

April 12, 2016

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, April 19, 2016 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 Jason Stephens 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 Jason Stephens at (602) 452-5004 (office)/(602) 327-1819 (cell) or jstephens@azmag.gov if you have any questions or need additional information.

TENTATIVE AGENDA

- | | COMMITTEE ACTION REQUESTED |
|---|---|
| <p>1. <u>Call to Order</u></p> <p>Quorum is required at all times to conduct the meeting. For the April 19, 2016 meeting, the quorum requirement is 12 committee members.</p> | |
| <p>2. <u>Approval of Draft March 15, 2016 Minutes of the Bicycle and Pedestrian Committee</u></p> | <p>2. For information, discussion and action to approve the meeting minutes of the March 15, 2016 MAG Bicycle and Pedestrian Committee meeting.</p> |
| <p>3. <u>Call to the Audience</u></p> <p>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.</p> | <p>3. For information and discussion.</p> |
| <p>4. <u>Staff and Member Agency Reports</u></p> <p>Staff and committee members are invited to provide an update of pedestrian and bicycle-related activity in their agencies.</p> | <p>4. For information and discussion.</p> |

5. Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act

MAG Transportation Improvement Program Manager Teri Kennedy will provide a presentation on David-Bacon wage rates.

On March 17, 2016, ADOT issued a memo to all Local Public Agencies regarding changes included in the fixing America's Surface Transportation Act "FAST Act". The FAST Act contains the following provision - "Each Surface Transportation Block Grant (STBG) project-including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside-is treated as a project on a Federal-aid highway."

This clause expands the application of prevailing wage rates (per the Davis Bacon Act) to all construction projects funded under STBG program, which includes Transportation Alternatives (TA) and "Off-system bridge" funds.

6. 2015 MAG Household Travel Survey

MAG Transportation Planner II Edward Brown will provide a presentation on the MAG Household Travel Survey.

MAG is conducting the 2015 MAG Household Travel Survey to understand the travel behavior of Valley residents in Maricopa, Pinal, and portions of Yavapai and Gila counties. Residents who choose to participate will be asked to provide details of the travel patterns of those living in the household. The survey is an important component in the regional transportation planning process. Information from the survey is used to understand commute patterns and other

5. For Information and discussion.

6. For information and discussion.

aspects of travel behavior in the region, which helps transportation planners determine where new roads or improvements may be needed in the future.

The last travel survey was conducted in 2008. An update is required to provide data on the travel choices, preferences, and needs of the public.

7. Arizona Bicycling Summit

Coalition of Arizona Bicyclists President Bob Beane will provide a presentation on the success of the Arizona Bicycling Summit and some of the activities that took place.

The Arizona Bicycling Summit took place on Friday, April 1, 2016. There were several speakers who provided presentations on a variety of topics related to bicycle facilities, planning and programming.

8. Request for Future Agenda Items

Members will have the opportunity to suggest future agenda topics.

9. Next Meeting Date

Tuesday, May 17, 2016, 1 p.m. in the Ironwood room.

7. For information and discussion.

8. For information and discussion.

9. For information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, March 15, 2016 at 1:00 p.m.
MAG Office Building, Saguaro Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Jim Hash, Mesa, Chair of Bicycle and Pedestrian Committee	* Ryan Wozniak, Maricopa Reed Kempton, Maricopa County
# Jose Macias, El Mirage, Vice-Chair of Bicycle and Pedestrian Committee	# Brandon Forrey, Peoria Katherine Coles, Phoenix
Michael Sanders, ADOT	# Sidney Urias, Queen Creek Mercedes McPherson for Susan Conklu, Scottsdale
# Raquel Schatz, Apache Junction Alison Rondone, Avondale	Stephen Chang, Surprise
Phil Reimer, Buckeye	# Eric Iwersen, Tempe Amanda Leuker, Valley Metro
# Stacy Bridge-Denzak, Carefree	* Robert Carmona, Wickenburg
# Ian Cordwell, Cave Creek Jason Crampton, Chandler	# Grant Anderson, Youngtown
Kristin Myers, Gilbert	# Tiffany Halperin, American Society of Landscape Architects
# Purab Adabala, Glendale Steve Careccia, Goodyear	Bob Beane, Coalition of Arizona Bicyclists
Kelly LaRosa, FHWA-Arizona	
* Mike Gillespie, Litchfield Park	

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

OTHERS PRESENT

John Rose, Maricopa County	Jeff Caslake, Tempe Bicycle Action Group
Suzanne Day, Valley Metro	Jason Stephens, MAG
Chris Milner, T.Y. Lin International	Teri Kennedy, MAG
Laurel Arndt WSP/PB	Bob Hazlett, MAG
Paul Schmidtke, Strand Associates	Matt Nielsen, MAG
Dan Marum, Wilson and Co.	Alice Chen, MAG
Justin Azevedo, Coffman Studio	Audra Koester Thomas, MAG
Radu Nan, Kittleson & Associates	Margaret Boone, MAG
Chelsea Erickson, Valley Metro	BriAnne Turpin, Michael Baker Intl.
Kenneth Steel, MCDPH	

1. Call to Order

Chair Jim Hash of Mesa called the meeting to order at 1:00 p.m. A roll call was taken by Mr. Jason Stephens of MAG to confirm attendance.

2. Approval of the February 16, 2016 Meeting Minutes of the Bicycle and Pedestrian Committee

Chair Hash asked the committee if there were any questions in regard to the minutes taken at the February MAG Bicycle and Pedestrian Committee meeting. There were no questions and he asked for a motion to approve the minutes. Kristin Meyers of Gilbert moved to approve the February meeting minutes. Grant Anderson of Youngtown 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. There were no members of the public who requested to speak.

4. Staff and Member Agency Reports

Reed Kempton of Maricopa County stated that he is back working from being temporarily retired and he will be the Maricopa County Department of Transportation representative on the MAG Bicycle and Pedestrian Committee. Chair Hash welcomed Mr. Kempton back to the committee. Mr. Anderson thanked the committee for its support of the multi-use bike path project in Youngtown from 111th Avenue to Knox Road. He stated that the path is open and being utilized. Kelly LaRosa of FHWA stated that there were two final rules published in the federal register. She said one is for national safety performance measures including the number and rate of fatality and serious injuries, in addition to the number of combined serious injuries and fatalities for non-motorized users, which will now be reported on a national level by each state DOT.

Chair Hash stated that beginning April 1st is Valley Bike Month and that the City of Mesa is hosting its CycloMesa Bike Festival on April 1st, 2nd and 3rd. He also stated that the Bike Summit will take place on April 1st and that members should work with Bob Beane of the Coalition of Arizona Bicyclists in order to display project information at the summit. Suzanne Day of Valley Metro stated that Valley Metro received the bike month t-shirts for bike month partners to take with them after the meeting. She also stated that there were more events and more interest in bike month than Valley Metro has ever had. Chair Hash stated that Mesa will launch its bike share program with a grand opening at Mesa City Plaza on March 17th.

5. Making Bike Share Design Assistance Eligible

Jason Stephens of MAG presented the current categories eligible for Design Assistance funding. He stated that under the three categories, he thought bike share would fit best under category three. He stated that Teri Kennedy of MAG was present to confirm that bike share could be added and would fit federal funding criteria. Ms. Kennedy stated there are already several bike share projects received federal funding. She stated that bike share is an eligible activity for federal funding and that it meets criteria under several programs. She stated that if a member was considering bike share for Design

Assistance funding, that they should contact one of the agencies currently operating bike share such as the City of Phoenix, the City of Tempe or the City of Mesa for helpful tips and reminders.

Mr. Anderson asked if Congestion Mitigation Air Quality (CMAQ) or Surface Transportation Program (STP) funds were being used for bike share programs. Ms. Kennedy stated that the funds vary from year to year based on the available funding in the work program, but typically they have been STP funds in the past. Mr. Anderson stated that the committee does not oversee STP funds, mostly CMAQ funds. Ms. Kennedy stated that the committee does not oversee STP funds directly, but it leads to projects that would be applied through the CMAQ bicycle and pedestrian program and Transportation Alternatives Program (TAP) bicycle and pedestrian program. Mr. Anderson stated that he was not sure how a committee that utilizes CMAQ funding could also utilize STP funding. Ms. Kennedy stated that the STP funding is allocated through the Unified Planning Work Program process which is taken as a separate agenda item then budgeted for the Design Assistance Program. Mr. Anderson thanked the chairman and said his questions were answered.

Ms. Meyers stated that the request to add bike share to the list of categories eligible for Design Assistance funding came from the Town of Gilbert. She stated that she received a request from an employer in Gilbert about bike share. She said that she hopes the committee will consider adding bike share as a Design Assistance eligible program. Mr. Kempton stated that bike share would fit perfectly and should be its own category. Chair Hash stated that bike share is an integral part of the integrated transportation system within the region and an enhancement to the transit facilities. He stated that it is a need in the region and would be suited for Design Assistance.

Chair Hash asked the committee to make a motion on accepting bike share as eligible to receive Design Assistance funding. Katherine Coles of Phoenix made a motion and Ms. Meyers seconded the motion. The motion passed unanimously.

6. Spine Study and South Mountain

Bob Hazlett of MAG stated that the South Mountain Freeway will be open to traffic in late 2019, which will be three years earlier than originally projected. He stated that a multi-modal path along the south side of the freeway between 17th Avenue and 40th Street was recently added to the scope. He stated that the City of Phoenix is going to take the path over to Pecos Park, then to 48th Street to tie into Chandler Boulevard which will tie into the City of Chandler system. He said the City of Phoenix is also going to take the path up 17th Avenue and connect it into the trail system throughout South Mountain Park. He said one main issue is to make sure the drainage goes underneath the path and does not wash the path out. He stated that the path does fit into the City of Phoenix's comprehensive bike path plan.

Mr. Beane asked if there were any plans to continue and have a connection from the west end of the Ahwatukee Foothills around to 51st Avenue. Mr. Hazlett stated that the idea is to have it connect into the South Mountain trail system. Mr. Beane said that in looking at the FHWA guidelines for projects, that type of connection should be considered. He stated that he would like to talk with someone about why the connection was not being made and who decided not to make it. Mr. Hazlett said that ADOT staff would be the best option to discuss the connection with Mr. Beane.

Mr. Hazlett stated that there is approximately \$1.7 billion allocated to improving the north/south SPINE system of the regional freeway network from I-17 south through I-10. He said almost 40 percent of freeway traffic in the Valley occurs on the SPINE. He said there is a near term strategy and a corridor master plan. In the near term, there are a couple of bicycle and pedestrian actions identified. He said one is a bicycle and pedestrian overcrossing on I-10 at Tempe Diablo Stadium along the Alameda alignment. He said this will help with the bicycle traffic and staging for the stadium. He said the other is to finish the bicycle/pedestrian/equestrian crossing at Guadalupe Road. He said the goal is to have both of the projects programmed in for FY 2018. He stated that this is one of the big goals of the near term strategy.

Mr. Hazlett stated that one idea is to add active traffic management techniques on I-17 between the I-10 stack and Loop 101 North stack. He stated that adaptive ramp metering can better control the flow in addition to variable speed limits. He said a freeway lane of traffic is supposed to carry roughly 2,200 cars a lane and we are breaking down at 1,400. These techniques were tried on the M1 motorway in Australia and greatly improved the level of service while keeping the same amount of lanes. He said the near term improvement strategy is targeted for FY 2017.

He stated that the corridor master plan process included an online survey through MetroQuest that provided residents with an opportunity to let the planners know what type facility would work best along the corridor. He stated that 2,000 people responded to the online survey. He said there were many vocal people from the bicycle and pedestrian community. He said the planners want to make sure that I-17 and I-10 do not become great walls and prevent people from being able to make connections across the freeway. He said the guiding principals are the optimize, but expand travel choices, not just expand the freeway. He stated that with autonomous vehicle technology coming along in the near future it does not make sense to widen the freeways, but make more corridors. He said we need to make sure it performs well and is easily implemented. He stated there are 341 different alternatives for the SPINE. He said managed motorways, active traffic management technology is probably going to be the most relied upon alternative, followed by better ways to doing transit and bicycle and pedestrian projects throughout the entire 35-mile corridor. He said direct HOV ramps interconnected with the park and ride lots is also going to be a priority.

He said there will be a lot of traffic interchanges that need to be fixed. He said specific areas such as Camelback Road and Grand Canyon University with the expansion plans; SR 143; and make certain that the Central Avenue overcrossing can accommodate the South Central light rail project as best as possible.

Ms. Coles stated that she is happy that the freeway will not become a wall or barrier. She said bridge structures between Central Avenue and 19th Avenue are interesting to the city, particularly in the Union Pacific Railroad (UPRR) underpass at 3rd Street for access to the Rio Salado on a non-stress path.

Mr. Hazlett stated that Ms. Coles concerns were being addressed in the process.

Kenneth Steel of Maricopa County of Public Health asked Mr. Hazlett to keep him informed of the public meetings for the SPINE study. He stated that he could use his contacts to get more people to attend and provide feedback.

7. Maricopa County Trails Update

John Rose of Maricopa County stated that he is the Maricopa Trail manager responsible for the Maricopa Trail and Sun Circle Trail that makes up 400 plus miles of trail. He said that on January 23rd they put on the first Prickly Pedal race. He said the goals of the race were to raise awareness of the trail and to raise money for the Maricopa Trail foundation. He said the race was put on by the foundation and the parks with cooperation from other county departments and the cities. He said the route went from Lake Pleasant to Spur Cross for 40 miles. He said there were 240 racers and 40 fun riders. He said they want to do it again next year and expand it to 80 miles, then maybe eventually go around the entire 310 mile loop.

He stated that there are 206 miles complete outside the parks with 58 miles still left to complete. He said that inside the parks there are 46 miles complete for a total of 310 miles. He stated he is currently working in eight different areas to complete 24.2 miles of trail that will take until May to complete. He said one of the first ones that was just completed was the Maricopa Water District coming out of Lake Pleasant crossing of SR 74 at Beardsley Canal. He stated that the segment is complete, but currently dead ends at another segment still to be built. He said the next piece will connect to the Beardsley Canal at SR 74 and go down to just shy of SR 303 and within a quarter mile connecting with the Peoria system. He said this is planned to be built in late April, possibly May. He said the next one they completed is the Happy Valley Parkway that connects to the Peoria system crossing the Agua Fria River.

Mr. Rose stated the next piece they built is the Bullard Wash Outfall to Estrella Park in Goodyear. It is a 1.5 mile connection into a trail head east of Bullard Road near Estrella Park. He stated that the next piece they completed is along Bullard Wash connecting up to Yuma Road out to the Buckeye city limits. He said the next piece is the Estrella Park piece that is very important to mountain bikers and is a connector from the competitive track on the east side and the main side of Estrella Park. It will bring the Maricopa Trail from the Tres Rios area east through the park. He said one of the goals of the Maricopa Trail is to connect the parks to go to the nature center at each park. He stated that an agreement was just made between Verrado to use the system that they have to build connections. He said they also just signed an agreement with the city of Phoenix to being work on the Tres Rios trail.

He stated that Segment 35 in Buckeye as well as Segment 33 Buckeye/El Rio will take us out to Buckeye Hills Park which is south of SR 85 and Gila River. He said Segment 27, Granite Reef to Usery is being slowly worked on and there is a verbal approval right now to connect in the fall. He said the City of Scottsdale has the intergovernmental agreement on Segment 24 and 25, McDowell to Granite Reef. He said once that is done, thanks to the City of Scottsdale, between the preserve and the pathways the Maricopa Trail will go, basically, from the Arizona Canal at Hayden Road, up to McDowell Mountain Park, through the park up to the Tonto National Forest. He said Segment 22, Bronco Trail Head to Scottsdale is a 15 mile trail to be built next fall.

He said the current status is 82 percent complete and the target for completion is June 2018. The actual loop, not counting the spur out to Buckeye Hills, should be done by spring 2017.

Mr. Beane asked where he can see a map of the entire system. Mr. Rose stated that the Maricopa County Parks website, there are several maps. Mr Beane asked if Mr. Rose could talk about signage or wayfinding on the trails. Mr. Rose stated that, essentially, all that exists are Maricopa Trail and Sun Circle Trail logos along the trail.

Mr. Kempton stated that he used to be the project manager for the plan presented by Mr. Rose. Mr. Kempton stated that he spent two years on it with staff and agencies from all over the county and thought it would be 2040 before it was complete. He said he was very happy with the progress made.

8. Next Meetings

Chair Hash noted that the next meeting of the MAG Bicycle and Pedestrian Committee would be on Tuesday, April 19, 2016 at 1:00 p.m. in the Ironwood Room and then he adjourned the meeting.



March 17, 2016

Subject: UPDATE TO MARCH 15, 2016, NOTICE -Change to Applicability of Davis-Bacon Prevailing Wage Rates per the FAST Act—Immediate Notice

To: All Local Public Agencies, Consulting and Contractor Partners

The Fixing America’s Surface Transportation Act “FAST Act” contained the following provision – “Each STBG project—including a project located outside of a Federal-aid highway right-of-way, but excluding a project funded by the recreational trails set-aside—is treated as a project on a Federal-aid highway.” This clause expands the application of prevailing wage rates (per the Davis Bacon Act) to all construction projects funded under the Surface Transportation Block Grant (STBG), which includes Transportation Alternatives (TA) and “Off-system bridge” funds. However, Congestion Mitigation and Air Quality (CMAQ) funds are **not included** as the provision does not apply. Previously, the provision did not apply to projects **off the existing right-of-way** unless they were “linked” to a particular federal-aid highway.

This change will be reflected in the *ADOT Local Public Agency Projects Manual* per update.

If your agency will be using STBG funds (formerly known as Surface Transportation Program or STP), TA funds (formerly known as Transportation Enhancement Funds or TEA) or funds for off- system bridges, these projects must be treated as projects on a Federal-aid highway. This makes such projects — including projects located outside of a Federal-aid highway right-of-way— subject to Davis-Bacon. Please communicate this change to plan accordingly.

UPDATE: If a construction project has already been authorized for federal funds—meaning an AZPR2X form has been completed and signed by the Arizona Department of Transportation and the Federal Highway Administration—then proceed business as usual. Any project that has not yet received this formal authorization to utilize federal funding will be required to apply the Davis-Bacon provision as changed through the FAST Act.

FAST Act Fact Sheet-STBG - Reference Treatment of Projects:
<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Davis-Bacon and Related Acts Questions and Answers:
http://www.fhwa.dot.gov/construction/contracts/dbra_qa.pdf

I may be contacted at jrooney@azdot.gov or 602-712-8427 for assistance.

Sincerely,


Jodi Rooney
Local Public Agency Section Manager