

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
PEDESTRIAN WORKING GROUP AND REGIONAL BICYCLE TASK FORCE

Tuesday, July 15, 2003 - 1:30 p.m.
MAG Office Building, Suite 200 - Cholla Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Tami Ryall, Chair, Regional Bicycle Task Force
Bruce Meyers, ADOA Gen. Services
*Michael Eagan, Az. Soc. Landscape Architects
Anna Roedler, City of Avondale
Jack Hoff for Bill Lazenby, Coalition for Arizona
Bicyclists
Michael Normand for Michael Ohland, Chandler
Steve Hancock, Glendale
*Kevin Kugler, Goodyear
*Mike Cartsonis, Litchfield Park

Reed Kempton, Maricopa County
Brian Fellows, Mesa
Karen Flores, Peoria
Katherine Wisehart, Phoenix
Briiana Leon, Phoenix
*Shawny Chadwell, Queen Creek
Randi Alcott, RPTA
*Aaron Iverson, Scottsdale
Eric Iwersen for Elizabeth Thomas,
Tempe

*Members neither present nor represented by proxy.

OTHERS PRESENT

Carl Whaley, citizen, ASU graduate student
Randy Harrel, Fountain Hills
Paula Moloff, Glendale
Dawn Coomer, MAG

Maureen DeCindis, MAG
Jeff Sargent, Peoria
Steve McKay, Wickenburg

1. Call to Order

Chairman Tami Ryall called the meeting to order at 1:35 p.m.

2. Approval of the May 20, 2003 Meeting Minutes of the Pedestrian Working Group and June 17, 2003 Minutes of the Regional Bicycle Task Force.

Reed Kempton moved to approve the meeting minutes of the May 20, 2003 meeting of the Pedestrian Working Group and the June 17, 2003 minutes of the Regional Bicycle Task Force. Eric Iwersen seconded the motion and the motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the Pedestrian Working Group and the MAG Regional Bike Task Force. Citizens were requested not to exceed a three minute time period for their comments.

Carl Whaley, graduate student at ASU, identified two items that should be included in the update of the MAG Pedestrian Guidelines. A section should address the ability of pedestrians to cross the streets safely and a section should set standards for egress points to neighborhoods making it easier to access to shopping centers.

4. Staff Report

Maureen DeCindis reported that the next meeting of the Transportation Policy Committee (TPC) is July 16, 2003 at 9:00a.m. Under the current transportation plan, the percent of funding by mode under the half-cent sales tax includes:

Freeways	57.7%	
Streets	10.4%	
Buses	15.6%	
Light Rail	11.8%	
Other Transit	4.3%	
Planning	.3%	
Bicycle/Pedestrian		(Other regional funding sources)
Air Quality		(Other regional funding sources)

Randi Alcott attended the last TPC meeting and noted that funding for bicycle and pedestrian projects is listed under Congestion Mitigation and Air Quality (CMAQ source). She inquired if the funding reflected an increased amount. Maureen DeCindis replied that the funding reflects the same funding amount that is currently allocated. Randi Alcott asked if any of the cities are concerned about this static allocation. Eric Iwersen replied that the city of Tempe wrote a letter indicating that funds from the half cent sales tax extension should be allocated to bike and pedestrian projects. The TPC feels that bike and pedestrian projects should be funded through federal and local sources because these projects do not carry regional significance. Randi Alcott pointed out that the polling about the sales tax extension indicates public support for bike and pedestrian projects. The general public feels these projects are important.

Tami Ryall reminded the committee that the joint committees sent a letter to the TPC a few months ago indicating the need for bike and pedestrian funding and the need for every transportation project to include bike and pedestrian elements.

Randi Alcott referred to a recent Valley Metro survey that reinforced public support for bike and pedestrian projects. Tami Ryall requested that Maureen DeCindis send a copy of the survey results via email to the committee members.

Reed Kempton said that the County has constantly used the word multi-modal and has suggested to the TPC that 3% of the funding be allocated for multi-modal projects.

Eric Iwersen mentioned that the transportation policy for the region should reflect that bike and pedestrian elements should be included in every street and freeway project.

5. Member Agency Report

____ Brian Fellows is leaving the state and moving to Davenport, Iowa. He shall be missed.

6. Schedule for the FY 2004 Pedestrian Design Assistance Program

As part of the FY 2003 MAG Federal Funds Interim Close-out Process, the MAG Regional Council approved, on June 25, 2003, accelerating \$200,000 in Congestion Mitigation and Air Quality Funds (CMAQ) from 2007 to provide additional funding for the MAG Pedestrian Design Assistance Program. MAG staff has created a schedule for the FY 2004 Program. The committee reviewed the dates.

____ Tami Ryall asked that the Pedestrian Design Assistance project selection be scheduled in January rather than December.

7. Schedule for Updating the Pedestrian Area Policies and Design Guidelines

As part of the FY 2004 Unified Planning Work Program and Annual Budget, \$80,000 has been provided to update the *Pedestrian Area Policies and Design Guidelines*. Created in 1995, the *Guidelines* provide the foundation for the Pedestrian Design Assistance Program. The goal of the update is to incorporate safety, elderly mobility, American with Disabilities Act guidelines, summaries of recent pedestrian projects and their economic impact, lessons learned through the MAG Pedestrian Design Assistance Program, and consideration of the MAG *Pedestrian Plan 2000* into the *Guidelines*. MAG staff has created a schedule for updating the Guidelines.

8. Comments on Transportation Enhancement Fund Applications

Dawn Coomer reported that the Arizona Department of Transportation (ADOT) Transportation Enhancement Funds are awarded statewide on a competitive basis for the design and implementation of pedestrian, bicycle, historic preservation and other projects that are related to the surface transportation system. Although ADOT sets the rules for transportation enhancements in Arizona, MAG works with ADOT to rank applications and incorporate public input into the process. To be eligible for funding, projects need to fit into the categories

established by federal law, and all projects need to relate to surface transportation. Applications for projects in the MAG region were received on July 7, 2003.

To aid the MAG Enhancement Funds Working Group (EFWG) in its initial review of applications, the Regional Bicycle Task Force and Pedestrian Working Group were asked to provide comments on bicycle and pedestrian applications. These comments will be provided to applicants to help improve the quality of submitted applications, and to the EFWG to assist in their review and ranking of applications. Members were asked to review and make comments on the submitted applications. A review form that lists the factors members should consider in providing input to the EFWG was provided.

There are twenty-three applications this year. Normally the region gets funding for five to six projects.

There is \$7.5 million dollars for local rights of way projects and \$5.5 million dollars for projects on the state highway system. Dawn Coomer requested that the committee members break into small groups and provide comments that would improve each application.

After evaluating the applications, Tami Ryall suggested that the committee discuss some of the trends identified in the applications. Randi Alcott was asked for her observations. Most projects that she reviewed did not address the issue of safety. Statistics and data would help improve the applications. The photos and maps need more labeling and description detail.

Bruce Meyers noted that the applications were weak on data. There were no estimates of pedestrian activity and school enrollment, or data on high school car trips versus student pedestrian trips.

Eric Iwersen observed that applications requesting a single item such as lighting made the application less competitive. The application should reflect more comprehensive projects. The committee will be looking for regionally significant projects. Sidewalks should be paid for by local jurisdictions.

Bruce Meyers commented that some of applications made no reference to the MAG Pedestrian Design Guidelines and lessons learned from the projects should be applicable to other cities. This would make the application more relevant.

Tami Ryall agreed with Reed Kempton's comments that sidewalks are an integral part of any street project and thus should be funded and built at the time of construction or reconstruction. The developer, the jurisdiction or Arizona Department of Transportation should be installing sidewalks automatically in any street or highway construction project.

8. Next Meeting

The next meeting will be a joint meeting of the both the MAG Bicycle Task Force and the Pedestrian Working Group to comment on the draft of the Regional Transportation Plan.

The meeting ended at 2:55p.m.