



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

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

TUESDAY, JUNE 1, 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
Kyle Davis, Subcommittee Member
Kent Lall, Commissioner – Transportation Commission

ABSENT: William Levie, Subcommittee Member

STAFF: Susan Conklu, Senior Transportation Planner
Kiran Guntupalli, Principal Traffic Engineer
Greg Davies, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Nathan Dromme, Senior Transportation Planner

PUBLIC GUEST: Teresa Kim Hayes-Quale, Commissioner – Parks and Recreation Commission

2. APPROVAL OF MEETING MINUTES

Susan Conklu, Senior Transportation Planner introduced Parks and Recreation Commissioner, Teresa Kim Hayes-Quale. A Parks and Recreation Commissioner will be appointed to the Subcommittee at the June 16, 2021 Parks and Recreation Commission meeting. Ms. Quale introduced herself and provided a brief biography. Ms. Conklu introduced new employee, Nathan Dromme, who spoke briefly about his background.

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

COMMISSIONER LALL MOVED TO APPROVE THE MINUTES OF THE APRIL 6, 2021 MEETING AS AMENDED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS AND COMMISSIONER LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. PATH COUNTERS UPDATE

Susan Conklu, Senior Transportation Planner, noted that only recently have cities begun to add bicycle counts to their data collection programs. The data allows cities to justify system expansion and improvements as well as providing support on grant funding applications. It is a foundation in the evaluation and planning area, which is one of the Five Es in measuring a city's bike friendliness by the League of American Bicyclists. Long-term trends can be analyzed for better connectivity, level of service, mode share and crash rates. It also serves to supplement targeted education and enforcement, which are two of the other five Es. Better data supports changes to federal, regional and local funding splits between various travel modes.

EcoCounter was chosen as the first count vendor for the location of the Crosscut Canal Bridge and Path, installed in summer, 2018. It uses ZELT inductive loops added into the concrete to detect cyclists. The pyro sensor urban posts detects pedestrians. These also show direction of travel for both types of users. In 2020, staff identified eight locations for permanent counters and the City purposed two mobile counters to be deployed in various locations. The City's on-call contractor completed installation of the eight new locations at an average cost of \$22,500 per site for equipment and installation. Collection data for the dates of 4/16/21 through 5/16/21 was reviewed. The City-wide user total was approximately 161,000. A review of individual location data for weekday and weekend periods was provided.

Next steps include:

- Study counts monthly or quarterly
- Provide updates
- MAG Regional Bike and Pedestrian Counts
- Bicycle Friendly Community Application 2023

Chair Anderson agreed with the importance of gathering the data in order to allocate funds to areas requiring the most work.

Commissioner Lall inquired about the cost of automatic counters. Greg Davies, Senior Transportation Planner, stated that the first counter was installed at Crosscut in May of 2018. The City made the decision to move to an automatic retrieval at a per-year cost of \$250 per counter. When the new counters were installed, manual data extraction was deemed to be significantly more cost-effective. Dave Meinhart, Transportation Planning Manager, added that manual collection provides staff with a field site inspection of actual conditions. Ms. Conklu stated that the City is free to reevaluate costs in the future.

In response to a question from Chair Anderson, Mr. Davies stated that data is collected from all counters in one fell swoop. It takes approximately five minutes to retrieve counts for each counter.

In response to an additional question from Chair Anderson, Mr. Davies noted that the City has two mobile counters it can deploy. An urban multi-post costs \$5,600. The mobile units are similarly priced.

4. GREEN BIKE LANE MARKINGS

Kiran Guntupalli, Principal Traffic Engineer, stated that green bike lane markings are the traffic control devices used on roadways to protect bicyclists. The Manual on Uniform Traffic Control Devices (MUTCD), last published in 2009, is the guide used to install traffic control devices in any public right-of-way. Any jurisdiction that wants to use green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and traffic conflict areas must submit a written request to the Federal Highway Administration (FHWA) Office of Transportation Operations. Jurisdictions using green colored pavement under this interim approval must also agree to maintain an inventory list of all locations where green colored pavement is installed.

Uses for bike lane markings include:

- Green colored pavement as a supplement to other pavement markings
- Lines used to extend a bicycle lane across an intersection or driveway
- Dotted lines used to extend a bicycle lane across the beginning of a turn

Practitioner input has been that these methods ensure that bike lanes and conflict areas are more conspicuous, that they encourage the use of bicycle facilities and increase active transportation. Maintenance concerns include high installation costs, degradation of the appearance over time and the need for frequent, ongoing maintenance.

Key considerations include

- No documented safety benefits
- Application will be based upon an identified need and engineering judgment
- Application shall conform to MUTCD
- Funds to install and maintain

In responses to a question from Chair Anderson, Mr. Guntupalli confirmed that Phoenix and other cities in the West Valley are employing these methods.

Commissioner Lall said he was surprised to see no documented benefits. Mr. Guntupalli clarified that as these are new installations, little documentation is available to confirm benefits. Commissioner Lall noted that Portland, Oregon has used the green markings for several years.

Commissioner Quale cited the locations of Hayden north to Pinnacle Peak, with many bike lanes, fast traffic and right turn lanes, noting that green markings are a great reminder to drivers. Mr. Guntupalli stated that the City's bicycle network is well established; striping plans are frequently reviewed. Green striping will come with significant costs and maintenance. The City will continue to look at options to determine the appropriateness of use. Commissioner Quale noted the prevalence of tourists in the City, who have little to no familiarity with bicycle road-sharing locations. Any additional identification methods would be a positive step.

Chair Anderson asked whether the City is actually considering such implementation or merely doing studies. Mr. Guntupalli stated that the City has not identified any locations for installations

at this time, however, they continue to evaluate. A pilot program is not currently planned, but may be considered in the future. Chair Anderson noted that in February, the Commission had a presentation on the draft bicycle and pedestrian collision report. The correlation from that report in terms of collision locations might be helpful in determining areas that could be observed or tested for comparative data. Mr. Guntupalli said that staff would evaluate this and follow up with the Commission.

Commissioner Davis agreed with Commissioner Lall's comments on Portland. Tempe also uses very evident green markings. It would be surprising to find that so many cities are investing significant capital if they were not proving to be effective; he fully supports a pilot program.

5. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

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

- 70th Street Bikeway Study
- Old Town Bicycle Master Plan
- McDowell Road bike lanes
- Thomas Road from 56th Street to 73rd Street
- 68th Street from Indian School Road to Thomas
- Camelback Road, including sidewalk from Miller Road to Scottsdale Road
- HAWKs at Oak and Scottsdale Road; 86th Street and Thomas Road; Saddleback/Camelback Road; Indian Bend Road at McCormick Park; Hayden Road at sports fields
- Alley maintenance program
- Street light conversion program
- Lighted intersection street signs
- April Bike Month

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Subcommittee Member Davis suggested the possibility of discussion regarding public outreach on improvements to Civic Center Mall. The previous versions of the Master Plan for this space indicated a dedicated bike path through the area. He would like to see a presentation regarding bicycle connectivity and infrastructure.

Ms. Conklu stated that for the August meeting, the Commission will be reviewing the bikeways, trails and pedestrian elements of the Transportation Action Plan.

7. ADJOURNMENT

With no further business to discuss, the meeting adjourned at 9:38 a.m.

Paths & Trails Subcommittee
June 1, 2021
Page 5

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>