



APPROVED SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

TUESDAY, JANUARY 12, 2016

McDowell Mountain Ranch Aquatic Center
15525 North Thompson Peak Parkway
Scottsdale, AZ 85260

CALL TO ORDER

Commissioner Holley called the meeting of the Paths & Trails Subcommittee to order at 8:37 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: Paul Holley, Transportation Commissioner
Michael Kuzel, Subcommittee Member
Linda Whitehead, Subcommittee Member

ABSENT: Robert Stickles, Chair
Michael Bouscher, Parks & Recreation Commissioner

STAFF: Paul Basha, Transportation Department (Departed at 10:22 a.m.)
Susan Conklu, Senior Transportation Planner
Frances Cookson, Staff Representative

2. PUBLIC COMMENT

Commissioner Holley confirmed that no members of the public wished to speak.

3. 2016 PATHS & TRAILS SUBCOMMITTEE MEETING DATES

Mr. Basha suggested delaying discussion on the topic until the arrival of Madeline Clemman. However, Ms. Clemman did not subsequently join the meeting.

Later in the meeting, Subcommittee Members voted as follows:

COMMISSIONER KUZEL MOVED TO APPROVE SCHEDULING OF THE COMMISSION PATHS & TRAILS SUBCOMMITTEE MEETING FOR THE FIRST TUESDAY MORNING OF EVERY SECOND MONTH. COMMISSIONER WHITEHEAD SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF THREE (3) TO ZERO (0). CHAIR STICKLES AND COMMISSIONER BOUSCHER WERE ABSENT.

4. APPROVAL OF MEETING MINUTES - September 1, 2015

There were no suggested changes.

SUBCOMMITTEE MEMBER WHITEHEAD MOVED TO APPROVE THE MINUTES OF THE SEPTEMBER 1, 2015 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER KUZEL SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF THREE (3) TO ZERO (0). CHAIR STICKLES AND COMMISSIONER BOUSCHER WERE ABSENT.

5. TRANSPORTATION MASTER PLAN

It was suggested that the Transportation Master Plan be reviewed on a page by page basis with Mr. Paul Basha, Transportation Director, first providing introductory comments. Highlights of the comments and ensuing discussion included:

- The Department's goal was to reduce the Transportation Master Plan from 700 pages to a length comparable to the 1991 version. They succeeded in reducing it to approximately 48 pages, by reducing the arguments on the validity of the document and replacing them with statements of fact.
- The 2008 Transportation Master Plan still exists as an excellent reference document. In addition, the Paths & Trails documents will continue to be valid reference tools. Everything from 2009 Paths & Trails plan will be incorporated in the 2016 Transportation Master Plan.
- There is a distinction in terms, which defines trails as unpaved and paths being paved. Some segments have both paths and trails in the same corridor. Ms. Conklu clarified that for purposes of this discussion, paths refers to those segments identified as paths outside the Preserve.
- The intention is for the Transportation Commission to discuss the Transportation Master Plan for the final time on January 21st with the vote for recommendation to the City Council at the February 4th meeting. The Paths & Trails Subcommittee may consider having another meeting which would include an action item to vote on a recommendation to the Transportation Commission. Alternatively, Commissioners Holley, Stickles and Bretz may wish to relay

information from the Paths & Trails Subcommittee to the Transportation Commission at their meeting on the 21st, incorporating their comments into the vote.

- A critical element of the plan includes the downsizing of five streets, as a direct result of the Preserve. These include:
 - Pima Road from Legend Trail to Stagecoach Pass
 - 128th Street from Pinnacle Peak to Happy Valley
 - Dynamite Boulevard from 128th Street to 144th Street
 - Jomax Road from Alma School to 118th Street
 - Ranch Gate Road from 118th Street to 128th Street.
- These streets will be constructed as one 20-foot motor vehicle lane and one eight-foot wide bicycle lane per direction, separated by a raised landscaped median.
- Subcommittee Member Whitehead asked whether the section of Pima Road from Dynamite to Legend Trail Parkway is scheduled to be widened to four lanes. Mr. Basha confirmed the current plan is to widen this section to four lanes.
- Commissioner Holley noted that the deletion of Cactus from 124th to 128th Streets is omitted on the map displayed. Mr. Basha stated this will be added.
- The policy section is significantly shorter and more concise than the 2008 Transportation Master Plan.
- The Shea Boulevard access policy was written in 1995, adopted by the Transportation Commission in 1996 and incorporated into the 2008 Transportation Master Plan.
- It was recently learned that the document has no legal standing. It will be included in the 2016 Transportation Master Plan, however the City will have to collaborate with the City Attorney's Office and City Clerk's Office to formulate a plan to give the Plan its intended legal standing.
- Subcommittee Member Kuzel noticed the absence of couplet as listed under the streets element section in policy eight. Mr. Basha acknowledged this and indicated it would be included, adding that a couplet is an arterial street with three lanes in one direction and two lanes in the other direction. It also includes a median, whereas collectors do not generally have medians.
- Subcommittee Member Whitehead addressed streets with bicycle lanes, noting that bicyclists prefer rolled curbs to vertical curbs. She had been previously informed that vertical curbs are sometimes necessary for channeling water, which Mr. Basha confirmed, clarifying that vertical curbs must be present on arterial streets that were constructed decades ago. The reconstruction of drainage patterns would be extremely expensive. Newer streets, especially in the northern portions of the City have been designed for rolled curb.

- Subcommittee Member Kuzel addressed Osborn Road, stating that although it is a major collector, it does not fit into the urban corridor of downtown east of Miller and is a suburban road between Miller and Hayden. Mr. Basha agreed, adding that Osborn and Miller Roads are oddities, as both were constructed decades ago at a higher standard with a raised landscaped median.
- Mr. Basha addressed the central geographic area of the city, noting that there are some rural streets between Shea and Cactus as well as urban streets in the Scottsdale/Shea greater intersection area as well as near Frank Lloyd Wright Boulevard where it crosses Scottsdale Road and the freeway runs east/west. In the 2008 Transportation Master Plan, there were distinct lines for rural suburban and urban, which resulted in 14 different line types.
- In response to a question from Subcommittee Member Whitehead, Mr. Basha stated that a major collector is defined by volume, which is the determination for all street classifications. Legend Trail Parkway is a major collector, which was planned, designed and constructed before the creation of the Preserve. If constructed today, it would be a lower classification street.
- Subcommittee Member Kuzel noted that it is not clear what the border street is on the west in figures 14, 15, 16 and 17. Although evident it must be Hayden Road, the street name is not present. Mr. Basha agreed, noting the absence of Scottsdale, Pima and Hayden street designations.
- Subcommittee Member Kuzel inquired as to the purpose of the callout box regarding MAG studying interchanges, considering the longevity of the document. Mr. Basha stated the importance of pointing out that this area of the freeway is under study. Subcommittee Member Kuzel suggested a sentence indicate the ongoing analysis rather than including it on every diagram that shows the interchanges.
- There are no urban street classifications north of Pinnacle Peak Road.
- The transit element category has been the subject of the most effort, as the Commission and Department works to address traffic volumes in the City. A number of streets are over capacity. Rather than building wider streets, the solution is the improvement of transit methods, especially with use of buses, trolleys and rail. The Transportation Master Plan includes improvements in the bus and trolley system.
- The Transportation Master Plan includes a table which shows frequencies of routes. It will be enlarged to include weekday peak hours, weekday off-peak hours and weekends.
- Subcommittee Member Whitehead inquired as to further discussion of charging fares for trolley ridership, especially in light of proposed expansions. Mr. Basha confirmed that this has been discussed extensively, but that paradoxically it costs

more to charge a fare than the revenue received. Once money is being collected, there must be staff and processes to ensure proper collection and deposit. In addition, the equipment needed is expensive. Time would be required for the actual collection of fees, which increases travel time and shortens the frequency of service.

- Two new trolley routes are proposed. The Cactus trolley includes three options. If the Cactus trolley is included in the Transportation Master Plan, planning can move forward for the purchase of vehicles. After the purchase of the vehicles, decisions on routes will be made.
- There are two Airpark trolleys, one west of the runway and one east of the runway, connecting at the Thunderbird Park and Ride. There was general consensus that including the underlying aerial depictions was helpful.
- Subcommittee Member Kuzel asked about the process for selecting trolley routes. Mr. Basha explained that these evolve over time based on conditions.
- Mr. Basha addressed the Scottsdale Limited, which would be a two-stop route from the Thunderbird Park and Ride to Scottsdale Fashion Square. Staff is exploring the option of civil priority for buses, meaning buses will be guaranteed green lights.
- Currently, the Hayden community north of Shea does not have bus service. A deviation to the route is proposed, which would allow bus service to this area. This can only occur if the Cactus trolley becomes a reality.
- The rail route portion of the transit element is a topic of discussion for the January 21 Transportation Commission, as the Commission had directed the Department to explore several other options. Staff anticipates that at that meeting, the Commission will provide direction as to which routes should be incorporated into the Transportation Master Plan prior to the February 4th City Council vote.
- The remainder of the Transportation Master Plan is the non-motorized vehicle element. Individual projects are listed because there are so many deficiencies in the path system. Projects were ranked as high, medium and low priority determined through extensive analysis incorporated in the development of the 2008 Transportation Master Plan. In response to a question from Subcommittee Member Kuzel, Mr. Basha stated that these are non-Preserve locations, and include only paths, no trails. It does include bicycle lanes and routes.
- Subcommittee Member Kuzel asked why the list was added to the current document, rather than referring to the plan. Mr. Basha explained that the list made identification of areas much simpler, as the old list was sorted by priority order. The list also demonstrates the Department's serious intent to provide non-motorized vehicle facilities.

- Commissioner Holley asked about the Subcommittee's desire to schedule a special meeting to revisit the Transportation Master Plan. Subcommittee Member Whitehead concurred with the proposal, noting that the Paths & Trails portion outside the Preserve remains incomplete. Mr. Basha agreed.
- Subcommittee Member Kuzel added that the 2008 document is as old as the Transportation Master Plan, and asked whether the list should be reevaluated and updated. Ms. Conklu added that if this is desired, it would not change the whole list. It would require the identification of overlapping areas and rescoring priorities. Mr. Basha agreed that it makes sense to include in the 2016 Transportation Master Plan a reference to the document and an indication that it should be revisited.
- Ms. Conklu noted that the 2008 Transportation Master Plan does mention the Trails Master Plan, which occurred at the time when the Transportation Department took in oversight of the non-Preserve trails. It stated that everything would be integrated that in a future update,. She suggested that a statement be included that staff will rescore the priorities over time. Mr. Basha added that the list's inclusion provides strong support, as it is part of the City Council's accepted Transportation Master Plan. Subcommittee Member Whitehead commented that the list is important as one of the primary work products of the Paths & Trails Subcommittee, which was both time consuming and challenging to accomplish.
- Mr. Basha confirmed that there are two lists/maps, one for paths and bike lanes and the other for trails.
- Mr. Basha suggested two options for the Paths & Trails Subcommittee to provide its input to the Transportation Commission:
 - Schedule a Special Meeting of the Subcommittee and delaying the vote by the Transportation Commission to February 18th so that the Paths & Trails Subcommittee has an opportunity to review the document carefully and vote on it prior to the Transportation Commission's vote.
 - Send the document electronically to the Paths & Trails Subcommittee members so they can submit comments prior to the Transportation Commission's deliberations on January 21. Mr. Basha stated the intent to provide the revised format within the following week.
 - There was consensus to move forward with the second option.

Mr. Basha left the meeting at 10:21 a.m.

6. BICYCLE FRIENDLY COMMUNITY AWARD

Senior Transportation Planner Ms. Susan Conklu provided the update. Highlights included:

- The League of American Bicyclists (LAB) has a program that awards communities, universities and businesses that actively support and encourage bicycling for transportation and recreation.
- Evaluations provide measurable goals for improvement.
- Five E's are reviewed, including: Engineering, education, encouragement and events, enforcement, evaluation and planning. A sixth potential E would be equity and accessibility.
- Award levels include: Diamond, Platinum, Gold, Silver or Bronze. The awards span a four-year period.
- Scottsdale was awarded Silver in 2005. At that point, Scottsdale was the first community to be awarded Silver without a university or college. The City received silver again in 2007. Awards are now given every four years.
- In 2011, Scottsdale received the Gold Award and was provided important feedback on how to continue to progress. In addition, in 2011 and 2015, much public input was received during the application process.
- LAB works with local reviewers to evaluate and verify the accuracy of applications.
- LAB identifies ten attributes of a bicycle friendly community.
- Community workshops were held in June with results provided to the Paths & Trails Subcommittee in July. An update was provided to the Transportation Commission, followed by finalization of the application and submittal to LAB in August. Award announcements were provided in November. Scottsdale renewed its Gold award. Tempe was upgraded to Gold. Mesa was upgraded to Silver.
- LAB's recommendations to the City include:
 - Continue, expand and improve the bike network with different types of facilities.
 - Install a bicycle wayfinding system using distances and destinations.
 - Continue to increase bike parking.
 - Launching of a bike share system.
 - Continue expansion of adult bike education opportunities, such as commuter classes.
 - Work with bike groups or parents interested in expanding the Safe Routes to School program. Ms. Conklu noted that the Transportation Commission has asked the Department to look into why the Safe Routes to School program does not include middle and high school students.
 - Increase efforts for bike to work day and bike to school day.
 - Offer an open streets event for cyclists and pedestrians.

- Continue to ensure that police officers are educated on traffic laws and cycling skills.
- Consider an update on the ordinance restricting motorized bikes on paths and how this could accommodate newer electric assist e-bikes, as opposed to gas powered or electric charge battery bicycles. Subcommittee Member Kuzel expressed concern regarding the potential speeds of such bikes, that can reach 35 miles per hour with minimal assist and the potential hazards posed. Ms. Conklu agreed that class enforcement and public education are areas in need of further investigation.
- Continue updating the Transportation Master Plan to ensure the construction of state of the art facilities.
- Strive for a target level of bike trips within a certain time frame.

Highlights of the ensuing discussion included:

- Subcommittee Member Whitehead pointed out that some meetings ago, the Subcommittee discussed the camera operated bicycle traffic signal detection. Ms. Conklu acknowledged that LAB may have listed this in its recommendations, but that she may have provided a shortened list that did not include it. She added that this item was included in the 2007 and 2011 feedback.
- Subcommittee Member Kuzel addressed the summary sheet and specifically the number of bicycle-friendly businesses and asked how this was defined. Ms. Conklu replied that these consist only of businesses that are registered in the national program.
- Subcommittee Member Kuzel asked how the Scottsdale one percent ridership value is calculated. Ms. Conklu replied that this is derived from American Community survey data. It was further discussed that the ridership is defined as trip to work only and is also derived from census data.
- Next steps include evaluating and planning of strategies for implementing the suggested changes in order to reach Platinum level. The next application for award will take place in 2019.
- When this presentation was provided to the Transportation Commission in December, 2015, several members stressed the importance of regional connectivity and coordination between cities as well as with Maricopa Association of Governments. Other questions related to correlation between construction of bikeways and increased property values, as well as increased access for handicapped ridership. The Transportation Commission also suggested the possibility of all mode summit for the Spring of 2016 and/or at the least, annual reports provided.

- Subcommittee Member Kuzel stressed the need for a yearly evaluation of bike crashes within the City. Commissioner Holley suggested that this might be a question for Mr. Basha. Ms. Conklu added that when this was first discussed in July, Mr. Basha indicated that a yearly evaluation could be performed.
- In response to a question from Commissioner Holley, Ms. Conklu stated that Platinum level is not unachievable, however there are certainly factors that would have to be implemented. In reviewing Platinum communities, she noted the existence of extensive bike infrastructure in relation to road mileage. Many cities are also building separated bike lanes, which LAB has also suggested to the City, based on adjacent speed and volume.
- Subcommittee Member Kuzel asked whether there is a road in Scottsdale that is upcoming for renovation to include a bike lane. Ms. Conklu replied that she was uncertain about any upcoming streetscape projects, however there are projects involving maintenance overlays. Subcommittee Member Kuzel suggested a pre-study count of bikes before an overlay is done, followed a year later by a post study count of bike use to demonstrate increased ridership after the bike lane addition.

7. BIKE SHARE PROGRAM

This item was tabled for future discussion.

8. ACTIVE BIKE, PEDESTRIAN, AND EQUESTRIAN PROJECTS SUMMARY

This item was tabled for future discussion.

9. PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT OF 2015

Subcommittee Member Whitehead addressed the annual report and noted typographical corrections. She stated that the report should specify that the Subcommittee deals with paths and trails outside of the boundary of Scottsdale's McDowell Sonoran Preserve.

COMMISSIONER HOLLEY MOVED TO APPROVE THE PATHS & TRAILS SUBCOMMITTEE 2015 ANNUAL REPORT WITH THE SUGGESTED CHANGES. COMMISSIONER KUZEL SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF THREE (3) TO ZERO (0). CHAIR STICKLES AND COMMISSIONER BOUSCHER WERE ABSENT.

10. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS

Ms. Conklu provided the update as follows:

- Bicycle Detection Program at signals: Phase I is ongoing, which includes installation at 15 intersections. Markings have been added at Thomas and Miller.
- Field testing and troubleshooting is underway.
- Phase II will include 25 additional installations, however this phase is not yet funded.
- The application process for MAG has been modified to occur every three years, with all funding combined into one application, including congestion mitigation, air quality and transportation alternatives.
- Four funding awards were applied for and three were granted.

11. PUBLIC COMMENT

No public comment was received.

8. ADJOURNMENT

Commissioner Holley adjourned the meeting at 11:04 a.m.

SUBMITTED BY:
Frances Cookson
Staff Representative

***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>