

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

Tuesday, September 15, 2009 at 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 |
| Brian Fellows for Michael Sanders, ADOT | * Denise Lacey, Maricopa County |
| * Michael Eagan, ASLA, Arizona Chapter | Jim Hash, Mesa |
| Margaret Boone-Pixley, Avondale | Brandon Forrey, Peoria |
| Robert Wisener, Buckeye | Katherine Coles, Phoenix |
| ^ D.J. Stapley, Carefree | * Shane Silsby, Phoenix |
| * Rich Rumer Coalition for Arizona Bicyclists | Lisa Padilla, Queen Creek |
| Doug Strong, El Mirage | Peggy Rubach, RPTA |
| Steve Hancock, Glendale | Susan Conklu for Reed Kempton, Scottsdale |
| Joe Schmitz, Goodyear | Eric Iwersen, Tempe |
| | Bob Maki for Janice See, Surprise |

*Members neither present nor represented by proxy.

^Attended via audio-conference

OTHERS PRESENT

- | | |
|-----------------------------------|---|
| Jim Coffman, Coffman Studio, Inc. | Mara Delucca, Maricopa County Public Health |
| Tony Bowman of RPTA | Jeremy Hubbard, County Public Health |
| Mike Colety, Kimley-Horn, Inc. | Lucy Ranus, Banner Hospital/St. Joseph's |
| Ximena Zamora, EDAW, Inc. | Kayla Payton, ASU |
| Dr. Ariel Rodriguez, ASU | Beth Hoffman, ASU |

1. Call to Order

Jim Hash called the meeting to order at 1:30 p.m.

2. Approval of the July 21, 2009 Meeting Minutes of the Pedestrian Working Group and the Regional Bicycle Task Force

Peggy Rubach moved to approve the meeting minutes of the Bicycle Task Force and Pedestrian Working Group for July 21, 2009. D.J. Stapley seconded the motion. 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. Tony Bowman of RPTA wished to address the committee. Tony Bowman explained that there is a review of the CMAQ budget to determine if the funds can be used for marketing and advertising expenses for bicycle safety education. If it is deemed that these funds cannot be used, Valley Metro may not be able to support the program any longer. Eric Iwersen asked for clarification if the funds were being reallocated. Tony Bowman explained that this decision is being decided by the MAG Executive Committee. Peggy Rubach explained that through the competitive CMAQ process, ADOT has approved spending CMAQ funds for safety education.

4. Staff and Member Agency Reports

Maureen DeCindis explained a few changes that have an impact on the committee. The Regional Bicycle Task Force and the MAG Pedestrian Working Group have been combined to form the new MAG Bicycle and Pedestrian Committee. Each jurisdiction will have one voting member. A chair will be designated by the Regional Council for a one year term with the option to serve another year if the committee votes to elect that person to chair for the second term. There will be a vice chair that can assume the role of chair. Both positions of chair and vice chair are to be held by staff from MAG member agencies.

Michael Cartsonis reported that there is going to be a Arizona Planning Association workshop on neighborhoods with a charette in Phoenix this Friday September 18, 2009.

Brandon Forrey announced the opening of the 83rd Avenue underpass which connects the Paseo Verde and Skunk Creek trail. There will be a dedication on October 10th at Rio Vista Park at 8:00 a.m.

Brian Fellows announced the 4th cycle of the Safe Routes to School program.

Peggy Rubach announced that ADOT approved Valley Metro hiring Dr. Ariel Rodriguez, ASU School Community Resources and Development, and three graduate students. This will provide for better evaluations and more support for member agencies programs.

5. Complete Streets Program Update

The consultant presented preliminary policies from the best practices research, the first draft of the performance measures and goals to achieve the performance measures.

Jim Coffman presented the Best Practices from Caltrans, Sacramento, Charlotte, Seattle, Austin and Massachusetts. Each were sent a list of 21 questions plus requesting maps, guidelines, policies. Not all the communities have responded. Ximena Zamora reported on the results received from three jurisdictions. Caltrans has a stand alone policy. Charlotte has this policy within two documents. All three

have very strong advocates that include health professionals. Charlotte's program seems to have made the biggest difference. The plans have been in place since 2001 and incorporate retrofitting.

Draft Goals for a Complete Street Policy and Complete Streets.

1. A Regional Complete Streets Policy:

Provides

- Clear and consistent standards for Complete Streets between jurisdictions
- Guidance to the development community

Includes

- Performance measures inventory and outcome
- Implementation actions

Is Relevant

- To all types of streets
- To all jurisdictions

Addresses

- Funding opportunities

2. Compete Streets

Are

- Context sensitive
- Integrated into ongoing street and transportation planning
- "green" and sustainable
- Fundable
- Implementable

Accommodate

- All appropriate modes of travel
- Emergency service vehicles
- Space for bus bays and transit
- Opportunities for people to interact

Increase

- Connectivity between travel modes
- Travel choices
- Travel efficiency
- Safety through a reduction in vehicles, bicycle and pedestrian accidents
- The number of children walking to school
- Transit ridership
- Access to adjacent uses
- Compliance with speed limits

Create

- An expectation of inclusion
- A safe travel environment for people of all ages and abilities

Contribute

- To the overall capacity of the street
- To an increase in property values
- To the health of individuals
- To a healthier environment
- To creating and enhancing a sense of place

D.J. Stapley noted that the bullet points format of the goals are more easily read. He asked about public health. Maureen DeCindis noted that public and community health are an essential component and ally to Complete Streets.

Peggy Rubach noted that the alliterative approach was easy to understand. Michael Cartsonis suggested adding language that these goals connect into the larger bicycle and pedestrian network in the community.

Mike Colety is focusing on performance measures that relate to the goals and are qualitatively measurable with data that is available. The intent is to be consistent with the MAG performance measures currently being developed. There are two ways to measure results: inventory measures which are a basic measure and do not necessarily correlate to improved performance and outcome measures which represent the desired conditions.

Performance Measures

- Directly related to the goals and objectives
- Based on data that is readily available
- Can be inventory measures or outcome measures
 - Inventory measures are a basic measure and do not necessarily correlate to improved performance
 - Outcome measures better represent the desired conditions

Potential Inventory Measures:

- % Roadways with Recommended Bicycle Accommodation
- % Roadways with Recommended Pedestrian/ADA Accommodation
- % Roadways with Recommended Landscape Accommodation
- % Roadways with Recommended Transit Accommodation
- % Complete Streets

Performance Outcome Measures:

- MAG Performance Measurement Framework and Congestion Management Study includes
 - Bicycle and Pedestrian Crash Rate
 - Percent Pedestrian/Bicycle Mode Share
 - Increase Trip Reduction Program participation
 - Bicycle/Pedestrian Facility Network Growth
- % Agencies with Complete Streets Policy
- % MAG Funded New Construction Projects that are Complete Streets
- % MAG Funded Retrofit Projects that are Complete Streets

Brian Fellows asked if the questions should be in rating format or in a percentage format. Mike Colety suggested some yes and no answers but the percent of roadways could be quantified regionally. Brandon Forrey noted that various people may give different answers such as if a road is ADA and pedestrian friendly. Joe Schmitz asked at what point will the committee review the guidelines for each street classification. A gradation scale could possibly assist with this.

The MAG bike map does have specific street classifications with GIS files as inventory data. Joe Schmitz noted that this is just a bike map. Some streets may have a bike lane but no sidewalk and bus

bays but no buses.

Jim Coffman noted that at the November meeting, the consultant will present the first draft of guidelines for the committee to comment. Michael Cartsonis suggested that users be taken into account. A bike lane on an arterial is not necessarily safe for safe routes to school. Mike Colety replied that this will be incorporated into the guidelines such as “recommended facility.”

Brian Fellows asked if one of the goals is to ascertain how many communities have a formal policy but many communities have been developing complete streets under another title. Mike Colety suggested that the inventory taken at the beginning of the study indicated that the city of Scottsdale is the only city in the region with a formal policy. The guidelines will need to be clear. Margaret Boone-Pixly noted that there are nuances of people’s choice. A bike path may not be chosen by a commuter.

6. Transportation Improvement Program Application Process Overview

MAG staff present the new process for evaluation of the projects submitted for the Transportation Improvement Program FY2014. There is \$8,737,000 available for Bicycle and Pedestrian projects in FY 2014. In September, the each committee member will receive a copy of each application with an Evaluation Criteria sheet. The Evaluation Sheet needs to be filled out for each application.

At the October meeting, each jurisdiction will have three minutes to present an overview of their project and then there will be time for question and answers on project information contained in the application. If the sponsor is not able to answer questions at the first meeting, they will have an opportunity to clarify information at the second meeting in November. The date for the revised application information must be submitted to MAG staff by **Friday October 30, 2009 at noon**. Member will have an opportunity to edit their scores based on information from the presentation. At the end of the October meeting, MAG staff needs to collect all the Evaluation Sheets.

The expected emission reductions and cost effectiveness for all proposed CMAQ funded projects are evaluated by MAG staff and need to be considered by the modal committees. MAG staff will compile the bicycle and pedestrian scores, and the CMAQ scores. These will be transmitted to committee members prior to the second meeting.

At the November meeting, any clarified project information is presented and then the project ranking can move forward. The Bike and Pedestrian Committee will review and produce a ranked order list of projects and evaluation summary that will be forwarded to the Transportation Review Committee. A reminder, technical committees cannot change the project scope, schedule, budget or requested amount of funds during the evaluation process.

7. Health Impact Assessment for School Siting (HIA-SS)

The Health Impact Assessment for School Siting (HIA-SS) is a decision making tool for selecting optimal, walkable, physical activity-encouraging school sites. ADOT presented this tool requesting feedback from committee members.

Brian Fellows recognized that school siting is a pre-requisite to safe routes to school and physical activity. ADOT has developed guidance for where to build a proposed new school. This guidance will

be developed and distributed nationally. A committee included physicians, engineers, school professionals, and public health professionals developed this tool.

Brian Fellows asked the committee members to take 20 minutes and pick a school they are familiar with and the neighborhood around it. To validate this instrument, ADOT needs data on many schools. Members were asked to determine if the survey questions are equitable. Please send the survey back to Brian Fellows or MAG staff.

The Health Impact Assessment for School Siting (HIA-SS) includes:

- Supportive Policies and Programs
- Walking/Bicycling Zone
- School and Enrollment Boundary
- School Property
- Street Profile
- Pedestrian and Bicycle Facilities and Safety
- Connectivity and Convenience
- Scoring

Members asked for electronic copies of this document. Brian Fellows announced that this is available with MAG or ADOT. Margaret Boone-Pixley noted that this would be helpful for the local zoning commissions and staff. Peggy Rubach suggested working with other organizations like the ITE School Siting Committee who is currently producing technical guidelines with the goal of creating national guideline standards. Brandon Forrey reported that a community in a remote location near the river in Peoria had a school siting was not desirable at first. This document can be very helpful for cities and schools.

Catherine Coles asked if there would be an implementation plan, an action list, change in legislation, a model ordinance or policy. Brian Fellows noted that this is a good idea. There are process and funding issues that could hinder this effort. Brian Fellows asked for feedback on the schools and on the survey itself.

8. City of Scottsdale Project Change Request

Susan Conklu from the City of Scottsdale put forth a request for a project change for Scottsdale's bicycle lanes and pedestrian improvement project on McDowell Road from Scottsdale Road to Granite Reef Road. The requested change is for the project limits to cover the bridge over Indian Bend Wash only. This change is needed due to financial issues and right-of-way availability.

Susan Conklu explained that the sidewalks can't be attached to the bridge but need to be built adjacent to the bridge. The current bridge is too narrow to support both a bike lane and sidewalk. With the project change, the project can be completed.

Peggy Rubach made a motion to accept the proposed project change and Robert Wisener seconded the motion. The motion passed unanimously.

9. Next Meetings

All meetings will be on the third Tuesday of the month in the Cholla Room at 1:30 p.m., except for December meeting that begins at noon.

October 20, 2009
November 17, 2009
December 15, 2009 (noon)
January 19, 2010
February 23, 2010
March 23, 2010
April 20, 2010
May 18, 2010
June 15, 2010
July 20, 2010
August 17, 2010