



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE**

**ONE CIVIC CENTER
7447 E. INDIAN SCHOOL ROAD, SUITE 205
SCOTTSDALE, AZ 85251**

TUESDAY, June 7, 2022

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:31 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: Donald Anderson, Chair – Transportation Commission
Teresa Kim Hayes-Quale, Commissioner – Parks and Recreation Commission
Kyle Davis, Subcommittee Member

ABSENT: William Levie, Subcommittee Member
Kent Lall, Commissioner – Transportation Commission

STAFF: Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Nathan Domme, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Devin Giorando, Transportation Planning Specialist
Cristina Lenko, Public Information Officer
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no public comments.

1. APPROVAL OF MEETING MINUTES

Chair Anderson called for modifications and approval of the minutes. There were no corrections.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF APRIL 5, 2022 MEETING AS AMENDED. CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF 3 (THREE) TO 0 (ZERO) WITH CHAIR ANDERSON, COMMISSIONER HAYES-QUALE AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. TRAIL MAINTENANCE PUBLIC OUTREACH PROGRAM

Susan Conklu, Senior Transportation Planner, stated that Scottsdale currently has 60 miles of existing non-Preserve trails on City right-of-way or within public easements dedicated to the City on private property. The trail maintenance communication plan has been in development for approximately a year and a half. There have been two inventories of the existing network, one in 2012 and one commenced in January, 2022. A review of maintenance responsibilities pursuant to Scottsdale Revised Codes was provided. The trail element of the Transportation Action Plan (TAP) contains goals, policies and performance measures. An overview of trail maintenance inventory was provided. This update will be presented to the Transportation Commission at its upcoming meeting. A new link for information and trail reporting issues will be created in ScottsdaleEZ. Next steps include targeted outreach in coordination with Citizen Services programs and events.

In response to a question from Subcommittee Member Davis, Dave Meinhart, Transportation Planning Manager, stated that the first inventory was completed in 2012. Technology has improved since that time and with good monitoring, full inventories should not have to be conducted on a regular basis. Greg Davies, Senior Transportation Planner, added that the first inventory was conducted by interns, who went into the field and collected the data manually. New technology allows for much of the data collection to be performed on iPads. If such inventories are to continue, a three- to five-year interval would be most useful.

Subcommittee Member Davis referred to trails built on easements and asked whether the property owner is responsible for the structure of the trail and issues such as washouts. Mr. Davies stated that typically the City would take action to reestablish eroded trails. Property owners and HOAs are expected to maintain vegetation.

Chair Anderson asked about the expected time to take a complete inventory, now that better software exists. Mr. Davies stated that it will take approximately four to six months.

Chair Anderson inquired as to the process for reporting trail issues. Ms. Conklu stated that submissions may be received in a number of ways, but typically these go through Code Enforcement.

3. PATH COUNTERS: FIRST YEAR DATA REVIEW

Nathan Domme, Senior Transportation Planner, reviewed the locations of the nine counter locations, including four greenbelt sites and five non-greenbelt sites. A total of 1.4 million people have been counted on the path systems, including bikes and pedestrians, with the greenbelt sites ranking the highest volumes. An average activity month-by-month graph was reviewed. While volumes decrease during summer, there is still significant use of the trails during the hotter months. Volumes pick up again in September, with a peak in March of approximately 6,000 uses per day. Weekly and hourly averages were provided, with approximately 3,500 users on paths each week day and 4,800 on weekends.

Trends for pedestrian and bike activity were discussed for the greenbelt and non-greenbelt sites:

Greenbelt Sites:

- Vista del Camino Park
- Indian School Park
- Chaparral Park
- McCormick Parkway

Non-Greenbelt Sites:

- Crosscut Canal Bridge
- Arizona Canal/84th Street alignment
- Pima Path south of Indian Bend Road
- Upper Camelback Wash/Cholla Street
- Sweetwater Avenue east of Loop 101

Mr. Meinhart noted that the City also has two portable counters, which are deployed to various locations. Next steps are to continue to collect and study the counts. Data will be used in the 2023 Bicycle Friendly Community application and will help to prioritize future path renovations. The City may look to add additional sites as the path system is extended.

Subcommittee Member Davis inquired about Tempe's counting methods. Ms. Conklu stated her understanding that Tempe does not have automated counters. They have conducted point in time counts using volunteers. They also rely on regional count data from MAG. Staff answered Subcommittee Member questions regarding count challenges at specific locations in the City.

In response to a question from Chair Anderson, Mr. Domme stated that the counter batteries must be changed after approximately a year and a half. The cost to replace all batteries is approximately \$500.

4. NEIGHBORHOOD BIKEWAYS PRIORITIZATION CRITERIA

Mr. Meinhart stated that the Neighborhood Bikeway Network has been incorporated into the Transportation Action Plan, which was recommended by the Transportation Commission and adopted by City Council on April 26th, 2022. This is a new designation for the bike system. Mr. Domme stated that 19 corridors are now identified as future neighborhood bikeways. A prioritization process is now under way to determine which ones would be the focus.

Key factors and goals were discussed, including:

- Engineering considerations

- Safety
- Connectivity
- Equity
- Demand

In response to a question from Subcommittee Member Davis, Mr. Meinhart stated that the reason that more weight is given to coordination with the Five-Year Pavement Plan is to leverage work that is already occurring. Striping is likely to be included in some of the corridors. One of the goals is to coordinate capital investments as much as possible. Subcommittee Members had questions answered regarding specific scoring methods and determinations.

Subcommittee Member Davis recommended giving Old Town more weight, based on a number of bond projects in the area as well as a number of studies that have been completed. There was consensus to adjust Old Town upwards to five points.

In response to a question from Chair Anderson, Mr. Meinhart confirmed that the Shea and 101 employment area refers largely to the hospital roughly a half mile east of the interchange. A corridor is identified on the 90th Street alignment. West of the freeway is the 84th Street Corridor from Shea to the Airpark.

Mr. Domme reviewed continual and next steps:

- Incorporate changes from the Subcommittee
- Present with changes to the Transportation Commission in August
- After Transportation Commission recommendations:
 - Collect necessary data
 - Analyze bikeway averages on the equity considerations
 - Create a list of the rankings
 - Determine the estimated cost of implementing the bikeways
 - Determine the order of implementation

Chair Anderson commented that the prioritization guidelines are great tool, however they may find the need to make adjustments in the ranking criteria as the process moves forward.

Subcommittee Member Davis identified the point allocations for items within the five-year pavement preservation line. Second Street improvements are in conjunction with the approved bond project. He asked whether this would be scored as pavement preservation or separately. Mr. Meinhart said it is already identified as a bond project and the objective is to ensure there are no missed opportunities for bike-related improvements. This is not technically a transportation project, as it was included in Bond 2019, which contained no transportation projects, other than the bridge on Thompson Peak Parkway. Perhaps there could be a category for integration with a bond project, which could be worth five points. There was agreement to add points for projects less than or equal to a quarter mile away and to have a reassessment every five years.

COMMISSIONER HAYES-QUALE MOVED TO RECOMMEND THE CRITERIA TO THE TRANSPORTATION COMMISSION WITH THE SUGGESTED CHANGES. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF 3 (THREE) TO 0 (ZERO) WITH CHAIR ANDERSON, COMMISSIONER HAYES-QUALE AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

The following topics were identified for future agenda items:

- Vision Zero
- Transportation Action Plan recommendation to not automatically build eight-foot wide sidewalks on both sides of the road
- Pilot installations of protected bike lanes

6. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Commissioner Hayes-Quale, the meeting adjourned at 10:29 a.m.

AYES: Chair Anderson, Subcommittee Member Davis, Commissioner Hayes-Quale

NAYS: None

SUBMITTED BY:

eScribers, LLC

***NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>**