



## **SUMMARIZED MINUTES**

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

**TUESDAY, MAY 12, 2015**

**McDOWELL MOUNTAIN RANCH AQUATIC CENTER  
15525 N. THOMPSON PEAK PARKWAY  
SCOTTSDALE, AZ 85260**

#### **CALL TO ORDER**

Chair Stickles called the meeting of the Paths & Trails Subcommittee to order at 8:34 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

#### **ROLL CALL**

**PRESENT:** Michael Bouscher, Parks & Recreation Commissioner  
Paul Holley, Transportation Commissioner  
Michael Kuzel, Subcommittee Member  
Robert Stickles, Chair – Transportation Commissioner  
Linda Whitehead, Subcommittee Member

**STAFF:** Rose Arballo, Paths & Trails Subcommittee Coordinator  
Paul Basha, Transportation Director  
Madeline Clemann, Transportation Planning & Transit Operations  
Manager  
Susan Conklu, Senior Transportation Planner

#### **2. INTRODUCTION OF NEW PATHS & TRAILS SUBCOMMITTEE MEMBER**

Mr. Michael Bouscher of the Parks and Recreation Subcommittee introduced himself.

### **3. PUBLIC COMMENT**

No public comment was received

### **4. APPROVAL OF MEETING MINUTES**

**COMMISSIONER HOLLEY MOVED TO APPROVE THE MINUTES OF THE MARCH 10, 2015 PATHS & TRAILS SUBCOMMITTEE MEETING. SUBCOMMITTEE MEMBER KUZEL SECONDED THE MOTION, WHICH CARRIED BY A UNANIMOUS VOTE OF FIVE (5) TO ZERO (0).**

### **5. U.S. BICYCLE ROUTE SYSTEM**

Senior Transportation Planner Ms. Susan Conklu presented an overview of the U.S. Bicycle Route System, an initiative of the Adventure Cycling Association and the American Association of State Highway and Transportation Officials (AASHTO) to promote interstate cycling and bike tourism. The ADOT Route Committee is making recommendations for the Arizona route system and coordinating with key stakeholders.

Ms. Conklu highlighted:

- Route 90 is the route through the Valley and includes a short section in Scottsdale.
- Routes are not set in stone and although it is not practical now, eventually the preferred route would follow the Cross Cut Canal.

Next steps:

- The Transportation Commission to make a recommendation to City Council at a future meeting in support of Route 90.
- Once Council has adopted the resolution, staff will work to promote awareness of the route.
- Optional signage is available for cities to use.
- ADOT will forward a final report to AASHTO.
- City of Scottsdale staff will work with Tempe and Mesa to adjust the route as necessary.

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

- The signage is optional, but has the advantage of helping cyclists from out of the area find their way.
- The map displayed gives the bigger picture, but not complete detail. Various alternatives were suggested to avoid gaps in the route.
- A Subcommittee Member commended the maps of cycling routes published by the Adventure Cycling Association for the wealth of helpful detail provided.

**COMMISSIONER HOLLEY MADE A MOTION TO RECOMMEND TO THE TRANSPORTATION COMMISSION THAT THEY ADOPT THE CURRENT ROUTE AS PRESENTED BY STAFF AS PART OF ROUTE 90 OF THE U.S. BICYCLE ROUTE SYSTEM. SUBCOMMITTEE MEMBER WHITEHEAD SECONDED THE MOTION, WHICH CARRIED BY A UNANIMOUS VOTE OF FIVE (5) TO ZERO (0).**

## **6. PATHS AND TRAILS PROGRAM**

Ms. Madeline Clemann, Transportation Planning and Transit Operations Manager, recalled that the Subcommittee had asked staff to investigate the gaps in paths and trails. Ms. Conklu presented an overview of what has been done to date.

Highlights of her presentation on the trails program included:

- Trails were originally under the Parks and Recreation Department. The Trails Master Plan was adopted in 2004 and ranked projects for implementation. In 2007, all trails outside the Preserve became part of the Transportation Department. The Trails Master Plan was not folded into the 2008 Transportation Master Plan.
- The Ad Hoc Citizen Trails Task Force met in 2008-2009 to update the implementation plan in the Trails Master Plan. Task Force members created a new prioritized list of planned trails. This covered 41 projects. Other projects planned in the future network were not included. There was little attention to local neighborhood trails, although the Task Force recognized their importance.
- An overview of trails constructed by the Transportation Department since 2009, using Bond 2000 funding.
- The trails plan will be integrated into the new Transportation Master Plan. At that point the prioritization scores may change.
- Maintenance and compliance with ADA requirements are an ongoing consideration.

- Although housing density is lower in the northern part of the city, many trails are planned in the area. In many neighborhoods, there is no pedestrian connectivity and people have to walk in the roadway.
- Design of the WestWorld/Indian Bend path and trail project is expected to begin soon. This will eventually yield five miles of paths and trails.
- Segment 2 of the Mountain View Trail is in design. This will cross under Shea Boulevard.
- A trail between Stonegate Equestrian Park and Horizon Park running along the power line corridor and the CAP Canal may be assigned a higher priority than the Task Force had originally given it.

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

- A Subcommittee Member pointed out that although a future trailhead is potentially planned at 93rd Street and the Preserve, there are private homes, a private park, and State lands along the route. Ms. Conklu undertook to gather more information. The Subcommittee Member clarified that in this neighborhood many of the trails lack connectivity. One goal is to build a path between the private path in Troon North to the new Doc Cavalliere Park. This path would be about five miles long and would provide an opportunity for walking.
- All trails shown on the City network are intended for public use.
- Easements and right-of-way must be acquired for some of the future trails. In some areas, connectivity may be only achieved through using sidewalk.
- Some gated communities allow access to the paths and trails crossing their land. This depends on agreements made between the developer and the City; however residents may be unaware of this and under the impression that the land is private. Signage is sometimes obscured by vegetation and some access points have been blocked.
- A Subcommittee Member suggested a map showing the gated communities whose paths and trails are designated for public access should be published to avoid misunderstanding and conflict. Ms. Conklu noted that staff has a record and researches the original plats if necessary. Staff is prepared to clarify any misunderstandings with HOAs. She undertook that staff will look into the situations discussed at The Boulders, 136th Street and Terravita.
- Mr. Basha clarified that the map on display is of planned trails, not all of which exist.
- Staff noted the challenges of designing a trail to cross the freeway near the CAP Canal and Frank Lloyd Wright Boulevard.
- Some easements have been granted, but not all are connected to the system.

Highlights of Ms. Conklu's presentation on the paths program included:

- The paths were ranked into three tiers in the 2008 Transportation Master Plan on the criteria of potential demand, existing cycling conditions on parallel roadways, and potential for connectivity with the existing citywide network.
- Most paths constructed since 2008 were in Tier 1. The Pima Road path was ranked lower, but it made sense to build it as part of major drainage and streetscaping work.
- Currently 89 projects remain in Tier 1. Rankings may change when the Transportation Master Plan is updated.
- Maintenance and ADA issues are less with paths than with trails.
- More paved paths are planned in the central and southern areas of the city.

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

- There are no City plans to connect paths with the Salt River Pima-Maricopa Indian Community. Staff hopes to have staff from the Community present their plans to the Subcommittee at a future meeting.
- Subcommittee Members noted some parts of the planned paths system where connectivity could be improved.
- A Subcommittee Member suggested preparing a map overlaying proposed trolley routes with the proposed bike paths. This might suggest minor adjustments to improve connectivity and trolley ridership, since the trolleys and buses have bike racks.
- Ms. Conklu noted that the federal government is now allowing some bike and pedestrian projects to receive transit grants.
- Ms. Conklu clarified that the map is to guide what is implemented next. Modifications may be made before it is integrated into the new Transportation Master Plan.
- Projects that are already funded and designed are the closest to implementation. These include the Arizona Canal path, the Shea path and underpass, and WestWorld.

## 7. **BICYCLE ELEMENT**

Mr. Basha noted that this will be presented to the Transportation Commission on June 18 as an information item.

Highlights of his presentation included:

- Overview of the 2008 Transportation Master Plan.
- Because 35% of the area of Scottsdale is within the Preserve, the city needs fewer streets, which be narrower.
- The goal is that the 2015 Transportation Master Plan will be approximately 35 pages, compared to a total of 700 pages in the 2008 plan.
- In Scottsdale, paths are paved by definition and trails are unpaved. The terms are used differently in some other communities.
- The Transportation Master Plan should be a statement of facts and a policy statement. The five-year CIP is the document that guides implementation and funding.
- It is the City's intention that developers grant public easements for paths and trails as part of the development process.
- Although the Transportation Commission may make some interim recommendations, the only definitive action will be in the fall when the Commissioners vote on an overall recommendation to City Council.
- Although no public outreach meetings will be held, staff will provide an electronic forum for public commentary. The public is also welcome to attend the Transportation Commission regular and special meetings at which the Transportation Master Plan is presented and discussed. These meetings are recorded and televised.
- A Subcommittee Member requested that Subcommittee members receive the agenda package on the bicycle and pedestrian elements which will be distributed to the Transportation Commission prior to their meeting. Mr. Basha agreed to do so.
- A traffic volume inclusion rate report is prepared every two years with the aim of reducing collisions. The report does not separate bicycle and pedestrian collisions; however, when analyzing specific intersections in depth, strict attention is paid to bicycle, pedestrian, and bus collisions.
- A Subcommittee Member asked how likely it is that an intersection that has a high rate of bicycle collisions would not figure among the most dangerous intersections. Mr. Basha conceded that this could certainly be the case. He agreed that this should be an adjunct analysis.
- Another Subcommittee Member commented that both Mesa and Phoenix provide annual bicycle crash reports and identify crash types and potential hot spots.
- If there is to be a deviation from the City's transportation policies, the Transportation Commission must approve it.
- Eventually the paved multi-use path will connect Scottsdale with both Tempe and the Salt River Pima-Maricopa Indian Community.

- Having both paved paths and trails in some neighborhoods is intentional as it offers users a choice. Redundant paths are a good idea and serve their neighborhoods.
- The area west of Scottsdale Road south of McDowell does not have an easy connection over the Cross Cut Canal. A connection is needed, but there are many challenges facing this project. SkySong is very interested in this connection.
- Subcommittee Members noted the need for bike lanes along Thomas, McDowell, and Indian Bend Roads from Hayden to Pima Road.
- A Subcommittee Member recommended that the intersection of Osborn and Hayden Roads be clearly signed for cyclists and that the southern sidewalk of Osborn west of Hayden Road should be designated a multi-use path.
- Ms. Conklu said the intent is for all arterials and collector streets to eventually have bike lanes.
- Mr. Basha stressed that if projects are in the Transportation Master Plan, eventually they are implemented. He cited the paved multi-use path from Horizon Park south to Tempe Town Lake, which thirty years ago was considered an impossible dream.
- A Subcommittee Member expressed concern that paths are needed in the area of Frank Lloyd Wright Boulevard. Staff stressed that the maps displayed are schematics only.
- Mr. Basha noted that paths in some areas are controversial as residents perceive increased pedestrian and bicycle traffic as a detriment.

## **8. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS**

Ms. Clemann reported as follows:

- The Thomas Road streetscape project is 98% complete.
- Bicycle video detection is being installed at the intersection of Miller Road and Thomas Road.
- The Scottsdale Road street repaving project is underway, and will include bicycle video detection.
- ADOT is currently reviewing the final plans for the Arizona Canal path. Staff expects to solicit bids in the fall for City Council approval.
- Improvements to the Anasazi path have been discussed in public outreach sessions and have been considered by the Design Review Board, the McDowell Sonoran Preserve Commission, the Paths & Trails Subcommittee, and the Transportation Commission. City Council will consider it at their meeting this evening.

- Ms. Conklu worked hard to promote the 2015 Bike Month including the 10th annual Cycle the Arts. New this year was a separate extended event with a 30-mile route.
- A staff team participated in Bike to Work Day on April 22. A staff bike team competed county-wide in bike to work, bike/bus to work, and carpool to work. They logged 4,767 miles for the challenge through April.
- National Bike to School Day was on May 6. Pueblo Elementary School participated with participation from the principal, teachers, and parents. The school is now considering making this an ongoing event.

### **PUBLIC COMMENT**

No public comment was received.

### **9. ADJOURNMENT**

Chair Stickles adjourned the meeting at 10:53 a.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz

**\*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>**