



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE
AMENDED
Notice and Agenda**

Date: Tuesday, February 6, 2024

Time: 5:15PM

Location: One Civic Center
Agave Conference Room
7447 E. Indian School Rd Suite 205
Scottsdale, AZ 85251

***ITEM #3 ADDED. ORDER OF ITEMS IN RED ALSO UPDATED.**

Call to Order

Kent B. Lall, Chair, Transportation Commission
Lee Kauftheil, Vice-Chair, Transportation Commission
Susan McGarry, Commissioner, Parks and Recreation Commission
Kyle Davis, Subcommittee Member
Bradley Adame, Subcommittee Member

One or more members of the Paths & Trails Subcommittee may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)


Public Comment

Spoken comments are being accepted on agendized and non-agendized items. To sign up to speak on these items [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comments submitted electronically are also being accepted. To be considered, please submit your written Public Comment on an agenda item at least 90 minutes before the meeting's scheduled time to the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment>

However, Arizona State Law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda.

1. **Approval of Meeting Minutes**Action
Approval of the Regular Meeting minutes of December 5, 2023
2. **Approval of the Paths & Trails Subcommittee Annual Report**.....Action
Approve the Paths & Trails Subcommittee Annual Report for 2023 – Subcommittee
3. **Chaging the Meeting Date of the Paths & Trails Subcommittee**
.....
.....**Discussion and Possible Action**
Discussion around current meeting days of Tuesday's and the possibility of moving the regular meeting days to Thursday's – Subcommittee
4. **Path and Trail Network Gap Analysis** **Information and Action**
Information on the city wide nonmotorized network and action on priority gaps – Greg Davies, Senior Transportation Planner
5. **Results from Bicycle Friendly Community Resident Feedback Questionnaire** **Information**
Update with results from the Bicycle Friendly Community Resident Feedback Questionnaire – Nathan Domme, Transportation Planning Manager and Susan Conklu, Senior Transportation Planner
6. **TAP Implementation** **Information**
Update on the Transportation Action Plan – Nathan Domme, Transportation Planning Manager, Susan Conklu, Senior Transportation Planner and Greg Davies, Senior Transportation Planner
7. **Projects and Programs Update** **Information**
A countinuing overview of Projects and Programs related to Paths and Trails – Greg Davies, Senior Transportation Planner and Nathan Domme, Transportation Planning Manager
8. **Subcommittee Identification of Future Agenda Items** **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
9. **Adjournment**

 Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7839.



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

**ONE CIVIC CENTER
AGAVE CONFERENCE ROOM
SCOTTSDALE, AZ 85251**

TUESDAY, DECEMBER 5, 2023

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:35 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: Kent Lall, Chair – Transportation Commission
Susan McGarry, Commissioner – Parks and Recreation Commission
Kyle Davis, Subcommittee Member
Bradley Adame, Subcommittee Member

ABSENT: Lee Kaufheil, Vice Chair – Transportation Commission

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

PUBLIC COMMENT

There were no public comments.

1. APPROVAL OF MEETING MINUTES

Chair Lall called for modifications and approval of the minutes.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF THE OCTOBER 3, 2023 MEETING AS PRESENTED. CHAIR LALL SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR LALL, COMMISSIONER MCGARRY AND SUBCOMMITTEE MEMBERS DAVIS AND ADAME VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. INTRODUCTION OF NEW SUBCOMMITTEE MEMBERS

Chair Lall welcomed new members Commissioner Kauftheil, Commissioner Susan McGarry and Subcommittee Member Bradley Adame. The new members present introduced themselves and provided brief background overviews. Current Subcommittee members and staff introduced themselves.

3. PATHS AND TRAILS SUBCOMMITTEE MEETING TIME

There was discussion regarding a modification of meeting time to better accommodate the schedules of members and staff.

COMMISSIONER MCGARRY MOVED TO HAVE FUTURE PATHS & TRAILS SUBCOMMITTEE MEETINGS START IN THE EVENING AT 5:15 P.M. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR LALL, COMMISSIONER MCGARRY AND SUBCOMMITTEE MEMBERS DAVIS AND ADAME VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. LEAGUE CYCLING INSTRUCTOR

Susan Conklu, Senior Transportation Planner, provided a brief background on the League of American Bicyclists and its main purposes, which are to assist with advocacy, resources, and education. The Smart Cycling Program originated in the 1970s and has expanded to include multiple components. Resources are provided to assist League Cycling Instructors (LCIs), including the Quick Guide for Smart Cycling and video resources. Certification for LCIs begins with taking the Smart Cycling two to three-day course followed by a three-day seminar. Once a candidate receives his or her license, they are provided with resources necessary to promote the classes, including an online networking group. Classes include a bicycle-friendly driver curriculum. Other classes include youth instruction, skills courses, bike rodeo and one-on-one class. Ms. Conklu provided an overview of her experiences attending the three-day training course in October.

Paths & Trails Subcommittee

December 5, 2023

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A sample of the educational opportunities include:

- Youth: Safe Routes to School program, Bike Rodeos, Helmet Your Head, and bicycle maintenance
- Bicycle Friendly Driver curriculum
- Public education campaigns that promote the Share the Road message, to make motorists and cyclists aware of their rights and responsibilities on the road
- Options for adults: online tips, brown bag lunch presentations and in-depth on-bike training opportunities

Next steps include:

- Evaluate education opportunities for Scottsdale youth and adults
- Promote the classes
 - Online
 - Social Media
 - Scottsdale Leisure Education catalog
- LCI Continuing Education – 12 hours per year

In response to a question from Chair Lall, Ms. Conklu stated that a bike rodeo is an event that features various training stations for kids and adults. This includes steering skills, navigating obstacles, stopping and starting, and interacting with other cyclists.

In response to a question from Commissioner McGarry, Ms. Conklu confirmed that there are training modules that address riding in the dark and in inclement weather. Commissioner McGarry suggested that training in this area should begin with children, particularly considering that it is becoming dark outside much earlier than during summer.

Chair Lall inquired about the level of education being offered in City schools. Ms. Conklu stated that little education is offered directly in schools. Much was planned prior to the pandemic and has stalled since that time. Staff have assisted with a couple of bike to school events. She noted the importance of early bike skills training. Nathan Domme, Transportation Planning Manager, added that there are challenges with attracting residents to a driver-specific course on bicycle safety.

5. TRAIL MAINTENANCE PUBLIC OUTREACH UPDATE

Greg Davies, Senior Transportation Planner, provided a history and overview of the trail maintenance program:

- Initiated in December 2020
- Three additional presentations to Paths & Trails Subcommittee for feedback
 - April 2021 meeting
 - June 2022 meeting
 - February 2023 meeting
- Reached out to other City commissions
- System consists of 160 miles of existing trails
- Trails located in ROW and easements
- Maintenance is key to keep system intact

- Maintenance driven by Municipal Code and adopted policies

The communication plan for the Trail Maintenance Program consists of the following:

- City website
 - Transportation & Streets landing web page
 - Paths & Trails web page
 - Trail etiquette
 - Trail maintenance responsibilities
 - Link to trail maintenance web page
- Social media/other outlets
 - Messaging campaign apps/news resources
 - Facebook, Twitter, YouTube posts
 - Water bill Insert
 - Scottsdale Update Newsletter
 - Next Door (Neighborhood App)
- Trail maintenance pilot program
 - Launched October 2023
 - Identified 19 residential locations
 - Residents received letter, map and questionnaire
 - Received 7 return to sender
 - Remaining 10 with 7 in compliance (70 percent)

Next steps include:

- Continue effort maintaining City-owned trails
- Utilize City trail contractor to maintain hot spots
- Continue Trail Maintenance Pilot Program – HOAs/commercial – Winter 2024
- Send issues to Code Enforcement as needed
- Explore creation of information video
- Explore neighborhood cleanup opportunities

Commissioner McGarry referred to the trail maintenance HOA pilot program and asked whether HOAs will be advised about potential maintenance costs, as budgets are usually drafted in early winter. Mr. Davies acknowledged that this is a great point and that staff does have the ability to provide estimated maintenance costs.

Subcommittee Member Davis inquired about next steps after the pilot program. Mr. Davies stated that subsequent to the pilot program, there will be a focus to keep the program and its requirements forefront on the minds of residents via a variety of outreach methods.

In response to a question from Subcommittee member Davis, Mr. Davies stated that trails are typically not converted to multiuse paths. The Transportation Action Plan (TAP) contains a comprehensive planned system. There have been occasions where paths have been removed from the system.

6. **PROJECTS AND PROGRAMS UPDATE**

Mr. Domme and Mr. Davies provided an update on various projects and program status:

- The TAP is building on to over 20 years of transportation planning and engineering in the City of Scottsdale
 - Prioritize people, safety and livability over motor vehicles and travel speed
 - Improve accessibility for all types of transportation and transportation users
 - Promote active and healthy living
- The TAP includes the following policies:
 - Complete Streets Policy: Provide sufficient right-of-way and design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for users of all types: pedestrians; mobility assisted; bicyclists; transit vehicles and riders; equestrians; cars; and trucks.
 - Enhanced Pedestrian Crossings: Develop and use the guidelines to identify pedestrian crossing treatments to support grade separations, pedestrian signals and other crossing enhancements.
 - Construction priority: Completion and renovation of the three primary shared use paths (Arizona Canal/Crosscut Canal, Central Arizona Project Canal and Indian Bend Wash), followed by other paths that improve regional connectivity, will be prioritized for use of capital improvement funds and grant requests. Side paths next to streets should be incorporated into improvement plans for collector and arterial streets.

Future projects include:

- Complete Streets
 - ALCP Projects
 - Scottsdale Rd: Jomax to Dixileta – moving to construction
 - Pima Rd: McKellips to Via Linda – moving to construction
 - Pima Pinnacle Peak Road to Happy Valley Road – in construction
 - CIP Projects
 - 68th St: Thomas Rd to Indian Bend – completed
 - 68th St: Arizona Canal to Camelback Road –in design
- Future enhanced crossing projects
 - Chaparral Underpass along Indian Bend Wash
 - Underpass at Goldwater Blvd and Scottsdale Road
- Future multiuse projects
 - Indian Bend Wash Path renovation – Phase 1: Remove one mile of 40-year-old concrete path and replace with current standards (10 to 12 feet).
 - Camelback to Glenrosa – Construction completed September 2022
 - Earll Drive to Osborn Road bridge – construction in summer
 - South of Via de Ventura (approximately 850 feet) – design is complete
 - Via de Ventura to Hayden Road – design is complete
 - Indian Bend Wash Path renovation – Phase 2: Remove one mile of 40-year-old concrete path and replace with current standards (10 to 12 feet).
 - Osborn Park to north of 3rd Street
 - Via Linda to Pima Path Junction
 - Hayden Road to Via Linda

- Central Arizona Project Canal Path: Design and construct a 1.7-mile long, 10-foot-wide concrete path on the south side of the Central Arizona Project Canal and north side of Frank Lloyd Wright Boulevard from Scottsdale Road to Northsight Boulevard

Commissioner McGarry noted that Parks is working on an Indian Bend Master Plan that will address better park development. She inquired as to coordination of upgrades with the paths before confirmation of the locations of future developments. Ms. Conklu stated that for the section between Thomas Road to McKellips, concepts were previously done via the park study. Staff was aware that the path would likely move to a different location and would likely require widening, so they stayed involved during that study and the current study. Main goals are to locate the path away from lower-lying areas and ensuring that it serves the park system well.

Subcommittee Member Davis asked about the interval for updating the TAP. Nathan Domme, Transportation Planning Manager stated that updates generally commence at approximately year seven or eight, with an overall goal that the plan has a lifespan of ten years.

7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

A tentative list of future agenda items was reviewed. The following additional topics were identified:

- Bicycle Friendly Community designation update
- Update to electric bike ordinance

8. ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 10:45 a.m.

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

NAYS: None

SUBMITTED BY:
eScribers, LLC



2023 Annual Report

Paths & Trails Subcommittee

Prepared by Kyle Lofgren, Office Manager on January 17, 2024

Approved by the Paths & Trails Subcommittee on February 6, 2024

Web Site Address: [https://www.scottsdaleaz.gov/boards/transportation-](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

[commission/paths-and-trails-subcommittee](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

Number of Meetings Held: 6

Public Comments: 1

Major Topics of Discussion / Action Taken:

- Approval of the Paths & Trails Subcommittee Annual Report: Action; Approved 5-0.
- Trail Maintenance Public Outreach Program: Information
- Electric Bicycles, Scooters and Similar Devices: Information
- Other Transportation Projects and Programs Status: Information
- Federal Highway Administration's Safety Countermeasures: Information
- Bicycle Friendly Communities Application Process: Presentation and Discussion
- Bicycle Friendly Communities Application Update: Presentation and Discussion
- Bicycle and Pedestrian Count Data: Information
- Bicycle Friendly Communities Application Update: Discussion and Possible Action; Approved 4-0
- CIP Update: Information
- Proposed Update to Bicycles and Related Devices Ordinance: Information and Possible Action; Approved 5-0
- Neighborhood Bikeway Prioritization: Information and Possible Action; Approved 5-0
- Introduction of New Subcommittee Members: Information
- Paths & Trails Meeting Time: Discussion and Possible Action; Approved 4-0
- League Cycling Instructor: Information
- Trail Maintenance Public Outreach Update: Information
- Subcommittee Identification of Future Agenda Items: Discussion

Current Member Attendance:

Member Name	Title	Present	Absent	Recused	Service Dates
Donald Anderson	Chair	5	0	0	January to November
Kent B. Lall	Transportation Commissioner then Chair	5	1	0	January to December
Maryann McAllen	Parks & Recreation Commissioner	4	1	0	January to October
Kyle Davis	Subcommittee Member	5	1	0	January to December
William Levie	Subcommittee Member	4	1	0	January to October
Bradley Adame	Subcommittee Member	1	0	0	October to December

Lee Kauftheil	Transportation Commissioner	0	1	0	November to December
Susan McGarry	Parks & Recreation Commissioner	1	0	0	October to December

** Note Kent B. Lall replaced Donald Anderson as Chair. Lee Kauftheil filled the vacancy created when Donald Anderson's term ended and Kent B. Lall moved into the Chair role. Susan McGarry replaced Maryann McAllen as the Parks & Recreation Commissioner. Bradley Adame replaced William Levie as a Subcommittee Member. **

Subcommittees: Background: The Paths & Trails Subcommittee (formerly known as the Trails Sub-Committee) was formed on March 18, 2010 as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consisted of two Transportation Commissioners who are appointed by the Transportation Commission Chair, and two non-Commission members who are appointed by City Council. The Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails outside of the boundary of Scottsdale's McDowell Sonoran Preserve.

The Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

Ethics Training: Yes. Online ethics training was completed by all Commissioners and Subcommittee Members prior to their first meeting of the year on February 6, 2024.

Selected Officers: Yes. At the Transportation Commission meeting on November 16, 2023 Commissioner Lall was appointed as Chair and Commissioner Kauftheil was appointed to serve as members of the Path & Trails Subcommittee.

Reviewed Bylaws/City Code: Yes. As noted above, the Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

Anticipated Key Issues: N/A.

Future Significant Work Products: Reviewing and providing input to city staff for items that will move through the Paths and Trails Subcommittee onto the Transportation Commission as action items.

Upcoming Opportunities, Challenges, or Outcomes: Further implementation of the Transportation Action Plan (TAP) initiatives.

Additional Comments/Recommendations: N/A.

Report Approved on: February 6, 2024.

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Greg Davies, Senior Transportation Planner
Subject: Path and Trail Network Gap Analysis
Meeting Date: February 6, 2023

ITEM IN BRIEF

Action:

Information and Action

Purpose:

Provide results of the Path and Trail Gap Analysis.

Background:

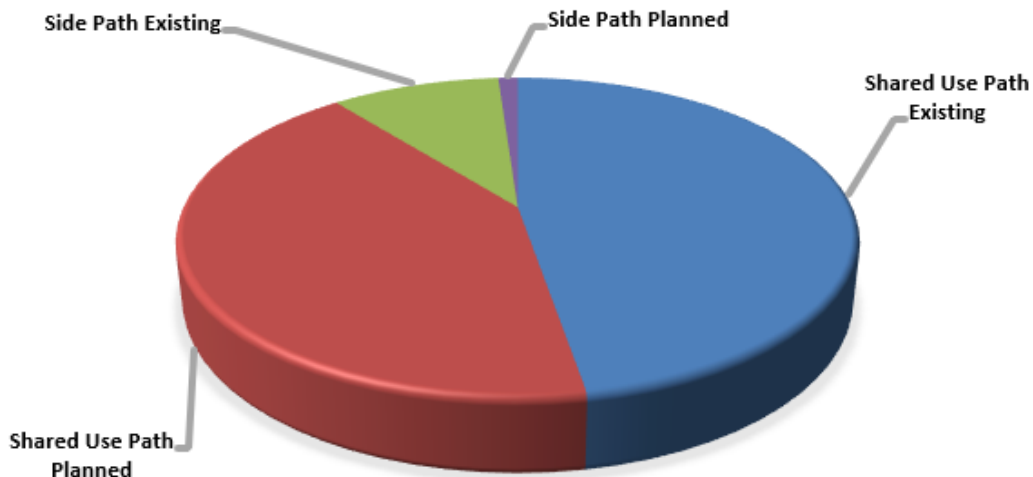
In April 2020 Transportation & Streets staff conducted an initial gap analysis for the path and trail network prior to the development of the April 2022 Transportation Action Plan (TAP). The TAP included a thorough review of the path and trail network. During the TAP development staff recommended additions and deletions to the existing and planned path and trail system. Deletions were a result of lack of connectivity, planned segments prone to network redundancy and paths or trails that are infeasible to construct due to terrain and/or lack of sufficient public rights-of-way or easements. These adjustments to the nonmotorized network were presented to the Transportation Commission and were subsequently approved by the Transportation Commission.

The city has a robust path and trail network. Currently, the city has an existing path and trail network spanning over 300 miles. This nonmotorized network asset is managed by staff using a geographic information system. The nonmotorized network asset was last updated in November 2023 to include additions to the networked stipulated to the development community over the past ten years. Many of these stipulated path and trail improvements tend to fill in gaps within the network.

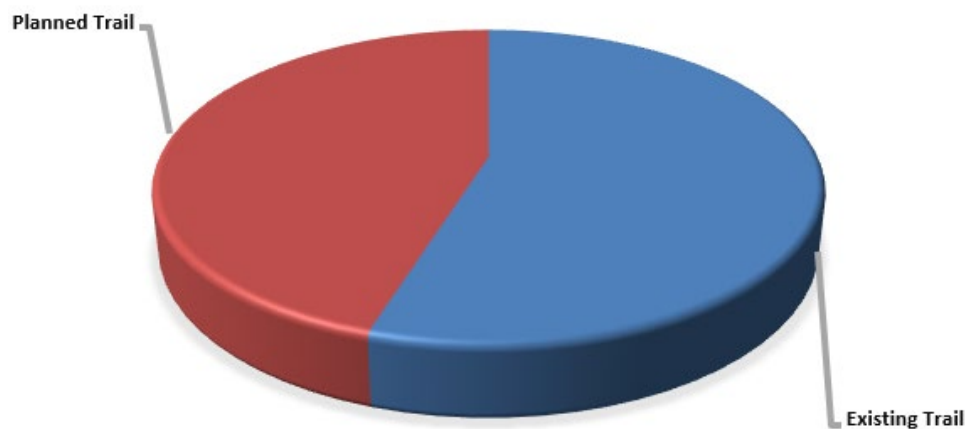
The existing nonmotorized network for the entire city is available online by accessing the Public Amenities interactive map via the City Map Center.

The following tables and graphic charts provide summaries of the mileage per facility type for the nonmotorized network for this fiscal year.

City of Scottsdale Bikeways Summary	
Facility	2023/24 (miles)
Shared Use Path Existing	125
Shared Use Path Planned	111
Side Path Existing	25
Side Path Planned	3
Total	264



City of Scottsdale Trails Summary	
Trail Facility	2023/24 (miles)
Existing Trail	162
Planned Trail	133
Total	295



As shown in the tables and graphic charts above, the city’s planned path and trail network equates to 273 miles. An important component of the TAP are performance measures identified for each element. The Bikeways Element includes a performance measure to track the mileage of completed shared use paths and the Trails Element includes a performance measure to track the mileage of completed and rehabilitated trails. The city is striving to complete two miles of path per year and three miles of new and rehabilitated trail per year. Additions to the nonmotorized network can be achieved through public and private infrastructure improvements. It is estimated that it would take 50 years to completely build out the system.

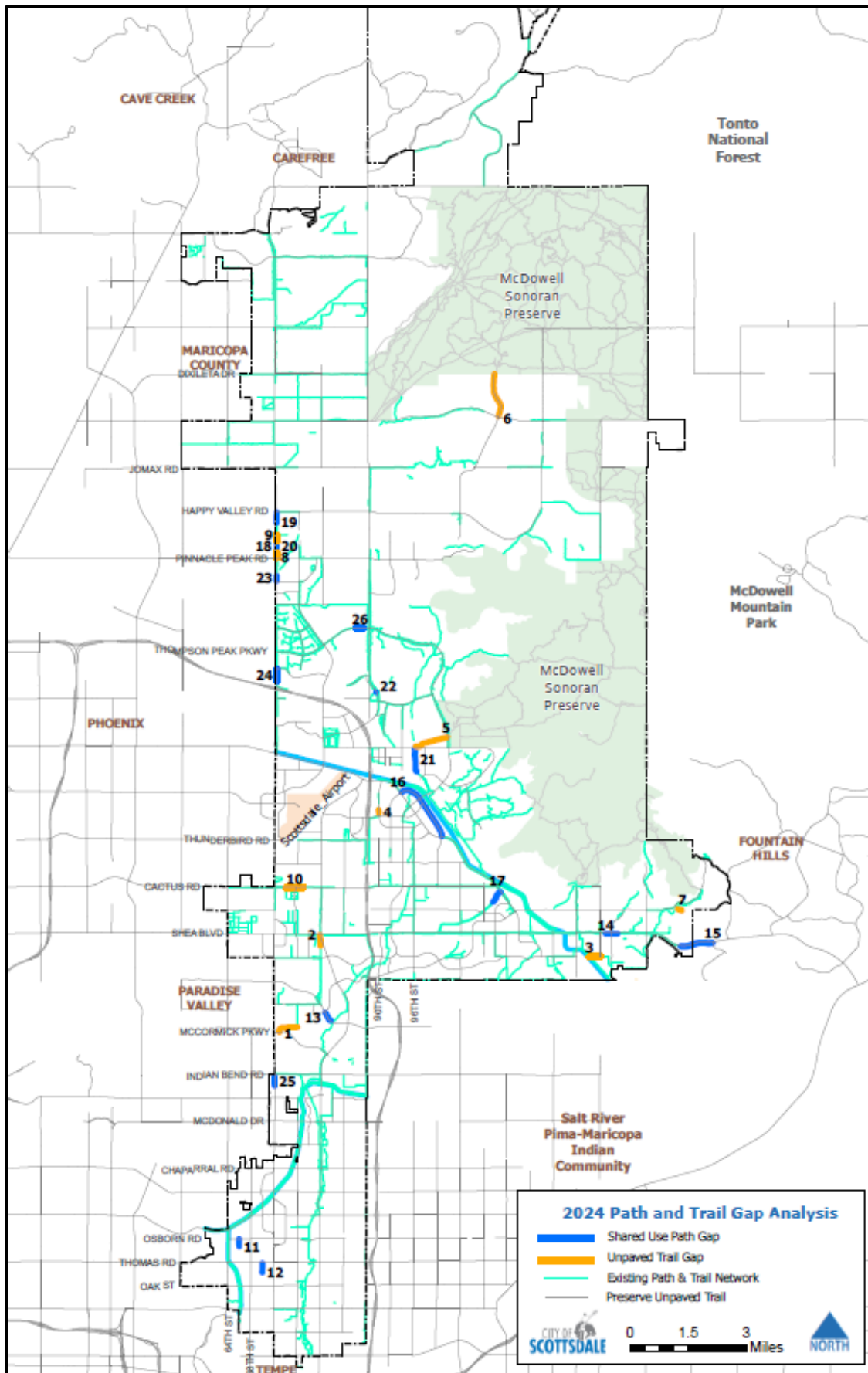
Analysis Overview:

The most important step in the initiation of a gap analysis for the city is to have an updated network. As stated above, Transportation & Streets refined and updated the nonmotorized network with the approval of the TAP and accounting for additions to the system through development stipulations.

By using a geographic information system staff was able to identify network gaps for further analysis. In addition, the city released a questionnaire to the public in August 2023 related to the city’s Bike Friendly Community status. This questionnaire included questions directly related to gaps in the system and asked respondents to identify gaps in the nonmotorized network. The path and trail gaps sited in the questionnaire were then mapped in the geographic information system. Figure I is a map providing the locations of gaps identified by a staff analysis and gap locations provided via the Bike Friendly Community questionnaire.

A total of 26 gaps are shown on the map (see Figure 1) related to the path and trail network. This gap analysis did not identify bike lane gaps within the city. Bike lanes and bike routes constitute the on-system network which provides additional connectivity to the path and trail network.

Figure 1 – Path and Trail Gap Map



Methodology:

The evaluation process used a combination of benefit factors to identify those gaps that staff concludes provide the highest benefit to the nonmotorized network.

Table 1 below provides three benefit criteria for each identified gap.

Table 1 – Benefit Factors and Description

Benefit Factors	Description of Benefit Factor
Distance of Continuity (1-7 points)	New segments closing gaps between existing longer segments receive the highest points, 6 to 7 points. New segments closing gaps between existing shorter segments, receive 4 to 5 points. New segments that add distance at one end of existing segment without closing a gap receive 2 to 3 points. New segments providing connectivity to park, open space or existing pedestrian access route receive 1 point.
Status of Property Control/Ownership (1-5 points)	Projects that require the purchase of easements or will take extensive neighborhood outreach receive 1-4 points, with more points awarded to segments with a lesser degree of project challenges.
Cost (1-10 points)	The higher project cost, the more complex and the time consuming the project or project includes full design receive between 1-10 points with more points awarded to segments with the lower cost per linear foot.

The scoring exercise was conducted to get a high-level view of which gaps came out on top based on the benefit rank. Gaps 23-25 fall under the responsibility of future development. Estimated costs shown in Table 2 are reflective of the facility type and are based on staff judgement. A six-foot wide unpaved trail average linear foot cost is \$4.00, and a ten-foot-wide shared use path linear foot cost is \$260.00. Table 2 provides the results of the scoring exercise.

Table 2 – Gap Scoring Results

GAP Segment Number	Location	Identified By	Facility Type	GAP Segment Length (miles)	Cost	Benefit Rank
3	Mountain View Rd.: 128th St. to CAP Canal (south side)	Staff	trail	0.23	\$	22
5	Windgate Ranch wash trail: Bell Rd. to Thompson Peak Pkwy. (through wash)	Staff	trail	0.73	\$\$	18
14	Shea Blvd.: 615' west of 130th St. to existing path 630' east of 130th St. (south side)	Staff	path	0.24	\$\$	17
17	Sierra Ridge Path: Pointsettia Dr. alignment (path end) to Frank Lloyd Wright Blvd.	Staff	path	0.30	\$\$\$	17
16	100th St.: Frank Lloyd Wright Blvd. to Frank Lloyd Wright Blvd. (north side)	Staff	path	1.41	\$\$\$	16
4	90th St.: Substation north property line to Substation south property line (west side)	Staff	trail	0.06	\$	15
21	WestWorld: Path end at WestWorld to Bell Rd.	Staff (BFC)	path	0.53	\$\$\$	15
1	Northern Ave.: From McCormick Pkwy to Via De Lago (north side)	Staff	trail	0.45	\$\$	14
10	Cactus Rd.: 415' west of 74th Pl. to 76th Pl. (south side)	BFC	trail	0.36	\$	13
24	Scottsdale Rd.: One Scottsdale driveway to Legacy Blvd. (east side)	BFC	path	0.25	\$\$	13
2	Hayden Rd.: From Gold Dust Ave. to Shea Blvd. (west side)	Staff	trail	0.23	\$	12
7	El Gran/Hidden Hills tract(s) trail: Desert Cove Ave. to existng wash trail	Staff	trail	0.12	\$	12
19	Scottsdale Rd.: Juan Tabo to Happy Valley Rd. (east side)	Staff	path	0.23	\$\$	12
20	Scottsdale Rd.: Camino Del Monte alignment to Alameda Rd. (east side)	Staff	path	0.24	\$\$	12
26	Thompson Peak Pkwy.: Grayhawk Office Villas to Grayhawk Golf Course entrance (north side)	BFC	path	0.15	\$\$	12
13	Via De Ventura: Via Linda to Indian Bend Wash Path (north side)	Staff	path	0.25	\$\$\$	11
9	Scottsdale Rd.: Los Portones Dr. to Alameda Rd. (east side)	Staff	trail	0.11	\$	10
12	70th St. Bikeway alley: Virginia Av. to Thomas Rd.	Staff	path	0.19	\$\$\$	10
23	Scottsdale Rd.: Williams Dr. to path end north of Williams Dr. (east side)	BFC	path	0.10	\$\$	10
6	Alma School Rd.: Dynamite Rd. to Brown's Ranch Trailhead (west side)	Staff	trail	0.95	\$\$	9
8	Scottsdale Rd.: Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	trail	0.10	\$\$	9
25	Scottsdale Rd.: Bus stop (end of path) to Scottsdale Spectrum	BFC	path	0.19	\$\$	9
22	Pima Rd.: path end to path end (widen bridge over wash located 1000' north of Legacy Blvd. (west side)	BFC	path	0.03	\$\$\$	8
11	Paiute Neighborhood Center: Osborn Rd. to Paiute Park	Staff	path	0.15	\$\$\$	7
18	Scottsdale Rd.: 230' north of Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	path	0.12	\$\$	6
15	Shea Blvd.: 142nd St. to Eagle Mountain Pkwy (Fountain Hills - south side)	Staff (BFC)	path	0.67	\$\$\$\$	5
Total Gap Mileage				8.39		

* BFC - Bike Friendly Community Survey

Next Steps:

Utilize the yearly capital project funding source for paths and trails to design and construct gaps identified through this analysis. Gap number 16, 100th Street: Frank Lloyd Wright to Frank Lloyd Wright is currently under study to evaluate connectivity improvements for pedestrians and bicyclists to 100th Street and Central Arizona Project (CAP) Canal pathway. Gap 21, WestWorld: Path end to Bell Road is a component of the Reata Wash Drainage Improvement Project. This segment from WestWorld to Bell Road will also include an unpaved trail.

Staff Contact: Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov

Path and Trail Network Gap Analysis

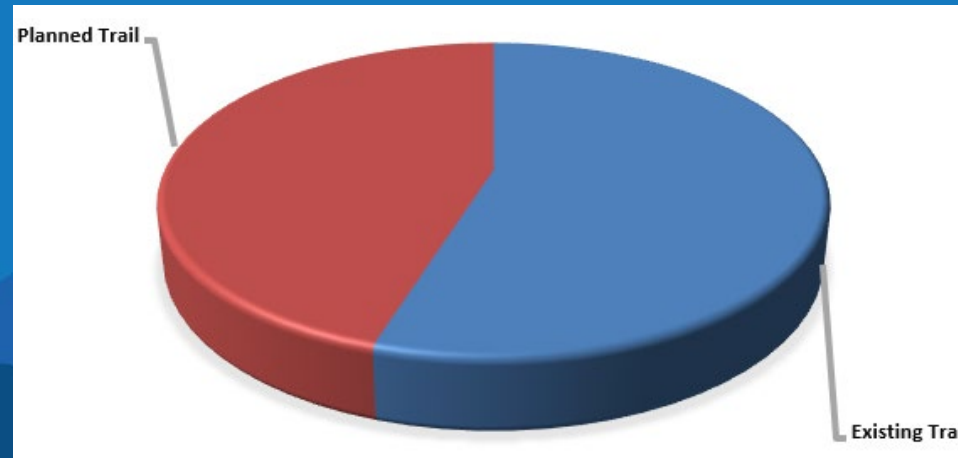
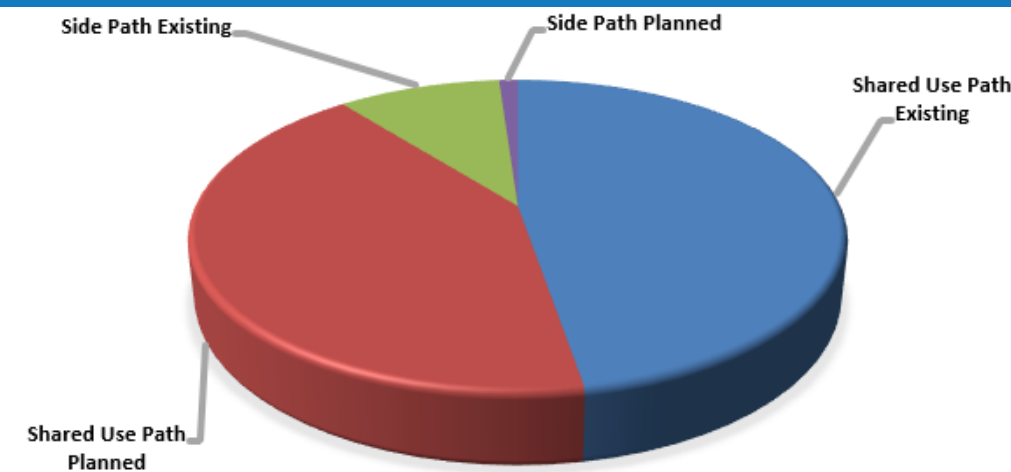
Paths & Trails Subcommittee
February 6, 2024

Path & Trail Network Gap Analysis

- Initial Analysis Conducted in April 2020 Prior to TAP Development
- TAP Refined the Path & Trail Network
- System Consists of 125 Miles of Existing Paths and 162 Miles of Trails
- Existing Path & Trail Network Available to Public Via City MapCenter

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Path and Trail Network Gap Analysis

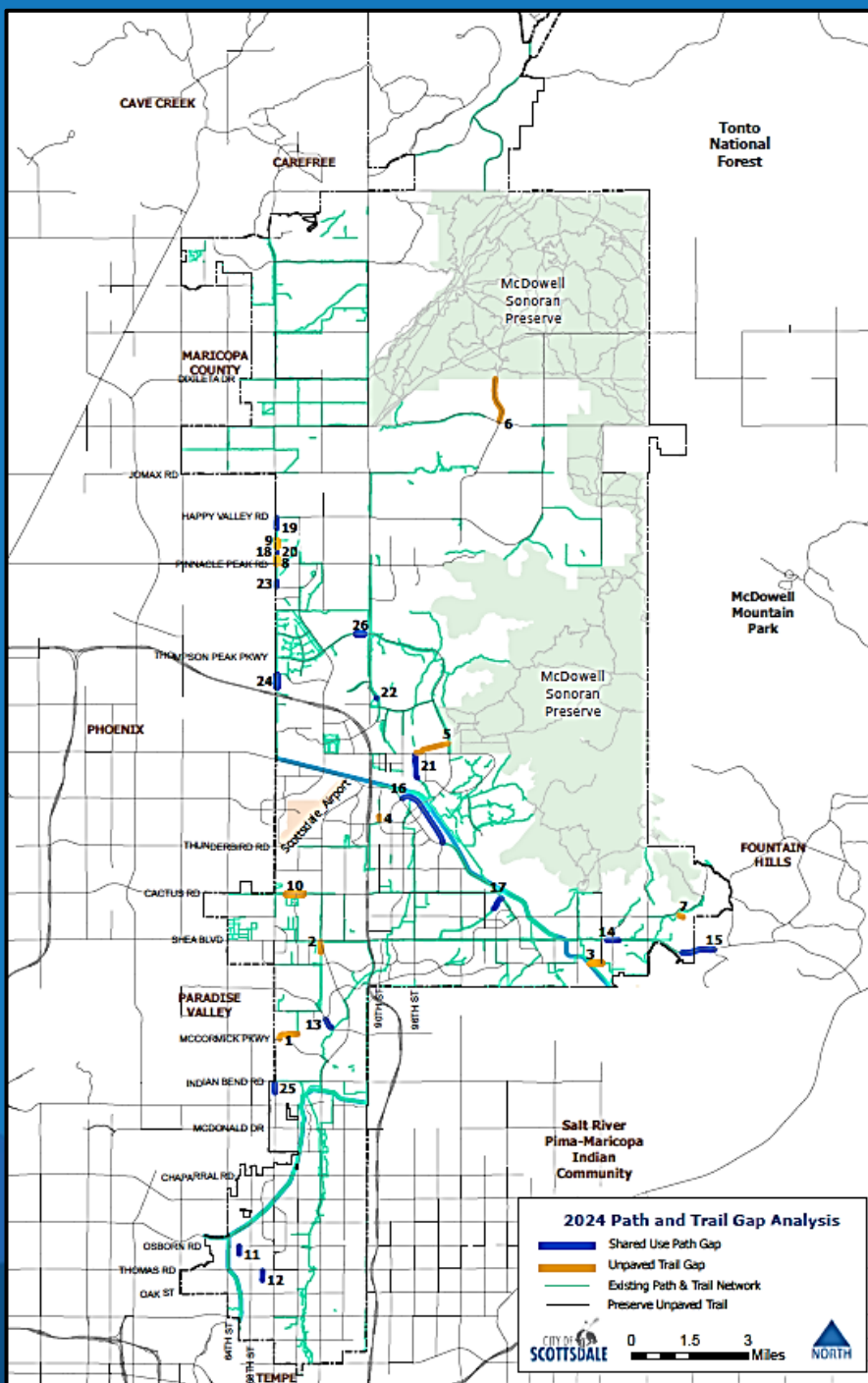
Network Managed using a Geographic Information System

- Updated network – Critical for Effective Gap Analysis
- Developer Stipulations for last Ten-Years Incorporated into Network
- Changes to Network are Instant via GIS Enterprise System
- Latest Update to Network Completed in November 2023

Path and Trail Network Gap Analysis

Analysis Overview:

- Staff Identified Gaps using the Geographic Information System
- August 2023 Bike Friendly Community Survey included Gap Identification
- A Total of 26 Gaps Identified



Path and Trail Network Gap Analysis

Methodology:

- Used Three Benefit Criteria to Conduct Ranking
 - ✓ Distance of Continuity
 - ✓ Status of Property Control/Ownership
 - ✓ Cost

Benefit Factors	Description of Benefit Factor
Distance of Continuity (1-7 points)	New segments closing gaps between existing longer segments receive the highest points, 6 to 7 points. New segments closing gaps between existing shorter segments, receive 4 to 5 points. New segments that add distance at one end of existing segment without closing a gap receive 2 to 3 points. New segments providing connectivity to park, open space or existing pedestrian access route receive 1 point.
Status of Property Control/Ownership (1-5 points)	Projects that require the purchase of easements or will take extensive neighborhood outreach receive 1-4 points, with more points awarded to segments with a lesser degree of project challenges.
Cost (1-10 points)	The higher project cost, the more complex and the time consuming the project or project includes full design receive between 1-10 points with more points awarded to segments with the lower cost per linear foot.

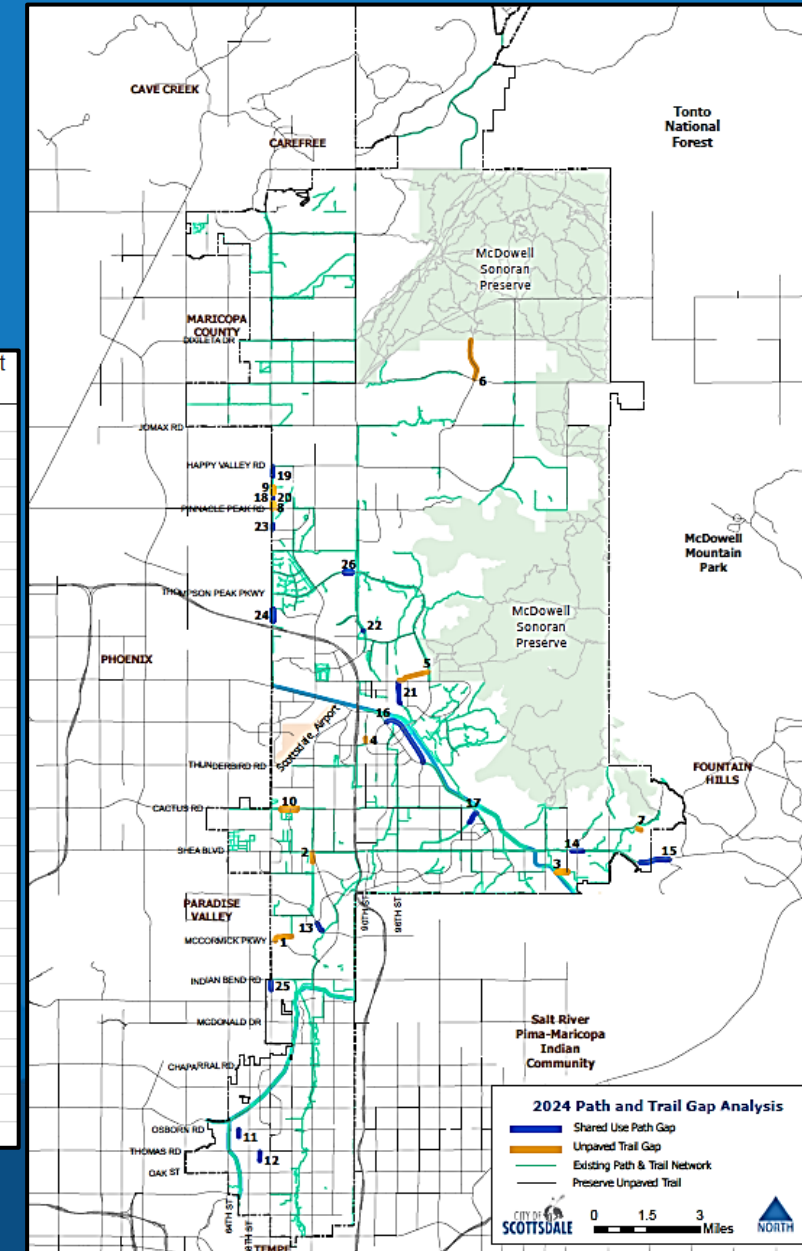
Path and Trail Network Gap Analysis

Methodology:

- Scoring Exercise Used to Obtain High-Level View of Gap Ranking

GAP Segment Number	Location	Identified By	Facility Type	GAP Segment Length (miles)	Cost	Benefit Rank
3	Mountain View Rd.: 128th St. to CAP Canal (south side)	Staff	trail	0.23	\$	22
5	Windgate Ranch wash trail: Bell Rd. to Thompson Peak Pkwy. (through wash)	Staff	trail	0.73	\$\$	18
14	Shea Blvd.: 615' west of 130th St. to existing path 630' east of 130th St. (south side)	Staff	path	0.24	\$\$	17
17	Sierra Ridge Path: Pointsettia Dr. alignment (path end) to Frank Lloyd Wright Blvd.	Staff	path	0.30	\$\$\$	17
16	100th St.: Frank Lloyd Wright Blvd. to Frank Lloyd Wright Blvd. (north side)	Staff	path	1.41	\$\$\$	16
4	90th St.: Substation north property line to Substation south property line (west side)	Staff	trail	0.06	\$	15
21	WestWorld: Path end at WestWorld to Bell Rd.	Staff (BFC)	path	0.53	\$\$\$	15
1	Northern Ave.: From McCormick Pkwy to Via De Lago (north side)	Staff	trail	0.45	\$\$	14
10	Cactus Rd.: 415' west of 74th Pl. to 76th Pl. (south side)	BFC	trail	0.36	\$	13
24	Scottsdale Rd.: One Scottsdale driveway to Legacy Blvd. (east side)	BFC	path	0.25	\$\$	13
2	Hayden Rd.: From Gold Dust Ave. to Shea Blvd. (west side)	Staff	trail	0.23	\$	12
7	El Gran/Hidden Hills tract(s) trail: Desert Cove Ave. to existing wash trail	Staff	trail	0.12	\$	12
19	Scottsdale Rd.: Juan Tabo to Happy Valley Rd. (east side)	Staff	path	0.23	\$\$	12
20	Scottsdale Rd.: Camino Del Monte alignment to Alameda Rd. (east side)	Staff	path	0.24	\$\$	12
26	Thompson Peak Pkwy.: Grayhawk Office Villas to Grayhawk Golf Course entrance (north side)	BFC	path	0.15	\$\$	12
13	Via De Ventura: Via Linda to Indian Bend Wash Path (north side)	Staff	path	0.25	\$\$\$	11
9	Scottsdale Rd.: Los Portones Dr. to Alameda Rd. (east side)	Staff	trail	0.11	\$	10
12	70th St. Bikeway alley: Virginia Av. to Thomas Rd.	Staff	path	0.19	\$\$\$	10
23	Scottsdale Rd.: Williams Dr. to path end north of Williams Dr. (east side)	BFC	path	0.10	\$\$	10
6	Alma School Rd.: Dynamite Rd. to Brown's Ranch Trailhead (west side)	Staff	trail	0.95	\$\$	9
8	Scottsdale Rd.: Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	trail	0.10	\$\$	9
25	Scottsdale Rd.: Bus stop (end of path) to Scottsdale Spectrum	BFC	path	0.19	\$\$	9
22	Pima Rd.: path end to path end (widen bridge over wash located 1000' north of Legacy Blvd. (west side)	BFC	path	0.03	\$\$\$	8
11	Paiute Neighborhood Center: Osborn Rd. to Paiute Park	Staff	path	0.15	\$\$\$	7
18	Scottsdale Rd.: 230' north of Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	path	0.12	\$\$	6
15	Shea Blvd.: 142nd St. to Eagle Mountain Pkwy (Fountain Hills - south side)	Staff (BFC)	path	0.67	\$\$\$\$	5
				Total Gap Mileage	8.39	

* BFC - Bike Friendly Community Survey



Path and Trail Network Gap Analysis



Next Steps:

- Utilize City Yearly Capital Projects to Design and Construct Gaps
- Gap 16 – 100th St.: Frank Lloyd Wright to Frank Lloyd Wright Under Study
- Gap 21 – WestWorld: End of Path at WestWorld to Bell Road – Component of Reata Wash Drainage Study to include Path & Trail

Questions

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Subject: Results from Bicycle Friendly Community Resident Feedback Questionnaire
Meeting Date: February 6, 2024

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the results from the Bicycle Friendly Community Resident Feedback Questionnaire collected in summer 2023.

Background:

The League of American Bicyclists (LAB) offers the Bicycle Friendly Community Program (BFC) with incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

The BFC application provides a comprehensive picture of a community by asking detailed questions across five categories often referred to as the Five "Es": Engineering, Education, Encouragement, Equity (formerly Enforcement), and Evaluation & Planning. To be considered for an award, a community must demonstrate achievements in each of the five categories through the application process. Application review includes evaluation from LAB staff and feedback from local cyclists and advocates. Then one of the following awards is issued (from highest to lowest level): Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. The designated award is held by each entity for four years, after which the application process is repeated. This ensures continual improvements and achievements for biking.

The City of Scottsdale entered the BFC program at the Silver level in 2005 and was notably the first community without a university or college to reach that level. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. In 2015, and 2019 Scottsdale was again awarded Gold and received a Report Card with Key Steps to Platinum.

The Bikeway Element of the TAP includes a goal as well as several policies and performance measures related to the Bicycle Friendly Community program:

Bikeway Element Goal (B-06)

Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB).

Bikeway Element Policy B-02, B-03, B-04, B-06, B-07

Bikeway Element Performance Measure B-04, B-05, B-06, B-08

Public Input and Resident Feedback Questionnaire:

Input from the public is an important part of the application. In 2010 and 2011 the city met with a small group of bicyclists to brainstorm ways to achieve a Gold designation. In 2015 and 2019 the city held a set of public meetings to gather input for the BFC application. Additionally, the city conducted its first Bicycle Friendly Community Resident Feedback Questionnaire during the 2019 application preparation. There were approximately 120 responses.

The 2023 Bicycle Friendly Community Resident Feedback Questionnaire is an updated version of the 2019 resident feedback questionnaire. The resident feedback questionnaire was used to solicit public feedback on active bicycling in Scottsdale that was used as part of the city's 2023 BFC application. The

questions were developed and approved by city staff, based upon the application. The League of American Bicyclists conducts its own questionnaire as part of the evaluation of the city's application. This is done after the city submits the application, and the questions are not subject to city review or approval. City staff found it beneficial to conduct the local resident feedback questionnaire during the application preparation.

The new resident feedback questionnaire was conducted from July 29, 2023 to August 25, 2023, ahead of the August 30 application deadline. There were over 1,500 responses, which was a great increase from 120 responses in 2019. The initial Bicycle Friendly Community Resident Feedback Questionnaire was sent out to the 6,000 residents who have opted-in to the Polco platform. A wider public outreach effort to promote the Resident Feedback Questionnaire was also conducted (news release, social media, e-newsletters, and the bi-weekly City Council Update). The goal was to collect feedback from anyone in the community who feels passionate to provide feedback.

There were twenty-five questions, including the follow-up questions to certain responses. For the presentation, the results are broken down into four parts:

- Respondents' location, frequency of biking, and barriers to bikes.
- Current riders' feelings about current conditions
- All respondents' ideas about improving the network
- Bike events in the city that respondents would like in Scottsdale

Follow up questions asked for any respondents who bicycle 5-10 times per month or more:

- What type of bike do people ride?
- What infrastructure do bike riders use?
- What infrastructure do bike riders prefer?
- What infrastructure would bike riders like to see added?

Resident Feedback Questionnaire Conclusions:

The Indian Bend Wash Multi-Use Path is a key asset in the city's bike network. It is well used and received by the respondents of the Resident Feedback Questionnaire. Notably, respondents use the on-street network to get to the multi-use path system, so an interconnected on-street and off-street network is essential.

Cars and bikes conflict with each other. Respondents believe more should be done to improve this including education efforts, wider bike lanes with consideration for protection features, and better off-street networks.

Recreational use is predominant in Scottsdale, but it is more than the advanced riders who are confident in any situation. People of all skill levels are out riding in the city, so the needs of all should be considered in planning the network.

Update:

Transportation staff presented this to the Transportation Commission at the January 18, 2024 meeting. Discussion included:

- Gold level BFC designation and signage
- Polco and Speak Up Scottsdale platforms
- Questionnaire response options
- Share the Road signage and other signage
- Current and planned path signage regarding e-bicycles
- Gaps in the network mentioned in the questionnaire and in the city's current gap analysis
- Award levels and Scottsdale's goal

- Video Display Boards could display Scottsdale is a Gold BFC
- Demographic information on respondents and how are staff reaching underserved populations to get their feedback
- Mayor Ortega's request for multi-departmental planning for a bicycle safety campaign

Next Steps:

Transportation staff will continue evaluating the responses and developing questions for future Resident Feedback Questionnaires.

The Bicycle Friendly Community designation will be announced in January 2024 along with the city's report card and results from the League's own questionnaire. Staff will use these tools in evaluating the program and planning efforts.

Additional Considerations Raised in the Resident Feedback Questionnaire:

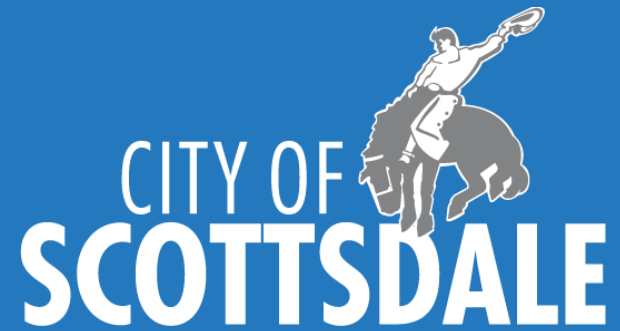
Other feedback heard in the Resident Feedback Questionnaire that needs more detailed outreach and review, some is currently in progress:

- E-Biking Usage Growth
 - Many responses regarding E-Biking
 - Mixed positive and negative comments
 - Bicycle protection
- Education on Laws and Responsibilities
 - Driver Education
 - Bicyclist Education
 - Pedestrians Education
 - Overall Safety Campaign
- Other Motorized Devices

Contacts:

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Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov



Results from Bicycle Friendly Community Resident Feedback Questionnaire

Paths & Trails Subcommittee

February 6, 2024

Bicycle Friendly Community Designation

- An award of Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention status is designated for four years
- Scottsdale awarded Silver level in 2005
 - First community without a university or college to reach Silver level
 - Achieved Silver again in 2007
- Awarded Gold level in 2011, 2015, and 2019
 - Receive feedback from League of American Bicyclists (LAB) – Report Card
 - Public input for applications
 - Local reviewers help LAB evaluate applications



Background of the Resident Feedback Questionnaire

- Requesting feedback from the public is a part of the application
- Previous Resident Feedback Questionnaires
 - In 2015 and 2019 the city held a set of public meetings to gather input for the Bicycle Friendly Community application
 - In 2019 the city conducted its first Bicycle Friendly Community Resident Feedback Questionnaire during the application preparation,
 - There were approximately 120 responses
- This 2023 Resident Feedback Questionnaire is an updated version of the 2019 Questionnaire



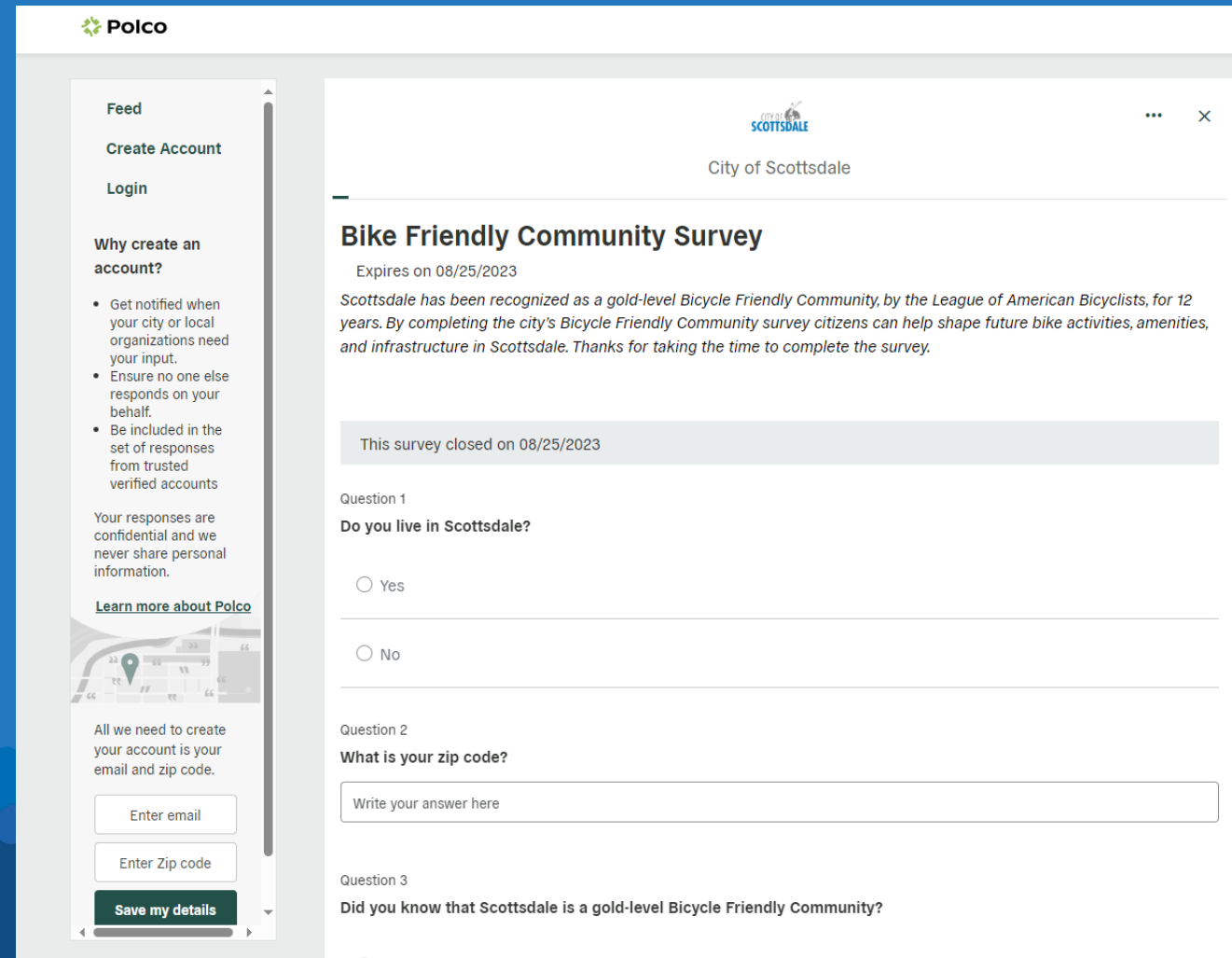
Purpose of the Resident Feedback Questionnaire

- The resident feedback questionnaire is used to solicit public feedback on active bicycling in Scottsdale that was used as part of the city's application for Bicycle Friendly Community designation with the League of American Bicyclists.
- These questions were developed and approved by staff, based upon the Bicycle Friendly Community application. The questions asked in 2023 were similar to those asked in 2019 (but not identical).

(Note: The League of American Bicyclists conducted its own research as part of evaluating the city's application, which is independent of the city's and not subject to city review/approval.)

Promotion of the Resident Feedback Questionnaire

- The initial resident feedback questionnaire was sent out to the 6,000 residents who have opted-in to the Polco platform. A wider public outreach effort was conducted (news release, social media, e-newsletters, and the bi-weekly City Council Update)
- The goal was to collect feedback from anyone in the community who feels passionate to provide feedback.



Polco

City of Scottsdale

Bike Friendly Community Survey

Expires on 08/25/2023

Scottsdale has been recognized as a gold-level Bicycle Friendly Community, by the League of American Bicyclists, for 12 years. By completing the city's Bicycle Friendly Community survey citizens can help shape future bike activities, amenities, and infrastructure in Scottsdale. Thanks for taking the time to complete the survey.

This survey closed on 08/25/2023

Question 1
Do you live in Scottsdale?

Yes

No

Question 2
What is your zip code?

Write your answer here

Question 3
Did you know that Scottsdale is a gold-level Bicycle Friendly Community?

Feed

Create Account

Login

Why create an account?

- Get notified when your city or local organizations need your input.
- Ensure no one else responds on your behalf.
- Be included in the set of responses from trusted verified accounts

Your responses are confidential and we never share personal information.

[Learn more about Polco](#)

All we need to create your account is your email and zip code.

Enter email

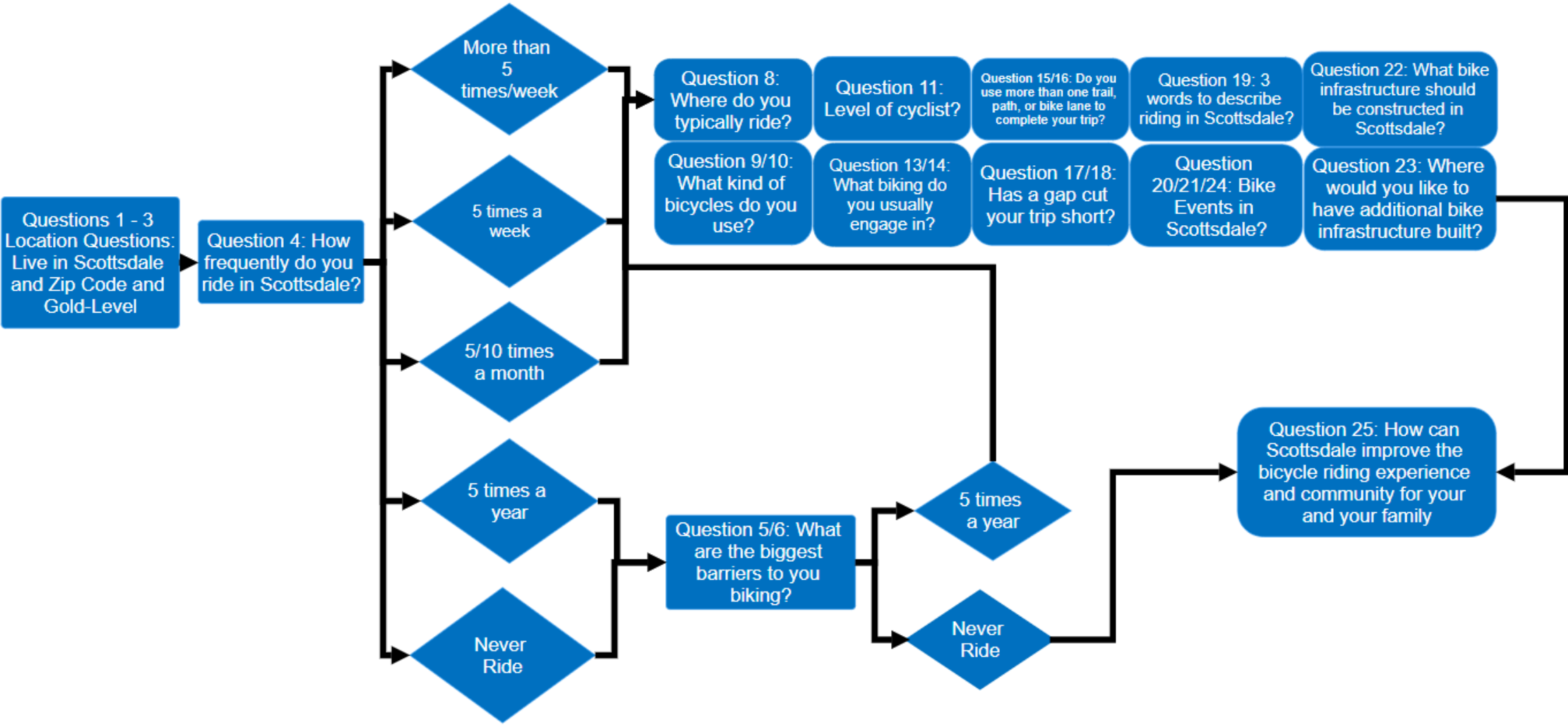
Enter Zip code

Save my details

Bicycle Friendly Community Resident Feedback Questionnaire Results

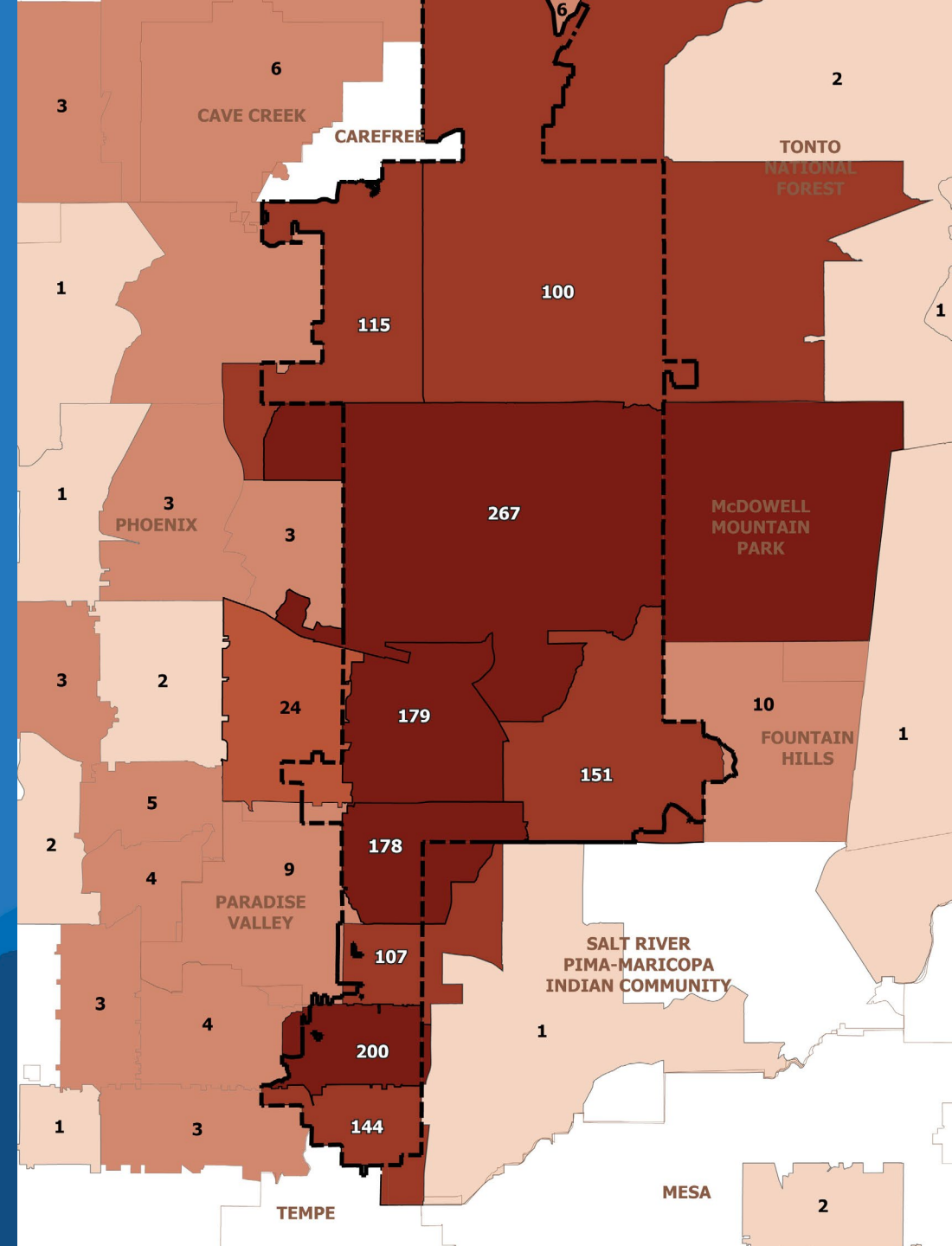
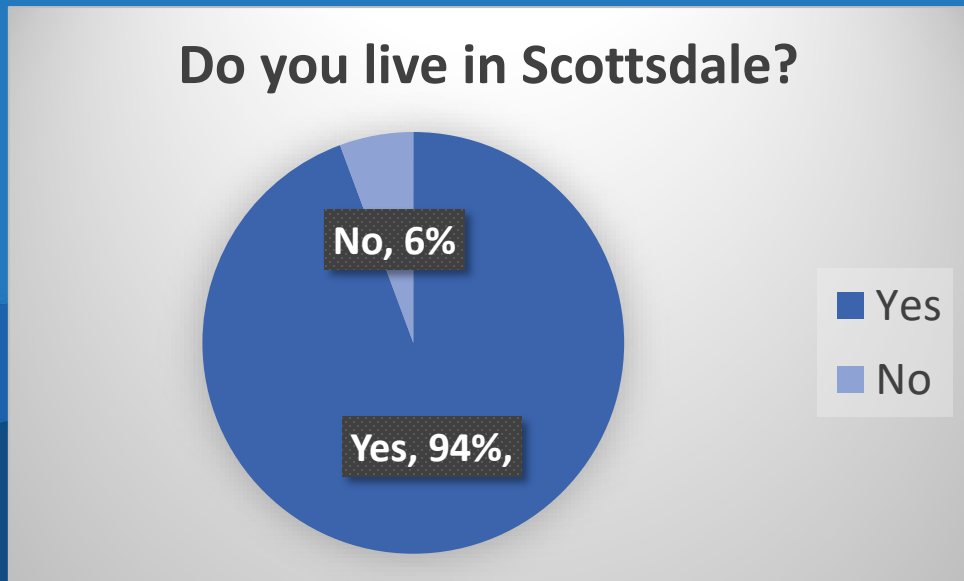
- Conducted for a month from July 29, 2023 to August 25, 2023
- Had over 1,500 respondents
 - Compared to the 120 respondents from 2019
- The results are broken down into four parts
 - Respondents location, frequency of biking, and barriers to bikes
 - Current riders feelings about current conditions
 - All respondents ideas about improving the network
 - Bike events in the city people would like to see

Flow Chart of Questionnaire



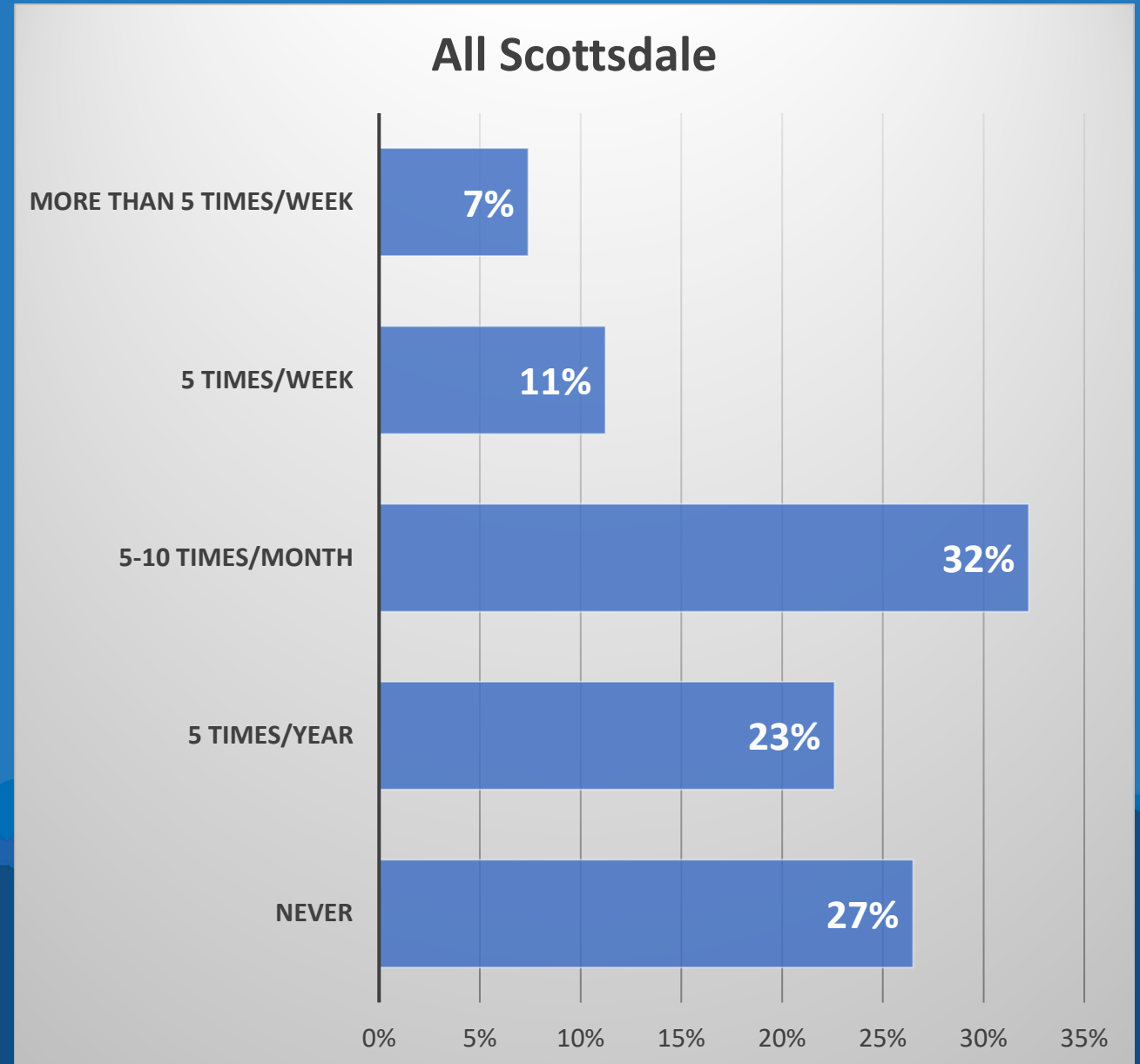
Where Respondents Live

- North Scottsdale (north of CAP/Bell) = 482
- Central Scottsdale (north of Indian Bend) = 508
- South Scottsdale (south of Indian Bend)= 451



Biking Frequency

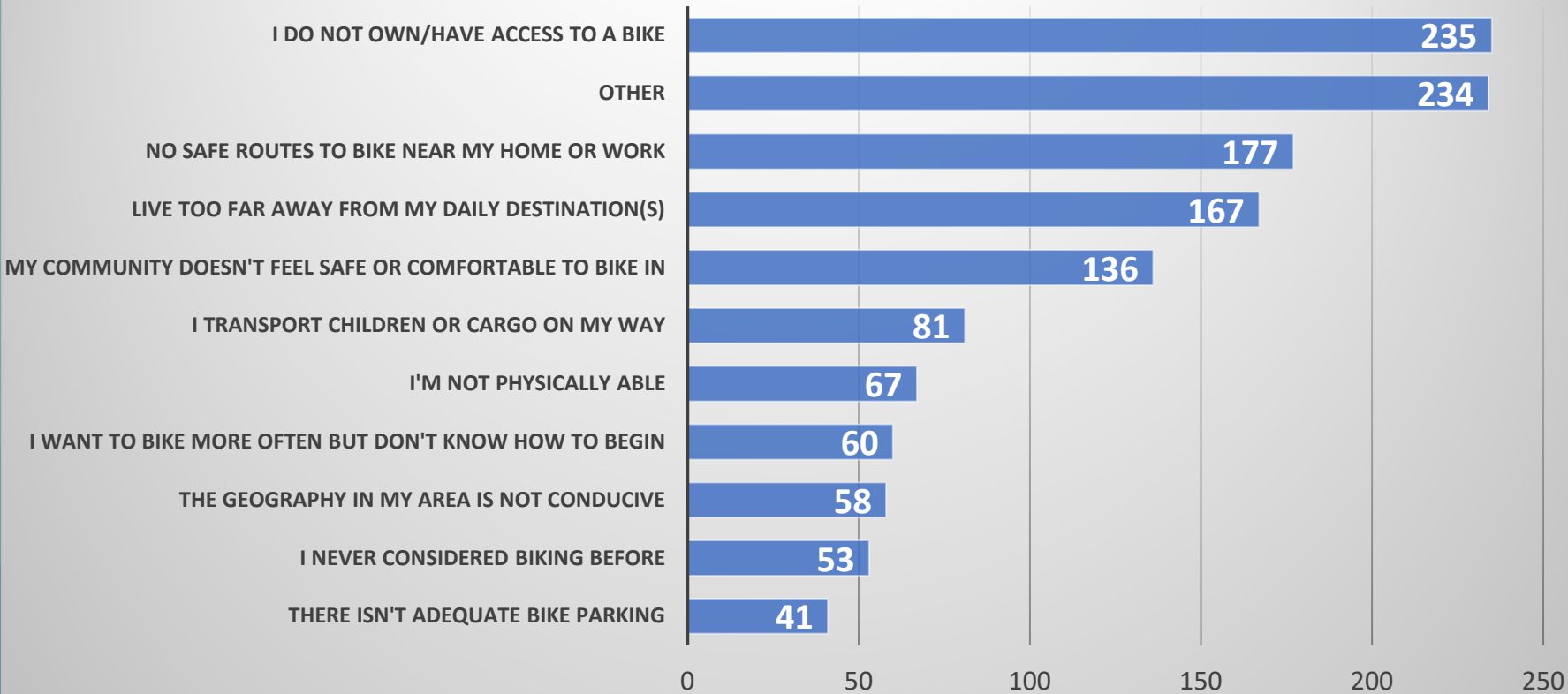
- 73% of respondents said they bike
- The largest group bike 5/10 times a month
- There is a 50/50 split between more active riders at least once a month and non-active riders/non riders



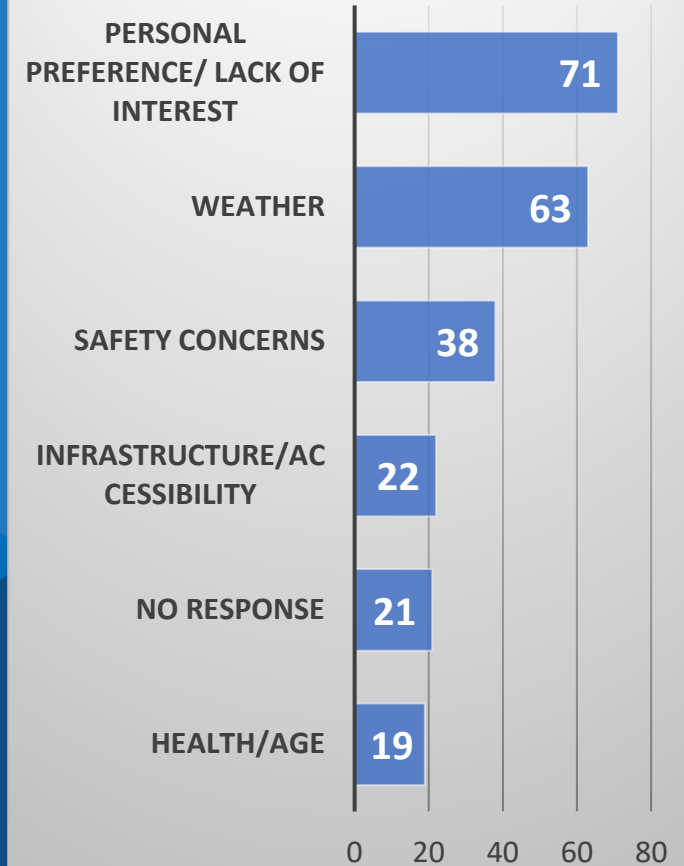
Biggest Barriers that Prevent Biking

- Only Respondents that said “Never Bike” or “5 times per year”

Top Barriers to Biking in Scottsdale



Other



Current Riders Feelings about Current Conditions

- Questions 8 to 23 involve how people currently use the bike network
- These questions were answered by respondents that do bike including:
 - What type of bike do people ride?
 - What infrastructure do bike riders use?
 - What infrastructure do bike riders prefer?
 - What infrastructure would bike riders like to see added?

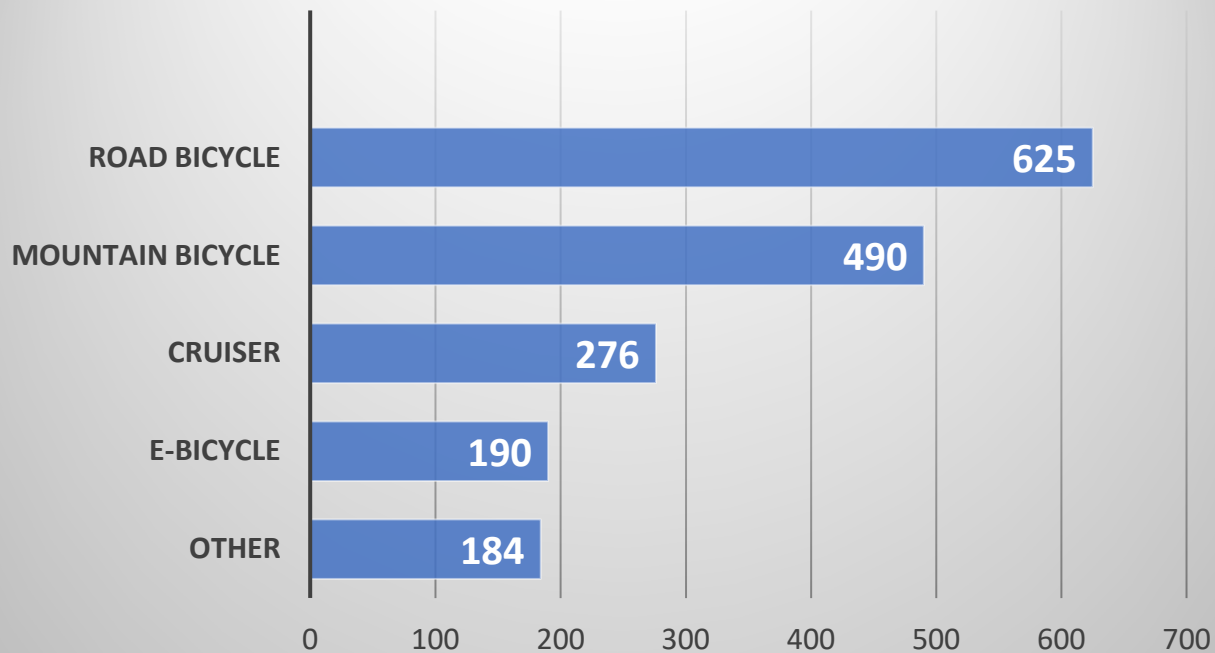
3 words to Describe Riding in Scottsdale?



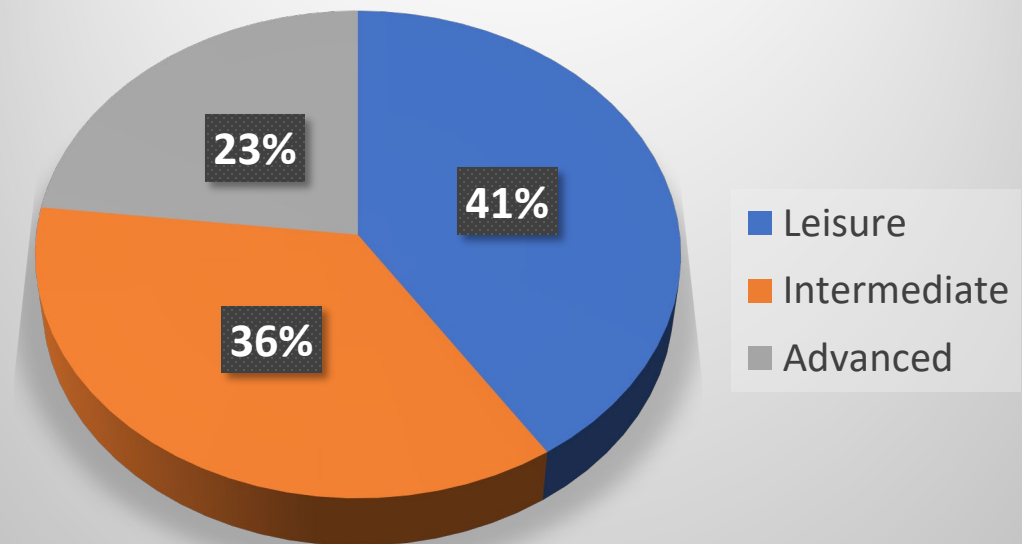
Type of Bicycle and Level of Bicyclist

- Road and Mountain Bike were the largest groups
- E-Bicycles are a growing trend, many of which can't use the multi-use paths, trails or canal system
- The Other Category mostly includes Gravel Bikes

Type of Bicycle



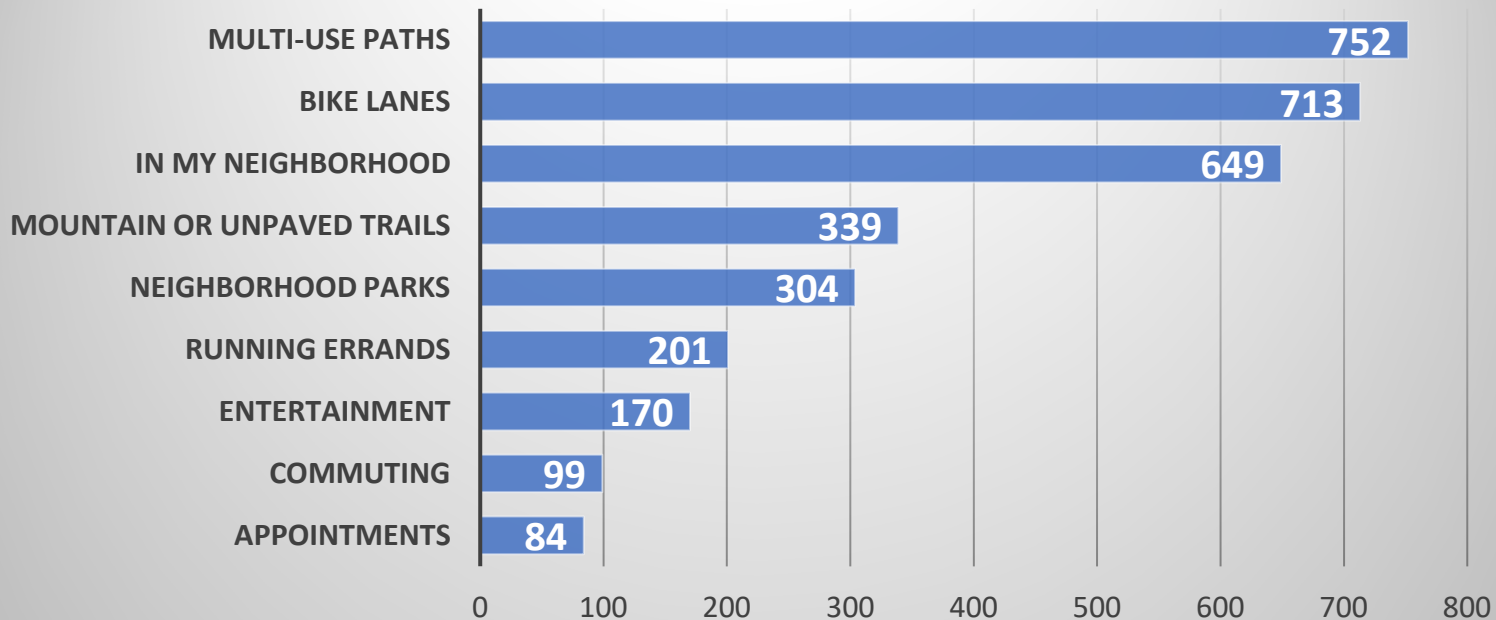
Type of Cyclist



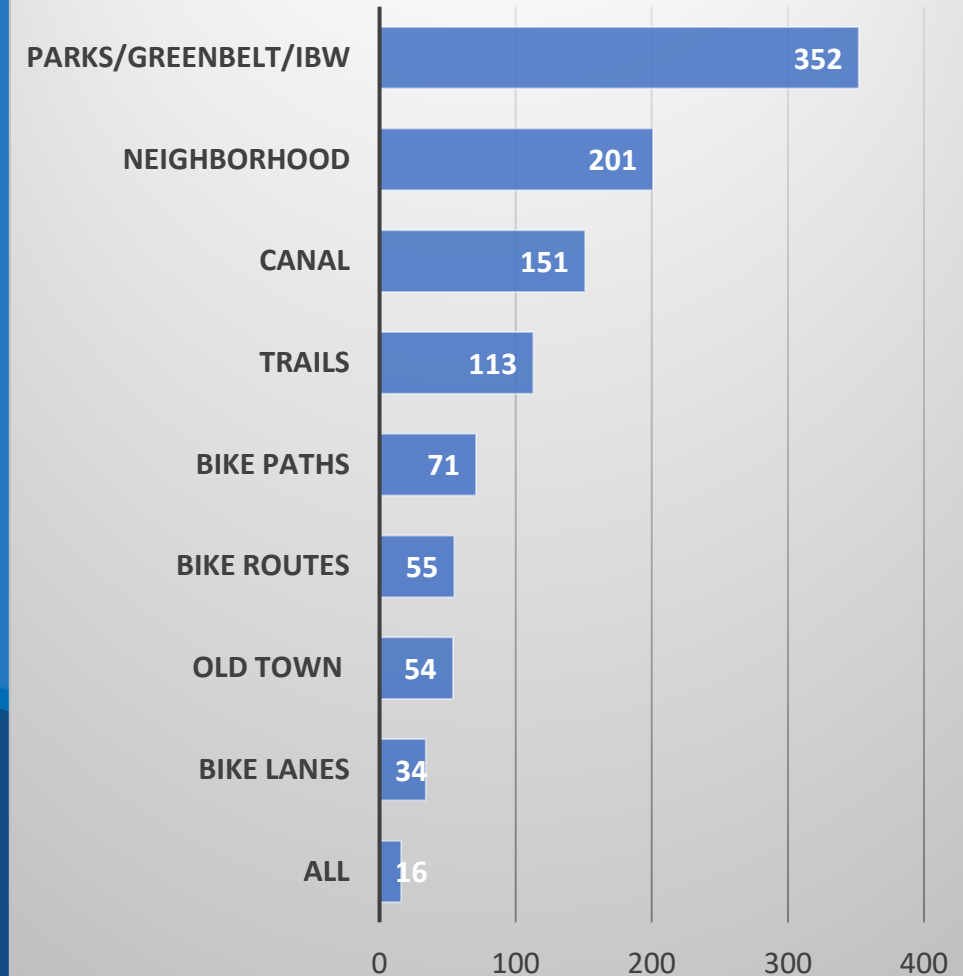
Preferred and Actual Bicycle Riding Locations

- Recreational biking is a large component of Scottsdale biking
- Riders prefer and use the multi-use paths
- On-street is not preferred but highly used

What kind of biking do you usually engage in?



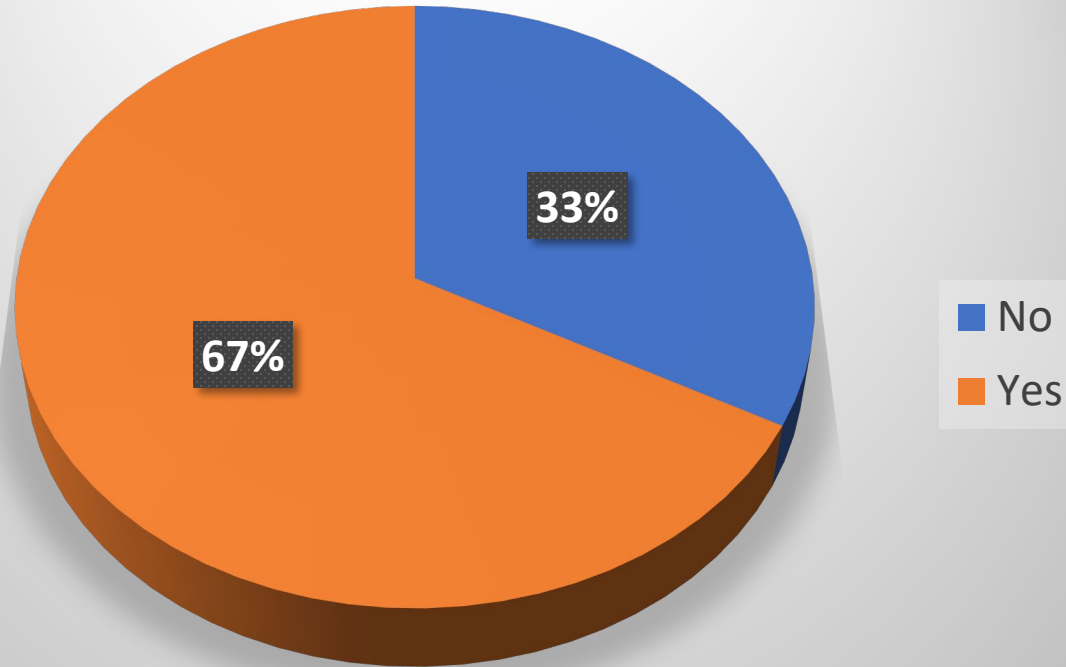
Preferred Riding Locations



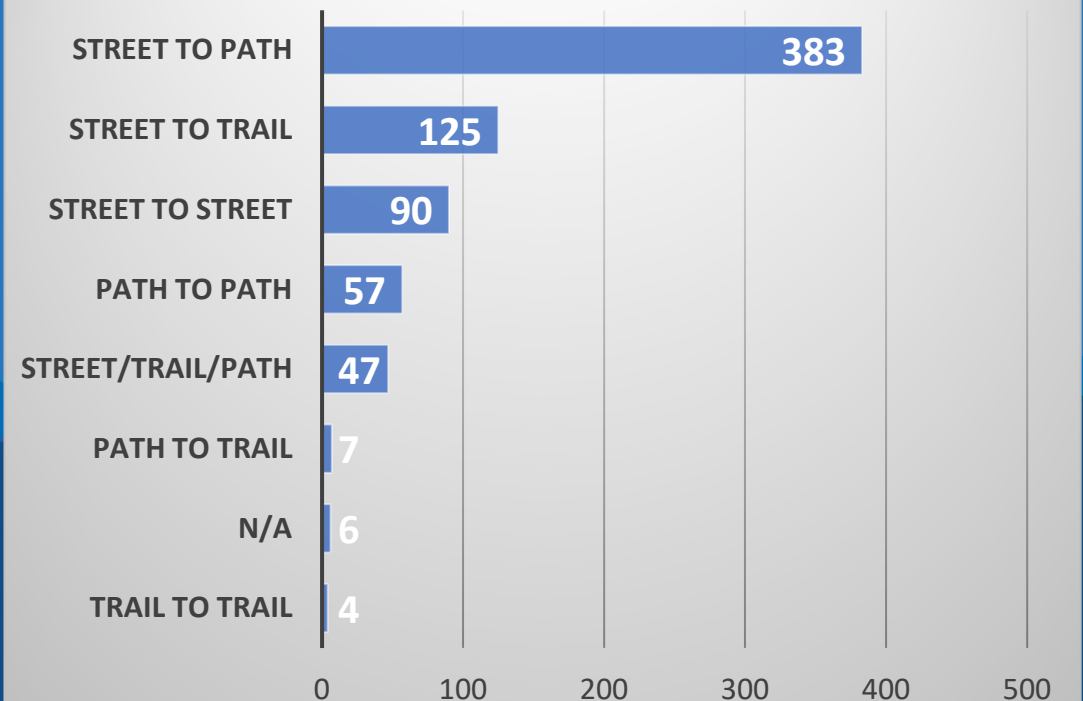
Multi Facility Trips

- The majority of respondents use more than one type of facility to complete a trip
- *Key: The majority of those are on-street facilities to the multi-use path system*

More than one trail/path/bike lane during trip

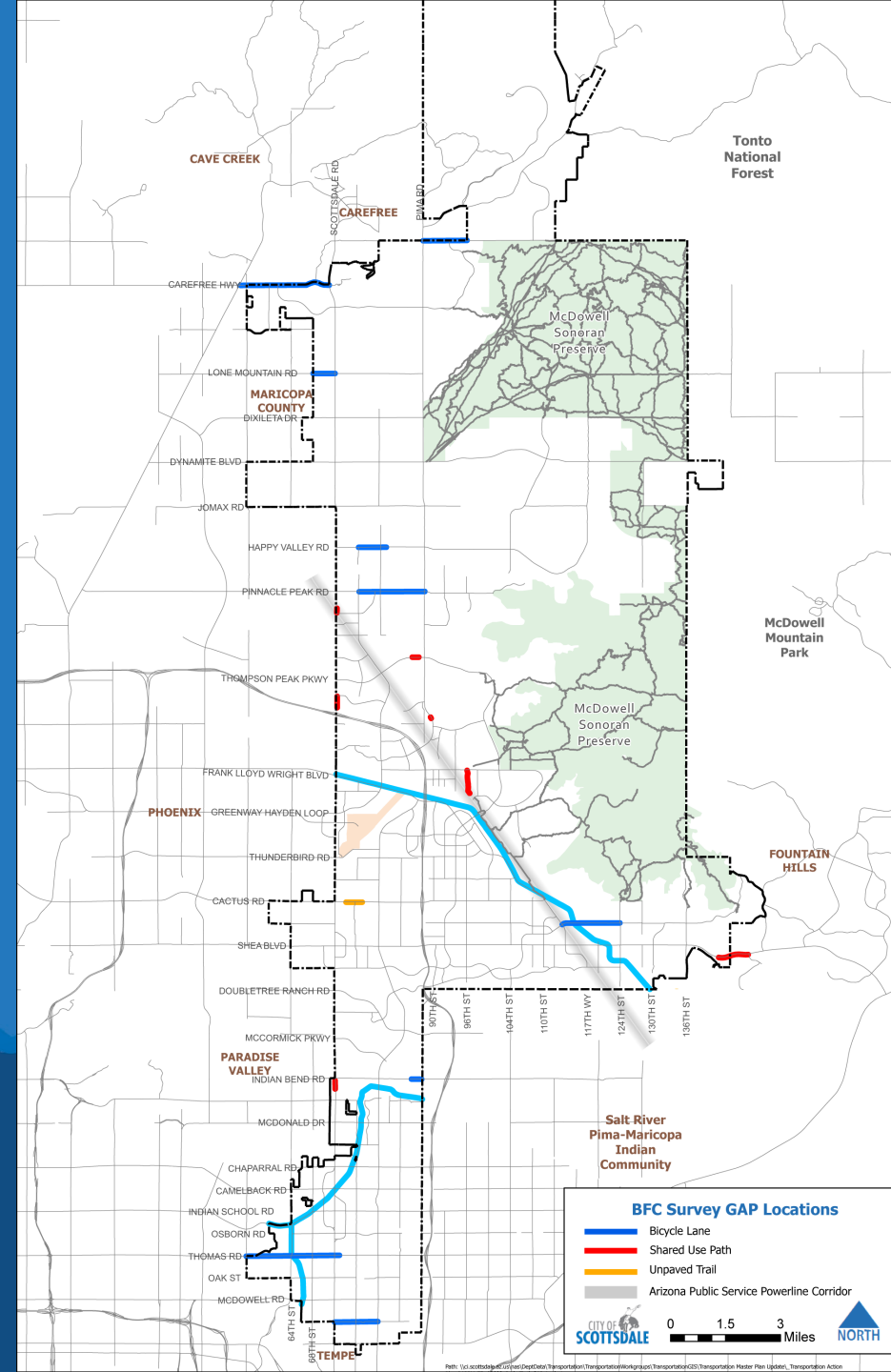
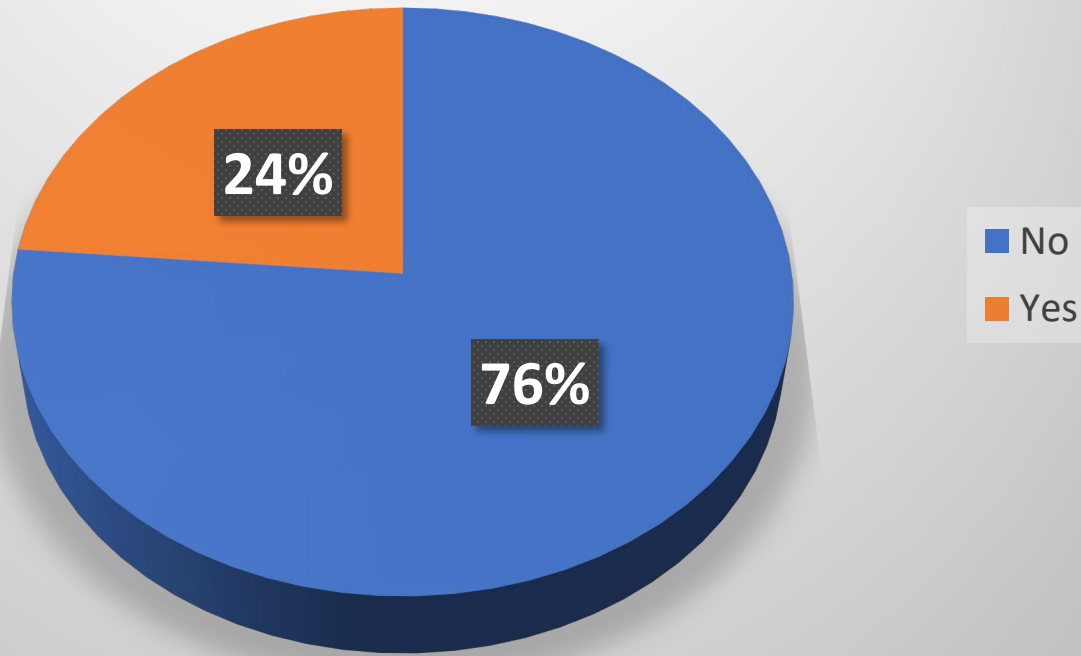


Type of Connections Made



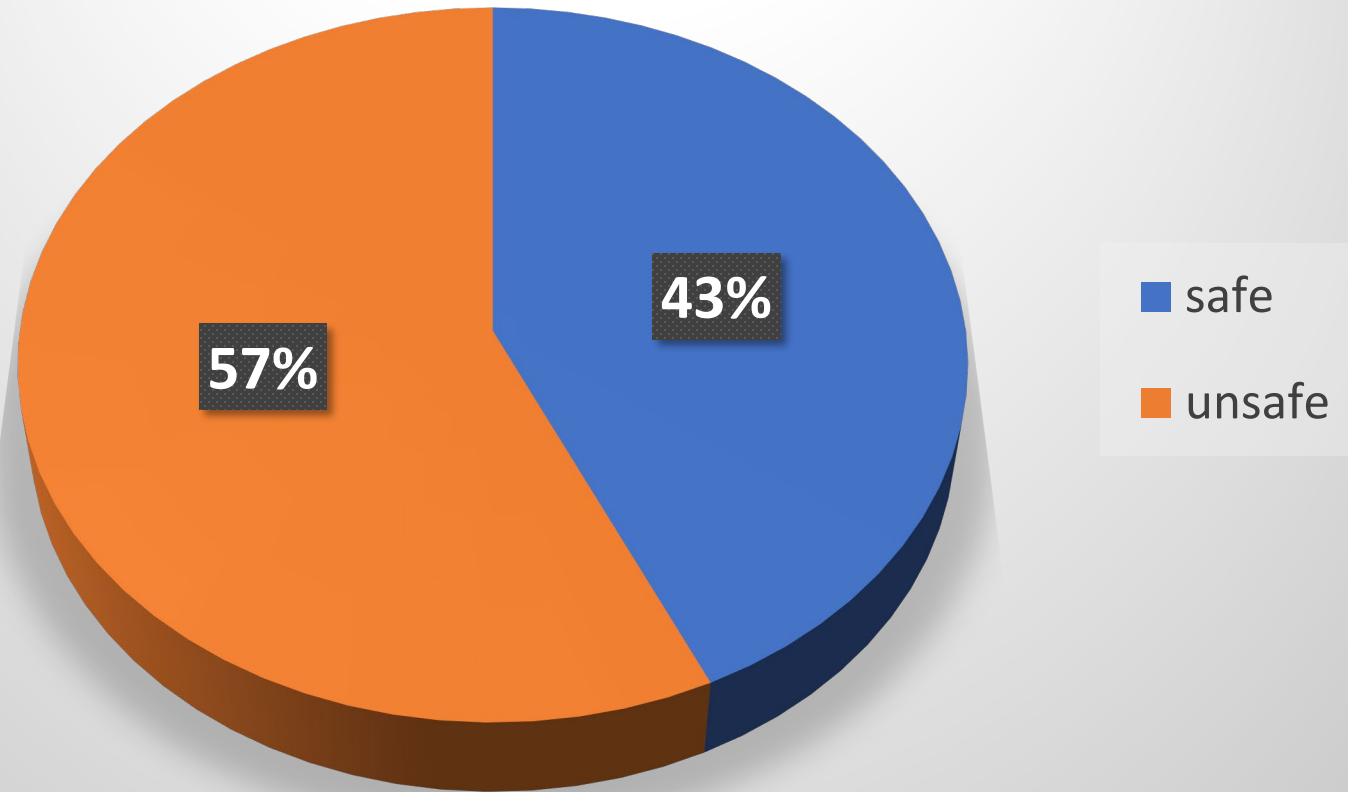
Gaps in the Network

Do you have to cut a trip short because of a city network gap?



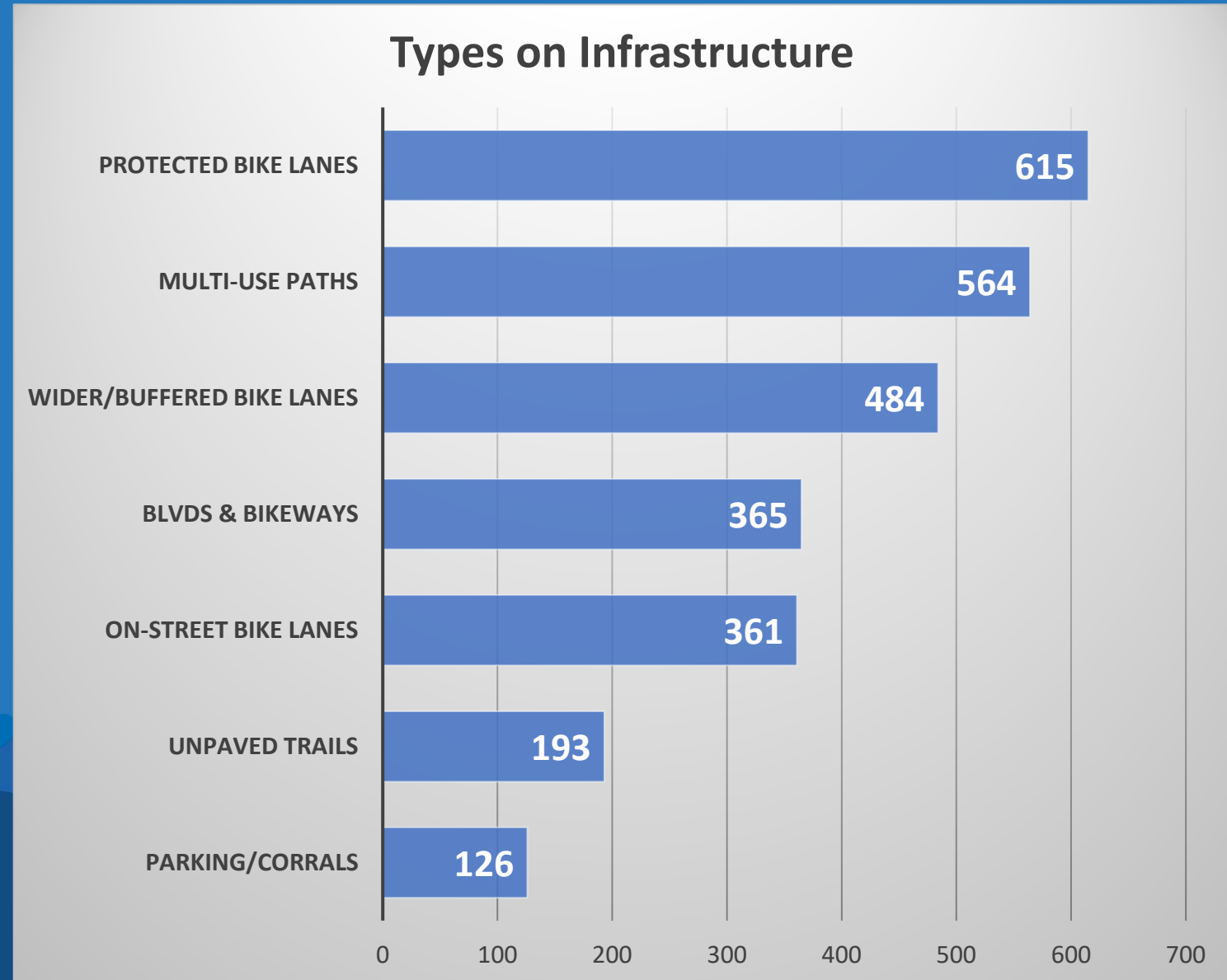
Safety is a Major Concern

Safety on the Streets



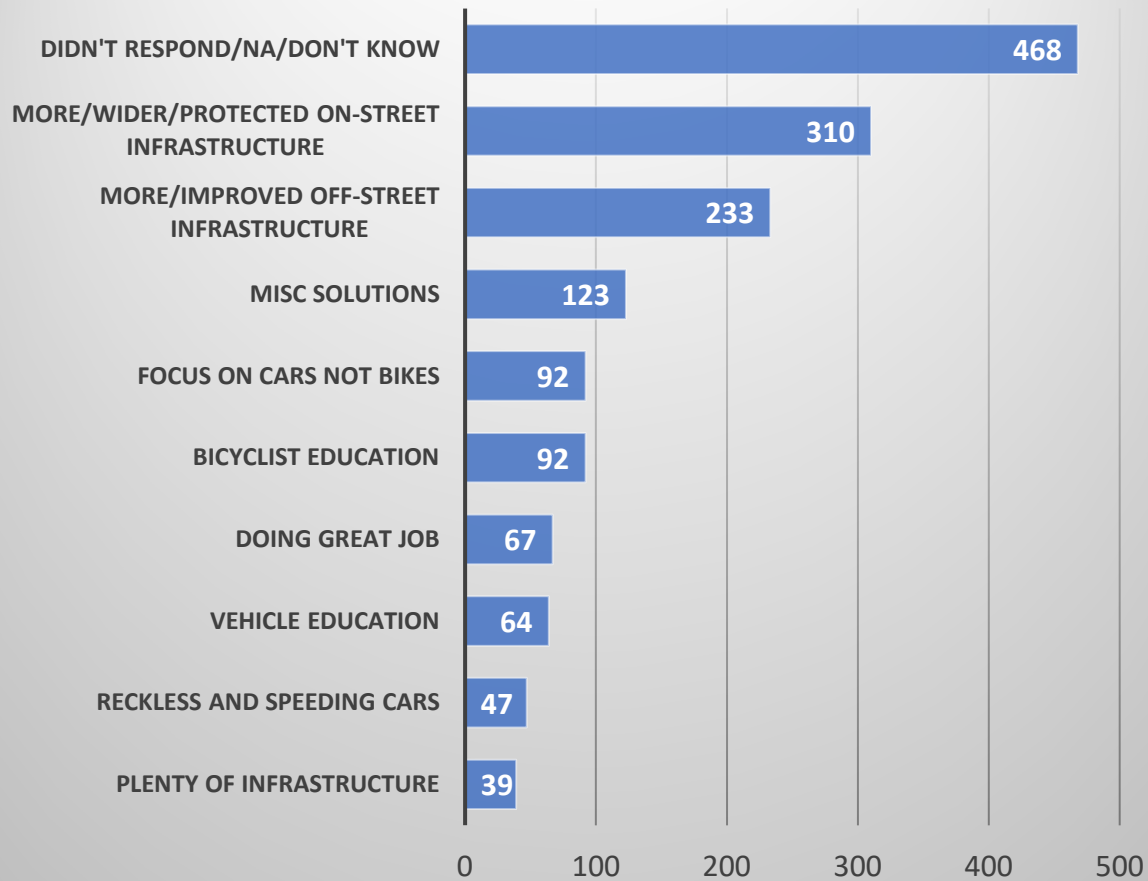
Infrastructure Bike Riders Would Like to See More in Scottsdale

- On-street protected bike lanes was the most requested
- Off-street multi-use path expansion and improvements were second

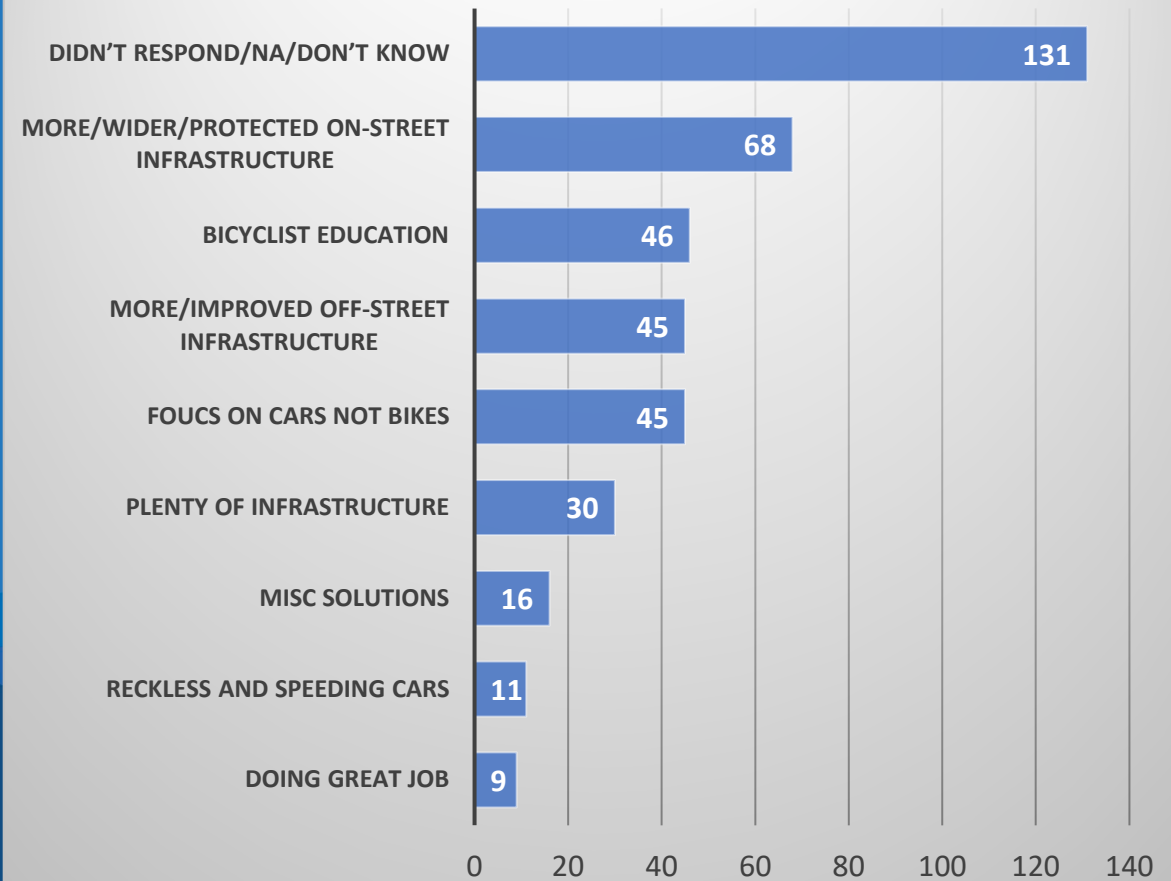


How can Scottsdale Improve the Bicycle Riding Experience and Community for You and Your Family?

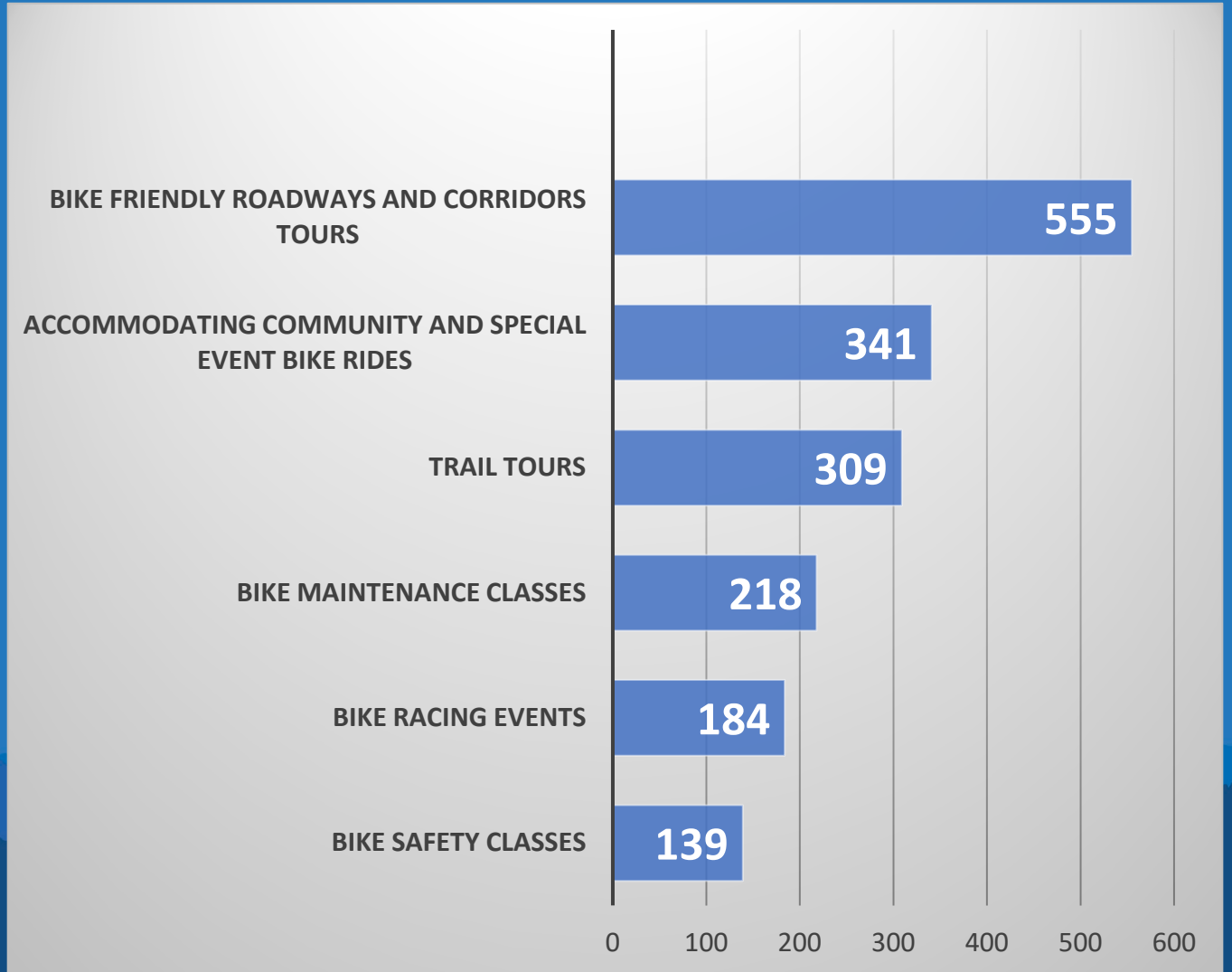
Total Respondents



Respondents that Never Bike

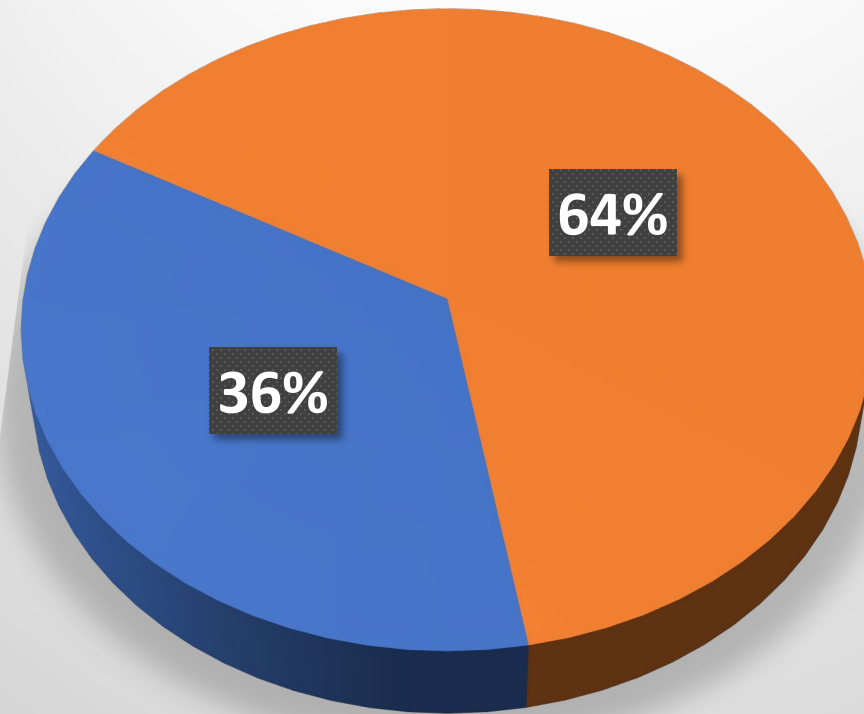


Types of Bike Events You Would Like in Scottsdale



Scottsdale is a Gold-Level Bicycle Friendly Community

Did you know that Scottsdale is a Gold-Level Bicycle Friendly Community?



Resident Feedback Questionnaire Conclusions

- The Indian Bend Wash Multi-Use Path is a key asset in the city's bike network
 - It is well used and received by the respondents of the resident Feedback Questionnaire
- Respondents use the on-street network to get to the multi-use path system
- Cars and bikes conflict with each other. Respondents believe more should be done to improve this
 - Education efforts
 - Wider bike lanes with consideration for protection features
 - Better off-street networks
- Recreational use is predominant in Scottsdale, but it is more than the advanced riders
 - People of all skill levels are out riding in the city



Update

- Transportation staff presented this update to the Transportation Commission on January 18, 2024.
- Discussion included:
 - Gold level BFC designation and signage
 - Polco and Speak Up Scottsdale platforms
 - Questionnaire response options
 - Share the Road signage and other signage
 - Current and planned path signage regarding e-bicycles
 - Gaps in the network mentioned in the questionnaire and in the city's current gap analysis
 - Award levels and Scottsdale's goal
 - Video Display Boards could display Scottsdale is a Gold BFC
 - Demographic information on respondents and how are staff reaching underserved populations to get their feedback
 - Mayor Ortega's request for multi-departmental planning for a bicycle safety campaign

Next Steps

- Transportation staff will continue evaluating the responses and developing questions for future questionnaires.
- The Bicycle Friendly Community designation will be announced in January along with the city's report card and results from the League's own questionnaires. Staff will use these tools in evaluating the program and planning efforts.

Other Issues Raised in the Resident Feedback Questionnaire

- Other things we heard in the questionnaire that need more detailed outreach and review (in progress)
 - E-Biking Usage Growth
 - Many responses regarding E-Biking
 - Mixed positive and negative comments
 - Bicycle protection
 - Education on Laws and Responsibilities
 - Driver Education
 - Bicyclist Education
 - Pedestrians Education
 - Overall Safety Campaign
 - Other Motorized Devices



Questions/Discussion

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Nathan Domme, Transportation Planning Manager
Subject: Transportation Action Plan Implementation Update
Meeting Date: February 6, 2023

ITEM IN BRIEF

Action:

Information

Purpose:

Provide update on the Transportation Action Plan Implementation

Background:

The 2022 Transportation Action Plan (TAP) was an update to the 2016 Transportation Master Plan and a continuation of transportation planning in Scottsdale that has occurred since the early 1990s. The goals and objectives that have remained consistent throughout all documents, including the City of Scottsdale General Plan, provide guidance for the decision-making process. Two examples are provided below:

“..... Mobility choices will provide alternatives to the automobile, increase accessibility, improve air quality, enrich the community and its neighborhoods and contribute to the community’s quality of life.” (General Plan 2001)

Create street network that is multimodal, recognize that streets are important for pedestrians, bicyclists, equestrians, and transit riders, not just cars. (2003 Streets Master Plan)

The city uses several guiding documents including previous Transportation Master Plans (2001, 2008, 2016,) the 2022 TAP and the city’s Design Standards and Policies Manual to support and aid in all the goals and objectives of Scottsdale’s General Plan 2035 by recognizing the primary role of the automobile, but also fully integrating other modes of transportation, including public transit, air travel, bicycling, and walking. As a result, a variety of mobility choices along local and regional transportation corridors will provide greater accessibility and connectivity; alleviate pollution and congestion; foster community well-being and quality of life.

Analysis Overview:

The Transportation Action Plan emphasized the level of maturity in the city’s existing transportation network and took into consideration surrounding land use for current and future development. In addition, feedback from the Transportation Commission (9 meetings) and Scottsdale residents, gathered in multiple public meetings, was used in the preparation of the 2022 Transportation Action Plan (TAP.) The 2022 TAP was guided by several goals including:

- Prioritize people, safety and livability over motor vehicles and travel speed.
- Improve accessibility for all types of transportation and transportation users.
- Promote active and healthy living.

With these guiding factors, the TAP eliminates a one-size-fits-all approach replacing it with smarter, more flexible policies and planning that enable adaptability to Scottsdale’s character areas.

The TAP is laid out in 6 Element Chapters. Each is focused on individual aspects of the transportation network. These include Street, Transit, Bikeway, Trail, Pedestrian, and Implementation. Each used unique ways to provide an efficient multi-modal network to the city.

Streets Element and Bikeway Element:

The 2022 TAP classified several roadways based on a more optimal volume/capacity ratio. These changes better reflect the use of these roadways. Future changes to the roadways are subject to design by staff and review by commissions and city council. The goal is to emphasize traffic safety, livable streets, and multi-modal community access over rapid traffic throughput.

The designation of Neighborhood Bikeways is included in the plan. They are considered low-stress bike routes for a wide range of users compared to bike lanes along busier streets. A map of the Neighborhood Bikeways system is provided on page B-5 of Attachment 2.

Three primary shared-use paths are identified: Indian Bend Wash Path, Arizona Canal Path, and the Central Arizona Project Canal Path. Additions and reductions in the non-primary path system have been made, resulting in a net increase of 12 network miles. The updated shared-use path system map is provided on page B-6 of the plan.

***Progress:** Since the 2022 TAP was approved, a segment of the multi-use path system has been widened to the new standard and staff continue to systematically add bike lanes to repaving project where appropriate.*

Trails Element:

The 2022 TAP reduces the mileage of future trails outside the McDowell Sonoran Preserve from 188 to 140, resulting in a constructed and planned network of 290 miles. The proposed reduction in total mileage is based on lack of connectivity, network redundancy, infeasibility due to terrain, and/or lack of sufficient public rights-of-way or easements. Page T-5 of the plan was clarified to state: "Any existing public easements in the removed segments will be retained."

Priority for new trail construction will focus on completing connections to approved Preserve trailheads and filling in gaps in neighborhood trail systems. A map of the updated trail network outside the McDowell Sonoran Preserve is provided on page T-9.

***Progress:** Since the TAP was approved, 7 trails have been improved or created.*

Pedestrian Element:

The 2022 TAP changes the standard cross section to locate trees on the west side and north side of streets outside the sidewalk, rather than between the sidewalk and the curb, to improve pedestrian shade during summer months. In areas where sidewalks are less likely to experience high volumes of pedestrians, one side of the street may have a narrower sidewalk of 6 feet, while maintaining an 8-foot-wide sidewalk on the other side.

A new policy is included to reduce the length of continuous perimeter walls to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers.

The plan prioritizes six areas for accessibility improvements along streets and transit routes and priority for future grade separated street crossings will focus on Scottsdale Road, Pima Road, Frank Lloyd Wright Boulevard and Shea Boulevard.

Progress: *Since the TAP was approved, the first area has been improved to include upgraded ADA ramps. Also, several enhanced crossings have been installed at key locations with high pedestrian activity.*

Implementation Element:

The ranked priorities for transportation system investment decisions are:

- 1) Preserve/Maintain/Optimize existing infrastructure.
- 2) Meet Americans with Disabilities Act, Air Quality, Water Quality, and other regulatory requirements.
- 3) Enhance safety and test new concepts/technology.
- 4) Provide transit service with minimum 30-minute frequency.
- 5) Develop capital projects with funding from outside sources.
- 6) Develop capital projects funded only by the city and prioritize non-motorized access.

The 2022 TAP includes a recommended list of potential CIP projects, including projects with proposed regional funding. The projects included in the CIP list all remain subject to the city's annual budget process and would continue to follow the city's public review process during design and prior to construction.

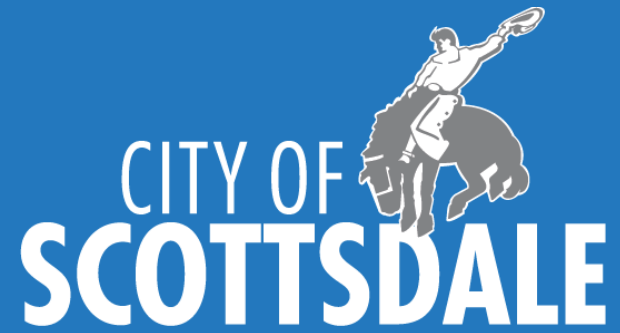
Dashboards:

Focus: *Transportation Staff has developed and will update the website with dashboards for each element. These dashboards will show progress on both the goals and performance measures of each element over the next 10 years. This is a key step to keep the residents informed with the progress of the plan. The dashboards will be updated regularly with current numbers and will include trend lines.*

Next Steps:

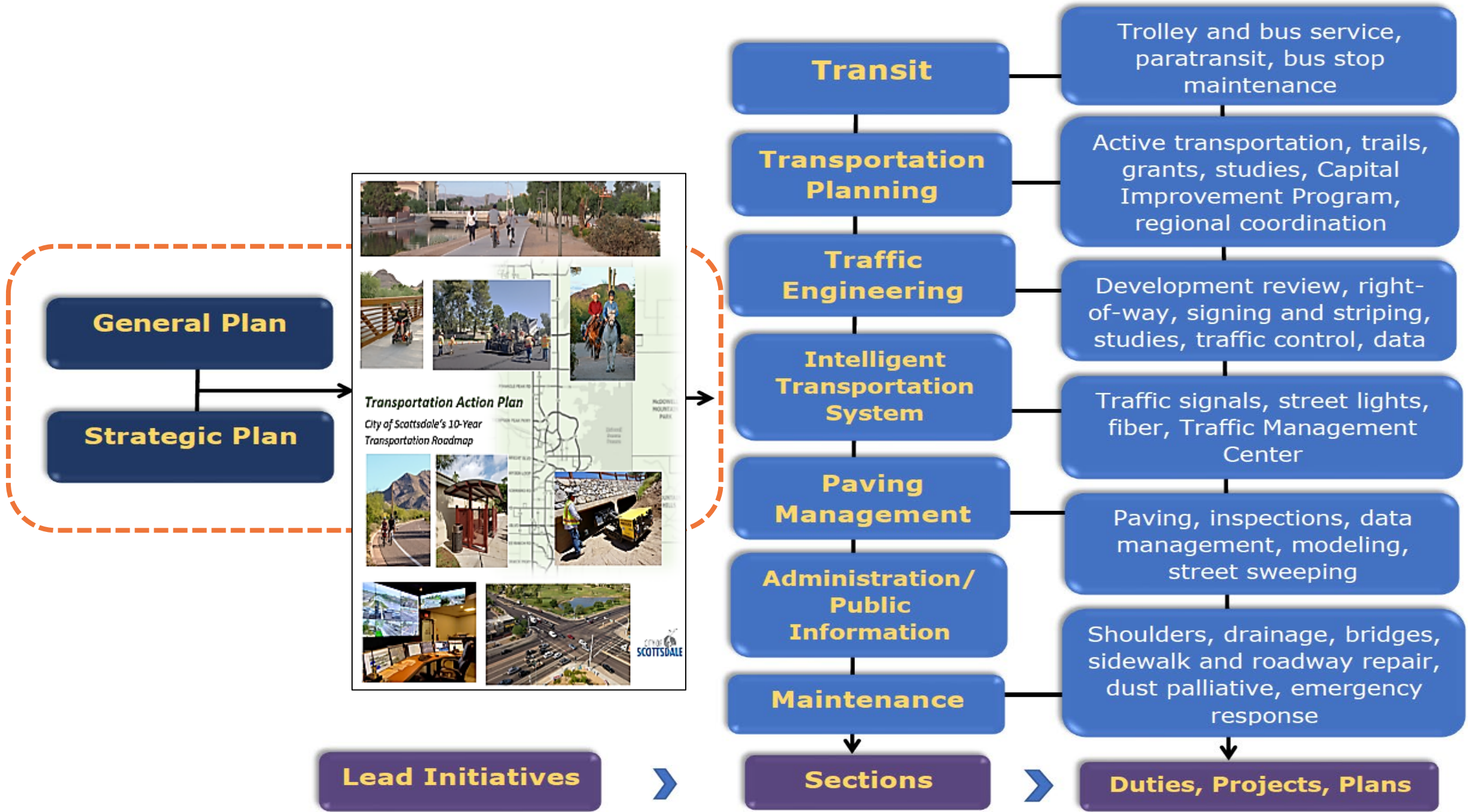
Staff will continue to update the dashboard on maintaining the benchmarks of the network. Staff will also continue to move projects in the TAP forward and achieve the goals of the plan.

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov
Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov
Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

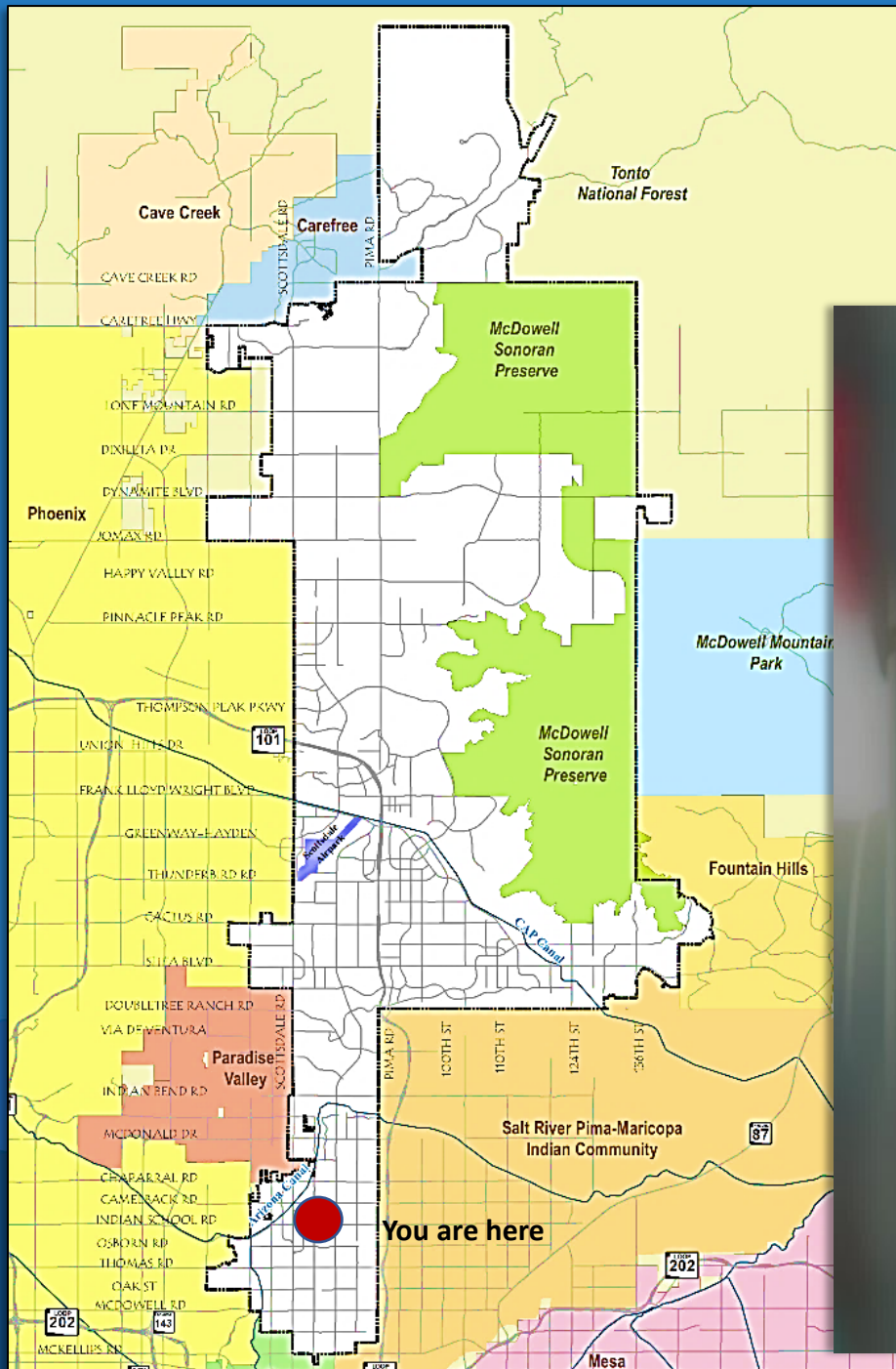


Transportation Action Plan Implementation Paths & Trails Subcommittee

February 6, 2024

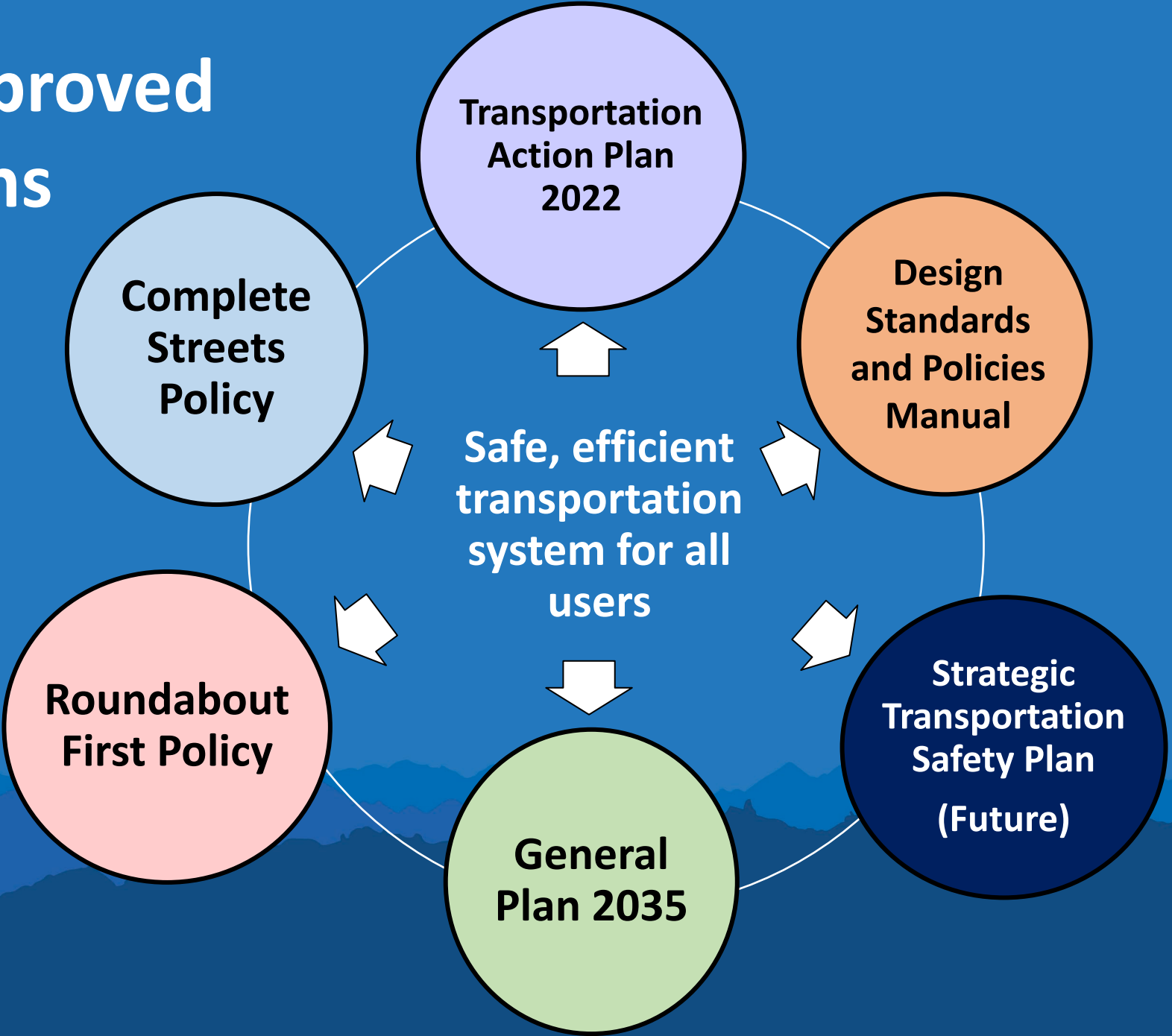


What assets do we maintain and how do we continue to address the need?



- 6800 drainage assets
- 232 bridges and large culverts
- 314 traffic signals
- 14,008 streetlights
- 48,000 signs
- 907 center-line miles of pavement
- 205 miles of bike lanes
- 125 miles of shared use paths
- 162 miles of non-preserve trails
- 593 bus stops (197 sheltered)

Guided by Approved Policies & Plans



Top 3 Goals of the Transportation Action Plan

(Adopted April 2022)

The TAP is building on over 20 years of transportation planning and engineering in the City of Scottsdale

- Prioritize people, safety and livability over motor vehicles and travel speed
- Improve accessibility for all types of transportation and transportation users
- Promote active and healthy living



Transportation Action Plan
City of Scottsdale's 10-Year
Transportation Roadmap



Over 20 years of planning

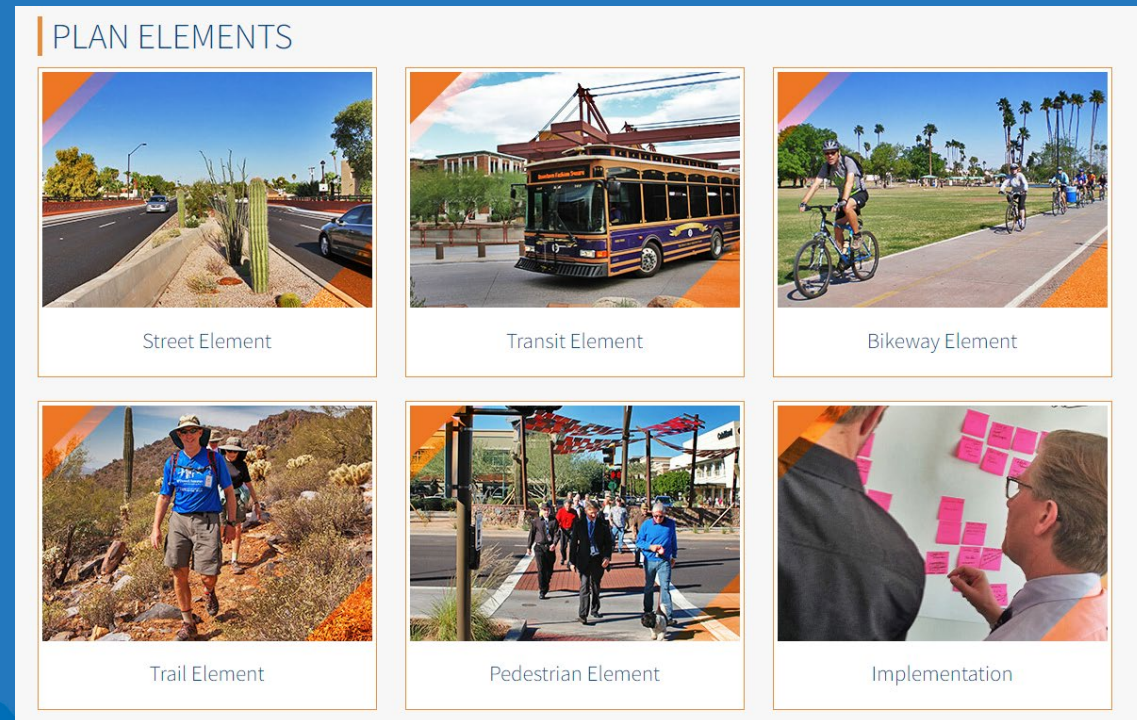
- Mitchell St – Arlington TX
 - 4 lanes
 - No bike and ped amenities
 - 8,822 vehicles a day

- Cactus Rd – Scottsdale AZ
 - 2 lanes
 - Bike lanes
 - Multiuse Path and Trail
 - Roundabouts
 - 8,400 vehicles a day



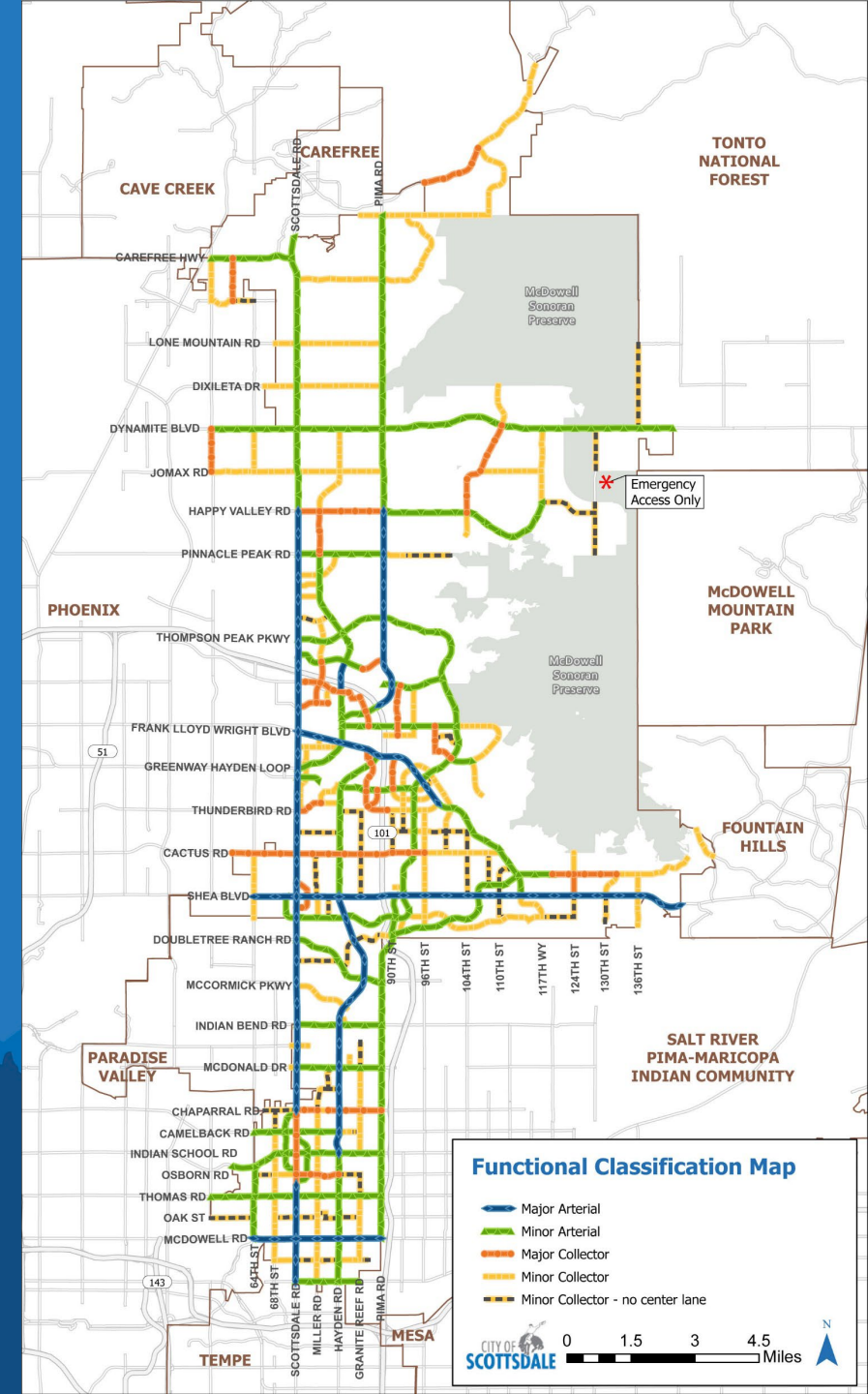
Planning Smarter and More Flexible

- Eliminates a one-size-fits-all approach, replacing it with smarter, more flexible policies and planning that enable adaptability to Scottsdale's character areas.
 - Reduces Rigid implementation planning
 - Prioritizes preserving and improving what we already have
 - Prioritizing people



Street Element Summary

- Street Major Plan Updates
 - Street reclassifications
 - Updated street cross sections
 - Right-of-way width map
- Street Element Strategies include:
 - Building or widening streets
 - Reconfiguring exiting streets
 - Applying technology
- Street Element Goals
 - Emphasize traffic safety, livable streets and multi-modal community access over rapid traffic throughput
 - Develop and manage the street network in a manner that places reliance on maintaining what we have



Street Element Dashboard

Transportation Action Plan Street Element

Location
City of Scottsdale, Arizona

2020 Average Collision Rate By
323 Roadway Segments

2020 National Community Survey
Percent Rating - Ease of Travel By Car

Intersecton Level of Service
Range: A-F


Pavement Condition Index (Range 70-85)

 **1.38**

as of July 1, 2023



Target: 1.00

[Current](#)  [Trend](#) [Detail](#)

2020 Average Collision Rate By
214 Intersections

 **0.54**

as July 1, 2023



Target: 0.25

[Current](#)  [Trend](#) [Detail](#)

 **83%**

as of July 1, 2023

 **D**

as of July 1, 2023

 **77%**

as of July 1, 2023



Target: 70%

[Current](#)  [Trend](#) [Detail](#)



Target: D

Last update: 41 seconds ago

[Current](#)  [Trend](#) [Detail](#)



Target: 70%

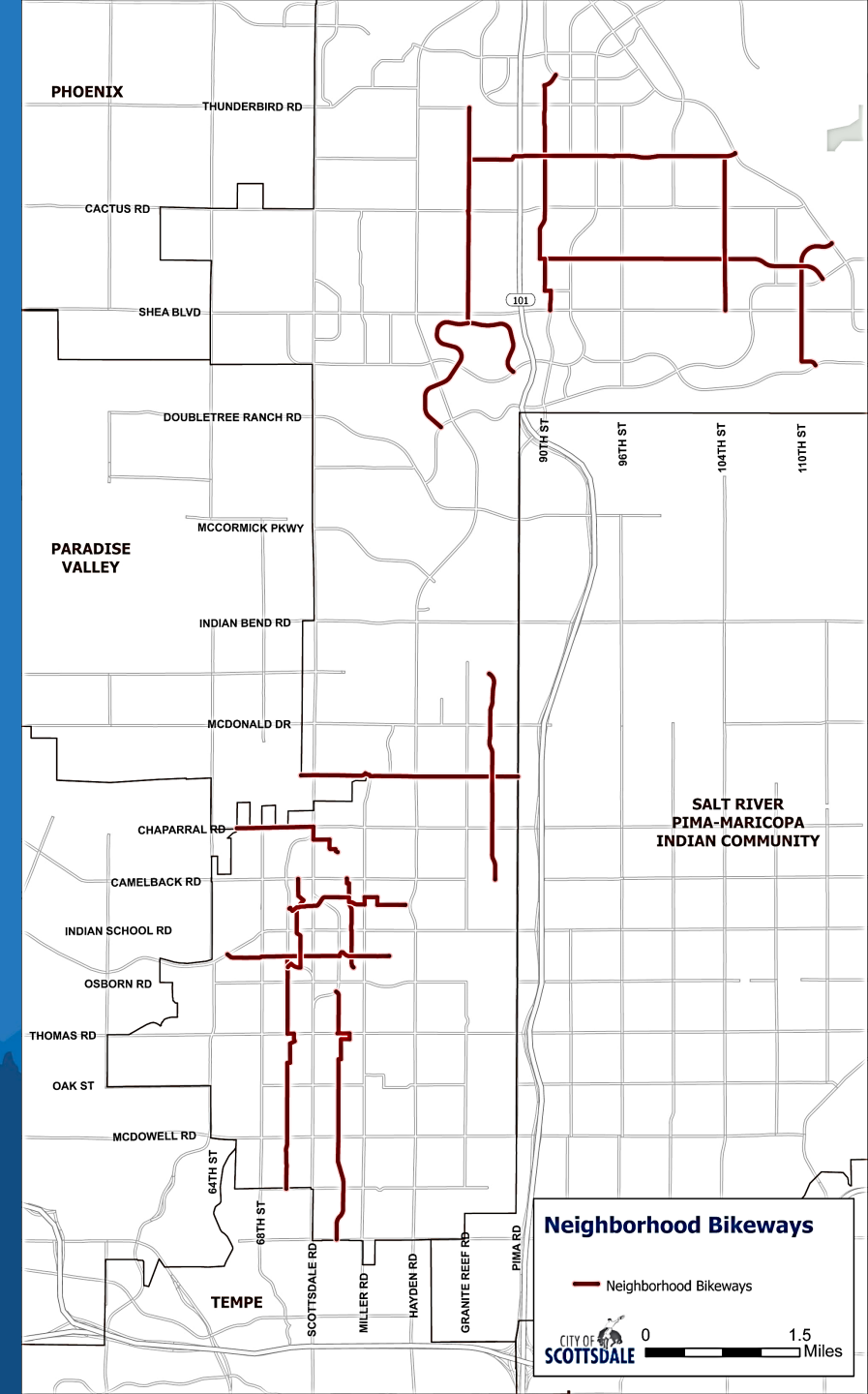
[Current](#)  [Trend](#) [Detail](#)

Street Element Notable Progress During TAP

- Completed Improvements
 - McDowell Road Bike Lanes
 - 68th Street Complete Street
 - Osborn Complete Street and Roundabout

Bikeway Element Summary

- Bikeway Major Updates
 - Removal of infeasible and impractical projects
 - Identification of system and regional connectivity gaps
 - Neighborhood Bikeways
- Bikeway Element Strategies include:
 - Roadway Restriping
 - Neighborhood Bikeways
 - Wayfinding
- Bikeway Element Goals
 - Seamless connections to destinations and regional network
 - Provide access to a shared use path within ½ mile of all residences
 - Enhance the current system to current standards
 - Achieve a Platinum-level Bicycle Friendly Community designation



Bikeway Element Dashboard

Transportation Action Plan Bikeway Element

Location
City of Scottsdale, Arizona

2020 Average Bicycle Collision Rate Per 1000 Population

 **0.31**

as of July 1, 2023



Target: 0.21

[Current](#) [Trend](#) [Detail](#)

Mileage of Arterial and Collector Roadways with Bicycle Lanes

 **198**

as of July 1, 2023



Target: 200

[Current](#) [Trend](#) [Detail](#)

2020 National Community Survey Percent Rating - Ease of Travel By Bicycle

 **69%**

as of July 1, 2023



Target: 70%

[Current](#) [Trend](#) [Detail](#)

Mileage of Completed Neighborhood Bikeways

 **0**

as of July 1, 2023



Target: 1

[Current](#) [Trend](#) [Detail](#)

Percent Residents within 1/2 Mile of Shared Use Path

 **67%**

as of July 1, 2023



Target: 75%

[Current](#) [Trend](#) [Detail](#)

2022 Annual Count from Nine Permanent Counters on Shared Use Path System

 **770,681**

as of July 1, 2023



Target: 800,000

[Current](#) [Trend](#) [Detail](#)

Annual Mileage of Completed Shared Use Paths

 **0.8**

as of July 1, 2023

Target: 2

[Current](#) [Trend](#) [Detail](#)

Bicyclist Boardings on Scottsdale Trolley and Regional Routes

 **23,875**

as of July 1, 2023



Target: 24,000

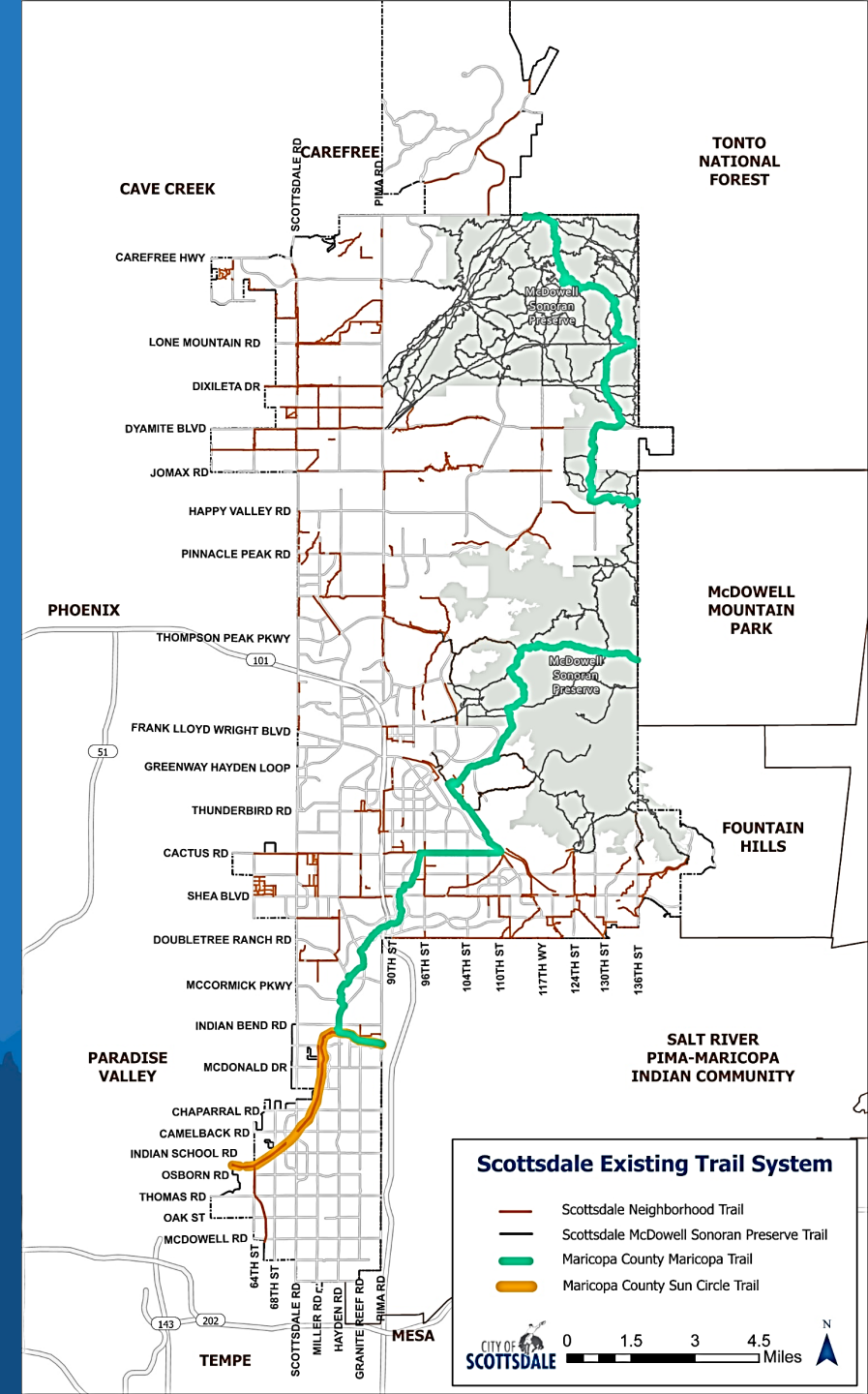
[Current](#) [Trend](#) [Detail](#)

Bikeway Element Notable Progress During TAP

- Completed
 - Many Restriping Projects
 - Widening of Multiuse Path
- In Progress
 - Path Wayfinding Signage
 - 3 Regionally Funded Designs
 - 2 Neighborhood Bikeway Project

Trail Element Summary

- Trail Major Plan Updates
 - Identification of system and regional connectivity gaps
 - Plan to improve connectivity to the Preserve
 - Plan to improve trail connectivity in rural neighborhoods
- Trail Element Strategies include:
 - Purchase public access if necessary
 - Trail obstruction removal
 - Education about responsibilities
- Trail Element Goals
 - Education efforts on easements and the trail network
 - Improved trail network with high aesthetic values
 - Improved connectivity



Trail Element Dashboard

Transportation Action Plan Trail Element

Location
City of Scottsdale, Arizona

Annual Mileage of Completed Trails

Annual Mileage of Rehabilitated Trails

Percent Planned Trail Network Constructed Per Year

Percent of Residents within 1/4 Mile of Trail

 **0.84**

as of July 1, 2023

 **0.5**

as of July 1, 2023

 **0.02%**

as of July 1, 2023

 **65%**

as of July 1, 2023



Target: 1.5

[Current](#) [Trend](#) [Detail](#)



Target: 1.5

[Current](#) [Trend](#) [Detail](#)



Target: 0.03%

[Current](#) [Trend](#) [Detail](#)



Target: 70%

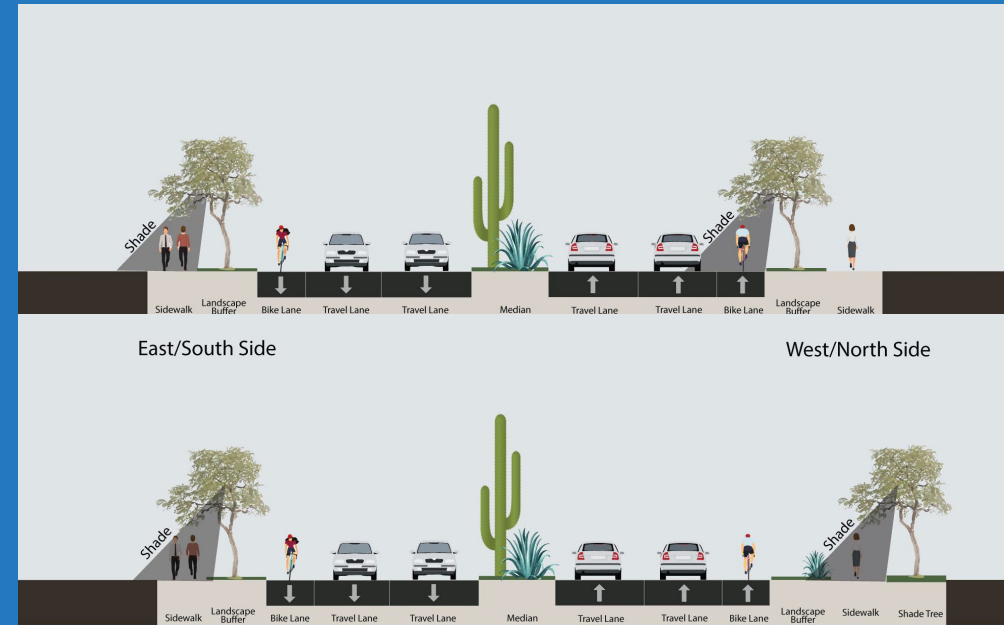
[Current](#) [Trend](#) [Detail](#)

Trail Element Notable Progress During TAP

- Completed Improvements
 - Pinnacle Peak Road Trail New Build : Miller Road to Williams Drive
 - 76th Street Trail Rehabilitation: Dynamite Road to Via Dona
 - 76th Street Trail New Build/Rehabilitation: Via Dona to Dixileta Drive
 - Via Dona Trail Spot Repairs
 - Dynamite Boulevard Trail New Build: 84th Street to Hayden Road
 - Mountain View Trail Segment 2 Spot Repairs Vegetation Cleanup: CAP Canal to Shea Boulevard
 - Thunderbird Road Trail New Build: 76th Street to 83rd Street

Pedestrian Element Summary

- Pedestrian Major Plan Updates
 - Modify location of landscape trees to improve shade during hottest times of day and year
 - Adjust sidewalk width in less densely developed or limited access areas
- Pedestrian Element Strategies include:
 - Roadside Landscaping Orientation
 - Neighborhood Barriers Removal
 - Enhanced Pedestrian Crossing
- Street Element Goals
 - Improve pedestrian access between neighborhoods and to transit routes
 - Enhance the current pedestrian network to meet current design standards
 - Provide enhanced crossing where appropriate



Pedestrian Element Dashboard

Transportation Action Plan Pedestrian Element

Location
City of Scottsdale, Arizona

2020 Average Pedestrian Collision Rate Per 1000 Population

 **1.12**

as of July 1, 2023

Percent Progress of Pedestrian Improvements in Priority Areas

 **15%**

as of July 1, 2023

2020 National Community Survey Percent Rating - Ease of Travel By Walking

 **76%**

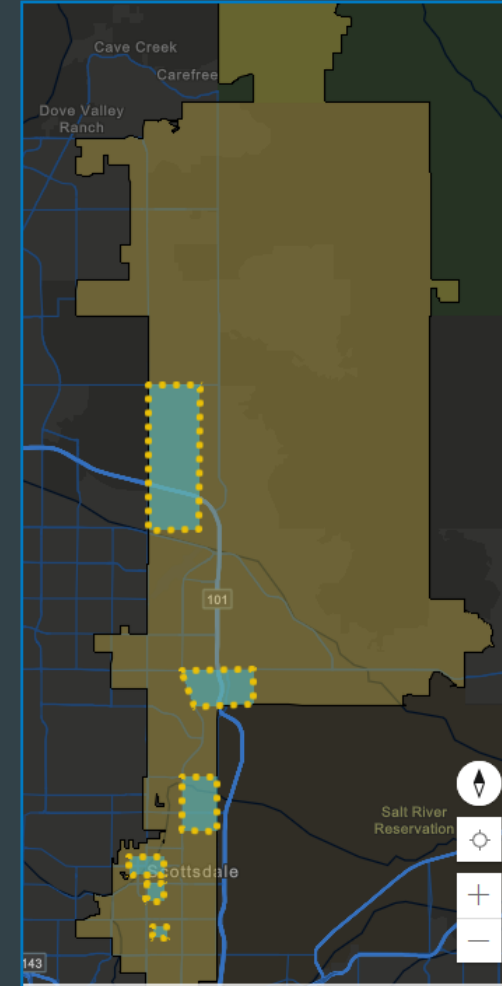
as of July 1, 2023

Percent of Arterial and Collector Roadways that Meet Design Standards


 **65%**

as of July 1, 2023

ADA Priority Areas



Target: 0.50

Current  Trend Detail


Percent of Population within 1/4 Mile of Arterial or Collector Street

 **45%**

as of July 1, 2023



Target: 50%

Current  Trend Detail




Target: 25%

Current  Trend Detail



Target: 70%

Current  Trend Detail



Target: 70%

Current  Trend Detail

Pedestrian Element Notable Progress During TAP

- Completed Improvements
 - Old Town ADA Ramps and Crosswalks
 - Traffic Signal: Scottsdale Road and 1st Avenue
 - Pedestrian Hybrid Beacon: Camelback Road at Saddlebag Trail
 - Pedestrian Hybrid Beacon: Thomas Road at 86th Street
 - Rectangular Rapid Flashing Beacons:
 - 105th Street at Queens Wreath
 - Miller Road at Earll Drive
 - Miller Road at Osborn Road
 - Raintree Drive at 76th Place
 - 68th Street at 2nd Street
 - 68th Street at Avalon Drive

Implementation Section

- A program to prioritize new infrastructure projects, programs and services must consider the requirements necessary to preserve, maintain and operate/optimize the existing transportation system.
- Transportation Investment Priorities
 - Preserve/Maintain/Optimize existing infrastructure
 - Federal Requirements (ADA, Air & Water Quality)
 - Enhance safety
 - Transit service with minimum 30-minute frequency
 - Funding from outside sources
 - Non-motorized access
 - Citizen input
 - Expected usage levels
 - Regional connections

Implementation Section: CLP projects

- New Roadway Capacity
 - 18 projects
 - The majority are a part of the Proposition 400E
- Transit
 - 1 project
 - Unlikely to happen
- Complete Street Renovations
 - 14 projects
- Shared-Use Paths
 - 9 Projects

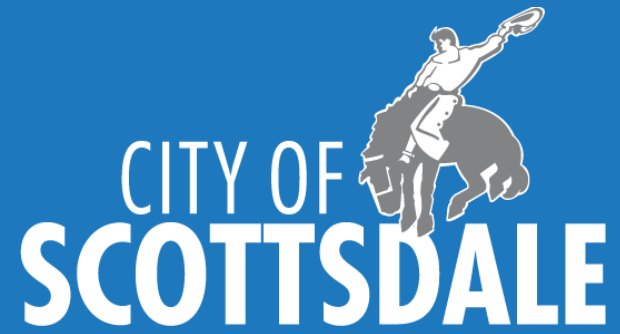
Implementation Section: Street Reconfiguration and Enhanced Pedestrian/Bicycle Crossing

Pedestrian/Bicycle Crossing Enhancements	Improve the ability for pedestrians and bicyclists to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies.
Buffered Bike Lanes (Striping)	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by striping buffered bike lanes
Neighborhood Greenways (Bicycle Boulevards)	Design and construct improvements to support Neighborhood Bikeways. Typical features of these corridors include restriping, traffic calming, wayfinding signage and enhanced crossings of major roadways.
Grade Separated Pedestrian/Bicycle Crossings	Install new grade separated crossings for pedestrians and cyclists across major streets with strong active transportation use. The new connections would support connections from paths to parks/schools/employment across arterial roadways. Targeted corridors would include Scottsdale Road, Hayden Road and Shea Boulevard.
Separated Bike Lanes	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by constructing physical buffers for bike lanes or constructing new side paths.
Roadway Right Sizing	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by narrowing roadway footprints (moving curbs).

Implementation Section: Preservation/Maintenance/Optimization

Project/Program Name	Description
Pavement Management	Complete ongoing street and alley pavement overlays and all associated improvements, which may include milling and surface treatments on the existing roadway
ADA Improvements	Improvements to corner ramps are also federally required for pavement overlay projects.
Signal System and ITS Replacements and Upgrades	Scottsdale currently operates 318 traffic signals and 175 ITS cameras, all with limited lifespans for equipment and structures. Intelligent Transportation System (ITS) communications equipment and traffic control room requirements must also be upgraded over time.
Streetlight Replacement and Maintenance	Scottsdale is responsible for close to 9,000 streetlights, all with limited lifespans for equipment and structures.
Traffic Signals	Install new signals that have met warrants or perform major signal renovations at up to four intersections per year.
Intersection and Roadway Corridor Safety Improvements	Scottsdale prepares a citywide collision report every two years, and the data is used to prioritize locations to conduct roadway safety assessments. The assessments often identify long-term capital improvement recommendations. Only a small number of these intersection improvements qualify for federal grants.
Transit Stop Improvements	Construct new or renovate existing transit shelters and bus stop pads and furnishings. There are currently close to 600 bus stops in the city, of which 197 have shelters.
Sidewalks	Install missing gaps and/or renovate short segments in the sidewalk system. Particular focus is given to locations near schools and/or along transit routes.
Bikeways	Install missing gaps and/or renovate short segments in the shared use path network. Install, update or renovate path or bike-lane striping.
Trails	Construct new trails or install missing gaps in the trail network. Update or renovate existing trail surfaces and signage.
Neighborhood Traffic Management	The city works with neighborhoods to remediate traffic speed and cut-through concerns using an adopted policy.
LED Conversion for Streetlights	Complete a citywide conversion of nearly 10,000 high pressure sodium streetlights to energy efficient LED lights. The project will also evaluate smart lighting management systems to provide insights into power usage and remote diagnostic and dimming capabilities.

Questions/Discussion



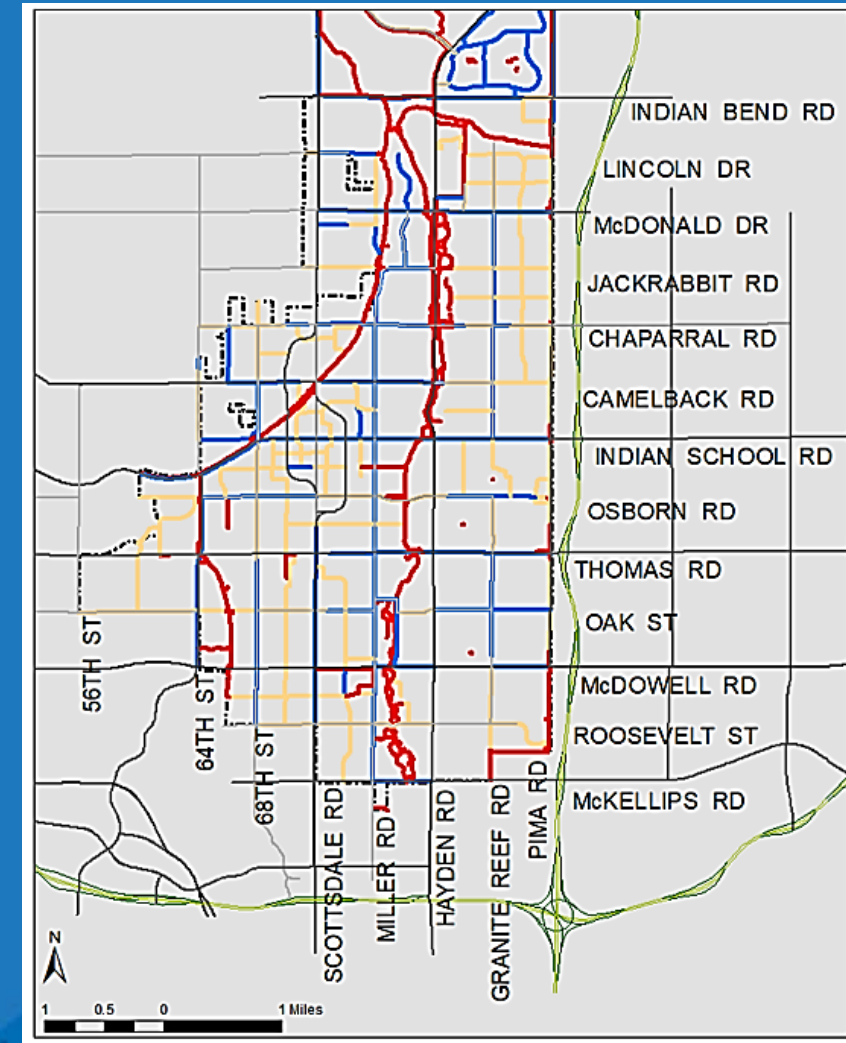
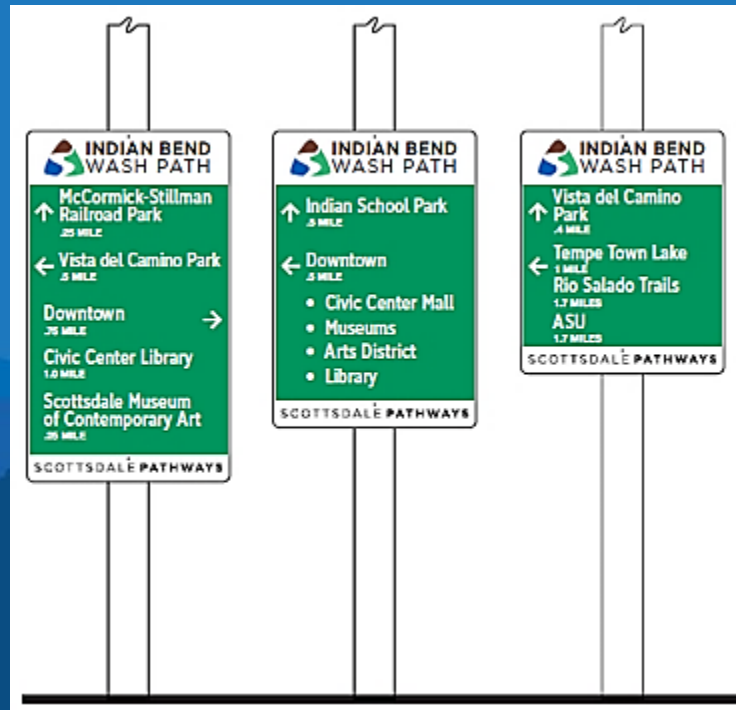
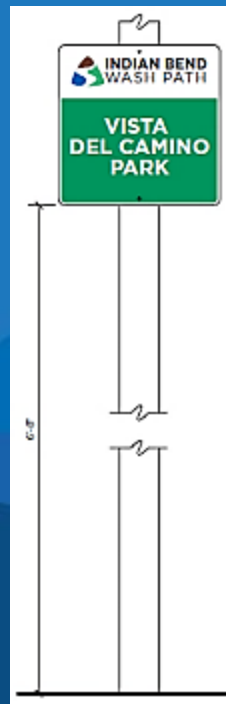
Projects and Programs Update

Paths & Trails Subcommittee

February 6, 2024

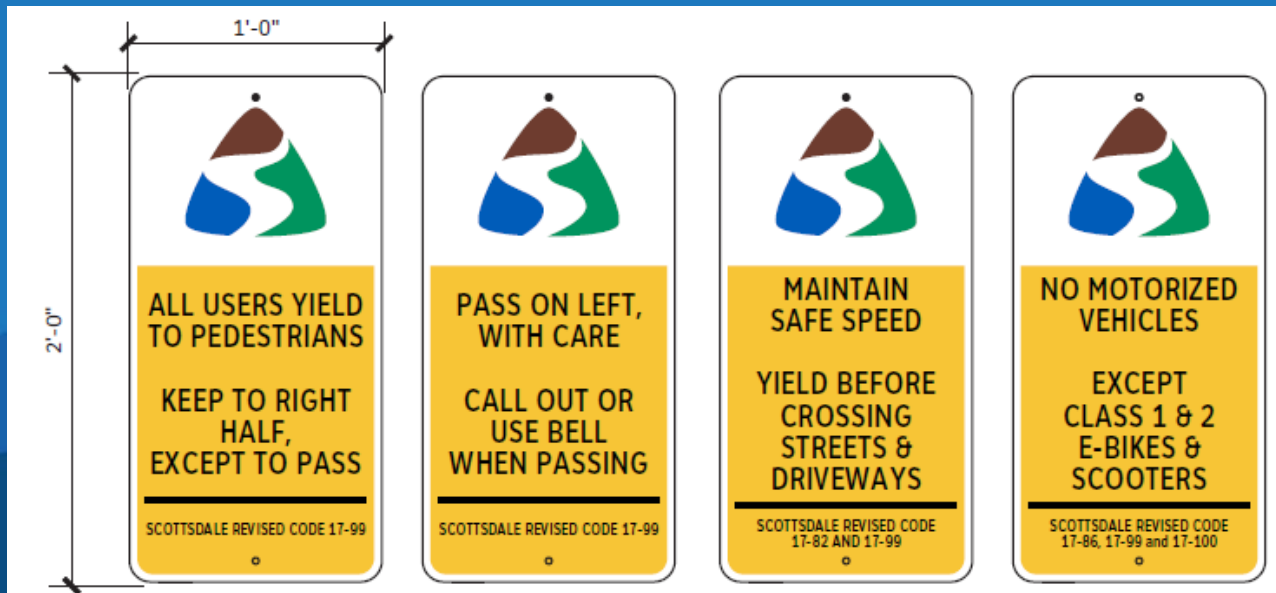
Path Wayfinding Signage

- Placing new wayfinding signs along the paths network began last month 2024.
- Sign types include path names; directional arrows; and distances to key locations around Scottsdale.
- This phase: Indian Bend Wash Path: Thomas Road to Indian Bend Road.



Path Wayfinding Signage

- Placing new wayfinding signs along the paths network began last month 2024.
- Sign types will also include bridge and underpass crossings and safety and policy information signs.



Path Wayfinding Signage



Bicycle Friendly Community Application Status

No News Yet from the League of American Bicyclists

Other Multi Use Path Improvement Projects

- Indian Bend Wash Path Renovation – Phase 1
- Indian Bend Wash Path Renovation – Phase 2
- IBW Underpass at Chaparral Road
- Indian Bend Wash Path Extension: McDowell Mountain Ranch and Bell Road
- Shared-Use Path Sign Program
- Central Arizona Project Canal Path: Scottsdale Road to Northsight Blvd

Indian Bend Wash Phase 1

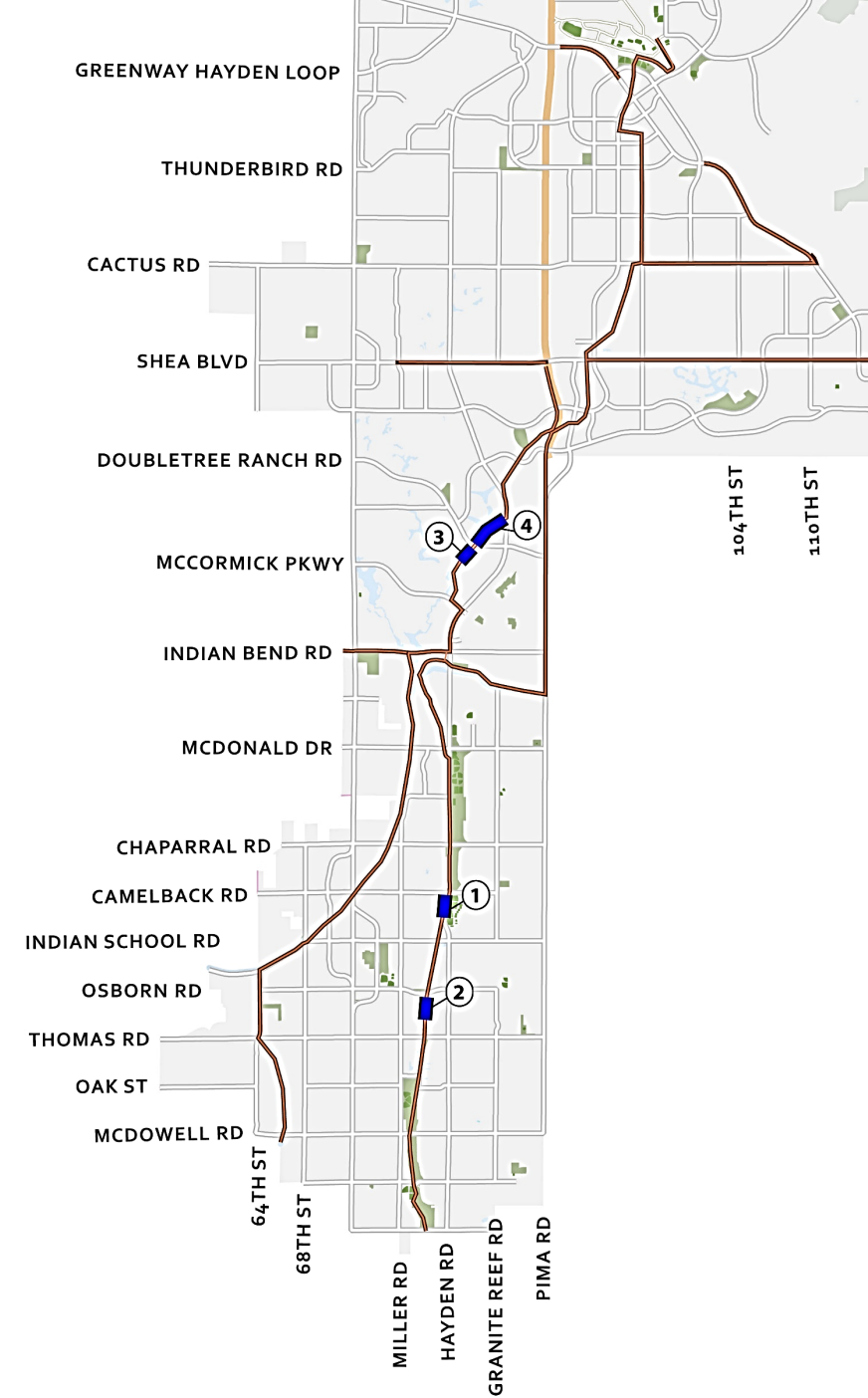
- Remove one mile of 40-year-old concrete path and replace with current standards (10' to 12').
 1. Camelback to Glenrosa – Construction Completed Sept. 2022
 2. Earll Drive to Osborn Road bridge – Construction in Summer
 3. South of Via de Ventura (approximately 850 feet) – Design is complete
 4. Via de Ventura to Hayden Road – Design is complete



*Camelback
to Glenrosa
After*

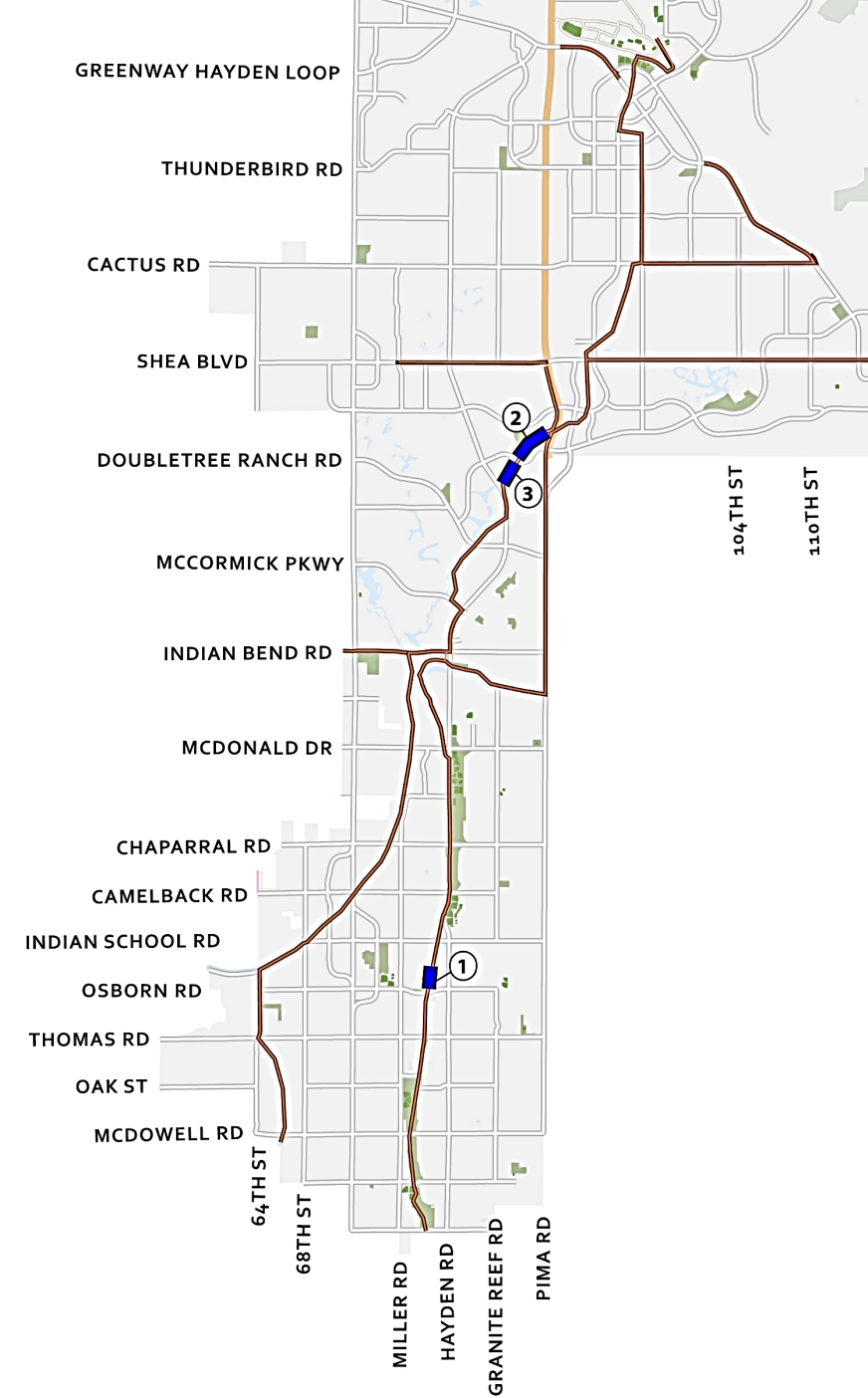


*Camelback
to Glenrosa
In Progress*



Indian Bend Wash Phase 2

- Remove one mile of 40-year-old concrete path and replace with current standards 10' to 12' wide.
 1. Osborn Park to north of 3rd Street
 2. Via Linda to Pima Path Junction
 3. Hayden Road to Via Linda



IBW Underpass at Chaparral Road

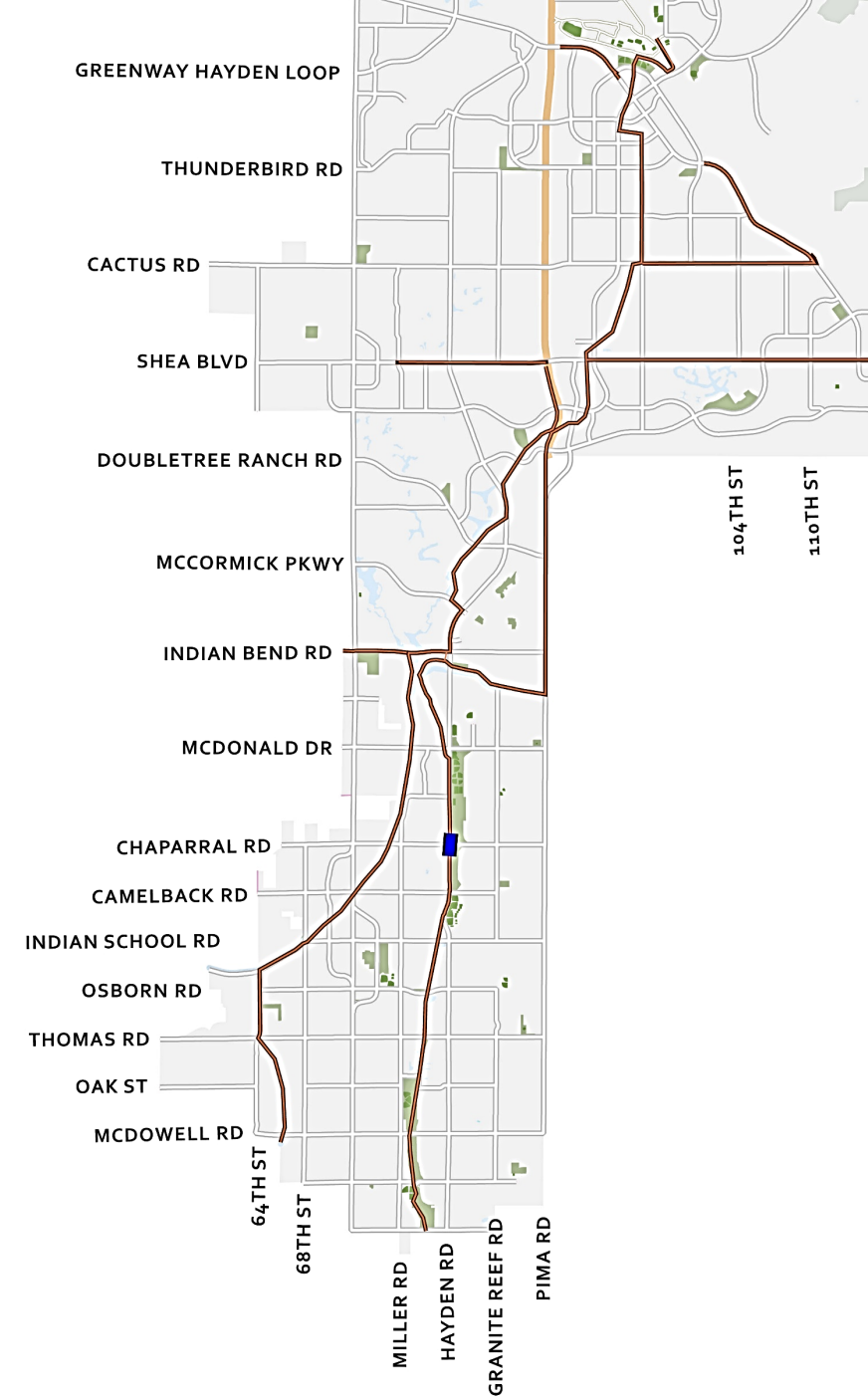
- Design and construct an underpass for the Indian Bend Wash path under Chaparral Road east of Hayden Road.
 - Contractor has been selected
 - Construction is planned Summer 2024



Chaparral and Hayden looking north



*South of the project area, looking NW
Existing east/west tunnel (1) and
proposed underpass (2)*



Indian Bend Wash Path Extension: McDowell Mountain Ranch and Bell Road

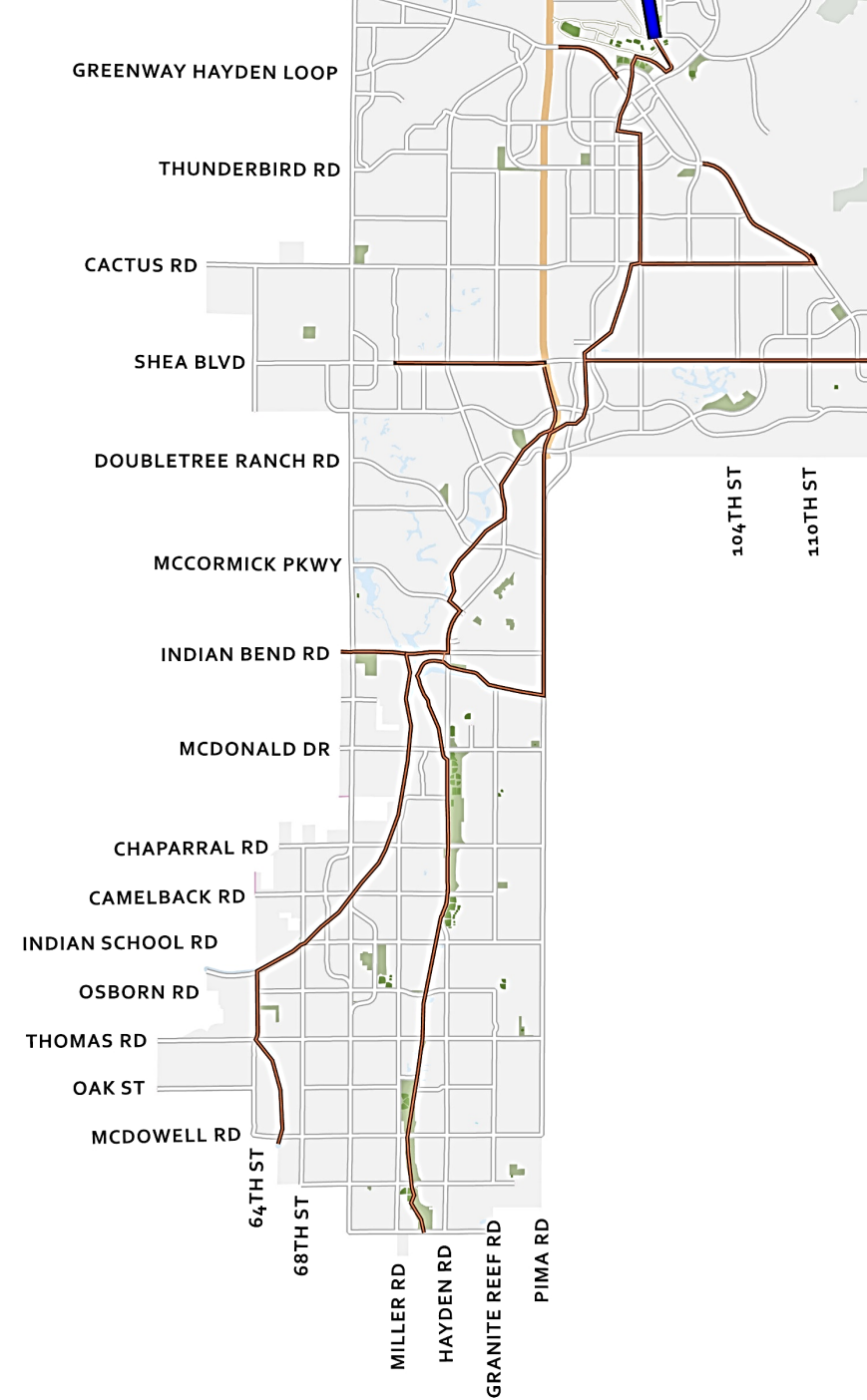
- Design and construct a new concrete path and unpaved trail from WestWorld to Bell Road.
 - Connection underneath the existing Bell Road bridge up to the 8-foot side path & bike lanes on Bell Road
- Waiting for Federal Funding opportunity and Reatta Wash Improvements



Looking west, on north side of Bell Road Bridge



Looking north underneath Existing Bell Road Bridge

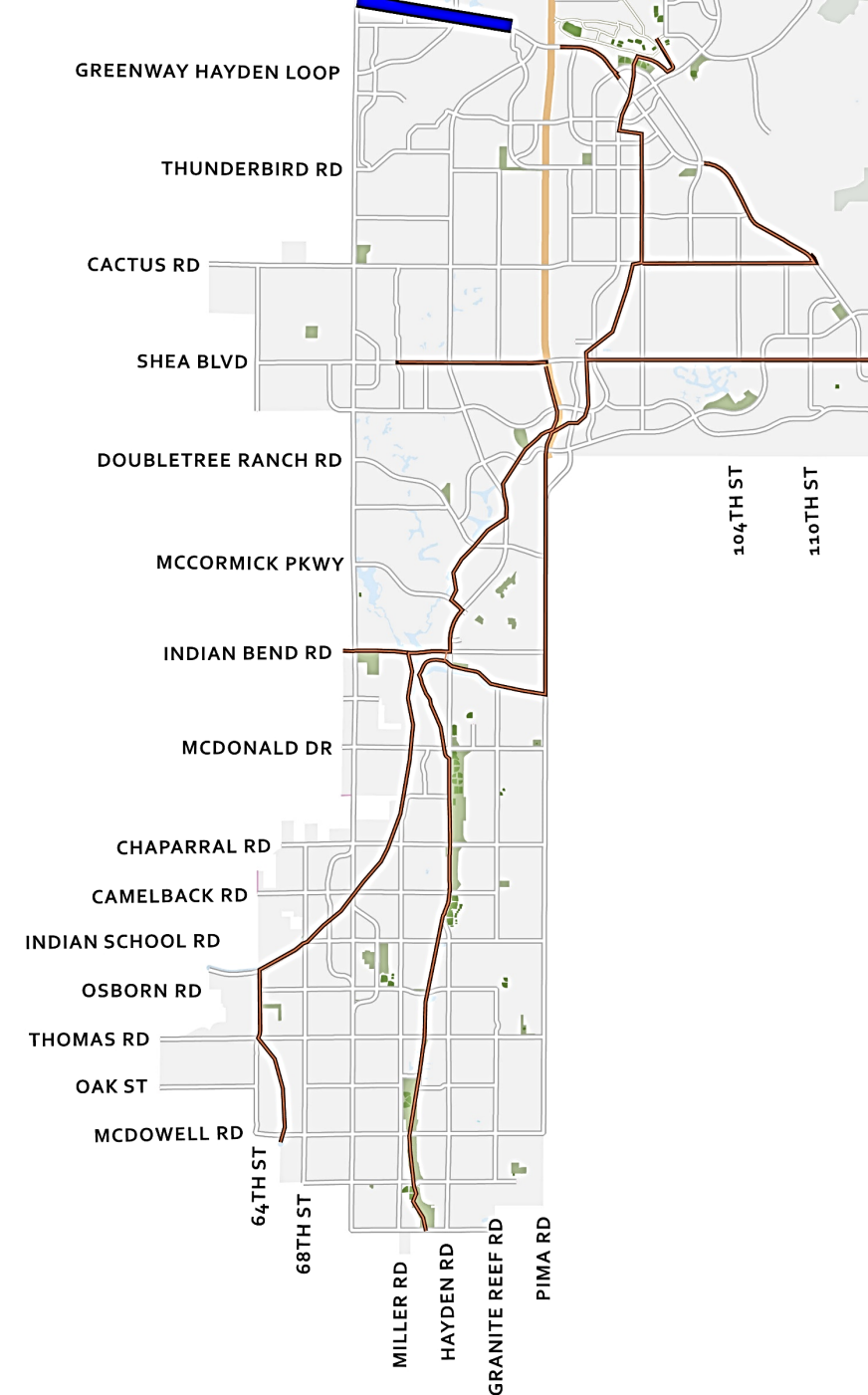


Central Arizona Project Canal Path

- Design and construct a 1.7-mile long, 10-foot-wide concrete path on the south side of the Central Arizona Project Canal and north side of Frank Lloyd Wright Boulevard from Scottsdale Road to Northsight Boulevard.
 - Federal funding for construction
 - Currently in early design



Looking west, near Frank Lloyd Wright Blvd and 82nd St



Street Operations – Bridge Repair Program



- City Maintains and repairs 232 ADOT Bridges throughout Scottsdale.
- ADOT performs the inspections and reports back with recommended repairs.



The Osborn pedestrian bridge in the Indian Bend Wash has had a few recommended repairs.



Thank you

Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev.01-30-24

All Items Subject to Change

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April 2, 2024

REPORTS/PRESENTATIONS DUE March 26

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of February 6, 2023
- **Jackrabbit/Miller Pedestrian Crossing and Protected Bike Lane Pilot Project** Action
Information on upcoming Protected Bike Lane Pilot and of the type of protection devices installed – Nathan Domme, Transportation Planning Manager
- **Bike Events and Education for April Bike Month** Information
Information on upcoming bike events – Susan Conklu, Senior Transportation Planner
- **Federally and Regionally Funded Studies and Plans** Presentation and Discussion
Overview of 64th St Crossings Study, CAP Canal/100th St Path Study, 2nd Street Neighborhood Bikeway Study and Strategic Transportation Safety Plan – Nathan Domme, Transportation Planning Manager

MEETING DATE: June 4, 2024

REPORTS/PRESENTATIONS DUE May 30

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of December 5, 2023
- **Pavement Restriping** Information
Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager
- **Bike Detection at Traffic Signals** Action
Information on continuing Bike Detection at Traffic Signals and Guidelines for Installation– Greg Davies, Senior Transportation Planner & Future Principal Engineer at TMC
- **Projects and Programs** Information
Update on Current Project & Programs– Nathan Domme, Transportation Planning Manager & Greg Davies, Senior Transportation Planner.

MEETING DATE: August 6, 2024

REPORTS/PRESENTATIONS DUE January 30

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of December 5, 2023
- **Strategic Transportation Safety Action Plan Update** Action
Present the Draft Safety Plan and discuss the plan’s direction – Susan Conklu, Senior Transportation Planner
- **Yearly Programmatic Capital Projects and CIP Update for Nonmotorized Improvements** Information
Update on the Nonmotorized Improvements for the Fiscal Year – Nathan Domme, Transportation Planning Manager, Susan Conklu, Senior Transportation Planner & Greg Davies, Senior Transportation Planner.
- **Overview of the Central Arizona Project Canal Trail**..... Information
An overview of the CAP Canal Trail – Greg Davies, Senior Transportation Planner

MEETING DATE: October 1, 2024

REPORTS/PRESENTATIONS DUE January 30

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of December 5, 2023
- **Design Standards & Policy Manual Update** Action

Information on Design Standards & Policies Manual and Action to recommend the changes to the DSPM – Greg Davies, Senior Transportation Planner

- **Path Counter Program Update**.....**Information**
Update on the Path Counters and data – Devin Rouhani, Planning Specialist
- **Projects and Programs****Information**
Update on Current Project & Programs– Nathan Domme, Transportation Planning Manager & Greg Davis, Senior Transportation Planner.

MEETING DATE: December 3, 2024

REPORTS/PRESENTATIONS DUE January 30

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of December 5, 2023
- **2nd Strategic Transportation Safety Action Plan Update** **Action**
Present the 2nd Draft of Safety Plan and Action agreement with the plan’s direction – Susan Conklu, Senior Transportation Planner
- **TBD****Information**
TBD - TBD
- **Year in Review**.....**Information**
The years accomplishments – Nathan Domme, Transportation Planning Manager

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Bicycles and Related Devices Regulations****Information**
Updates on proposed changes to the Bicycles and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner
- **Updates from Neighboring Cities and Towns****Information**
Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers
- **Parks & Recreation Master Plan**.....**Information**
Information on the Parks & Recreation Master Plan – Parks & Recreation