

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

Tuesday, November 8, 2005 - 1:30 p.m.
MAG Office Building, Cholla Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group	Michael Cartsonis, Litchfield Park
*Bruce Meyers, ADOA Gen. Services	Peggy Rubach, Maricopa County
Michael Sanders, ADOT	Mitch Foy, Mesa
Michael Eagan, ASLA, Arizona Chapter	Karen Flores, Peoria
*Anna Bertanzetti, Avondale	Katherine Coles, Phoenix
Michael Normand, Chandler	*Briiana Leon, Phoenix
Bill Lazenby, Coalition of Arizona Bicyclists	*Randi Alcott, RPTA
Mark Smith, El Mirage	*Dawn Coomer, Scottsdale
Steve Hancock, Glendale	Reed Kempton, Scottsdale
Farhad Tavassoli, Goodyear	Eric Iwersen, Tempe
	Gary Norris for Lee Lambert, Surprise

*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

Bruce Landis of Sprinkle Consulting, Inc.
Jim Coffman of Coffman Studio, Inc.
Dan Hoffman of Studio Ma
Brandon Farry, Peoria
^Theo Petritsch, Sprinkle Consulting, Inc.

1. Call to Order

Eric Iwersen called the meeting to order at 1:30 p.m.

2. Approval of the October 18, 2005 and October 25, 2005 Meeting Minutes of the Pedestrian Working Group and the Regional Bicycle Task Force

Mitch Foy moved to approve and Bill Lazenby seconded the move to approve the meeting minutes of the Bicycle Task Force and Pedestrian Working Group for October 18, 2005 and October 25, 2005. The motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the Bicycle Task Force and the Pedestrian Working Group 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 Task Force and the Pedestrian Working Group requests an exception to this limit. Please note that those wishing to comment on action agenda items were given an opportunity at the time the item was heard.

No one wished to address the committee.

4. Staff and Member Agency Reports

Eric Iwersen invited staff and committee members to provide an update of pedestrian and bicycle-related activity in their agencies.

Maureen DeCindis introduced Jim Coffman of Coffman Studio as the consultant that will be communicating with committee members to organize the *Pedestrian Guidelines* workshops.

Mitch Foy reported that Mesa has been designated with a Bronze Designation as a Bicycle Friendly City through the League of American Bicyclists.

Reed Kempton noted that Scottsdale was also designated with a Silver Designation as a Bicycle Friendly City and Andy Clarke with the League of American Bicyclists will be in Scottsdale on Tuesday.

Eric Iwersen noted that Tempe was reaffirmed with a Silver Designation as a Bicycle Friendly City and will also be receiving the designation from Andy Clarke.

These are very prestigious awards. There are 62 total awards with only 14 silver awards in the country.

5. Presentation of the MAG Regional Bikeway Master Plan

Maureen DeCindis introduced Bruce Landis of Sprinkle Consulting, Inc. and Jim Coffman of Coffman Studio, Inc. to present an overview of the MAG Regional Bikeway Master Plan scope of work and seek input from committee members.

Bruce Landis introduced the team of Jim Coffman of Coffman Studio, Inc. and Dan Hoffman of Studio Ma and described the role of other staff members.

Task 1: Refine the Scope of Work

The purpose of this presentation is to review the scope of work and incorporate guidance from the committee. Staff will be taking notes to incorporate the comments of the committee members.

Task 2: Literature Review

The consultant will look at what works and what doesn't work in the overall context of Livable Communities especially when reviewing the funding.

Task 3: Develop Goals, Policies and Action Steps

The goal is to integrate neighborhoods but not ignore arterials bike facilities on streets. The plan will include bike lanes on arterial streets and connect the neighborhoods to the off-street network. The plan will accommodate cyclists of all ages and abilities. The main goal is to make sure that facilities get built. Michael Cartsonis requested simple goals such as a regional system that has connectivity and a neighborhood system that is safe.

Task 4: Develop a Regional Bikeway Master Plan

Bruce Landis reacquainted the committee with the original request. The consultant will use data from MAG and member agencies, and the consultant will identify a network of on-street and off-street bicycle facilities and mid-block connections. He asked the committee to consider what the committee will do with the data and the plan when it is complete.

Tami Ryall suggested a focus on what will affect future development for example creating a Boiler plate general plan element for the cities assisting them to become more bicycle friendly.

Eric Iwersen asked for a tool box, pages that can be creating, copied and distributed to city staff, developers, neighbors. Examples include: checklist for assessing a bike plan; templates for mid-block crossing for use in general plan or street detail; and street cross-sections especially for new communities with recommended widths.

Peggy Rubach asked for a guidance for Safe Routes to School, such as, preliminary platting and treatments of how to get students to walk to school and template language that would require developers to pay attention to these connections to avoid retrofitting. Karen Flores asked for design guidelines for Safe Routes to School.

Reed Kempton would like to see a sample bicycle parking guidance including where to locate racks.

Task 5: Develop a List of Gaps

The first task is to identify the definition of a gap. Bruce Landis asked what committee members consider a gap.

Reed Kempton suggested that freeway crossings cause gaps. All the rivers present gaps except where the arterial roads have bike lanes. Six lane arterials create a gap in neighborhoods according to Michael Cartsonis. Karen Flores said that a gap is anything that is missing in the existing inventory and what is needed or desired. Gaps should be defined as regional or local. Mitch Foy suggested that gaps may be a function of accessibility and convenience, such as how far one would have to travel out of the way to continue on the route. A formula may help quantify the gap.

Tami Ryall does not want an exhaustive list of gaps. Many gaps will be identified under the mid-block crossings section. Peggy Rubach noted that the County has been receiving phone calls from users who will lose bikeways especially with new freeway construction. She suggested developing solutions for the Arizona Department of Transportation. The guidelines could be standard and included in the tool box.

Michael Cartsonis noted that this plan needs to include detail for the neighborhoods. Maureen DeCindis confirmed that each city will bring forth the neighborhood and connector information to be included in the Plan. Peggy Rubach reported that Maricopa County will be updating the County Plan and would like to work together to gather the data especially identifying regional guidelines.

Bruce Landis asked how the committee would identify accommodation. Reed Kempton responded bike lanes on-streets, off-street pathways and neighborhood streets with low speeds all accommodate the cyclist. Theo Petritsch asked if neighborhood streets with lanes are considered to accommodate bicycles. There are no neighborhood streets in the Valley with bike lanes. Eric Iwersen suggested that all regional facilities need accommodation.

Bruce Meyers suggested incorporating non-traditional pathways such as utility corridors into the study. Maureen DeCindis responded that pathways such as utility corridors are included in the ROSS Plan and thus will be incorporated into this Master Plan.

Task 6: Identify Mid-block Crossing Warrants and Solutions

The scope requests the development of regional criteria for warranting mid-block crossing treatments. The report would include all solutions from signing, striping, crossings signals and grade separation. Tami Ryall suggested a tier approach to solutions tied more to the barriers that the bicyclists would be facing rather than the aggregate traffic count on arterials. Eric Iwersen suggested the consultant develop a template with a range of options as well as warrants. The major issue for the region is at-grade crossings at arterials. Time and space displacements will be considered by Sprinkle Consulting Research from other areas will be presented to be considered for the guidelines.

Peggy Rubach is considering at-grade crossings at the CAP trail and requested a focus on safer railroad crossings. Tami Ryall noted that the railroads tend to be non-responsive and protected by the federal rules.

Public Involvement: Jim Coffman suggested holding three regional public meetings to receive input on gaps for the plan and/or perhaps tag onto public events such as Sunday on Central. Eric Iwersen suggested tagging onto the larger light rail meetings.

Bruce Landis asked for updates to the current bike map facilities. This is a 12 month process and the consultant will meet with the Task Force for six meetings. The protocol dictates that the work product will be provided two weeks ahead of schedule and then distributed to members to red-line the chapter. Each member will be responsible to get the comments to MAG staff on time. Tami Ryall asked if the consultant could provide the information in small sections. Tami Ryall clarified that all comments will be given once and not revisited at the end. All problems will be resolved at the time the chapter is finalized. Jim Coffman noted that there are eight working papers that will be presented. The main goal of the project is to solve the problems for the future and to build the projects so more people will bicycle

and more people will want more facilities. The consultants concluded their presentation and requested that comments be directed through MAG staff for their consideration.

Blue Crowley noted that 19th Avenue and Grand Canal and the ACDC are all bicycle facilities. He noted that one has an overpass where an underpass would have cost half the amount. Gaps include four miles in Mesa and Blue Crowley would like to know what will happen to it. The goal is that all roads are bicycle and pedestrian friendly. The bicycle should be in the logo on the update to the Proposition 400 Report. There should be a tunnel along the Grand Canal. Tami Ryall asked Blue Crowley to get to MAG staff a list of all the gaps.

Peggy Rubach made a motion to adjourn.

6. Next Meeting

The next meeting will be December 20, 2005 at 12:00 noon in the Cholla Room for the Christmas luncheon.