

September 4, 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, September 15, 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](mailto:aoreschak@azmag.gov) if you have any questions or need additional information.

## TENTATIVE AGENDA

1. Call to Order

For the September 15, 2015 meeting, the quorum requirement is 12 committee members.

2. Approval of the August 18, 2015 Meeting Minutes of the Bicycle and Pedestrian Committee

2. For information, discussion and action to approve the meeting minutes of the August 18, 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. City of Buckeye Project Modification Request

The City of Buckeye is requesting to combine three adjacent projects, on Lower Buckeye Road, Watson Road, and

5. For information, discussion and action to recommend to combine construction work segments on the Lower Buckeye Road, Watson Road, and Rainbow Road projects and to modify the TIP listings.

Rainbow Road (TIP # BKY17-401, BKY17-402, and BKY17-403). The three projects are adjacent and by combining into one work segment, it would reduce the design and construction costs to the region and the city. The project would be modified in the MAG Transportation Improvement Program (TIP) to a single listing combining federal and local funding. Please refer to the attached materials.

6. Multimodal Level of Service Study Update

Neighborhoods that are walkable and bikable have been shown to benefit from increased property values, decreased injury crashes, and higher retail sales. MMLOS measures how street design and operations meet the needs of all modes of travel by presenting a segment-based A to F score. The study deliverables will include an active propensity model to help guide decision-makers with infrastructure investments, an analysis of the MMLOS tool on pilot sites in the MAG region, and two workshops to train member agency staff on the concepts and tools being developed. The first workshop will be held on October 13 from 8:30 AM to 12:30 PM at the MAG offices. All member agency staff are invited to participate. An update to the Multimodal Level of Service (MMLOS) Study will be presented.

7. GRID Bike Share

Representatives from GRID Bike Share will provide an overview of GRID, including operating and planned stations, popular routes, membership activity, and upcoming improvements to GRID Bike Share.

6. For information and discussion.

7. For information and discussion.

8. MAG Call For Projects Selection Process

It is anticipated that at the October meeting of the Bicycle Pedestrian Committee, the Committee will hear and consider member agency funding requests for projects for Congestion Mitigation and Air Quality Improvement Program, and Transportation Alternative Program projects. At the September meeting, MAG staff will provide a brief overview of the process to be used by the Committee to review project requests, and scheduling options.

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, October 20, 2015 (possibly 10:00 a.m.)

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (possibly noon)

8. For information and discussion.

9. For information and discussion.

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, August 18, 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	Joe Schmitz, Goodyear
Jose Macias, El Mirage, 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	Katherine Coles, Phoenix
# Stacy Bridge-Denzak, Carefree	# Sidney Urias, Queen Creek
* Ian Cordwell, Cave Creek	Susan Conklu, Scottsdale
Ann Marie Riley for Jason Crampton, Chandler	Stephen Chang, Surprise
Kristin Myers, Gilbert	Eric Iwersen, Tempe
# Purab Adabala, Glendale	* Amanda Leuker, Valley Metro
	* Robert Carmona, Wickenburg
	# Grant Anderson, Youngtown

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

OTHERS PRESENT

Teri Kennedy, MAG	Suzanne Day, Valley Metro
Alex Oreschak, MAG	Laura Paty, HDR
Tony Humphry, City of Phoenix	Jason Harrington, HP+D
Aaron Jensen, City of Phoenix	Mike Cynecki, Lee Engineering
Joe Perez, City of Phoenix	Jeffrey Sherman, Otak
Leticia Vargas, City of Phoenix	Laurel Arndt, Parsons Brinkerhoff
Eileen Yazzie, City of Phoenix	Chris Milner, TY Lin

1. Call to Order

Chair Jim Hash called the meeting to order at 1:02 p.m.

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

Stephen Chang noted that, on page six, in the third paragraph, high school should be changed to charter school. Stephen Chang moved to approve the amended meeting minutes of the MAG Bicycle and

Pedestrian Committee for July 21, 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

Jose Macias informed the committee that work had begun in the City of El Mirage to improve El Mirage Road from Northern Avenue to Grand Avenue and on Thunderbird Road from Grand Avenue to 121st Avenue. Both projects will widen the streets, adding new sidewalks and bike lanes, and using green lanes and white striping. The project will take two years, and after that is completed, work will begin on El Mirage's off-street path network. Joe Schmitz reported that the City of Goodyear opened a new pump track at the Foothills Community Park on Estrella Parkway in the Estrella Master Planned Community. The pump track is the size of a football field, and has different tracks available for all different skill levels. Joe noted that the West Valley Trails Association and the City worked together with 2,500 donated man-hours to make the park come to fruition. Joe also noted that he would be ending his services with the Bicycle and Pedestrian Committee and that the role of Bicycle and Pedestrian Committee representative for the City of Goodyear would be transitioning to Steve Careccia. Jim Hash thanked Joe for his years of service on the committee. Grant Anderson reported that after many years of planning, ADOT has selected a bid for the Town of Youngtown project along the Peoria Avenue alignment from Agua Fria Ranch to 111th Avenue, with construction planned to begin in early October. Grant also congratulated Joe for his service on the committee. Phil Reimer noted that Skyline Park in the City of Buckeye has begun construction on multi-use paths on an 8,000 acre new park in the City. Construction is scheduled to begin in October and should be complete by January.

Alex Oreschak from MAG noted that the call for projects was open for federal funding in the CMAQ and Transportation Alternatives programs. Applications are due September 21, and there are workshops on August 19, August 24, and September 14 for those who have questions or would like assistance with the application or process.

5. Valley Bike Month

Suzanne Day from Valley Metro provided an update on Valley Bike Month and Commute Solutions. Suzanne noted that a written report which lists ways that Valley Metro can support Valley Bike Month events will be sent to the Committee. Suzanne also thanked members who came to the Valley Bike Month planning meeting immediately prior to the Committee meeting, which included new members

who had not participated in Valley Bike Month before, and involved discussion of many interesting ideas for Valley Bike Month.

6. Request for 2<sup>nd</sup> Deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal

Alex Oreschak from MAG introduced Tony Humphry from the City of Phoenix, who presented on the request for a second deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal. Alex noted that the MAG federal program guidelines require a Committee process to approve second deferral requests. The city must establish that the cause of the second deferral was beyond the control of the project sponsor, that the sponsor has identified the problem causing the delay, that the sponsor continues to provide a financial and staff commitment to the project, and that the sponsor has a plan and schedule for addressing the project.

Tony noted that he was an engineering supervisor in the Design and Construction Management department, and is responsible for the design and construction of projects in the right of way. Tony presented on the request for a second deferral on the project. Tony explained that the goals of the presentation were to overview the importance of the project, provide a big picture and project details, explain what happened and how to move forward, and make a recommendation of how to move forward. Tony noted that the project area overlaps with the central core of the City of Phoenix, connecting to major corridors as well as the light rail system. Grand Canal is considered a vital corridor by the City of Phoenix. Portions of Grand Canal have received funding from SRP Aesthetic funds for Phase I. A TIGER grant application has been submitted for Phase II, and the purpose of this project was to provide connectivity between the two phases and provide safe crossings of Indian School and 16th Street. Tony noted that a different Grand Canal intersection at Thomas Road and 22nd Street had been funded through transportation alternatives, and that Phoenix was seeking funding for a connection at 32nd Street south of McDowell Road.

There are many amenities near the intersection of the Grand Canal with Indian School Road and 16<sup>th</sup> Street, including Longview Park, Community Center, and Elementary School, Madison Park and Middle School, Phoenix Advantage Charter School, Phoenix Indian Medical Center, a Goodwill Store and Donation Center, and retail on the southeast corner. There is a lot of activity and pedestrian use in the area. Tony noted that existing traffic conditions on Indian School are 40,000 vehicles a day, and 16th Street has 28,000 vehicles a day. Phoenix had initially looked at installing a HAWK signal, but the traffic volumes and proximity to the intersection of Indian School Road and 16th Street made that option infeasible.

Next, Tony provided an overview of existing conditions on the north side of Indian School Road, where the new path is proposed to go. There is a narrow existing sidewalk with an existing bus pullout. The bus pullout creates pedestrian crowding and queuing, resulting in the need for a separate but parallel path rather than use of the existing sidewalk. The land for this path would be required from the Indian Medical Center. Tony described the scope of the project and proposed improvements. Improvements include the new separate path parallel to the existing sidewalk, ranging from eight feet to ten feet in width, with a four foot concrete buffer with tree and shrub planting as needed, as well as wayfinding signage to identify connectivity for users. At Indian School Road and 16th Street, the crosswalks will be painted to identify connectivity, with additional improvements on the west and east

sides of 16th Street south of Indian School Road. On 16th Street, there is an additional bus pullout on the west side necessitating a separate path from the sidewalk.

Tony then provided a schedule of progress of the project to date. The notice to proceed was issued in March 2012. The project progressed as initially planned, but when the initial design concept came in, problems related to impacting Bureau of Indian Affairs land were identified. Tony noted that there was uncertainty when working with this agency, as there is not a lot of experience either from the City or from the Bureau on projects like this that require acquisition of Bureau lands for right of way projects. Tony noted that acquisition efforts would continue moving forward. Phoenix has reached out to property owners, who are all amenable to the proposed improvements. Initial contact with Indian Health Services was made, and efforts are underway to identify what is needed to move forward. Phoenix's intent is to finalize the obligation packet and obtain necessary clearances by 2017. Phoenix has changed their practices to prevent this from happening again, encouraging the real estate staff to engage engineering early in the design, so these types of issues can be identified as soon as possible. Phoenix is also meeting more frequently internally to get updates on the status of individual parcels. The project is fully funded, with Council approval and community support. Phoenix is engaged with the Bureau of Indian Affairs, and the intent of the project is to provide regional connectivity.

Kristin asked what Phoenix's first deferral request was for. Aaron Jensen from the City of Phoenix replied that the first deferral was based on the procurement process and setting up public meetings. Kristin asked whether this deferral need was something that was out of the agency's control, as right of way is something the agency has dealt with in the past. Brandon asked what the timeline of the deferral could be. Teri Kennedy replied that deferrals must fall within the TIP window. Brandon also noted that it seemed the events setting off the need for a deferral may have been within the agency's control. Susan asked for clarification on the grounds with which a first deferral could be granted. Teri replied that an initial deferral could occur without any need for justification whatsoever. However, the second deferral must meet the four criteria in the MAG policies and procedures. A first deferral should be used with caution.

Grant Anderson noted that he believed that what was happening with Phoenix was outside of their control. Grant stated that, when dealing with a sovereign nation and their properties, it is generally not a standard right of way process. Grant noted that the first deferral was automatic and its rationale did not need to be considered as part of the second deferral process. Grant stated that Phoenix's request for a second deferral was outside of their control. Eric Iwersen agreed with Grant, and asked whether Phoenix felt they had support from Indian Health Services and the Bureau of Indian Affairs (BIA). Tony replied that both agencies were supportive, but the real issue was with the process of the right of way acquisition and not a matter of support. Aaron noted that the BIA had accepted Phoenix's offer, but the documents submitted by Phoenix were not acceptable to the BIA, and the BIA needed to create and provide their own documents for Phoenix to complete.

Kristin asked if a basic timeline or understanding of process had been developed between Phoenix and the BIA. Kristin wanted to ensure that completion in 2017 would be a reasonable timeframe. Aaron replied that the real estate group had been working with BIA, but the schedule was not immediately available. This is why Phoenix is asking for a two year deferral and not a one year deferral, as the schedule is unknown. Jim Hash asked what the TIP window was. Teri replied that it was 2018. Jim noted that Phoenix would have to stay on top of the schedule as what is said schedule-wise might not mean much. Eric agreed with Jim, and also offered to provide any information related to working with Indian Communities that he could. Eric noted that there should be an alternative design developed in case the City is unable to complete work with the BIA. Jim noted that it can also help to reach out to

the Congressman in the district, as sometimes the federal side can help. Joe agreed with Eric and Grant, and asked what the cost of the project is. Tony replied the cost would be approximately \$900,000. Joe asked if the budget included any fees that the BIA might require. Tony replied that he believed Phoenix had budgeted for that.

Joe Schmitz moved to recommend approval of the second deferral of the City of Phoenix Multiuse Path Project at Indian School Road and the Grand Canal to FY 2017. Susan Conklu seconded the motion. The motion passed unanimously.

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

Mike Sanders from ADOT provided an update on the AASHTO U.S. Bicycle Route System Study.

The U.S. Bicycle Route System (USBRS) is a developing network of bicycle routes, connecting urban, suburban, and rural areas using roads and paths appropriate for bicycle travel. USBRs are designated by the American Association of State Highway and Transportation Officials (AASHTO) Special Committee on U.S. Route Numbering. State Departments of Transportation work with local agencies, organizations, and volunteers to identify and develop routes. Nearly 9,000 miles of the USBRS have been established in 18 states to date.

AASHTO has published the U.S. Bicycle Route Purpose and Policy Statement to provide guiding principles for the development of the USBRS. The purpose of a USBR numbering and marking system is to facilitate travel between the states over routes that have been identified as being more suitable than others for cycling. A bicycle route can be any road, street, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other modes of transportation. A USBR must connect two or more states, a state and an international border, or two or more U.S. Bicycle Routes. The Manual on Uniform Traffic Control Devices (MUTCD) includes a recommended bicycle route marker, and states are encouraged to use the AASHTO Guide for Development of Bicycle Facilities. AASHTO has also published the National Corridor Plan, which is an overview map of proposed and designated corridors. The National Corridor Plan identifies the four proposed routes in Arizona: Route 79, which runs north to south, Route 66 and Route 90, which run east to west, and Route 70, which runs connects Utah and Nevada in the northwest corner of the state.

The AASHTO Task Force on U.S. Bicycle Routes has also identified USBRS Corridor Criteria. The criteria include access to destinations and regions with high tourism potential, linking to major metropolitan areas to connect key attractions and transportation nodes, services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience or grocery stores at appropriate intervals, and consideration of a combination of low daily traffic, low truck traffic, wide paved shoulders, lane striping, adequate sight distances, and traffic speed.

Mike provided an overview of the profile of a bicycle tourist. According to the Adventure Cycling Association, the average bicycle tourist is highly educated, has a high discretionary income, spends more than the average tourist, typically stays longer in an area, has a less direct impact on the local environment, and is becoming a sweet spot for the age 50-64 demographic.

The ADOT Route Committee consists of the ADOT Intermodal Transportation Division (ITD) Districts, the ADOT ITD Traffic Division, the ADOT Multi-Modal Planning Division, the Arizona Office of Tourism, the Department of Public Safety, the state Metropolitan Planning Organizations

and Councils of Government, local agencies, and representatives of users, including the Adventure Cycling Association. The ADOT Route Committee Tasks included establishing route evaluation criteria, identifying potential routes within corridors, evaluating potential routes, conducting field reviews, agency and user outreach, route modifications, and agency agreements and adjustments.

Mike displayed the path of U.S. Bicycle Route 90, which runs through the Phoenix Metro area. From east to west, the route picks up in Apache Junction and Maricopa County, runs through City of Mesa, City of Tempe, City of Scottsdale, City of Phoenix, City of Glendale, and City of Peoria, connecting with U.S. 60 via SR-74. Mike noted that in Tucson, the route generally follows the Loop trail. Outside of the two metro areas, the route enters the state from New Mexico on SR-80, connects to Cochise County, Douglass, Bisbee, Tombstone, and Patagonia. Between Tucson and Phoenix, the route follows the frontage roads of I-10, then uses SR-87 to enter the Phoenix Metro area. From Phoenix, the route uses U.S. 60 and I-10 to connect to California. Each route also features turn-by-turn directions, so users can know exactly how to traverse each route.

For USBR 90, Mike noted that ADOT had received concurrence of route designation from all of the local agency roadway owners (Maricopa County, City of Apache Junction, City of Glendale, City of Mesa, City of Peoria, City of Phoenix, City of Scottsdale, City of Tempe, Flood Control District of Maricopa County, Salt River Project, City of Bisbee, City of Sierra Vista, City of Tombstone, City of Tucson, Town of Marana, Cochise County, Pima County, Santa Cruz County, Caltrans, and New Mexico Department of Transportation). Mike also explained that both USBR 66 and USBR 79 still have segments in which ADOT has not received agency concurrence, and ADOT has not pursued a specific designation on USBR 70 due to a lack of participation from Utah and Nevada at this time. However, ADOT did identify Mohave County 91 as a potential routing for future study.

The next step for ADOT is to submit an application to AASHTO for official designation of USBR 90. The application is due on Monday, August 24, 2015, with the AASHTO Subcommittee meeting on September 24, 2015. ADOT will continue working with agencies that have not yet provided concurrence and maintain communications with Nevada and Utah regarding USBR 70. The final step is to develop a promotion plan. The promotion will include printed and electronic maps, signing, media and outreach, and coordination with ADOT divisions to promote better coordination on future highway projects.

#### 8. 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.

#### 9. Next Meetings

Alex Oreschak from MAG noted that the October 20<sup>th</sup> meeting would involve the review of CMAQ and TA project applications, and therefore would be scheduled to start as early as 10:00 a.m. An update would be provided to the Committee on the exact start time of the meeting following the application submission deadline on September 21, 2015.

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 (possibly 10:00 a.m.)**

Tuesday, November 17, 2015

Tuesday, December 15, 2015 (**possibly noon**)

Chair Jim Hash adjourned the meeting at 1:58 p.m.

# **ATTACHMENT #1**

## **Agenda #5**



