



**APPROVED AS AMMENDED
SUMMARIZED MINUTES**

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

TUESDAY, APRIL 6, 2021

Meeting Held Electronically

CALL TO ORDER

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

1. ROLL CALL

PRESENT: Donald Anderson, Chair – Transportation Commission
William Levie, Subcommittee Member
Kyle Davis, Subcommittee Member
Kent Lall, Commissioner – Transportation Commission

STAFF: Susan Conklu, Senior Transportation Planner
David Smith, Senior Traffic Engineer
Greg Davies, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Mariah Maindonald, Staff Representative

2. APPROVAL OF MEETING MINUTES

Chair Anderson called for modifications and approval of the minutes. One typographical correction was made.

SUBCOMMITTEE MEMBER LEVIE MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 2, 2021 MEETING AS CORRECTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBERS DAVIS, LEVIE AND COMMISSIONER LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. TRANSPORTATION ACTION PLAN

Mr. Meinhart stated that this item represents the effort to update the existing 2016 Transportation Master Plan and ensure that plans going forward are consistent with the proposed new General Plan. The focus at this time is on early concepts in three elements: Streets, Bicycle and Trails. The Bylaws for the Paths and Trails Subcommittee include input on items such as bicycle lanes.

Early concepts for the Streets Element were discussed, including a review of the classifications for existing and planned streets. Analysis indicates that several reductions in street classifications may be recommended in the TAP:

- Major Arterial (6 lanes with raised median) to Minor Arterial (4 lanes with raised median)
 - Hayden Road: McKellips to Indian School

- Couplet (5 lanes with raised median) to Minor Arterial
 - Drinkwater Boulevard
 - Goldwater Boulevard

- Minor Arterial to Minor Collector (2 lanes with center turn lane or median)
 - Tom Darlington Drive: Carefree Highway to Leisure Lane
 - Westland Drive: Scottsdale to Hayden

- Major Collector (4 lanes w with center turn lane or median) to Minor Collector
 - 92nd Street: Raintree to Frank Lloyd Wright
 - 96th Street: Via Linda to Shea
 - 100th Street: Frank Lloyd Wright to Frank Lloyd Wright
 - 130th/132nd Street: Shea to Via Linda
 - Legend Trail Parkway: Pima to Stagecoach Pass
 - McCormick Parkway: Scottsdale to Hayden
 - Osborn Road: 68th to Scottsdale
 - Raintree Drive: Thompson Peak to Frank Lloyd Wright
 - Redfield Road: Raintree to Frank Lloyd Wright
 - Thunderbird Road: 89th to Frank Lloyd Wright

Staff is also reviewing typical street cross sections as preparation as the TAP moves forward. One area of early focus is the minor collector classification, where the standard cross section recommends a continuous center lane in most circumstances. Early analysis indicates that approximately 50 lane miles of minor collectors could be converted to a second minor collector cross section that does not include or plan for a center turn lane.

The Bike Element and early concepts were discussed. Priorities include completing and renovating paths to more realistic standards for width and pavement quality. It is expected that City Council will approve a new CIP to include first phase renovations on Indian Bend Wash Path. In terms of paths, there is a priority path, going the full length of the community from the Tempe border to the Carefree border. Others include the Cross Cut Canal Path, which is a short stretch going south to Tempe and tying into the Arizona Canal near 64th Street and McDowell. The Arizona Canal head up into the Downtown area and connects easterly to the Pima Road Corridor.

An additional pathway (combination of multiuse path and bike route) runs from the southern border to Shea Boulevard. For the Arizona Canal Path, with the exception of one very short segment north of Camelback Road, the path is completely paved and is at 10-foot minimum width. For an area north of Camelback, there will be an upcoming temporary improvement, which will allow for six feet of paving along the canal bank. There are design and funding challenges to build a full 10-foot wide path for a missing short segment. Significant work has been completed from the southern boundary to WestWorld with continuous pavement the whole way. However, much of it is narrow eight-foot pavement constructed 40 or more years ago. Goals are to widen the path and improve conditions. Moving north, they will connect from WestWorld to the Pima Road Corridor. Secondary paths will include work on side paths, which are eight to ten feet wide and in proximity to primary roadway corridors. Examples are Dynamite Boulevard and Scottsdale Road. Restripe opportunities may allow inclusion of buffered bike lanes and widened bike lanes.

Subcommittee Member Davis asked how the TAP works in conjunction with the existing Transportation Master Plan. Mr. Meinhart stated that prior to 2008, the Transportation Master Plan was relying on the circulation element of the General Plan as well as design standards and policies. It contains a significant volume of background information. The TAP is intended to be a replacement for the previous documents with a focus on the next five to ten years.

In response to a question from Subcommittee Member Davis, Mr. Meinhart confirmed that they will include an appendix that calls out the secondary paths system and plans. There is a map of existing paths in the 2016 plan, as there was in the 2008 plan, which will be included in the TAP.

Chair Anderson referenced the plan to convert couplets (Drinkwater and Goldwater) from a couplet to a minor arterial, from five lanes to four lanes and asked for clarification that this means they will be eliminating the center left turn lane. Mr. Meinhart said Drinkwater Boulevard currently has three northbound lanes and two southbound lanes. Goldwater has three southbound lanes and two northbound lanes with no on-street bike lanes, gaps in sidewalk connectivity and narrow sidewalks. In this case, the turn lane capacity at intersections would remain the same. However, between intersections, there would be adjustments in the cross-section. The first phase of improvements may simply be a paint solution. The long-term objective would be to modify the curb and median locations as necessary to construct a classic four-lane minor arterial complete street with bike lanes on both sides, combination of raised medians, turn bays and eight-foot wide sidewalks separated from back of curb.

Subcommittee Member Levie referenced the greenbelt on Indian Bend Wash. There is a significant increase in usage, particularly by vehicles such as e-bikes, e-scooters, three-wheel scooters and others. At some point, there will need to be a discussion on the engineering of the path to accommodate these vehicles as well as pedestrians. Mr. Meinhart stated that Ms. Conklu is leading a team on updates of ordinances on the use of electric scooters, bikes and similar vehicles. It is anticipated that these modes of transportation going 20 miles per hour or less could still be used in the corridor. There will be consideration for a 12-foot path for areas with high levels of use. Building paths side by side can be difficult, as there are challenges with the actual land attributes and space.

4. TRAIL MAINTENANCE OUTREACH

Susan Conklu, Senior Transportation Planner, stated that there are approximately 150 miles of existing unpaved trails outside the McDowell Sonoran Preserve and 189 miles planned. Typically

these are within City right-of-way or on easements on private property. In 2020, a citizen requested that the City improve communication with property owners about trail maintenance and responsibilities. City code requires the property owner of the adjacent right-of-way to perform routine property maintenance. They also must maintain their own property, so that it does not interfere with public use of the right-of-way. Citizens and City staff may report issues through ScottsdaleEZ. The design standards and policies manual includes information regarding what type of maintenance is needed. Staff drafted a communications plan and schedule to include local media, social media, City communication methods, utility bill insert, Scottsdale Video Network, Paths and Trails webpage, targeted mailing and coordination with Citizen Services staff.

Next steps include drafting and producing the outreach video and webpage text and content for publication in early June. Once in place, the plan will be publicized with a web article on the news page for Scottsdale, social media posts, utility inserts and announcements in Scottsdale Update. Target outreach will be performed as needed.

Chair Anderson asked about the form of initial contact with the homeowner when there is a complaint. Ms. Conklu stated that code enforcement contacts the resident with a letter. Once contact is established, they will correspond over the phone or in person.

5. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu and Greg Davies, Senior Transportation Planner gave a brief update on other projects:

- Hayden Trail Rebuild
- Pinnacle Vista and Ranch Gate Trails
- McDowell Road bike lanes
- 86th Street Bike lanes
- Path wayfinding signage
- Path Counters
- April Bike Month

Subcommittee Davis asked for an update on the Old Town sidewalk improvements, particular in regarding to paving the Arizona Canal and sidewalks on Camelback. Mr. Meinhart stated that the temporary solution for Arizona Canal goes into construction next week with a one-week timeline. They are still working through design and right-of-way acquisition issues in terms of the sidewalk on the north side of Camelback from 73rd Street to Miller Road. They are working with APS to underground three to four poles. The goal is to get to construction this summer.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Subcommittee Member Davis was interested in a presentation on bicycle and bike lane marking and the potential for using the green marking system used by Phoenix and Tempe.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Subcommittee Member Levie, the meeting adjourned at 9:34 a.m.

AYES: Chair Anderson, Subcommittee Members Davis and Levie and Commissioner Lall.

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>