



**APPROVED  
SUMMARIZED MINUTES**

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

**TUESDAY, FEBRUARY 2, 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  
William Levie, Subcommittee Member  
Kyle Davis, Subcommittee Member

**ABSENT:** Kent Lall, Commissioner – Transportation Commission  
John Doering, Commissioner – Parks and Recreation Commission

**STAFF:** Susan Conklu, Senior Transportation Planner  
David Smith, Senior Traffic Engineer  
Greg Davies, Senior Transportation Planner  
Dave Meinhart, Transportation Planning Manager  
Mariah Maindonald, Staff Representative  
Francis Cookson, Staff Contact

**2. APPROVAL OF MEETING MINUTES**

Chair Anderson called for modifications and approval of the minutes. There were no changes.

SUBCOMMITTEE MEMBER LEVIE MOVED TO APPROVE THE MINUTES OF THE DECEMBER 8, 2020 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON,

SUBCOMMITTEE MEMBERS DAVIS AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

**3. APPROVAL OF PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT**

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE PATHS & TRAILS SUBCOMMITTEE ANNUAL REPORT AS PRESENTED. CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBERS DAVIS AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

**4. 2020 BICYCLE AND PEDESTRIAN COLLISION REPORT**

David Smith, Senior Traffic Engineer reviewed the purpose of the report:

- Screening tool and complement similar resources utilized by the Transportation Department, such as the biennial Traffic Volume and Collision Report
- Identify locations for road safety assessments and traffic control device review
- Assist in identifying locations of latent demand for possible deployment of traffic control methods
- Identify locations/corridors for CIP investment
- Assist with identifying improvements necessary with private development
- Better, more targeted education and/or enforcement
- Influence the design of new facilities
- Satisfy a prior request of the Transportation Commission and desire of management and staff

The last attempt to quantify bicycle and pedestrian collisions occurred in the 2008 Transportation Master Plan. There was desire to develop a more comprehensive report. For this report, collisions were looked at for the period of 2014 through 2018. The information was pulled from the Arizona Report, directly from the Scottsdale Police Department. Report sections were reviewed. The City was broken into sectors: North Scottsdale, Central, South and Old Town in terms of reporting. The five-year trend line was reviewed.

Notable bicycle collision data includes:

- There were 378 bicycle collisions representing an average of 76 collisions annually
- These included 50 serious injuries and 3 fatalities
- Bicycle collisions accounted for 1.7 percent of all collisions over the five years
- 15 percent of bicyclists were individuals under 18
- 78 percent of bicycle collisions occurred during daylight
- Only 4 percent of bicycle collisions involved a party who was impaired
- 42 percent of bicycle collisions did not result in any violation

Mr. Smith reviewed the five-year pedestrian collision statistics trendlines.

Notable pedestrian collision data includes:

- There were 281 pedestrian collisions, representing an average of 56 collisions annually
- These included 63 serious injuries and 19 fatalities

- Pedestrian collisions accounted for 1.3 percent of all collisions over the five years
- 11 percent of pedestrians were individuals under 18
- 55 percent of pedestrian collisions occurred during daylight
- 16 percent of pedestrian collisions involved a party who was impaired
- 55 percent of pedestrian collisions did not result in any violation

In comparison to Maricopa County and City of Phoenix, Scottsdale has 8 percent fewer pedestrian collisions statewide with almost 50 percent fewer fatalities. Scottsdale has a higher percentage of bicycle collisions compared to the total number, but a considerably lower fatality rate. The bicycle collision rate in Scottsdale is about the same, however the fatality rate is approximately 5 percent lower.

The report will be finalized in order to accomplish the following:

- Use to evaluate health of transportation system and as screening tool
- Identify locations for road safety audits and traffic control device review
- Assist in identifying locations for possible deployment of various traffic control
- Identify locations/corridors for CIP investment
- Assist with identifying improvements necessary with private development
- Better, more targeted education and/or enforcement
- Influence the design of new facilities
- Assist with policy decisions

In response to a question from Subcommittee Member Levie, there will be further discussion on the anticipated frequency of these reports. There must be enough data points available to make the information useful. A possible timeline is every three to five years.

Chair Anderson referred to the percentage of impaired people involved in accidents and asked whether the report identifies the impaired party (driver, pedestrian, bicyclist). Mr. Smith stated that the data is available, however not readily available at the time of the meeting.

## **5. 70TH STREET NEIGHBORHOOD BIKEWAY**

Ms. Conklu stated that funding is derived from Maricopa Association of Governments (MAG) through its design assistance program. The consultant team includes Harrington Planning and Design as the prime consultant, jointed by T.Y. Lin International Group and Traffic Research & Analysis as the subconsultant. The purpose is to develop preliminary design concepts and gather public input. The project focuses on a 2.5 mile corridor of 70th Street from Continental Drive/Roosevelt Street in Tempe to 2nd Street in Old Town Scottsdale, which is limited to Scottsdale existing right-of-way (ROW).

The bikeway is considered a low stress neighborhood route connecting the following:

- Existing bike route along Continental Drive/Roosevelt Street in Tempe
- Existing bike lane on Indian School Road in Old Town Scottsdale
- Existing multi-use path along the Arizona Canal
- Upcoming bike lane projects on McDowell and Thomas Roads

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Long-term goals include:

- Improve bicycle and pedestrian comfort
- Consider expanding traffic calming
- Provide wayfinding/route signage
- Improve ADA connectivity
- Provide biking and walking connections to Old Town Scottsdale
- Develop corridor identity and sense of place

The project corridor is divided into five segments, characterized by the width of existing ROW and the adjacent types of land use. Primary constraints along the corridor include: The bicycle environment conflicts with vehicles; limited roadway space creates conflicts between bikes and on-street parking; utility equipment limits potential solutions; no wayfinding/route signage, sidewalk gaps. Potential solutions for consideration include: Conventional bike lane with one side on-street parking; buffered bike lane without on-street parking; sharrow with on-street parking on both sides; potential off-street route solutions; speed cushions; potential route signage and speed feedback signs. Public input to this point included virtual open house, video presentation and questionnaire.

Next steps include:

- Review public input
- Develop 15 percent concepts
- Draft Project Assessment Report for staff
- Second open house: tentatively February
- Final Project Assessment Report for staff

In response to a question from Subcommittee Member Davis, Ms. Conklu stated that many communities go through the design assistance program to develop concepts. Subsequently, during a future funding cycle, they apply for transportation alternatives or congestion mitigation air quality funding for construction. Typically the City funds the remaining design.

Subcommittee Member Davis inquired as to the intent for a Master Plan for bikeways. Dave Meinhart, Transportation Planning Manager, stated that they are just now kicking off an update to the Transportation Master Plan. Other corridors are being assessed for a similar concept. The overall strategy is to make the entire street bike friendly, as opposed to merely a bike lane. This is tied to traffic flows and land uses. In this particular corridor, traffic volumes are higher than expected. The best performing bikeways are usually within one-quarter mile of a major roadway corridor. The City will be identifying other potential segments within the City as part of the bike elements in the Transportation Master Plan.

Chair Anderson inquired as to input on the off-street alley route from neighbors who would back up to the route. Ms. Conklu stated that in the previous study, input was mixed, including worries about travel through the area, privacy and maintenance issues. Future improvements will include additional public input. Chair Anderson inquired as to addressing security on these types of routes. Ms. Conklu said they look at various options, such as lighting.

Chair Anderson asked about feedback on the Indian School project from four lanes to a bicycle-friendly route. Ms. Conklu stated her understanding that there has been positive feedback. Mr. Meinhart concurred, while acknowledging that there has not been much direct feedback, as

the modifications have been in place for only three to four months. Comments are most typically received from residents who have concerns, rather than those who are pleased.

Subcommittee Member Levie noted that there are often trash and bulk pickup routes through alleys and asked whether that system would have to be changed to allow for potential alleyway bike routes. Ms. Conklu stated that the particular location has curbside pickup. Other locations would have to be looked at for feasibility.

## **6. OLD TOWN BICYCLE MASTER PLAN**

Ms. Conklu stated that the Plan is covered through a program of MAG, which requires a 20 percent City match. The year the City applied was the final year that this type of program funding was available. Y2K Engineering heads up the consulting team, along with Harrington Planning & Design, Engineering Mapping Solutions and Werk Urban Design. Overall, Scottsdale is very bicycle friendly, however the Old Town area has barriers and gaps for cyclists. This Plan will identify options and make recommendations to address the gaps. The study looks at evaluating bike infrastructure throughout Old Town as a whole but also between the ten identified districts. Such plans require approximately a year for completion. The kickoff was March, 2020. A visioning workshop was held with City staff in May. Meetings had to be adjusted, due to COVID. Completion is anticipated by March or April, 2021. The visioning workshop included 20 City staff to identify existing conditions and opportunities.

The team collected multimodal volumes on Wednesday, March 4, 2020 at ten major intersections in Old Town. The highest counts were at Scottsdale and Camelback and Scottsdale and Second Street. There was also a high number at 68th Street and Indian School. A gap analysis was also performed. There is a need for both north/south and east/west connectivity, especially to create low stress routes for a wide range of bike users.

The team identified key routes for further analysis:

- 2nd Street from Indian Bend Wash to Cross Cut Canal
- Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue
- 75th Street from 2nd Street to Camelback Road
- 70th Street and Marshall Way from Osborn Road to Camelback Road
- Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal

A virtual open house was held from December 15, 2020 to January 5, 2021, including a video presentation and questionnaire with 70 responses received.

Next steps include:

- Evaluate public input, including second open house in February/March
- Identify corridor and spot projects to support key routes
- Prioritize recommended projects
- Draft Master Plan
- Future public involvement

## **7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

Greg Davies, Senior Transportation Planner, provided updates for the following projects:

- Sundown Gardens Equestrian Trail Rehabilitation
- Hayden Trail Rebuild
- Pinnacle Vista & Ranch Gate Trails projects

For the Pinnacle Vista & Ranch Gate Trails projects, there will be public outreach via virtual public meeting in approximately a week for a 15-day duration. Materials will include maps, narrated PowerPoint, graphics of plan level design and alignments. Construction is scheduled for April, 2021.

Ms. Conklu stated that staff are currently working on a trail maintenance outreach plan to inform the public on trail maintenance responsibilities. The item will be brought to the Subcommittee in April.

Four areas of poor surface condition and cracking were identified in the proposed CIP Funding Indian Bend Wash Path Renovation. These are higher activity areas with more straightforward construction than other areas. Mr. Meinhart stated that this project has been included on the list of recommended projects for the new five-year CIP.

Ms. Conklu provided a scooter ordinance updated. Mark Melnychenko, Transportation & Streets Director, provided an update to City Council on January 19th, including proposed updates to the City code relating to bicycles, e-bikes and electric scooters, as well as introducing a draft ordinance on licensing for shared device providers. City Council tabled any action on the item to allow staff to return in the future with changes. There was feedback regarding proposed parking restrictions for scooters as well as sidewalk riding in portions of Old Town.

Traffic Engineering and Street Operations have installed high visibility crosswalks at seven locations along the Pima shared use path as well as the bike route.

A HAWK was installed on Scottsdale road at Palm Lane. There was a pedestrian fatality in January, 2019 at this location.

Mr. Davies reported that the mast arms and signal heads are up at the HAWK at McCormick-Stillman Railroad Park and installation is nearly complete.

Ms. Conklu stated that City has installed some audible pedestrian signal options for those with vision impairments; one is located at Scottsdale and McDonald Drive.

Ms. Conklu identified a sidewalk replacement area along the west side of Hayden Road north of Roosevelt Street, completed in the fall of 2020 across the driveway of St. Daniel Catholic Church.

The Indian School Repaving project is now complete, after addition of buffered bike lanes from 64th Street to Marshall Way. This includes stamped asphalt.

Chair Anderson referenced discussion by the Transportation Commission approximately a year ago regarding the potential for pedestrian sensing crosswalks and asked whether there has been an progression on this. Ms. Conklu stated that she would follow up on this item.

**8. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

Mr. Davis requested an update on the Transportation Master Plan. Mr. Meinhart said a presentation will be provided at the April and June meetings.

**9. ADJOURNMENT**

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Subcommittee Member Levie, the meeting adjourned at 10:00 a.m.

AYES: Chair Anderson, Subcommittee Members Davis and Levie.

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>**