



SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

TUESDAY, MARCH 10, 2015

**CITY HALL - KIVA CONFERENCE ROOM
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ**

CALL TO ORDER

Chair Stickles called the meeting of the Paths & Trails Subcommittee to order at 8:30 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: David Brown, Parks & Recreation Commissioner
Michael Kuzel, Subcommittee Member
Robert Stickles, Chair
Linda Whitehead, Subcommittee Member (left at 10:10 a.m.)

ABSENT: Paul Holley, Transportation Commissioner

STAFF: Rose Arballo, Trails Subcommittee Coordinator
Madeline Clemann, Transportation Planning & Transportation Operations
Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Holly Walter, Public Information Officer

GUESTS: Stacey Bridge-Denzak, City of Carefree

2. APPROVAL OF MEETING MINUTES

Chair Stickles explained that the regular meeting minutes of May 28, 2014 needed to be re-affirmed due to an incorrect date noted on the August 19, 2014 agenda.

SUBCOMMITTEE MEMBER WHITEHEAD MOVED TO APPROVE THE PATHS & TRAILS SUBCOMMITTEE MEETING MINUTES OF MAY 28, 2014 AS CORRECTED. SUBCOMMITTEE MEMBER KUZEL SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). COMMISSIONER HOLLEY WAS ABSENT.

SUBCOMMITTEE MEMBER WHITEHEAD MOVED TO APPROVE THE PATHS & TRAILS SUBCOMMITTEE MEETING MINUTES OF NOVEMBER 19, 2014. COMMISSIONER BROWN SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). COMMISSIONER HOLLEY WAS ABSENT.

3. REGIONAL CONNECTIVITY

Ms. Bridge-Denzak presented the City of Carefree's mobility network. She highlighted the following:

- Carefree is a master planned community first established in the 1950's. The population today is approximately 4,000. The City's policy is to promote alternative modes of transportation such as pedestrian and bicycle travel. Their strategy is to use existing right-of-way and focus pedestrian activity in the center of town.
- Carefree is working with Cave Creek to try to slow traffic through the towns and develop pedestrian-friendly nodes.
- Stop lights will not be needed until around 2035.
- Traffic management for special events is important.
- Carefree has obtained Federal funding for the Cave Creek bike lanes project, which will connect Carefree and Cave Creek on existing right-of-way and end at the Scottsdale border.
- Options to create the bike lanes include restriping existing road surfaces; reduce the width of medians; or add pavement on the roadside in certain locations.
- The entire project will be re-slurried and re-sealed, and should be finished by the end of summer 2015.

Ms. Bridge-Denzak addressed questions and received input from the Subcommittee as follows:

- The average age of Carefree residents is in the low 60's and most are retired people with good education and income.
- The opportunity for connectivity with Scottsdale at Pima Road was noted. Subcommittee members and staff noted existing and potential trails in the adjacent northern area of Scottsdale.
- A survey of Troon North residents revealed that the most popular leisure activities are hiking and cycling. Shorter loops could encourage walkers and less experienced cyclists.

4. **"MYSCOTTSDALE" APP**

Ms. Walter demonstrated the "myScottsdale" app for Apple and Android devices. This is the City's first foray into a mobile app.

She highlighted the following:

- The app is not to be used while driving; life-threatening emergencies should be reported by calling 911.
- Users can report common issues such as problems with traffic signals, streets, graffiti, street lighting, playground equipment, etc. Paths and trails can be reported under the "other" category, "parks and landscaping" or "streets and alleys."
- The app enables users to submit photos of the issue they are reporting and pinpoint the location on a map.
- Reports can be made anonymously; however, if people identify themselves, staff can follow up to let them know that their issue has been addressed.
- The app launched last summer and staff is still publicizing it.
- The City is also using other social media platforms (Twitter, Facebook, Instagram, and NextDoor) to connect with residents.
- During the September 2014 flooding, a staff member at the emergency operations center was dedicated to monitoring social media.
- Traffic restrictions are updated weekly on this app.

Staff addressed questions and received input from the Subcommittee as follows:

- Different social media platforms attract different demographics.
- Issues can still be reported by phone.

- A Subcommittee member commented it would be helpful if the City could accept reports outside the City limits and forward to the appropriate jurisdiction. He noted barriers to reporting safety situations as private individuals do not always know who to contact.
- A Subcommittee member noted that follow-up and acknowledgment to reporting residents is important. If people feel their concerns are not being addressed the app will lose credibility. There are also concerns with regard to legal liability.
- Ms. Walter undertook to analyze the data to determine to what extent citizens are advised how their reports are handled.
- A Subcommittee member suggested adding a message to encourage people to provide their e-mail address. Ms. Walter said this is already included in the app.
- The app is intentionally fairly simple to ensure it is easy to use and upgrades will remain affordable.
- Subcommittee members praised the GPS feature.
- Subcommittee members urged providing a "Paths & Trails" button in the app.
- Ways to spread the word about the app were discussed. These included: A tagline that would appear constantly on other City communications to remind people and a YouTube video demonstrating the app.

5. BIKE FRIENDLY COMMUNITY APPLICATION PROCESS

Senior Transportation Planner Ms. Susan Conklu discussed the upcoming application process for the League of American Bicyclists Bike Friendly Community awards.

Highlights of Ms. Conklu's presentation included:

- Scottsdale was recognized at the silver level in 2005 and 2007. Scottsdale was the first city to achieve this level without a college or university within the city limits.
- In 2011, Scottsdale was recognized at the gold level and was ranked 17th in the country. Members of the cycling community were heavily involved in putting together the application.
- Today, the levels are: diamond, platinum, gold, silver, and bronze. To date, no community has reached the diamond level.
- The League was impressed with the number of grade separated street crossings for paths and trails in Scottsdale, the annual Cycle the Arts Ride; Handlebar Helpers program that enables people to obtain a bicycle; and signage reminding drivers to share the road.

- Since 2011, many bike lanes have been added to streets, plus the paths and trails system has expanded, closing gaps in connectivity. Others are improvements are being planned.
- Wayfinding signage is underway.
- Signal detection of bicycles is being planned.
- The new Transportation Master Plan will incorporate the 2004 Trails Master Plan.
- Staff will reach out to the general public, cyclists and bike groups to seek input regarding the City's paths and trails.

Staff addressed questions and received input from the Subcommittee as follows:

- Staff is committed to working with Scottsdale Community College (SCC) to achieve connectivity for students who bicycle to school.
- A Subcommittee member noted that SCC could be a resource for educational programs on cycling.
- Staff is conducting educational outreach to schools and youth groups on bicycle safety and maintenance.
- A Subcommittee member said Scottsdale's efforts to improve connectivity by reaching out to adjacent communities is important and should be mentioned in the application.
- Another important initiative is for stakeholders to address the Transportation Commission on non-motorized vehicle transportation issues.
- A Subcommittee member asked whether staff has done an analysis of bicycle crashes. Ms. Conklu noted there was a crash analysis in the Transportation Master Plan, but one has not been done since 2006. She added that the Police Department sends data to Traffic Engineering staff so it is tracked with general City accident data.
- A Subcommittee member expressed concern that tour groups in the downtown area ride against traffic on the sidewalks. This is against ADOT policy and a serious safety concern. Tucson and Tempe have by-laws regulating this; Scottsdale does not. The Subcommittee member urged staff to focus on raising awareness.

6. BICYCLE SIGNAL DETECTION

Senior Transportation Planner Mr. Greg Davies provided an update.

Highlights of his presentation included:

- There is significant public demand in the Valley for bike lanes.
- Scottsdale has approximately 135 signalized intersections with bike lanes.
- Bicycle signal detection identifies bikes at signalized intersections. The goal is to deter cyclists from running red lights which do not change unless a car is present.
- The signal provides a safe length of green time for cyclists.
- Inductive loops are popular because the cyclist does not have to do anything to activate it. The disadvantage is that road repairs are more costly and the extreme heat in the Valley causes some problems. Not all bicycles activate the loops.
- Video cameras are more expensive, but are a more versatile proven technology.
- Microradar and magnetometers are placed in the ground in the bike lane. Some are installed along Pima Road; however, staff discovered some issues in actual practice.
- A survey of other cities with bicycle lanes revealed that many use video camera detection in conjunction with inductive loops. Examples are Glendale; Santa Clara, California; and Paradise Valley. Other cities contacted were: Goodyear, Casa Grande, Buckeye, Phoenix, and Peoria.
- Video detects all types of vehicle. When cyclists are detected, the light stays green longer to enable them to cross the intersection safely.
- Mr. Davies screened footage of video detection at a signalized intersection.
- The City is moving towards video detection and has just implemented this along Shea Boulevard.
- Cyclists have identified the most challenging intersections and 15 of these are at the top of the list for implementation.
- Cameras have been procured and the City will proceed with implementation of Phase 1 in March and April.
- Implementation of future phases of bicycle detection depends on funding, which must be earmarked in the bikeways capital fund.

Staff addressed questions and received input from the Subcommittee as follows:

- A Subcommittee member asked what it costs to install video detection at an intersection. Mr. Davies said it totals \$20,000 for all four approaches. Staff is committed to installing video detection on all approaches at the same time.
- Staff plans to phase projects to take advantage of bulk pricing for the cameras.

- A Subcommittee member commented that eventually this technology will be integrated into signal lights.
- A Subcommittee member suggested reaching out to all municipalities in the Valley to share experience and lessons learned.
- A Subcommittee member inquired about streets on city boundaries, such as the portions of Scottsdale Road that border Phoenix. Mr. Davies said another staff member will address that at a later meeting. Everyone agreed this is an important topic as traffic management is increasingly carried out through high-tech traffic management centers.
- Mr. Davies stressed that the video is not stored, although the equipment can be set up to do traffic counts.
- A Subcommittee member commented that the video technology is remarkable and represents a huge investment. He noted that 13 states have passed a safe on red law that permits cyclists and motorcyclists to run red lights. They must stop and proceed only when there is no counter traffic. He opined that this is less disruptive to traffic flow and suggested that this perhaps the City could introduce an ordinance to this effect.
- Ms. Clemann commented that this concept is similar to the blinking yellow light in Scottsdale. Another Subcommittee member said it is similar to the right turn on red, which has been extremely effective.

7. OTHER TRANSPORTATION PROJECTS

Ms. Clemann reported on progress of the Arizona Canal path project.

- Final plans for the Arizona Canal path have been sent to ADOT for review, which is expected to take about six months.
- The path will run along the west side of the canal. At the north end, there will be a connection to Indian Bend Wash, with another path connecting to the Silverado clubhouse.
- The path surface will be concrete with striping.
- There are two crossings along the path, plus a bridge at Jackrabbit for east/west connectivity and a small bridge over the spillway at the north end.
- This is the last big segment the City has to build for connectivity along the canal.
- A Subcommittee member inquired about the area of Fashion Square. Ms. Clemann said that the City has made many improvements, but there are limitations and challenges in terms of wayfinding. The newly installed public art makes a huge difference to the atmosphere.

- A Subcommittee member asked about accident statistics in that area. Ms. Clemann said staff hopes to report in July or August when they have more data.
- Ms. Conklu noted that before the recent improvements, there was no continuous ADA compliant sidewalk between Miller Road and Scottsdale Road on Camelback. This has been a big improvement in those terms.

Ms. Clemann reported on the U.S. Bike Route project.

- Many government and cycling groups are involved in this national project.
- Route 90 will traverse Scottsdale. Staff would like the route to run along the canal, but there are some challenges to overcome. City staff will be working with Tempe to run the route from Mill Avenue to the Cross Cut Canal.
- For the time being, staff has decided to work on the proposed route and will work with Tempe to subsequently adjust the route to run by the canal.
- The proposals will be presented to City Council for approval.
- A Subcommittee member asked about the requirements for the project in terms of bike lanes, road width, etc. Ms. Conklu undertook to research this.
- A Subcommittee member commented that despite some of the stated aims of the project, the proposed routes miss downtown Scottsdale. He suggested a route along Miller Road into downtown Scottsdale. Discussion ensued.
- Ms. Clemann pointed out that signage can enhance alternate routes.
- A Subcommittee member summarized that this is a macro design. In Scottsdale, there is concern with local micro implications.
- Ms. Conklu pointed out that the current proposal does not address eliminating left turns as much as possible.
- Ms. Conklu added that national project leaders are very flexible and engaged with stakeholders.

8. PUBLIC COMMENT

No public comment was received.

9. FUTURE AGENDA ITEMS

- Analysis of accident statistics where paths and trails cross roadways to identify areas of concern.
- Safety issues of cyclists riding on sidewalks and on the wrong side of the road, and how to enforce safety regulations.

- Clarification of rules that apply to motorized bicycles.
- Review of disconnected paths and trails to understand the magnitude of the overall problem and develop a strategy to address it.

10. NEXT MEETING

May 12, 2015 at the McDowell Mountain Ranch Aquatic Center.

9. ADJOURNMENT

Chair Stickles adjourned the meeting at 10:52 a.m.

SUBMITTED BY:

Rose Arballo
Transportation Coordinator

***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>