



APPROVED AS AMENDED

SUMMARIZED MINUTES

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

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

THURSDAY, AUGUST 1, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:16 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair -- Transportation Commission
Susan McGarry, Commissioner – Parks and Recreation Commission
Kyle Davis, Subcommittee Member
Bradley Adame, Subcommittee Member

ABSENT: Kerry Wilcoxon, Vice-Chair -- Transportation Commission

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, and there were no written comments.

1. **APPROVAL OF MEETING MINUTES**

Subcommittee Member Davis requested that his statement in the last sentence above the motion for agenda item 2 following the words “Los Alisos neighborhood is for access to the park” be reworded to state “which does not align with the intent of the trail system as defined in the TAP.”

SUBCOMMITTEE MEMBER ADAME MOVED TO APPROVE THE JUNE 6, 2024, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. SUBCOMMITTEE MEMBER MCGARRY SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). CHAIR KAUFTHEIL, COMMISSIONER MCGARRY, BOARD MEMBERS DAVIS AND ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. **BICYCLE DETECTION AT TRAFFIC SIGNALS**

Greg Davies, Senior Transportation Planner, and John Hoang, Principal Traffic Engineer, presented information related to bicycle signal detection. Mr. Davies notes this is a longstanding program. He went on to share that Albert Einstein was a bicyclist, and his favorite quote is “Life is like riding a bicycle, you have to keep moving to be balanced”. The program’s goal is to be a balanced program as staff and technology change over time. Detection of bicyclists at signalized intersections has safety benefits because it deters bicyclists from running red lights and then to cross intersections safely with an extended green light.

This project was initiated in April 2013 with continued work on making it efficient. Funding is provided through a capital project, the Bikeway Project, at approximately \$400,000 per year. Monies for are accrued through a sales tax of 0.2 percent. Full detection at each intersection costs approximately \$30,000 per foot detection in each direction. There are many varieties of detection technology available such as radar, video, push button, and magnetometer. Video detection is predominately used today because it is a noninvasive and multimodal system. Presently, in Scottsdale there are 320 signalized intersections of which 137 have bike lanes that intersect the intersections.

Mr. Hoang provided an overview of the Miovision, Gridsmart, and FLIR infrared detection systems which all use cameras that detect someone in the bicycle lane and extends the signal time. Each of these detection systems also capture counts for each zone.

Mr. Davies reviewed the next steps to include:

- Strive to accomplish goals set forth in the TAP
- Add new locations to the existing bicycle detection network
- Assess the use of pavement markings/signage at detection locations
- Educate the public on bicycle signal detection using social media
- Analyze bicycle and pedestrian counts at locations with new advanced detection technologies
- Continued collaboration with the Traffic Management Center

Committee members were given the opportunity to discuss and ask questions. In response to a question from Subcommittee Member Adame, Mr. Hoang explained the vision detection system would detect a group of bicyclists and count them individually. The signal time is consistent with each location. However, it can be adjusted based on the use of the intersection including adding an approach signal at least 300 feet away. The signals are not adjusted seasonally.

The Miovision detection system is sophisticated enough to detect the classification of vehicles. Gridsmart is simplified to detect something in the road. FLIR uses thermal imaging and set parameters to detect zones. This detection/data collection system is part of traffic management but is shared with other departments such as the Police Department. Mr. Davies noted data collection is critical to the success of this program. Presently, a detection system is in place at the Thomas and Pima Path intersection, which detects a bicyclist coming off the path and approaching the crossing. The plan is to continue to work on implementing more of these detection systems on the bicycle paths.

The funding was secured upon the approval of the 1989 Sales Tax. A discussion ensued related to the funding. There continues to be a need for public education which can be enhanced with the use of social media.

Chair Kauftheil discussed the Jewish population and the recognition of Sabbath Day, asking for automatic pedestrian detection. A brief discussion ensued. Further suggestions are to use green paint for the “stop here” line and collaborating with the bike shops.

3. YEARLY PROGRAMMATIC CAPITAL PROJECTS AND CIP UPDATE FOR NONMOTORIZED IMPROVEMENTS

Nathan Domme, Transportation Planning Manager provided an update on the CIP projects for nonmotorized improvement that fill in gaps for “complete streets”, including:

- Carefree Hwy Roadway Project
 - Widen roadway from two to four lanes and incorporates bike lanes, a multiuse path, and a dirt trail

- Goldwater Blvd Underpass at Scottsdale Road
 - Construct a bike and pedestrian underpass to address a gap in connectivity in the sidewalk network
- Indian Bend Wash Path Renovations I and II
 - Widen path from 10 to 12 feet, including a 100% design with construction to begin in summer of 2025
- 68th Street Sidewalks from AZ Canal to Camelback
 - Create new sidewalks for both sides of the street and establish new sidewalk connections
- 77th Street Access Improvements
 - Create new multi-use path to provide residents access and egress and establish an emergency access for flood zone
- Scottsdale/Drinkwater Intersection Improvement
 - Reconfigure Drinkwater and Scottsdale Rd intersection to improve safety and balance traffic and pedestrian needs
 - establish sidewalk along east side of Scottsdale Rd
- Central Arizona Project (CAP) Canal Path: Scottsdale to Northside
 - Design and construct a multiuse path on the north side of Frank Lloyd Wright Blvd that will create a regional connection point
 - Notes that Loop 101 creates an obstacle
- Chaparral Underpass
 - Design and construct a bike and pedestrian underpass tunnel and shared-use path to reduce vehicle-pedestrian conflict
- Pima Rd from Via Linda to McDowell
 - Widen the road to four lanes, add bike lanes along the corridor, and add sidewalks on the Westside
 - Construction started July 2024
- Hayden/Miller Bridge
 - Construct four-lane bridge over Rawhide Wash
 - Add new bike lanes and sidewalks

Committee members were given the opportunity to discuss and ask questions. Mr. Domme explained there is a 20-foot right-of-way that does affect homeowners. Mr. Davies explained, based on a study conducted ten years ago, tunneling under 101 is not an option but one suggestion was a long expansion bridge. Mr. Domme noted he would look at the signs around Chaparral Underpass to ensure they are visible and clear. The Cave Creek Project consists of two miles. Mr. Davies provided an overview of the costs of the projects, noting the Pima Project has a \$50 million grant. Mr. Domme stated it is a good use of resources to get a significant connection done with both federal and regional money. They are looking at ways to mitigate runoff from rain or use of sprinklers.

4. MOTORIZED DEVICES ON PATHS

Susan Conklu, Senior Transportation Planner, reviewed the Bikeway Element Goals within the TAP. There are presently 205 miles of bike lanes of which 82 include signed and/or mapped routes, 124 miles of paved paths, 161 miles unpaved trails outside of the preserve, and 234 enhanced crossing such as raised pedestrian crosswalks, and 112 tunnels and bridges. The multi-use, or shared use, paths are designed for recreational and transportation use and provide a safe space for all skill levels. A further presentation ensued with additional information provided related to the size and use of the paths.

The State and local code definitions were reviewed along with the emerging motorized types of devices that are becoming increasingly available. Maximum speeds for these devices are also increasing. Path access for different device classes was reviewed as noted below.

- Electric Powered Devices with Functioning Pedals Allowed on the Path
 - Class 1 Bicycle
 - Class 2 Bicycle
- Electric Powered Devices with Functioning Pedals Prohibited on the Path
 - Class 3 Bicycle
 - E-Bicycle that exceeds 28 mph or more than 750 Watts
- Electric Powered Devices without Functioning Pedals Allowed on the Path
 - Electric Personal Assistive Mobility Device
 - Electric Stand-up Mini Scooter
- Electric Powered Devices without Functioning Pedals Prohibited on the Path
 - Motor Driven Cycle
 - Motorcycle
- Electric Powered Devices on Path (with allowed and not allowed locations)
 - Prohibited
 - Canal Paths
 - McDowell Sonoran Preserve Trails
 - Non-Preserve Trails
 - Allowed
 - Sidewalks
 - Multi-Use Paths
 - Side Paths
 - On-Street Network

The steps taken to improve the path system and resolve conflicts between the various path users is guided by Ordinance No. 4372, which was adopted on November 11, 2018. Ordinance No. 4372 amended the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters. Ms. Conklu reviewed the

ordinance with the committee. Future updates include reviewing the code for language revisions and definition clarifications to maintain current regulations in the code.

On-Street Network alleviates conflicts on paths and sidewalks and provides a direct route for those who wish to ride at faster speeds. Path wayfinding and regulatory signage provide directional and allowed use information. The path widening project will expand the paths to 10-12 feet wide and provide better separation between all users. Staff continue to conduct outreach efforts to inform the public regarding regulations and laws related to use of the paths along with additional messaging efforts. Staff also work collaboratively with the Scottsdale Police Department on enforcement on the path network and the "Slow Down Scottsdale" safety video series. Additional outreach includes the Bicycle Safety Brochure, Discover Scottsdale's Urban Oasis Map, Cycle Smart Scottsdale, and Bike to Work.

Ms. Conklu provided an overview of the updates provided to the Transportation Commission at their June 20, 2024, meeting, which included the bike lane markings, traffic signals and detection, paths and canals among others. Staff will continue to coordinate with the City and SRP for outreach, signage, education, and progress monitoring.

Committee members were given the opportunity to discuss and ask questions. Ms. Conklu noted the current data is outdated and was specific to Old Town. There is an interactive map on ScottsdaleAZ.gov/paths, or a paper copy can be requested. Mr. Domme noted they will investigate making detour routes available when there is no bike lane.

5. UPDATE THE LOCATION FOR THE OCTOBER MEETING

Mr. Lofgren said that staff would like to propose that the October 3, 2024, Paths and Trails Subcommittee meeting be moved to a location in the northern area of the city to offer an opportunity for the community members to participate in the discussion about the Desert Foothills Trail Project as well as several other items of interest to that community.

Staff said that there will be a virtual option for attendance and that arrangements could be made to carpool and/or caravan to the location if needed.

SUBCOMMITTEE MEMBER MCGARRY MOVED TO RELOCATE THE OCTOBER PATHS AND TRAILS SUBCOMMITTEE MEETING TO A NORTHERN LOCATION. SUBCOMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0) BY ROLL CALL VOTE. CHAIR KAUFTHEIL, SUBCOMMITTEE MEMBERS ADAME, DAVIS, AND MCGARRY VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Lofgren reviewed items scheduled for the October and December meetings. Ms. Conklu noted that she will summarize the feedback on the Bicycle-Friendly Community application and award during the December meeting.

7. ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:40 p.m.

AYES: 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>**