



APPROVED
SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE

TUESDAY, FEBRUARY 5, 2019

City of Scottsdale Financial Services Conference Room
7447 E. Indian School Road, Suite 210
Scottsdale, AZ 85251

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below and introductions were made.

1. ROLL CALL

PRESENT: Michael Kuzel, Chair, Commissioner – Transportation Commission
George Ertel, Commissioner – Transportation Commission
William Levie, Subcommittee Member
Kyle Davis, Subcommittee member
Jason Watton, Commissioner – Parks and Recreation Commission (arrived at 8:45 a.m.)

STAFF: Susan Conklu, Senior Transportation Planner
Gregory Davies, Senior Transportation Planner

2. PUBLIC COMMENT

There were no public comments.

3. APPROVAL OF MEETING MINUTES

Chair Kuzel called for modifications and approval of the minutes. Typographical corrections were made.

SUBCOMMITTEE MEMBER LEVIE MOVED TO APPROVE THE MINUTES OF THE DECEMBER 4, 2018 MEETING AS AMENDED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR KUZEL, COMMISSIONER ERTEL, SUBCOMMITTEE MEMBERS LEVIE AND DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. SUBCOMMITTEE MEMBER WATTON HAD NOT YET ARRIVED.

4. ALCP PROJECTS OVERVIEW

Dave Meinhart, Senior Transportation Planner, stated that as part of the ALCP Program, each city is responsible for managing its roadway improvement projects. As they are designed and built, the cities submit reimbursement requests (70 percent of the expenditure) to MAG. The Program's focus is on adding roadway capacity, primarily through additional travel lanes and improvements to existing roadways. The majority of projects were listed in 2002. Cost estimates have changed dramatically since that time, leading to modifications in scopes of projects. Path and trail projects that may be included in the ALCP must include elements serving sidewalks. In corridors such North Pima and North Scottsdale Road, the basic concept is a path on one side of the road and a trail on the other side of the road or some similar configuration.

In response to a question from Subcommittee Member Levie, Mr. Meinhart said paths are paved and trails are unpaved. For ALCP reimbursement, trails must be built for accessibility. The difference between a path and a sidewalk primarily depends upon the width and markings. Sidewalks are typically six to eight feet wide. Paths are a minimum of eight feet wide and typically ten feet wide.

Chair Kuzel asked if Scottsdale has to have its 30 percent match money upfront available before the project can begin. Mr. Meinhart said that before MAG will enter an agreement to move forward on a project, it must be programmed into the City's five-year CIP. The program was not set up for renovations, but for additional improvements. The extension of Proposition 400 is currently in discussion. Maintenance and renovation of aging infrastructure will be part of the conversation. There is a cap on the total amount to be allocated under the program.

Mr. Meinhart noted the significant work completed on the North Pima Road Corridor from the 101 to Pinnacle Peak. It included work to make the underpass of the Deer Valley Road alignment usable. It also included construction of an underpass on the east side of Pima Road at Pinnacle Peak Road. Significant portions of path were built north of the DC Ranch area and at the Ironwood Village area closer to the 101. DC Ranch built a path on its boundary as part of its master plan. At the location of the half-mile corridor in the vicinity of Los Gatos Road a half-mile south of Pinnacle Peak Road, the developer built the path, resulting in significant savings to the City. The developer paid some of the cost for a portion of frontage road on the north side of the freeway between Hayden and Scottsdale Road.

The City built a Northsight connection between Hayden and Frank Lloyd Wright with a roundabout. A contractor built an underpass at 124th and Shea, however they had issues with some of the retaining walls. Bids will be going out to do the repair work and the City will likely pursue legal action to recover the cost from the contractor.

On the southern part of Pima Road, a segment was fully built out from Via de Ventura to south of Indian Bend, including a median, bike lanes and sidewalk on one side and Pima path on the west side. Widening and improvements were built on the section from Via de Ventura up to the Loop

101 freeway interchange, constructed by the developers. The agreement provides that the developer will not be responsible for the median landscaping improvements. The City is currently working on the design as well as improvements to 90th Street and Via Linda.

Projects in design phase Include:

- Pima Road from Pinnacle Peak to Happy Valley Road, including widening from four to six lanes with complete street components
- Happy Valley going east from Pima Road to Alma School Road building out a minor arterial four lane complete street
- Raintree Drive from Scottsdale Road to Loop 101, taking a two lane corridor and building it out with roundabouts, bike lanes and improved sidewalks
- Redfield Road from 76th Street to Hayden includes repaving and restriping
- Southern end of Krail Street south to Chaparral for a four lane minor arterial complete street

Mr. Meinhart noted that bids in other parts of the Valley and in ADOT's program have come in at 30 to 50 percent over engineer's estimates. Commissioner Ertel asked whether in a case of cost overage, MAG will cover the difference or whether the City is responsible. Mr. Meinhart stated that in the ALCP, if the project is to move forward the only way to receive additional funding is by deleting other projects. Chair Kuzel asked whether this is because the engineer's estimates are old. Mr. Meinhart stated that the market has gotten hot so fast in terms of construction, with costs growing faster than the estimates.

With the passage of Question 1, the City now has the resources in place to provide the local match for all remaining ALCP projects. The funding goes through FY 25/26. These future projects include:

- Pima Road Happy Valley to Stagecoach
- Scottsdale Road, Thompson Peak to Carefree
- Carefree Highway 56th to Scottsdale Road
- Shea Boulevard Loop 101 to 144th Street
- Hualapai & Mayo Connections
- Pima Road, Chaparral to Thomas

Significant roadway frontage on Northern Scottsdale Road and Pima Road corridors is currently undeveloped and owned by the Arizona State Land Department. If the property is auctioned by the State and developed ahead of any scheduled ALCP improvements, the future property owners will be required to either construct improvements themselves or contribute funding to the City.

Subcommittee Member Davis asked about the speed limits on Pima and Scottsdale Road. Mr. Meinhart said it is 50 miles per hour in northern Scottsdale.

Subcommittee Member Davis inquired as to the design standard in terms of putting bike lanes on high speed roads. Mr. Meinhart stated that the standard width is six feet. For arterials, the width is a couple feet wider than in other places. The City does plan to build an off-street path in the corridor.

Paths & Trails Subcommittee

February 5, 2019

Page 4

5. DOWNTOWN PEDESTRIAN IMPROVEMENTS

Susan Conklu, Senior Transportation Planner, stated that the original Downtown plan was adopted by City Council in 1984 and updated in 2009. A design assistance grant was received in 2007 from MAG to do the Downtown Pedestrian Mobility Study in 2007. It included an inventory of materials, barriers and other elements. The Transportation Master Plan in 2008 was the first time all portions were integrated into a single document (including bike and pedestrian plan, streets plan, et cetera). Commensurate with adoption of the 2009 Downtown Plan update, City Council also formed the Downtown Task Force. In 2011, the Task Force presented its implementation recommendations. In 2016, City Council approved a budget for the initial Downtown pedestrian improvements. It allotted \$2 million in both FY 16/17 and FY 17/18.

In October, 2016, both the Paths & Trails Subcommittee and the Transportation Commission made recommendations for improvements. In November, 2016, there were three public open houses to gather comments and input. That same month, the Transportation Commission moved to recommend to the City Council that they move forward with staff's recommendation on the Downtown pedestrian improvements. The motion carried by unanimous vote.

The Downtown pedestrian corridor is located at Chaparral and Highland to the north, Earll/Osborn on the south, Miller on the east and 68th Street on the west. The priority corridors identified in 2016 were Marshall Way, Scottsdale Road, Second Street, First Street, Main Street, First Avenue, Third Avenue, Fifth Avenue, Camelback Road. Within the corridors, staff was tasked with identifying the project features that would be the highest ranking. These included improving sidewalk ramps and complying with ADA requirements, improving sidewalk continuity, constructing sidewalks where none existed, and widening sidewalks where possible. They coordinated with other Downtown initiatives, including the Marshall Way lighting project and other master planning efforts. Transportation staff walked Old Town with business owners to look at pedestrian areas.

Completed improvements include:

- Pedestrian refuge on Miller Road north of Indian School Road
- ADA improvements on the west side of Miller Road between Osborn and Chaparral
- ADA improvements on Indian School between 75th and Scottsdale Road
- Improvements on Second Street east of Scottsdale Road, including driveway to the parking lot at Second Street and Brown
- ADA improvements along 75th Street from Second Street to Indian School
- Main Street and First Street curb ramp improvements
- Sidewalk and lighting improvements on Marshall Way from Indian School Road to Goldwater
- Second Street bike and pedestrian improvements from Indian Bend Wash to 75th Street

Current projects include:

- Design for Main Street Streetscape
- Feasibility study of pedestrian underpasses on Goldwater Boulevard and Drinkwater Boulevard
- 60 percent design for the Camelback Corridor pedestrian improvements to include:
 - Arizona Canal Path from Camelback to the existing path
 - Sidewalk along Camelback between Miller Road and Scottsdale Road

- Intersection improvements at Scottsdale and Camelback Roads

Subcommittee Member Davis asked for more detail on Sun Circle Trail. Ms. Conklu said it is a regional equestrian trail. The equestrian-friendly nonslip treatment was added at the plaza near Soleri Bridge. Elevated push-buttons were added at the intersection.

Subcommittee Member Davis inquired about the possibility of additional wayfinding for the pedestrian improvements. Ms. Conklu stated that staff could make a request to add wayfinding.

Subcommittee Davis stated his understand that when the final 750 feet is completed, Scottsdale will be the first City in the metropolitan area to have its whole section of the Arizona Canal paved.

Chair Kuzel asked whether the trail at 68th street that loops back up to the canal will be reopened when the bridge at 68th street is completed. Ms. Conklu confirmed that it will.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu encouraged Subcommittee Members to visit the 68th Street Bridge site construction.

7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Discussion ensued regarding the increasing types and volumes of motorized bikes and scooters present along the greenbelt path, intermixed with on-foot pedestrians, children, strollers and pets. Ms. Conklu stated that the easiest way to make modifications such as path widening is in conjunction with major park projects.

Subcommittee Member Davis noted there were a few items brought up at the last meeting that should be added to the list of upcoming agenda items. He also requested a Bike Month recap.

Ms. Conklu said she would like to invite Joe Perez from City of Phoenix to summarize their comprehensive bike collision study.

Gregory Davies, Senior Transportation Planner, stated that Osborn Complete street contract design award for \$404,000 was approved by City Council on January 8th. It was kicked off on January 23rd.

At the last meeting, Commissioner Watton requested that the alignment of Osborn Road next to Osborn Park be looked at with the request for an eight-foot path on the north side of Osborn. This component has been added to the scope. Staff is also doing a project assessment on the roundabout at Osborn and Miller.

Mr. Davies said staff is also working with the City Manager's office on the scooter and bike share parking in Old Town.

Ms. Conklu stated that another topic for discussion is the recently passed bike ordinance, including the possibility of a fee structure.

8. PUBLIC COMMENT

There were no comments.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Levie and seconded by Subcommittee Member Davis, the meeting adjourned at 10:14 a.m.

AYES: Chair Kuzel, Commissioners Ertel and Watton, Subcommittee Members Davis and Watton

NAYS: None

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>**