



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

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

**ONE CIVIC CENTER
Agave Conference Room
7447 E. INDIAN SCHOOL ROAD, SUITE 205
SCOTTSDALE, AZ 85251**

TUESDAY, DECEMBER 6, 2022

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.

ROLL CALL

PRESENT: Donald Anderson, Chair, Transportation Commission
Kyle Davis, Subcommittee Member
Kent Lall, Commissioner, Transportation Commissioner
William Levie, Subcommittee Member
Maryann McAllen - Commissioner, Parks and Recreation Commissioner

STAFF: Susan Conklu, Staff Coordinator
Nathan Domme, Senior Transportation Planner
Mark Melnychenko, Staff Representative
Dave Meinhart, Transportation Planning Manager
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no public comments.

1. APPROVAL OF MEETING MINUTES

Chair Anderson called for modifications and approval of the minutes. No modifications were made.

COMMISSIONER LALL MOVED TO APPROVE THE MINUTES OF THE OCTOBER 4, 2022, MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS, COMMISSIONER LALL, AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE. COMMISSIONER MCALLEN ABSTAINED AND THERE WERE NO DISSENTING VOTES.

2. Introduction of Commissioner McAllen

Chair Anderson introduced and welcomed Commissioner McAllen. She introduced herself, noting she is almost a lifelong resident of Scottsdale, worked for the City for many years, and is proud to be a part of the Subcommittee.

3. Protected Bike Lane Pilot Project Location

Nathan Domme, Senior Transportation Planner, discussed the Protected Bike Lane Pilot Project. Scottsdale has a substantial bike network, but none are protected. This project is supported by the Transportation Action Plan (TAP) that recently passed. The guiding policy is to offer travel choices, travel mode choices, and accessibility for all ages and abilities. The goal is to achieve platinum level with the Bicycle Friendly Community Program, and protected bike lanes are part of the criteria. This project is being put forth as a pilot program to test new concepts and technology new to Scottsdale. Data will be collected and reviewed with recommendations for moving forward with buffered and/or protected bike lanes.

There are three bicyclist user profiles, being highly confident, somewhat confident, and interested but concerned. Most bicyclists fall into the interested but concerned category; the goal here is to expand their riding possibilities. By implementing more protection with the use of a buffer and visible barriers the intent is to increase the level of comfort and willingness to use the street network. This implementation will also increase safety and security for cyclists and pedestrians. A standard 5' bike lane with a 2.5' painted buffer and a lateral separation with a raised physical barrier will provide the intended protected bike lane.

Mr. Meinhart noted although Scottsdale has not determined what type of barrier will be used, flexible barriers are a preferred choice for many communities. They are flexible, easy to work around, and less costly to maintain. Some streets in Scottsdale are too narrow to implement this program.

Implementation steps for the pilot program include:

- ♦ Identifying potential locations and collect data on bike usage using permanent and mobile counters.
- ♦ Provide data collection results to the Transportation Commission.
- ♦ Identify and approve preferred location(s).
- ♦ Install painted buffers and collect data on usage using permanent and mobile counters.
- ♦ Compare usage between the standard and buffered bike lanes.
- ♦ Simultaneously determine the type of barrier to be used.
- ♦ Install barriers.

- ♦ After a waiting period, perform data collection on usage of protected bike lanes. Compare the data to the buffered lane usage.
- ♦ Assess impacts on maintenance.
- ♦ Make recommendations for future use and possible removal of bike lanes.
- ♦ Implement a template program for similar safety improvements along other corridors.

Mr. Meinhart noted in developing the TAP it was critical to identify the priority, the budget, and not create undue impact on other departments. The transportation funding comes from gas tax, which is becoming obsolete, especially with the promotion of electric vehicles.

A discussion ensued on sweeping the bike lane, since the standard road sweepers are too wide. For the pilot project one possibility would be to use a path sweeper, already used on nearby trails.

Commissioner McAllen inquired if other cities reported an increase in use of motorized modes of transportation. Mr. Domme stated the way the protected bike lanes are designed it would be difficult for that type of usage. Mr. Meinhart advised motorized and/or electric bikes and scooters are permitted to use the bike lane.

The criteria used to determine the pilot locations were fewer conflicts with driveways and side streets, fewer breaks in the buffer and protected bike lane; existing bike infrastructure with usage to allow for comparison of data; strong bike network connections and known bike usage. Three locations were chosen based on these criteria; they all connect to primary paths Indian Bend Wash and Arizona Canal.

- ♦ 96th Street two-way cycle track between Thunderbird Road and Redfield Road. A 2.5' to 10' painted buffer bike lane exists, and a physical barrier would be installed within the existing painted buffer. 627 cyclists were counted over a four-day weekend collection period.
- ♦ Via Linda between Via De Ventura and Hayden Road. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added on both sides of the street. 414 cyclists were counted over a four-day weekend collection period.
- ♦ Jackrabbit Road between Miller Road and Hayden Road. This is the preferred location for the pilot project. The only bikeway with a speed limit above 25 mph. 674 cyclists were counted over a four-day weekend collection period. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added.

Commissioner McAllen stated Jackrabbit Road is a great choice based on its high usage and the curve to Hayden can have visibility issues. Chair Anderson stated there are discussions about putting in a street crossing near the bridge over the canal in this location. Mr. Melnychenko advised there are several efforts that will work together to address vehicular speed concerns and increase safety.

Subcommittee Member Davis inquired if the posts are flexible enough for the sweeper to go over them. Mr. Domme noted it is preferred for the sweeper to avoid them. Mr. Meinhart advised a sweeper currently runs on the Arizona Canal Path and Indian Bend Wash Path, which this segment would tie into. Subcommittee Member Davis inquired what the spacing would be for the post. Mr. Meinhart 20-feet apart and tighter spacing near intersections is typical but will depend on the speed limit. Subcommittee Member Davis inquired if posts would need to be replaced if hit by a cyclist or

automobile. Mr. Domme said it would depend on how hard it was hit. Subcommittee Member Davis asked if the amount of space is the same, would they install both the painted buffer and physical barrier or possibly use only the painted barrier? Mr. Meinhart stated theoretically that with a 2.5' space and no restrictions on cost or maintenance both would be installed.

Commissioner McAllen inquired if there was a set schedule for sweeping the protected bike lanes. Ms. Conklu advised there is a regular schedule for path and street sweeping, as well as addressing major routes after a major event.

Chair Anderson inquired of the projected cost associated with the post. Mr. Domme advised they are looking at all available options for flex post. Chair Anderson inquired if purchasing additional path sweepers were considered as part of the proposal. Mr. Meinhart advised a proposal is being developed to expand the sweeping program.

SUBCOMMITTEE MEMBER DAVIS MOVED TO ACCEPT THE STAFF RECOMMENDATION FOR THE JACKRABBIT ROAD PILOT PROGRAM. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS, COMMISSIONER LALL, SUBCOMMITTEE MEMBER LEVIE, AND COMMISSIONER MCALLEN VOTING IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

Mr. Meinhart advised the recommendation will go before the Transportation Commission in early 2023 and if approved the next step would be data collection.

Chair Anderson inquired how do the protected buffers affect the resurfacing. Mr. Meinhart advised it is a cost factor that will be assessed as part of the pilot program. There is a CIP budget for bike lanes that can be utilized for this program. A brief discussion ensued.

4. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu, Senior Transportation Planner, provided updates on the following programs and projects:

Thunderbird Trail Update, which the Subcommittee acted on in October 2022. On November 17, 2022, the Transportation Commission approved the second phase, between Hayden Road and 83rd Street. This project will include a concrete curb ramp at the intersections and unpaved trail on the north side. Mr. Meinhart advised once City Council approves the on-call trail construction contracts, the contracts will be ready to go when the work is scheduled.

Chair Anderson inquired if any feedback was received from the homeowner. Ms. Conklu stated a letter was received prior to the Transportation Commission meeting and nothing since.

The City funded ADA and pedestrian improvements on 82nd Street near Heather Ray Drive, which included removal of a standpipe barrier used by the Salt River Project.

Commissioner McAllen inquired if ADA funds are used to address the curb issues in conjunction with park improvements. Mr. Meinhart stated addressing the curb should be part of the project and included in that budget.

Indian Bend Wash Path Improvements had two recent projects completed utilizing funds from the 2019 Bond Projects. There was a powerline alignment at the Sports Complex at Bell and 94th Streets. Path elevation was increased by eight feet at Westworld Sports to reduce flooding and ponding. The path was also extended to connect with McDowell Mountain Ranch Road. A discussion ensued.

Subcommittee Member Davis inquired if the Powerline section was part of a previous CIP project. Ms. Conklu stated the design was completed to have the path continue to Grayhawk Park, but the project was canceled due to design issues. A discussion ensued.

Redfield Road Bike Lanes / Complete Street Project is part of Airpark area under the Arterial Life Cycle Program Improvements, that recently installed a new minor collector cross section from 76th Place Roundabout to Hayden Road. A challenge in this area is the bike and pedestrian connectivity, which these improvements help advance. Mr. Meinhart explained the Raintree connection through the roundabouts up to the edge of the Airport. This project was completed by street operations personnel through the paving program with a significant cost savings.

A discussion ensued pertaining to bike lanes stopping at the roundabouts, leaving the bicyclist on their own to navigate traffic, often having to cross lanes. The roundabouts are designed for 15 mph vehicular traffic, which is slower than neighborhood traffic. Cyclists can also use the sidewalk when navigating the roundabouts.

Striping and restriping were done on 3.5 total miles of paths in four areas:

- McDowell, Miller, Culver, and 75th on the south side of McDowell and west side of Miller;
- Shea Boulevard west of Loop 101;
- Horizon Park/ Central Arizona Canal Bridge just south of WestWorld;
- Pima Road north of Thompson Peak Parkway.

The work was performed by the Transportation and Streets sign and marketing group rather than utilizing contractors. It is anticipated striping and restriping projects will be conducted yearly. Striping indicates two-way traffic, provides an understanding of the connectivity, and is retro reflective at night.

Bike lane improvement statistics for 2022 include 2.5 miles of new standard lanes, 3.5 miles of buffered lanes, and 15.2 miles of lanes were widened, which incorporated 19 separate roadway segments. With just under one mile being coordinated with the annual Paving Program.

MAG Design Assistance funding was received for the 64th Street at Thomas and Indian School Road project and will move forward to select an on-call consultant. The Central Arizona Project Canal / 100th Street path that looped down to Frank Lloyd Wright Boulevard near Horizon Park was not funded. This project was requested based on high bike and pedestrian traffic in that area. If funds are available, the project is eligible to

apply for MAG's Closeout Funding. If funded, an alternative consideration is putting in a two-way cycle track as opposed to a shared use path. Approved design assistance requests require a 5.7% matched funding. Mr. Meinhart explained where the closeout funds come from.

A pipe rail fence is being installed on the steep portion of Ashler Hills Trail, in response to neighbors' requests.

An open house was held on December 5th for the 68th Street project from Thomas to Indian School Road that will decrease travel lanes from two to one per direction and add buffer bike lanes. This project is funded in the current federal fiscal year, but zero bids have been received and will be resolicited. The second project was the Thomas Road from 56th Street to 73rd Street, where the third eastbound travel lane will be replaced with standard bike lanes and right turn lanes at intersections.

This is Mr. Meinhart's last meeting before the subcommittee, as he is re-retiring.

5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

The following topics were identified for future agenda items:

- Trail maintenance outreach program update
- Trail usage counts
- Scooter and e-bike usage
- Pathway signage

6. ADJOURNMENT

WITH NO FURTHER BUSINESS TO DISCUSS, BEING DULY MOVED BY SUBCOMMITTEE MEMBER LEVIE AND SECONDED BY COMMISSIONER MCALLEN, THE MEETING ADJOURNED AT 10:19 A.M. WHICH CARRIED FIVE (5) TO ZERO (0) WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS, COMMISSIONER LALL, SUBCOMMITTEE MEMBER LEVIE, AND COMMISSIONER MCALLEN VOTING IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

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>**