



APPROVED

SUMMARIZED MINUTES

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

**ONE CIVIC CENTER
AGAVE CONFERENCE ROOM
7447 E. INDIAN SCHOOL ROAD, SUITE 205
SCOTTSDALE, AZ 85251**

TUESDAY, FEBRUARY 6, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:13 pm. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: B. Kent Lall, Chair – Transportation Commission
Lee Kauftheil, Vice-Chair, Transportation Commission
Kyle Davis, Subcommittee Member
Bradley Adame, Subcommittee Member

ABSENT: Susan McGarry, Commissioner – Parks and Recreation Commission

STAFF: Kyle Lofgren, Staff Coordinator
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Nathan Domme, Senior Transportation Planner
Cristina Lenko, Public Information Officer

PUBLIC COMMENT

There were no written or spoken public comments.

1. APPROVAL OF MEETING MINUTES

Chair Lall called for modifications and approval of the minutes.

Vice-Chair Kauftheil noted an amendment to Agenda Item 2 that stated he was introduced, but he was absent.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF DECEMBER 5, 2023; MEETING AS AMENDED. VICE-CHAIR KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) WITH CHAIR LALL, VICE-CHAIR KAUFTHEIL, AND SUBCOMMITTEE MEMBERS DAVIS AND ADAME VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPROVAL OF PATHS AND TRAILS SUBCOMMITTEE ANNUAL REPORT

Mr. Lofgren provided an overview of the annual report.

VICE-CHAIR KAUFTHEIL MOVED TO APPROVE THE ANNUAL REPORT. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) WITH CHAIR LALL, VICE-CHAIR KAUFTHEIL, AND SUBCOMMITTEE MEMBERS DAVIS AND ADAME VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. CHANGING THE MEETING DATE OF THE PATHS AND TRAILS SUBCOMMITTEE

There was a discussion regarding a modification of the meeting day to the first Thursday of every other month at 5:15 p.m. to avoid conflict with the City Council meetings on Tuesday.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE SUBCOMMITTEE MEETING DAY AS FIRST THURSDAY OF EVERY OTHER MONTH. VICE-CHAIR KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) WITH CHAIR LALL, VICE-CHAIR KAUFTHEIL, SUBCOMMITTEE MEMBERS DAVIS AND ADAME VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. PATH AND TRAIL NETWORK GAP ANALYSIS

Greg Davies, Senior Transportation Planner, presented the network gap analysis for the path and trail network, also known as the nonmotorized network and active transportation network, which is essentially a system for bicyclist, pedestrians, and equestrians.

This process originated in April 2020 and was refined through the process of updating the Transportation Master Plan to the Transportation Action Plan (TAP). The current robust network that has been in existence since 1965 contains 150 miles of shared use and side paths, 162 miles of trails, and 133 miles planned paths and trails. An interactive aerial map of active paths and trails is available through the City Map Center at Scottsdaleaz.gov.

The transportation system is an important asset for the City which is managed by a Geographic Information System (GIS) that was used to perform the network gap analysis that was completed in November 2023. Citizen input related to network gaps was acquired through the Bike Friendly Community questionnaire. The analysis revealed 26 gaps throughout the city. During the evaluation process, the benefit factors such as distance of continuity, status of property control/ownership, and cost were used to identify gaps that provide the highest benefit to the nonmotorized network. The results of the ranking exercise revealed the need to evaluate connectivity between 100th Street: Frank Lloyd Wright to Frank Lloyd Wright, as well as end of WestWorld Path to Bell Road, a component of the reata wash drainage study. The goal is to fill in 3 miles per year of these gaps utilizing the yearly capital project funding source.

In response to questions, Mr. Davies explained trails are low cost and easy to accomplish using the yearly project allocations. It is difficult to predict adequate funding because each project and capital improvement plan (CIP) threshold varies. Federal funding is sought for the larger and costly projects. The speed of the process for filling in the gaps is based on available funding and design creation. Paths and trails are two distinct networks that have their own value. Equity was not one of the factors used when ranking the gaps, but demographic data is readily available.

A discussion ensued regarding available grant funding, the process for applying for them, and the success rate.

5. RESULTS FROM BICYCLE FRIENDLY COMMUNITY RESIDENTS FEEDBACK QUESTIONNAIRE INFORMATION

Susan Conklu and Nathan Domme, Senior Transportation Planners, provided an overview of the purpose of the Bicycle Friendly Community questionnaire and the responses received. They noted the survey was developed in 2019 and updated in 2023 to solicit feedback on bicycling that is used as part of the application process to the League of American Bicyclists. Through these efforts, Scottsdale has grown from their initial bicycle-friendly community designation award level of silver to gold. The questionnaire was promoted on the Polco platform as well as other public outreach such as social media and newsletters. The goal was to collect feedback from anyone within Scottsdale that is passionate about bicycling. Over 1,500 responses were received in under 30 days.

The overview of the results was broken down into the following four categories:

- Location, biking frequency, and barriers to biking.
 - 94% of the respondents live in Scottsdale, 73% of the respondents bike, and the biggest barriers noted were personal preference and lack of interest.
- Feelings about existing conditions within the network.
 - Responses describing biking in Scottsdale varied but the top three were dangerous, fun, and safe.
 - The different types of riders range from leisure riders to those who prefer road and mountain biking.
 - Recreational biking is a large component of Scottsdale biking and riders prefer off-street, multi-use paths. There is a need for a network that connects you to where you want to go.
 - Safety was a major concern, but it did not stop or limit use of the infrastructure and protected bike lanes and multi-use path extensions were requested.
 - Better bike parking and on-street corrals.
- Ideas about improving the network.
 - Wider and more protected lanes for on-street network.
 - Improved off-street network.
 - More biking education.
- Bike Events.
 - Roadway and corridor tours.
 - Bike-specific events added to existing community activities and also standalone bike events.
 - Bike maintenance classes and safety classes.

Mr. Domme summarized the conclusions of the survey, noting the multi-use paths were high on the list for both bikers and nonbikers; the on-street network is not preferred but used to get to the multi-use path system; cars and bikes conflict with each other and require education efforts, protection features, and better off-street networks. Recreational use is predominant in Scottsdale for all skill levels.

Ms. Conklu reviewed feedback from the Transportation Commission that included signage, response options on the questionnaire, gaps, and the award goal. Mayor Ortega requested a multi-departmental group to plan a bicycle safety campaign and everyone will be kept updated as plans progress.

The responses to the survey and feedback from the League of American Bicyclists will continue to be evaluated and used to develop questions for future questionnaires. Additional action items include improving biking for families, educating residents on laws and responsibilities, overall safety, how the path is being used by e-bikes and other motorized devices, and focus on behaviors.

Committee Member Adame offered to assist with designing the next questionnaire.

In response to questions, Mr. Domme stated there are no official plans to conduct the survey more frequently, but the overwhelming response was beneficial. Suggested

improvements to the infrastructure validated and support for policies and projects are already being done. A discussion ensued regarding partnering with bike shops to offer maintenance classes as well as other possible bike events and promoting them.

6. TAP IMPLEMENTATION

Nathan Domme, Senior Transportation Planner, provided an overview of the Transportation Action Plan (TAP) that was adopted by the City Council two years ago. The Transportation Commission refined and converted the 20-year Transportation Master Plan to the 10-year TAP. The TAP impacts several sections within the Transportation Department such as transit, transportation planning, traffic engineering, intelligent transportation systems, pavement management, public information, and maintenance. The TAP incorporates a massive amount of infrastructure within the Transportation Department and the City of Scottsdale that is the primary focus for updating, maintaining, and improving the plan, such as 14,000 street lights and 900 center line miles of pavement.

A safe, efficient transportation system for all users is guided by several approved policies and plans that help to accomplish them with the TAP being the primary one along with the complete streets policy and the future strategic transportation safety plan. The three prominent goals of the TAP are to prioritize people's safety and livability over motor vehicles and travel speed, improve accessibility for all types of transportation and transportation users, and promote active and healthy living. The TAP eliminates the one-size fits all and replaces it with a smarter flexible network that prioritizes people and provides access for cars while encouraging use of all nonmotorized networks.

A summary was provided of the street, bikeway, trail, and pedestrian elements including updates, strategies and goals, and notable progress. The transit element summary will be provided at the Transportation Commission meeting. An overview of the implementation section included:

- A list of projects hoping to be accomplished or started during the 10-year period.
- Criteria taken into consideration when prioritizing capital improvement projects to go into this year's capital budget.
- A list of approximately 42 identified future CIPs, including street reconfiguration and enhanced pedestrian/bicycle crossings and preservation, maintenance, and optimization projects.

In response to questions, Mr. Davies stated he thinks activation cameras will be used to trigger the traffic lights for safety and speed mitigation at 64th Street and Osborn Road. A discussion ensued regarding the transit frequency and feedback will be provided at the Transportation Commission meeting.

7. PROJECTS AND PROGRAMS UPDATE

Susan Conklu and Nathan Domme, Senior Transportation Planners, provided an update on projects and programs.

- Wayfinding signage installation started in January for the Indian Bend Wash Path from Thomas Road to Indian Bend Road. An example of the signs was provided.
- Scottsdale was awarded gold status from the League of American Bicyclists.
- Multi-use path improvement projects were reviewed.
- Street operations bridge repair program.

A discussion ensued regarding the IBW Underpass at Chaparral Road project.

Ms. Conklu discussed the current studies for the 64th Street crossings at Thomas Road and 64th Street and Indian School Road and 64th Street as well as the 100th Street CAP Path Bike/Pedestrian Study.

8. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Lofgren noted the next meeting will be Thursday, April 4, 2024, and currently has three presentations.

Vice-Chair Kauftheil discussed safety concerns with sprinklers along the paths that cause the dirt to turn into mud and the dam that is leaking causing slippery conditions.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Vice-Chair Kauftheil, the meeting adjourned at 7:49 p.m.

AYES: Chair Lall, Vice-Chair Kauftheil, Commissioner McGarry, and Subcommittee Members Davis and Adame

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>**