



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**

THURSDAY, APRIL 4, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:18 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair -- Transportation Commission
Kerry Wilcoxon, Vice-Chair -- Transportation Commission (TEAMS)
Susan McGarry, Commissioner – Parks and Recreation Commission
Kyle Davis, Subcommittee Member

ABSENT: Bradley Adame, Subcommittee Member

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Nathan Domme, Transportation Planning Manager
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no members of the public who wished to speak on public comment. There

were 4 requests to speak on agenda item 2.

1. APPROVAL OF MEETING MINUTES

Chair Kauftheil called for modifications and approval of the minutes.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF FEBRUARY 6, 2024 MEETING. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) WITH CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, COMMISSIONER MCGARRY AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. SUBCOMMITTEE MEMBER ADAME WAS ABSENT.

2. LOS ALISOS TRAILS DISCUSSION

Susan Conklu, Senior Transportation Planner, presented an overview of the trails system in Scottsdale and reviewed a request from the Los Alisos Homeowner's Association (HOA) to release the public easements in their community. The unpaved trail system was created to provide a citywide interconnected trail network for recreation and transportation. It provides a safe space for pedestrians and bicyclists in areas with no sidewalks and the trails are common in scenic corridors. An overview of the history of the Scottsdale Trails Master Plan development from when it was first adopted by City Council in 2004 to the most recent 2022 Transportation Action Plan was provided. Ms. Conklu noted the culmination of all those past planning efforts included the planned network for trails as well as design standards and some of the policies in the trail element including trail access, obstruction, abandonment, and easements as well as development of the Paths and Trails Subcommittee. Citywide, there are 161 miles of existing trails outside of the preserve and 132 miles of proposed or planned trails.

The Los Alisos' development history was reviewed, including the denial of the original development request by the City Council and the proposed rezoning from R1-43 to R1-10 ESL (single-family residential in Environmentally Sensitive Lands), requesting 96 homes instead of the original 120 homes. The amended application addressed General Plan and CityShape Guiding Principles, including circulation, preservation of meaningful open space and advancement of transportation. City Council ultimately approved the amended application and a plan that included linear open space corridors, protection and replacement of disturbed vegetation, and creation of more viable trail connections to Cave Creek School Campus and the planned community college. Additionally on April 23, 1998, the Development Review Board approved project design elements that did not change things related to trails.

In summer of 2022, Transportation Planning staff received a request from a Los Alisos HOA board member to release public easements in the Los Alisos community. Concerns included high school students and people from other neighborhoods entering the HOA at night or during school events, people walking their dogs off leashes, and retail crime.

These concerns have since been presented to the City Council. Ms. Conklu, Mr. Davies, and the Crime Prevention Officer met with the HOA member and discussed what is public versus what is private, how someone would know the difference and when to use emergency services. New or supplemental trail signage was provided to the neighborhood. The Police Department reported only four reported incidents in the neighborhood in the past year, and they were all non-trail related.

Proposed next steps include:

- Maintaining public easements for trails.
- Installing supplemental trail signage at the access points along the Los Alisos trails noting that it is a private community and to stay on trails.
- Adding unlocked pedestrian gates to any fencing or gates in the future. It was noted this would require working and gaining approval through Planning and Development Services.
- Monitoring and evaluating by staff the planned network around the community for effectiveness.
- Continuing to work with the community as things develop and change.

Chair Kauftheil opened public comments.

Michael Vaccarella discussed nonresidents accessing the Los Alisos community mainly to bring their dogs to run off their leash and play in the green space, which is private property. The trail system that enters this community goes nowhere and the residents are concerned about safety. He also noted the impact of the proposed changes to Carefree Highway and offered suggestions for alternative trails that do not extend through Los Alisos.

Frank Kiekner discussed how nonresidents are unclear on what is public versus private property, and he believes most people who enter the community are coming there to use the private park with their dog. People become belligerent when told they are trespassing on private property. What they would like to do is install gates and fences.

Karen Arndt discussed the new signs which have been installed and how they do not make a difference. They would like to keep the community safe, looking good, and not have people who do not live in the neighborhood there. The only way to do this is by fencing the neighborhood off. She also left handouts for the subcommittee members and staff to review.

Susan Bixler shared the statement she read to the City Council, noting that the HOA's request is to be released from the Paths and Trails System. Signs have been updated but there continues to be numerous amounts of traffic coming into the open desert park area, which has increased concerns about safety.

Chair Kauftheil closed public comments.

In response to questions from the Subcommittee Member Davis, Ms. Conklu noted in order to make any improvements to their community, whether the easement is there or not, they would have to work with the planning department on what would be required for fencing a natural area open space. Scottsdale has other communities with trails that use a mixture of gates, fencing, and signage. More research is needed to determine the community similarities and what the planning department set for requirements. This is a request for release of easement, which is land rights over private property. There have been similar past requests, such as Hidden Hills Neighborhood requested to be released from the pedestrian bicycle public easement that was fully across their road and sidewalks. Only the tracks have easements; the rest is private property.

In response to questions from Vice-Chair Wilcoxon, Ms. Conklu noted the easements would be stipulated, planned, and connected for each development. Presently, the plat requires the property owner to maintain the trails and the City would be releasing the rights on the easements. Mr. Domme stated, depending on the action, they would not ask for money when releasing the easement, but they will consult with Legal to confirm that. The City would rely on the opinions of the residents of the Los Alisos community on what is or has been occurring to necessitate easement release. Should the release occur, it would be up to the community to seek permission from the planning department to construct a fence or whatever they would allow.

In response to questions from Chair Kauftheil, Ms. Conklu explained the community would be responsible for installing gates after receiving approval from the planning department; this can be done whether the easement is in place or not. A discussion ensued regarding the tract and accessing the park within the neighborhood. Mr. Domme clarified that the Police Department's recommendation was strictly based on crime. Ms. Conklu will follow up to see if any trends were looked at further than the past year.

CHAIR KAUFTHEIL MOVED TO CONTINUE THIS DISCUSSION TO OBTAIN ADDITIONAL INFORMATION ON REQUIREMENTS AND WHAT DESIGN WOULD BE NEEDED, HISTORY OF ACTIVITIES, AND ADVICE AND/OR QUESTIONS FROM LEGAL REVIEW IF RELEASED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) WITH CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, COMMISSIONER MCGARRY AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. SUBCOMMITTEE MEMBER ADAME WAS ABSENT.

3. FEDERALLY AND REGIONALLY FUNDED STUDIES AND PLANS

Susan Conklu, Senior Transportation Planner, reviewed the MAG Design Assistance Program and the Federal Safe Streets and Roads for All.

Background on the MAG Design Assistance Program was provided, noting Scottsdale currently has three programs funded which were discussed.

- 64th Street Crossing Study at Thomas and Indian School Roads, which looks

- at the intersections and the challenges they present.
- When people walking or biking the canal wish to stay on the canal, they have to cross two major roads.
 - The next steps are for the consultants to complete a draft report, hold a second open house in May to show alternatives, and present a final report that includes recommendations.
 - Central Arizona Project Canal/100th Street Path Study, which is looking at two path alignments in the 100th Street corridor between 92nd Street and Frank Lloyd Wright Boulevard.
 - There is a missing path in the area which is part of the primary path system in the TAP and part of the Central Arizona Project Canal Regional Path System Citywide.
 - This area connects to planned and existing sections as well as two pedestrian bridges.
 - The next steps are for the consultants to complete a draft report, hold a second open house in May to show alternatives, and present a final report that includes recommendations.
 - 2nd Street Neighborhood Bikeway Study, which will look at the western portion of 2nd Street Neighborhood Bikeway from the TAP through Old Town from Indian Bend Wash to the Arizona Canal, specifically the .8-mile segment from Goldwater Street to Indian School Road.
 - The results of the 64th Street Crossing study will be integrated into this study.
 - The next steps are for staff to request approval of the MAG Agreement from City Council on April 16, 2024, and to kick off the study upon approval.

Ms. Conklu noted generally, upon completion of the Design Assistance Study, staff looks at opportunities for how to implement recommendations and follows normal processes for CIP requests and seeking federal funding for improvements.

In response to questions, Ms. Conklu confirmed this is an annual program. Anything that can make an application score better, such as a background and feasibility study, can also demonstrate a city is committed to the project. Camelback and Scottsdale Road will not be part of this study.

Ms. Conklu provided an overview of the Safe Streets and Roads for All that is part of the Bipartisan Infrastructure Law where \$5 billion was appropriated in federal funds for FY 2022-2026 for initiatives to prevent roadway deaths and serious injuries. The two grants are Planning and Demonstration and Implementation. An agency must have an eligible action plan in place to be considered for the implementation grant. Scottsdale received an Action Plan Grant on February 1, 2023.

City Council approved the funding agreement with the U.S. Department of Transportation Federal Highway Administration for \$288,000 on September 19, 2023. This is a

reimbursement funding plan and there are already matching funds budgeted in the current operating budget. This grant will be used for consultant services to prepare the Strategic Transportation Safety Plan. The plan will build off existing safety measures and studies to establish a safety culture tailored to Scottsdale and will demonstrate commitments to safety and to reduce the likelihood of traffic crashes resulting in fatal or serious injuries. Next steps are to:

- Request proposals for consulting services, a 12–18-month process.
- Incorporate public involvement, including the Police Department, in plan development.
- Have staff apply for implementation funding.

In response to questions, Ms. Conklu clarified development of the safety plan will include an engineering component and a webpage will be developed. Mr. Domme noted regular returns are scheduled for the safety plan to be reviewed by the Paths and Trails Subcommittee and the Transportation Commission. A brief discussion ensued related to the data points for the number of crashes and fatalities in Scottsdale.

4. PROJECTS AND PROGRAMS UPDATE

Greg Davies, Senior Transportation Planner, provided an update on projects and programs, including:

- 76th Street Trail Rehabilitation and New Build.
- Mountain View Trail Rehabilitation.
- Pinnacle Peak Trail Rehabilitation.
- Dynamite Road Trail New Build.

In response to questions, Mr. Davies explained all these projects have been from resident requests, and he provides follow-up to the residents.

Ms. Conklu discussed the April Bike Month events.

5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Vice-Chair Wilcoxon noted ADOT will hold a public open house on April 16, 2024, in Phoenix at the HRDC Building at 1:00 p.m. to present their updated Strategic Highway Safety Plan and the Active Transportation Safety Action Plan. He also suggested having ADOT provide an update on the Active Transportation Safety Action Plan.

Chair Kauftheil discussed safety concerns with items presented at the last City Council meeting, such as southern parks that have been neglected, a bridge that collapsed two storms ago at the skate park, and the ramada that has been closed for 6-8 months. Additionally, there is a safety concern for bicyclists near the dam on McKellips Road as it overflows with heavy rain and spills onto the trail.

6. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Commissioner McGarry, the meeting adjourned at 7:30 p.m.

AYES: Chair Kauftheil, Vice-Chair Wilcoxon, Commissioner McGarry, and Subcommittee Member Davis.

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>**