susan Conklu asked Gilbert about connections to existing and future transit routes and park & rides. How many transit routes in Gilbert would link up to the path network? Melanie replied that the network connects to five transit routes.

Mike Gillespie from Litchfield Park presented on the Litchfield Road Mid-Block Pedestrian/Bicycle Crossing Project. Mike noted that the project would be a three phase crossing. Users would cross one set of traffic lanes, walk parallel to the roadway in the median, then cross the other two lanes of traffic. This would give users plenty of time to see traffic. The project would also include rectangular rapid flash beacons and lighting. This project would provide better access to areas to the north and across Litchfield Road. On one side of the project is old homes and a lot of green space. On the other side is more modern development with younger families. This project is the number one priority for the mayor and city council, and is included in the general plan. Katherine Coles asked what the ADT

is on Litchfield Road. Mike replied that Litchfield Road's ADT was 16,000, on a 40 m.p.h. four-lane arterial. Brandon Forrey asked if Litchfield Park had any pedestrian counts or projected user levels. Mike noted that there were none yet, but that counts would be part of the preliminary engineering process.

Jim Hash from Mesa presented on the Main Street Separated Bike Lanes and Complete Street Project - Gilbert Road to Power Road. This project would include separated bike lanes each side of Main Street, with shade and enhanced sidewalks. This corridor sees many pedestrians every day, and is one of the heaviest used transit routes with both Link and a local bus route, with 16,000 bicycles a year boarding the buses. The project will accompany the extension of light rail to Gilbert Road, which is to be finished in 2017. Brandon Forrey asked if there was an effort to deal with driveways with this project, and how a cycle track would mix with driveways. Jim replied that a potential bus rapid transit corridor on Main Street would operate in a dedicated guideway in the center of the street, and that two one-way cycle tracks would be built center-running adjacent to the dedicated guideway.

Brandon Forrey from Peoria presented on the 83rd Ave Sidewalk and Bike Lanes project. The existing corridor is a 24-foot wide stretch of road with no space for bike infrastructure. The corridor was identified in Peoria's 2007 Bike Master Plan, and is the most frequently cited gap in infrastructure. It has a current bicycle level of service of E. 85th percentile speed on this stretch of road is 55 m.p.h. The project would build the second quarter of the street as an interim improvement, with space to provide sidewalks and bike lanes. Peoria already owns the right of way. If this segment was completed, the proposed United States Bicycle Route (USBR) 90 could be rerouted, taking bike riders off of Lake Pleasant Parkway sooner. This project would cost just over half of the average submitted project cost for this round. Susan Conklu asked what the length of the project area was. Brandon replied that the project area was 1.1 miles long. Susan asked when the other half or quarter would be built in the future. Brandon replied that it would be developer driven, with two separate segments, and it is currently unknown when the developer would complete the other segment.

Brandon Forrey from Peoria presented on the New River Multi-Use Path: Pinnacle Peak Road to Happy Valley Road Project. Brandon noted that this project dovetails nicely with the 83rd Avenue project; both are in the same vicinity and this project was included in the project overview for the other application. Gaps in New River Path in the project area currently sever two parts of Peoria from the bike network. Other gaps have been filled in, but these are the last segment gaps remaining. The project would provide an alternative to two on-street routes: 67th Ave with no bike lanes and 83rd Ave with bike lanes and a 46 m.p.h. 85th percentile speed. Both on-street routes have a lot of traffic generated by nearby schools, and it can be a challenge for commuting hours. Peoria currently has the right of way for one segment but not the other. Because the alignment is not set yet, the Arizona State Land Department will not discuss the project with Peoria. The southern segment already has a 20 foot dedicated easement, but Peoria wants to re-evaluate the existing alignment as part of this project. This project would close a major gap, and helps USBR 90 as the 83rd Ave project does. This project would allow access to New River two miles earlier for USBR users. Katherine Coles asked why property owners want the alignment moved away from its current location. Brandon replied that the owners have a multi-house family compound and would like a greater buffer between the public use and their property. Katherine asked who would take care of the land between the alignment and the property. Brandon replied that a review of that would be part of the project process.

Ian Cordwell from Cave Creek presented on the Cave Creek Traffic Calming Roundabouts Project. Cave Creek is proposing design assistance for two roundabouts in the town core. One intersection is just north of town hall, at the confluence of several subdivisions. Residents proposed the need for a

roundabout. Updating the intersection of Cave Creek Road and Schoolhouse Road has been on the books since March 2000. There has been more and more pressure to develop the corners of the intersection. The project is not a major link to other communities, but is critical to the Town of Cave Creek. The intersection is currently a four way stop, but there are a lot of issues with people running stop signs. This project would help demonstrate a better solution to Town Council and citizens. People would have to pay more attention at the intersection. Susan Conklu asked what sidewalks, bikeways, and crossings currently exist. Ian noted that the town is about to start construction on bike lanes along the corridor. There is limited right of way for sidewalks, but there is likely right of way for the roundabouts. Katherine Coles noted that the roundabouts seem to be more for cars, and asked how this was a bicycle or pedestrian project. Ian noted that the intersections affect bike riders and pedestrians at both intersections, and that the roundabouts would improve safety for users crossing at these intersections.

Katherine Coles from Phoenix presented on the Missouri Ave: 43rd Avenue to 15th Avenue Bikeway Project. The City of Phoenix has Capital Improvement Program funding for construction of both Phoenix projects. This project was identified in ReInvent Phoenix plans. There is not much east-west bicycle route connectivity in the middle of Phoenix currently. This project would connect from the light rail station at 19th Ave and Montebello Ave. There are currently only two dedicated I-17 crossings, at Maryland and Jomax. This is an opportunity for a low-stress bicycling environment. There are five schools directly touching Missouri Ave, and many parks. The route could connect to Glendale, possibly with a mid-block crossing, to bike lanes at 47th Ave. Katherine noted MAG support for looking at an I-17 crossing the in Spine Study. Susan Conklu noted that the application indicated 46 collisions, and asked if they were all pedestrian-related? Katherine said she was not sure. Jason Crampton asked if sidewalks currently exist along Missouri Ave. Katherine replied that they do. Grant Anderson asked why Missouri Ave was selected, as Maryland Ave is a significant bike route just one mile from Missouri Ave. Katherine replied that Missouri was identified as a priority in Phoenix's Bike Master Plan, has good access to light rail, and serves many schools and different populations.

Katherine Coles from Phoenix presented on the Oak Street Corridor & SR-51 Frontage Road/20th Street Bicycle Improvements. There are not many east-west bicycle routes in the middle of Phoenix. Oak Street is another collector street with a low-stress environment. The goal of the project is to enhance bike facilities from 3rd St to SR-51, where there is an existing bridge over the freeway. The project would then use the frontage road to connect to Thomas Road, and continue to the Grand Canal on Thomas Road. There is an opportunity for many different facilities. The project would connect to midtown Phoenix. In some cases, there is not currently directional signage to get users where they're going. The route has a lot of employment access. It can connect to light rail and buses to downtown Tempe and Mesa. The Thomas Road bus route is Phoenix's highest capacity route. There are five schools and two parks on the corridor. There is an opportunity for the community to access activities and employment in a healthy manner. There is support from St Luke's Health Initiatives for both projects. Brandon Forrey asked which project is a higher priority for Phoenix based on community input. Eileen Yazzie replied that Oak Street was ranked #13 and Missouri Ave #17 in the Phoenix Bike Master Plan.

Susan Conklu from Scottsdale presented on the McDowell Road Bike Lanes: Pima Road to 64th Street Project. Along the corridor, there is about one mile of existing bike lanes on two sections. McDowell Road is a major east west gap in Scottsdale. The project would connect to Phoenix and Salt River Pima Maricopa Indian Community, out to the Beeline Highway. The project intersects three north-south paths two of which connect Tempe. Overall, the project connects to 70 miles of continuous bike lanes. McDowell Road currently has a bike level of service of E. The area has a lot of job centers, including

General Dynamics and Sky Song. There are nearby shopping centers, banks, and new multi-family residential. The population density along the corridor is almost 5,000 people per square mile, the densest part of the city. There are three elementary schools, one middle school, and seven private schools near the corridor. Seven transit routes connect to the corridor. The project is a high priority for City Council and is the Transportation Director's highest priority transportation project. The project would connect a lot of destinations on a busy arterial, will narrow transportation lanes, and is a current bond project. Brandon Forrey asked if this a simple retrofit of bike lanes through narrowing travel lanes. Susan replied that the project would involve a curb-to-curb retrofit, as some medians are too wide, so it will require median work and a determination of how to modify everything to make it fit the right way. Brandon expressed concern over the project cost. Susan replied that previous projects have been estimated too low, so Scottsdale is scrutinizing costs more and trying to paint a more accurate picture, but is willing to be flexible if needed.

Stephen Chang from Surprise presented on the Bullard Avenue Multimodal Corridor Enhancement Project. Bullard Ave is currently a four-lane minor arterial. There are certain portions with no medians, and some with medians. The corridor varies in right of way and lane widths. The ADT is currently 8,000. There are seven schools within a half mile of the corridor. The City Recreation Center, public library, a stadium, a church, and city parks are all nearby. There is momentum in the city for a multi-modal corridor. In May, the speed limit on Bullard Ave was lowered to 35 m.p.h. and the project area was reclassified as a collector. Temporary bike lanes were inserted near a school to help teach people about bike lanes. There are two proposed HAWK signals along Bullard Ave. Several residents and parents would walk kids to school if they felt Bullard Ave was less dangerous. The project would include a raised landscaped median, one travel lane, one electric vehicle lane, one buffer zone, and one raised cycle track. Grant Anderson asked if the bike path would connect anywhere on the south or the north. Bullard Ave starts at Bell Road and ends at Peoria Ave. Stephen noted that it would connect to bike lanes on cross streets, and into central neighborhoods. It would also connect to Greenway Road. Susan asked about the temporary bike lane and if it would be taken away later. Stephen replied that it's currently a striped lane and the project would replace it with a raised cycle track.

Martin Lucero from Surprise presented on the US60/Grand Ave Pedestrian Plaza Project. This application was developed in conjunction with ADOT in an effort to improve US-60 in relation to the COMPASS study and Original Town Site plans. The area includes a high school and an elementary school. Students currently need to cross US-60 at Greenway Road and Dysart Road. The City is looking for an alternative to the canal ditch. Children are currently going down into the canal or along an access service road. This project would provide a better facility by undergrounding the canal and placing a pedestrian plaza atop it. It will eventually connect to the commercial district and original neighborhoods. This project is only for 1.3 miles, but the hope is for developers to come in to help for other areas of the corridor. The northern part of US-60 from Greenway Road to Bell Road will be under design, and this project would address US-60 south of Greenway Road. Katherine Coles asked if shade trees would be proposed as part of the project. Martin replied that landscaping and shade trees would be incorporated, as well as biking space and seating.

Martin Lucero from Surprise presented on the Pedestrian Enhancements at Greenway Road and Thompson Ranch Road Project. El Mirage partnered with City of Surprise on this project. The project will help children who live in the Surprise Original Town Site. There are no schools in the Original Town Site. Kids must cross Greenway Road or El Mirage Road, or cross US-60 and the BNSF railway. There are sight line issues and large rail site issues. The project would help people get to the west side of the road. Most of the project would be in El Mirage. Brandon Forrey asked if any pedestrian counts were available. Martin replied that there are not, but that the school is

considered a walking school, so 60% of 600 schoolchildren must walk from the Original Town Site. Brandon also asked if this project was specifically for children, or if other adults are anticipated to cross as well. Martin replied that the people crossing were multi-generational (grandmas and grandpas helping children to cross). There is also a lot of business district traffic trying to access groceries and shopping. Katherine Coles asked what the funding strategy for the project was. Martin replied that the project was in Surprise's Capital Improvement Program, and hopefully other funding sources such as El Mirage, Safe Routes To School, or Transportation Alternatives could be identified as well.

Eric Iwersen from Tempe presented on the Missing Link Project. This project is an important missing link in the regional system. It includes a half mile of shared use path, a signalized crossing at a 45 m.p.h. arterial, and a crossing of functioning freight rail tracks. It is part of the Sun Circle Trail, in the Tempe Transportation Plan, and part of the BikeIT system of bike boulevards. People are currently trespassing on SRP land and a public golf course, and climbing over a chain link fence, to avoid detours in the project area. The project would connect the Western, Kyrene, and Highline Canals. The design would be for formal and safe bicycle and pedestrian access. The City owns the right of way and shares the street with SRP, which supports the project. It would cross railroad tracks and connect to the future north-south railroad path, which was designed last year. It would link to Tempe, Chandler, Phoenix, Guadalupe, and Gilbert. It would be designed to be ADA, MUTCD, and AASHTO compliant. Tempe would utilize the MAG Pedestrian Design Guide and the Valley Path Wayfinding Guidelines. Maintenance funds and Capital Improvement Program funds are already identified for the project. The project would complete the 12 mile Western Canal system. Kristin Myers asked for greater detail on the UPRR connection. What commitment is in place from UPRR? Eric noted that it is an existing street crossing in the Federal Railroad Administration database and can be used already. The other project this connects to is a project parallel to the railroad, and it is exclusive of Union Pacific's right of way. The street crossing is an existing improved street crossing that is already allowed.

Following the presentations, Committee members were asked to fill out a final ranking sheet indicating project rankings from #1 to #13. Chair Jim Hash then moved to the next agenda item while MAG staff compiled the results of the Committee ranking.

Following Agenda Item #8, Chair Jim Hash returned discussion to Agenda Item #6: FY 2016 MAG Design Assistance Project Applications. Alex Oreschak from MAG displayed the final rankings and recommended project awards to the Committee. Seven projects were recommended to receive funding. The final rankings and award were:

- #1. City of Mesa: Main Street Separated Bike Lanes and Complete Street Project - Gilbert Road to Power Road. \$80,000
- #2. City of Tempe: The Missing Link. \$55,000
- #3. City of Phoenix: Missouri Avenue: 43rd Avenue to 15th Avenue Bikeway Project. \$85,000
- #4. City of Phoenix: Oak Street Corridor & SR-51 Frontage Road/20th Street Bicycle Improvements. \$68,000
- #5. City of Peoria: New River Multi-Use Path: Pinnacle Peak Road to Happy Valley Road. \$36,000
- #6. City of Surprise/City of El Mirage: Pedestrian Enhancements at Greenway Road and Thompson Ranch Road. \$35,000

#7. Town of Gilbert: Signage and Wayfinding Master Plan. \$41,000

Kristin Myers moved to recommend approval of the 2016 MAG Design Assistance Projects. Ian Cordwell seconded the motion. The motion passed unanimously.

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

Teri Kennedy from MAG presented on the development of the FY 2017-2021 TIP and the August Call for Projects. Teri noted that the CMAQ and Transportation Alternatives (TAP:MAG) projects would be combined under one application to fill out, though there would be two evaluation pools. Applications for Bicycle and Pedestrian Projects would cover FFY 2018, 2019, and 2020. Exact programming funding levels and the schedule would be released with the Programming Guidebook in August. Teri stated that the Bicycle and Pedestrian Call for Projects would have approximately \$23.6 million for CMAQ and \$12.6 million for TA programming. The previous applications were distributed for comment, and the comments received (and their responses) were provided to Committee members as an attachment in the agenda packet.

Teri explained the programming process for the CMAQ and TA programs. While the application will be combined for the two programs, they will be evaluated separately. One project could be evaluated under both programs. The evaluative tools for each program will be run separately, then MAG programming staff will analyze the results and program projects to either program to optimize the use of the federal funds. Teri provided an example showing how one project could score differently in the two programs, and how a determination on which funding source to program it with would affect other projects. Teri explained that the first priority would be to use CMAQ funding first, as CMAQ has more apportionment that carries year over year, there is more CMAQ funding available, and not all projects are eligible for CMAQ. The second priority would be to fund whole projects, and to not blend funding sources for a single project. Projects would then be assigned by program year according to project sponsor preference (following rank order). Finally, MAG transportation division reserves the ability to balance the annual obligation authority and change funding types as needed.

Purab Adabala moved to recommend project programming priorities for ties. Ian Cordwell seconded the motion. The motion passed unanimously.

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

Brian Rubin from MAG presented on the bicycle and pedestrian evaluative tool for CMAQ and TA applications. Brian overviewed the structure of the tools. The first page of the tool would overview the goals and objectives of the program. The second page would overview the project information for each project. The third page would cover the quantitative criteria used to evaluate the projects, while page four would compile the quantitative data for each project. Page five would contain information on the qualitative criteria to be used, and the sixth page would display the qualitative data from the evaluative process. Page seven would show the air quality scores for CMAQ projects only. The next two pages would display the presentation criteria and the committee rank given to each project.

Brian then overviewed the assignment of weights under each program. The CMAQ program would provide 30% for quantitative criteria, 15% for qualitative criteria, 40% for air quality score, and 15% for committee rank. The TA program would provide 55% for quantitative criteria, 30% for qualitative criteria, 0% for air quality score, and 15% for committee rank. Brian displayed how these different weights would be assigned within the evaluative tools for each category, and how much weight to the overall score each individual criteria would have. Brian showed an example of how the tool would calculate a weighted score for the quantitative evaluation. The final page of the tool would show a prioritized ranking of the projects based on the overall evaluation of each different criteria.

Joe Schmitz asked what would happen in the case of a double tie (i.e. if projects were still tied after following the tiebreaker process described in the previous agenda item). Teri Kennedy replied that this situation has occurred previously at another Committee, and that the Committee would then re-evaluate the tied projects side by side, and make a final recommendation.

Brandon Forrey moved to recommend approval of the modified weighting measures to be used in the Bicycle and Pedestrian Evaluative Tool. Susan Conklu seconded the motion. The motion passed unanimously.

9. Request for Future Agenda Items

Chair Jim Hash 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, August 18, 2015
Tuesday, September 15, 2015
Tuesday, October 20, 2015
Tuesday, November 17, 2015
Tuesday, December 15, 2015 (**possibly noon**)

Chair Jim Hash adjourned the meeting at 2:41 p.m.