

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL BICYCLE TASK FORCE

Tuesday, October 19, 2004 1:30 p.m.
MAG Office Building, Suite 200 - Cholla Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair
Anna Roedler, Avondale
Bill Lazenby, Coalition of Az. Bicyclists
Michael Normand, Chandler
Steve Hancock, Glendale
Janeen Gaskins, Goodyear
Mike Cartsonis, Litchfield Park
John Lynch, Maricopa County

Mitchell Foy, Mesa
Karen Flores, Peoria
Briiana Leon, Phoenix
Reed Kempton, Scottsdale
Lee Lambert, Surprise
Eric Iwersen, Tempe
Randi Alcott, Valley Metro

*Members neither present nor represented by proxy.
#Audioconference

OTHERS PRESENT

Maureen DeCindis, MAG
Dan Shein, Citizen

Amy MacAulay, Scottsdale Resident

1. Call to Order

Eric Iwersen, acting as chair of Regional Bicycle Task Force, called the meeting to order at 1:30 p.m.

2. Approval of the August 17, 2004 Meeting Minutes of the Regional Bicycle Task Force

Lee Lambert moved to approve and Bill Lazenby seconded the move to approve the meeting minutes of the Regional Bicycle Task Force for August 17, 2004. The motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the Regional Bicycle Task Force 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 Working Group 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.

Amy MacAulay wished to address the committee regarding the minutes from the August 17, 2004 meeting. There was a bike map produced with mistakes after she left her position with City of Scottsdale that were not her responsibility. While she was staff, Scottsdale did not designate sidewalks as two way paths. Some paths are 13 feet wide but separate from the road. It has been a formal policy of the City of Scottsdale to include bike lanes on street projects.

4. Review and Preliminary Ranking of the 2008, 2009 and 2010 Transportation Improvement Program (TIP) projects.

The committee will review and possibly rank the bicycle projects submitted for the years 2008, 2009 and 2010 of the TIP.

Maureen DeCindis reviewed the Information for Prioritizing for TIP Projects. All bicycle and pedestrian projects are funded through Congestion Mitigation and Air Quality (CMAQ) funding source not Surface Transportation Project (STP) funding. Funds available by year:

1. 2008 = \$7,704,240;
2. 2009 = \$7,839,255;
3. 2010 = \$7,959,870.

A 30% match is required through the policy adopted in the Regional Transportation Plan (RTP) by the Regional Council. A letter from MAG was mailed out requesting a reassessment of the financial information for each project based on a 30% match. In the meeting today, members will evaluate and rank projects based on CMAQ value, regional significance, and bicycle scores. Committee members will review the preliminary ranking scores based on members input after reading all the applications, the CMAQ scores and consider the priority given to projects by each city. After review and discussion, the committee will produce a priority ranking list that will be brought forward to the joint meeting of the Pedestrian Working Group and the Regional Bicycle Task Force on October 26, 2004.

A list of all previous projects in the TIP by city was e-mailed to committee members as well as an explanation of the CMAQ methodology as requested by committee members.

Eric Iwersen initiated the discussion.

Reed Kempton noted that neither the CMAQ score nor RBTF score include bicycle usage. Eric Iwersen suggested that the committee rank the projects based on merit. John Lynch suggested that rural projects might be at a disadvantage.

Tami Ryall arrived and assumed position of chair. She asked the committee if they wanted to consider the jurisdictions priority in ranking.

Randi Alcott said that reading the proposals and ranking ahead of time like at the Pedestrian Committee meeting was helpful to start the discussion and proposed that each committee member should hand in their scores to MAG staff to tabulate first before discussion. Maureen DeCindis responded that it would take 45-60 minutes to tabulate.

Tami Ryall suggested looking at each number one and two projects from each city. Mitch Foy suggested that he preferred to hand in their scores and see the results. Brianna Leon agreed that the committee should proceed as Tami Ryall suggested. Tami Ryall noted that each city can probably fund their top two projects.

Karen Flores asked if there was another source of funding for the bike education program.

Tami Ryall started the discussion with the ADOT project of designing and constructing multi-use path along the Santan Freeway. Mike Normand added that this would connect into Chandler. This is the last connection from the Consolidated Canal to the trail system built near the freeway. Mitch Foy pointed out that support of this project will encourage other bike projects along freeways.

Tami Ryall proceeded to discuss each number one project:

Michael Normand explained that the Chandler Bridge at 101 at Galveston provides a very needed connection to east side of 101 and Fashion Center Mall. Tami Ryall asked if Chandler could provide a 50% match. Chandler will consider it.

Tami Ryall explained that the Gilbert projects were part of a series of improvements along the Western-Powerline trail through developers and easement property with a need to connect the improvements. The trail runs near a very large regional park. The project is less complicated. Mike Normand of Chandler asked if Gilbert would consider making their project Cooper Road to Gilbert Road a higher priority. Tami Ryall agreed to change the priority of the Gilbert projects.

Steve Hancock explained that the Glendale 63rd Avenue bridge across 101 ties together a 13-mile bike loop. Tami Ryall noted that this project has a 50% match. Bill Lazenby asked to star this project. The bridge will be at grade in this neighborhood area.

John Lynch explained that the MCDOT project would put bike lanes on Rio Verde Drive. This project has the best CMAQ scores. The RBTF score is lower because of the rural area. The lanes link up to McDowell Mountain Park. The project is purely for cyclists. The improvement would pave the shoulder where many senior drivers. Tami Ryall asked if maintenance funds could pay for the improvements. John Lynch replied that it was necessary to fund it this way. Mitch Foy suggested to star this project. Bill Lazenby said that this project is favored most by the bicycle clubs.

Mitch Foy explained that the bicycle path on Longmore from Broadway to the East Valley Institute of Technology is 1.15 miles long but only the half mile strip needs to be paved. It provides a strong connection to the future light rail station. It also provides a connection between three miles of trails to the south that crosses US 60 and provides a complete connection to the north to the 202 freeway and the golf course. Tami Ryall noted that this project has an intermodal connection. Reed Kempton noted that Longmore is a collector street and a vital link. Eric Iwersen asked Mitch Foy if Mesa has talked to Union Pacific railroad yet. It was suggested that Mesa might want to bring an east valley coalition to the discussion table. Karen Flores said that Peoria has talked to railroad company in the past as well.

Briana Leon explained that the 19th Ave and Greenway path and bridge provided a critical link through the golf course and the Cave Creek path. The path also links to the ACDC path. Bill Lazenby suggested to star the project.

Reed Kempton explained the Indian Bend Wash Multi-use path connects from Tempe to Shea Road. At Chaparral, cyclists must cross at light and then go down ½ mile to Jack Rabbit. This is a major impediment. The project path and tunnel would eliminate crossing twice. John Lynch noted that it is a very busy path and the project should be starred.

Randi Alcott explained the Valley Metro Bike Education project. Karen Flores suggested that all three bike education projects be starred because they are so low in cost and high in effectiveness. Randi Alcott explained that the project promotes safety education for all the cities and that Valley Metro effectively achieved \$70,000 added value to the \$125,000 bike education campaign because television and radio spots were added. The Diamondbacks helped with the media buy and television spots and KTAR produced radio spots for free. Valley Metro seeks input from the committee as to the message and the content of the campaign.

Karen Flores would like to educate the motorists. Bill Lazenby has met with instructors for driving school and has worked with ADOT to get more bicycle safety questions on the driver test. Karen Flores suggested that the bike education project could assist that effort.

Randi Alcott noted that the project provided public information kits with newsletter articles and public service announcements to each city. Briana Leon asked about putting all three bike education projects in the first priority. Karen Flores suggested putting two years into the first tier of projects. Lee Lambert asked if the project could include pedestrian education.

The committee members identified voted and identified the top ten projects.

1. Scottsdale - Indian Bend Wash Multi-Use Path (Jack Rabbit to Chapparral)
2. Mesa - Bicycle Path - LRT/EVIT connection
3. Glendale - Bridge Crossing over 101
4. Valley Metro - Bike Education
5. MCDOT - Rio Verde Lane
6. Phoenix - Bicycle path and Bridge -19th Ave and Greenway
7. ADOT - Multi-use Path along the Santan Freeway
8. Gilbert - Western Power Line Trail - Cooper to Gilbert Road
9. Chandler - Bridge over the 101 at Galveston Street
10. Valley Metro - Bike Education

Tami Ryall initiated the second tier ranking discussion. Mike Normand said that the Chandler Seville Project located half way between Ray and Warner borders Tempe and is similar to the Galveston project.

Tami Ryall noted that the second Gilbert project on the Western-Powerline trail connects to east valley cities and to developer's projects.

Steve Hancock explained that the Glendale underpass at Union Hills road runs along Skunk Creek and connects to the Thunderbird Paseo. One of the few crossings that does not go below

grade. Bikes must wait for traffic. Many jaywalk and there are a lot of school children. Glendale considers this a critical project. Bill Lazenby suggested to star this project.

Mitch Foy explained that the most costly elements, the box structures under McDowell and the 202, have been completed by Mesa and ADOT. This project will provide a connection between structures and to the Sun Circle Trail.

Karen Flores noted that the committee identified the top 10 projects not the top nine projects. She also said that she encouraged the committee to develop a strategy and approach to prioritizing the projects in the future.

John Lynch noted that Rio Verde is a Drive not a Lane.

Briana Leon said that Phase II of the 19th Avenue and Greenway path and bridge was for construction funding for the bridge. The City owns the golf course property. At the east end of the path is the Church property which would have to be negotiated.

Reed Kempton explained that the tunnel under McDowell Road on the Indian Bend Wash path is very old and requires straightening out the approaches from the north side. The site distances are very poor. Tempe has fixed the southern entrance. Tami Ryall noted that this was replacing an existing facility. Eric Iwersen noted that it had regional applicability because it is also part of the Papago Park system.

The committee voted on the ranking of the Second Tier Projects:

11. Glendale - Bridge Union Hills at Skunk Creek.
12. Phoenix - Construction of 19th Ave and Greenway.
13. Mesa - South Canal Path.
14. Gilbert - Lindsay/ Gilbert Path.
15. Chandler - 101/Seville Crossing.
16. Valley Metro - Education.
17. Scottsdale - Cross Cut Path Improvements.

Tami Ryall asked each city to identify their priority bike and ped projects from the ranked list. The cities were requested to send their highest priority to MAG staff to create a list for discussion at the next meeting on Tuesday, October 26, 2004.

Eric Iwersen proposed motion to accept the ranking. John Lynch seconded the motion. The motion carried unanimously.