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

8:30 A.M.
Tuesday, February 2, 2021
Meeting will be held electronically and remotely

Until further notice Path and Trails Subcommittee meetings are being held electronically. While physical facilities are not open to the public, Path and Trails Subcommittee meetings are available on Scottsdale's YouTube channel to allow the public to virtually attend and listen/view the meeting in progress.

1. Go to ScottsdaleAZ.gov, search "live stream"
2. Click on "Scottsdale YouTube Channel"
3. Scroll to "Upcoming live streams"
4. Select the applicable meeting

Public Comment
Only written comments submitted electronically are 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 Path and Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda.

Call to Order

1. **Roll Call**
   Donald Anderson, Vice Chair – Transportation Commission
   Kent B. Lall, Commissoner – Transportation Commission
   William Levie, Subcommittee Member
   Kyle Davis, Subcommittee Member
   John Doering, Commissioner- Parks and Recreation Commission

2. **Approval of Meeting Minutes** .....**Action**
   Approval of the Regular meeting minutes of December 8, 2020

3. **Approval of Path & Trails Subcommittee Annual Report** ..... **Action**
   Approval of the Path & Trails Subcommittee Annual Report

4. **2020 Bicycle and Pedestrian Collision Report** ..... **Information**
   Information on 2020 Bicycle and Pedestrian Collison Report – David Smith, Senior Traffic Engineer

5. **70th Street Neighborhood Bikeway** ..... **Presentation and Discussion**
   Update on 70th Street Neighborhood Bikeway – Susan Conklu, Senior Transportation Planner

6. **Old Town Bicycle Master Plan** ..... **Presentation and Discussion**
   Update on Old Town Bicycle Master Plan – Susan Conklu, Senior Transportation Planner

7. **Other Transportation Projects and Programs Status** ..... **Information**
   Status of projects and programs – Susan Conklu, Senior Transportation Planner

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 Frances Cookson at 480-312-7637. 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 Frances Cookson at 480-312-7637.

DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE

TUESDAY, DECEMBER 8, 2020

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
John Doering, Commissioner – Parks and Recreation Commission
William Levie, Subcommittee Member

ABSENT: Kent Lall, Commissioner – Transportation Commission
Kyle Davis, Subcommittee Member

STAFF: Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Mark Melnychenko, Transportation and Streets Director
Greg Davies, Senior Transportation Planner
Francis Cookson, Staff Contact
Mariah Maindonald, Administrative Assistant Supervisor

2. INTRODUCTION OF NEW MEMBERS OF THE PATH AND TRAILS BACKGROUND

Susan Conklu, Senior Transportation Planner, welcomed new members and provided a brief overview of the Subcommittee. Members of the subcommittee provided brief overviews on their backgrounds. Mark Melnychenko, Transportation and Streets Director, Dave Meinhart, Transportation Planning Manager and Greg Davies, Senior Transportation Planner, introduced themselves and welcomed new members.

3. APPROVAL OF MEETING MINUTES

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

COMMISSIONER DOERING MOVED TO APPROVE THE MINUTES OF THE OCTOBER 6, 2020 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, COMMISSIONER DOERING AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. TRAIL MAINTENANCE OUTREACH PROGRAM

Ms. Conklu stated that the City currently has 144 miles of existing non-Preserve trails, with 180 additional planned trails in the Master Plan. These are typically located in City right-of ways or fall within easements across private property. These can be single property owners or HOAs. For maintenance responsibilities, Scottsdale Revised Code states that the owner of property adjacent to the right-of-way shall conduct routine property maintenance to keep the property and adjacent right-of-way in an orderly and safe condition. The owner of property adjacent to the right-of-way shall maintain the property so that it does not interfere with public uses of the right-of-way. Code Enforcement handles issues that arise from these requirements. To report issues, residents can access the scottsdaleaz.gov portal, under “Report a problem.” The process for reporting an issue via the portal was reviewed. There is a requirement for a minimum of 10 feet of overhead clearance from tree limbs. Mature vegetation within three feet of both sides of the path should not grow higher than three feet tall.

Common issues on existing trails include:

- Overgrown vegetation
- Obstructions such as gates, fences, walls, mailboxes, new landscaping
- Illicit discharge from swimming pools causing erosion of trail tread
- Placement of landscaping rock
- New driveways with concrete or pavers
- Damage caused by work trucks during home construction or remodeling
- Addition of unpermitted signage

In order to keep the public informed on the requirements, Transportation staff plan to develop and execute a communication plan to inform, educate, and facilitate property owner fulfillment of their responsibility to maintain trail easements that run through or are adjacent to their property. The communication plan will include outreach through such channels as local media, social media, City communications (news feed, update newsletter, utility inserts, Scottsdale Video Network), the Paths & Trails webpage, and targeted mailing. The plan will also include coordination with Citizen Service staff to develop an engagement program.

Next steps include creating a schedule to implement the plan followed by looking at near-term and long-term solutions.

Chair Anderson asked about the average width of the trails. Ms. Conklu said it varies. New primary trails may be 10 to 12 feet wide, secondary trails 8 to 10 feet and local neighborhood trails 6 feet.

Chair Anderson asked if there is a program for staff to police the trails over a given period of time. Ms. Conklu stated that there was an update in October on trail inventory, whereby staff or interns will be walking the trails, documenting conditions and taking photos. Aside from these efforts, the City relies on citizens to report issues.

5. BIKE AND PEDESTRIAN COUNTS

Ms. Conklu stated that there are many benefits to collecting bicycle and pedestrian data. Cities have been collecting vehicular and transit data for decades and only recently has bicycle and pedestrian data been added to the programs. This is partly because new technology has emerged over the last few years. Capturing accurate data allows the City to justify system expansions, improvements or to seek grant funding. Bicycle and pedestrian counting is considered one of the "5 Es" in measuring the City's bike friendliness by the League of American Bicyclists. It also helps with education and enforcement. Accurate data bolsters efforts for funding on a federal, local and regional basis.

Historically, cities have relied on American Community Survey (ACS) data on Journey to Work for a snapshot of bicycle usage, however this data fails to capture all other types of bike trips and provides no information on where or when trips take place. In addition, the margin for error in the ACS data is high. In 2013, Maricopa Association of Governments (MAG) hired ChenRyan Associates to conduct a regional bicycle count. This included 44 regional sites counted using pneumatic tube technology and 84 sites were counted manually. Scottsdale had four manual sites and two automated. The table of result counts was reviewed. In 2020, MAG launched its annual regional count program, which will look at 500 locations in the region consisting of 78 percent intersections, 12 percent road segments and 10 percent along paths.

Scottsdale's first automated EcoCounter was added with the Crosscut Canal Bridge and Path project south of McDowell. This provides connectivity through the neighborhood connection to Bellevue. The City is capturing east/west movements across the bridge. In the past month, the counters identified over 2,500 people walking. In March 2020, staff identified eight locations to install permanent bike and pedestrian counters. In addition, two mobile counters will be deployed at various locations to provide short-term data. The City will share the data with MAG for its regional counts.

Chair Anderson noted that the Crosscut Canal counter utilizes sensors in the path as well as electronic counters. He asked whether the counter counts both pedestrian and bicycles, necessitating the need to subtract the bicycle count. Ms. Conklu stated that the program calculates automatically, deducting the loops for the cyclists. It also provides the direction of travel. Mr. Davies added that the EcoCounter has specific algorithms, with a beam that identifies the direction of travel of the pedestrian or cyclist.

Subcommittee Member Levie noted that at the last meeting, there were discussions about beginning improvements in sections along the greenbelt. He asked if this data is being used to prioritize or schedule this work. Mr. Meinhart said that presentation was for a proposed CIP project. They do not yet know if there will be funding to move forward. The focus is to take the older, narrow sections of pathway, widening and reconstructing them. The priority is tied to the age and quality of the pavement.

Chair Anderson asked about the typical cost of installation of a mobile counter. Ms. Conklu stated that the permanent counters cost approximately $5,700, however, she does not immediately recall the cost of the mobile counters. The City did use its on-call contractor for installation. Total cost of labor, equipment and materials for eight permanent and two mobile units was approximately $140,000. Chair Anderson inquired as to the source of funding. Ms. Conklu stated that in this case, they used bikeway program annual funding.

6. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu stated that the City recently completed modifications to the crosswalk in the northeast corner of Shea Boulevard and 64th Street to improve bike access to the neighborhood street running along 64th Street and Cholla. The project filled the only gap in an otherwise six-mile bike lane from Northern Avenue to Bell Road along 64th Street. Chair Anderson asked if the improvements required extension of the box culvert. Mr. Meinhart said this was discussed as an option, however it would have significantly increased costs. There were also concerns regarding the hydraulics of the structure.

Ms. Conklu addressed the 70th Street Neighborhood Bikeway Study, which consists of the corridor from Roosevelt and Continental at the southern boundary with Tempe up to the Old Town area. It has been funded by MAG to come up with ideas alternatives, including public outreach on this two and a half mile corridor. The goal is to connect several different neighborhoods and create a low stress route. The community input page has been available on the City's bikeway study page. The virtual open house allowed users access to videos and slides other information and resources. Now that the virtual open house has ended, the site provides more detail about the project overview, reading materials, timeline and FAQs. Next steps include preparation of the second open house and consultant finalization of the report for staff.

The Old Town Bicycle Master Plan is in process, funded in large part with a grant from MAG. The consultants are preparing the first virtual open house for this plan. The goals include looking at bike infrastructure, identifying gaps and opportunities to improve connectivity and comfort, increasing active transportation to and through Old Town. The plan is scheduled for completion in March, 2021.

Osborn Road Complete Street is at 60 percent design, consisting of the area from Hayden to Scottsdale Road.

Transcriber's note: Audio cuts out periodically in this section with comments unable to be captured.

Ms. Conklu stated that E-Scooter proposed code updates are tentatively scheduled to go before City Council in January of 2021. Current and proposed regulations can be found on the City's website. Ordinances will be updated for language and consistency. New regulations include the Transportation Safety Zone disallowing riding bicycles, ebikes or scooters on sidewalks. There would also be restricted hours for renting devices. A draft ordinance is being developed to address licensing for companies with shared devices. Another proposed change to the ordinance would be that devices would only be allowed to be parked in bike racks.

The Transportation Department put together a team to develop guidelines and will evaluate requests for outdoor dining extensions. More cities are doing this in response to the pandemic, to allow more spacing and distancing, some on a temporary basis.

Greg Davies won the award for Outstanding Commuter by Valley Metro in the category of bicyclist or walker. Mr. Davies commutes 12 miles to work each way on his bicycle. He will reach his annual goal this year of 6,000 miles, saving more than $810 in gas and preventing 3,000 pounds of greenhouse gas emissions. Another staff person in van pools received an award for the multiuse commuter category. The City won overall for most livable city.

The City is currently holding recruitment for a senior transportation planner, with the posting closing December 21st.

7. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Ms. Conklu stated that the February agenda currently includes three items. This will be likely reduced to two items, after internal discussion.

8. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Doering and seconded by Subcommittee Member Levie, the meeting adjourned at 9:47 a.m.

AYES: Chair Anderson, Commissioner Doering, Subcommittee Member 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**

Paths & Trails Subcommittee Annual Report
Prepared by Mariah Maindonald, on January 5, 2021
Approved by the Transportation Commission on January 21, 2021
Web Site Address: www.ScottsdaleAZ.gov/boards/PathsTrailsSubcommittee

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Number of Meetings Held: 4 **Public Comments: 0**

Major Topics of Discussion / Action Taken:

- Presentation, Discussion and Recommendation on Capital Improvement Project Accounts *February*
- Presentation and Discussion on 68th Street and Thomas Road Projects *February*
- Presentation, Discussion and Recommendation on Capital Improvement Project Accounts *August*
- Presentation and Discussion on Bicycle Friendly Community Update *August*
- Presentation and Discussion on Non-Preserve Trail Program and Trail Inventory Projects *October*
- Presentation and Discussion on Indian Bend Wash Path Phase I Renovation, Proposed CIP Project *October*
- Information on Introduction of new members *December*
- Presentation and Discussion on Trail Maintenance Outreach Plan *December*
- Presentation and Discussion on Bike and Pedestrian Counts *December*

Current Member Attendance:

Member Name, Title	Present	Absent	Service Dates
Donald Anderson, Vice Chair Trans. Comm.	1	0	From December to December
Kyle Davis, Subcommittee Member	3	1	From January to December
George Ertel, Transportation Commissioner	3	0	From January to October
Michael Kuzel, Transportation Commissioner	3	0	From January to December
Kent B. Lall, Transportation Commissioner	0	1	From December to December
William Levie, Subcommittee Member	4	0	From January to December
Jason Watton, Parks & Recreation Commissioner	1	1	From January to October

*Ertel and Watton resigned in October and were replaced by Anderson and Lall in December.

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.

Subcommittees: N/A.

Ethics Training: Yes; online ethics training was completed by all members of the Subcommittee by February 2, 2021.

Selected Officers: Yes. At the Transportation Commission meeting on November 19, 2020 Commissioner Anderson was appointed as Chair and Commissioner Lall 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:

Future Significant Work Products:

Upcoming Opportunities, Challenges, or Outcomes

Report Approved on:

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT

To: **Paths and Trails Subcommittee**
From: **David R. Smith, Senior Traffic Engineer**
Subject: **Final Draft Bicycle & Pedestrian Collision Report**
Meeting Date: **February 2, 2021**

Action: Information and Discussion

Purpose:

Review and discuss the ***Draft Bicycle and Pedestrian Collision Report*** prepared by Traffic Engineering. The Transportation Commission has requested that a collision report be prepared by the Transportation Department focusing on the bicycle and pedestrian modes within the city of Scottsdale.

Background:

Traffic Engineering Section, now a key piece of the consolidated Transportation and Streets Department, has produced a *Traffic Volume and Collision Report* every other year since 1986. The reports contain traffic volume and vehicular collision data collected over a two-year period for the major street segments and intersections in the City of Scottsdale. The data is used to determine which street segments and intersections have the highest number of collisions and the highest collision rates. From this list, segments and intersections are selected to perform safety audits to determine what traffic control or construction options are available to improve safety.

The Transportation Commission has requested that a bicycle and pedestrian collision report be prepared in a similar fashion to identify where these collisions are occurring and under what conditions. The purpose of the analysis would be to use the data to identify the causes of these collisions and to improve safety for these non-motorized modes of transportation. The primary difference between this analysis and the vehicular report is that the number of bicycle and pedestrian collisions are much lower during a given year than vehicle collisions.

Traffic Engineering staff has prepared a draft *Bicycle and Pedestrian Collision Report*. Collision reports for the five-year period from 2014 through 2018 that involved either bicycles or pedestrians were identified in the City of Scottsdale collision database. These reports were compared to the collision reports in the Arizona Department of Transportation (ADOT) database for the same period that noted either bicycle or pedestrian involvement. An extensive vetting process was undertaken to verify which collisions actually involved either bicycles or pedestrians. Once the vetting process was concluded, over six hundred fifty police collision reports were reviewed to glean information about the specifics of each collision.

Prior to reviewing the collision reports, staff determined what data associated with the collisions would need to be extracted from the reports to outline what the conditions were when the collision occurred, how the collision occurred, where the collision occurred, and who or what was responsibility for the collision. The severity of the injury was also included, and whether there was a violation or impairment involved in the cause of the collision. Extracting this data was a very time-consuming process.

The following text and figures provide a brief summary of the type of important information contained in the full report prepared by staff.

Bicycle Collision Summary:

There were 378 collisions involving bicycles during this five-year period. The highest number of collisions, 88, occurred in 2014. The age groups of the bicyclists with the highest percentage of collisions were 26 to 35 and 46 to 55 years old, both with eighteen percent of the total number of collisions. The highest number of collisions based on type of traffic control was at a signalized intersection, or 45% of all bicycle collisions report. This information is shown in Figures 1-3.

Figure 1

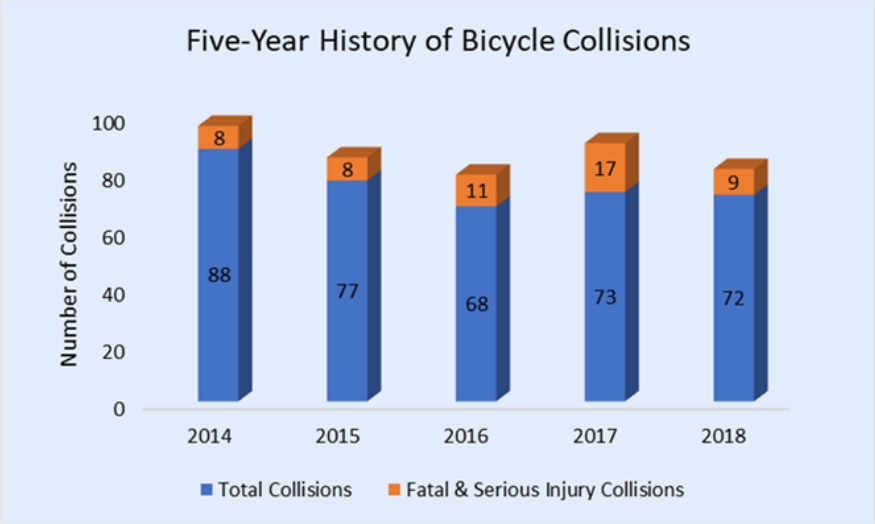


Figure 2

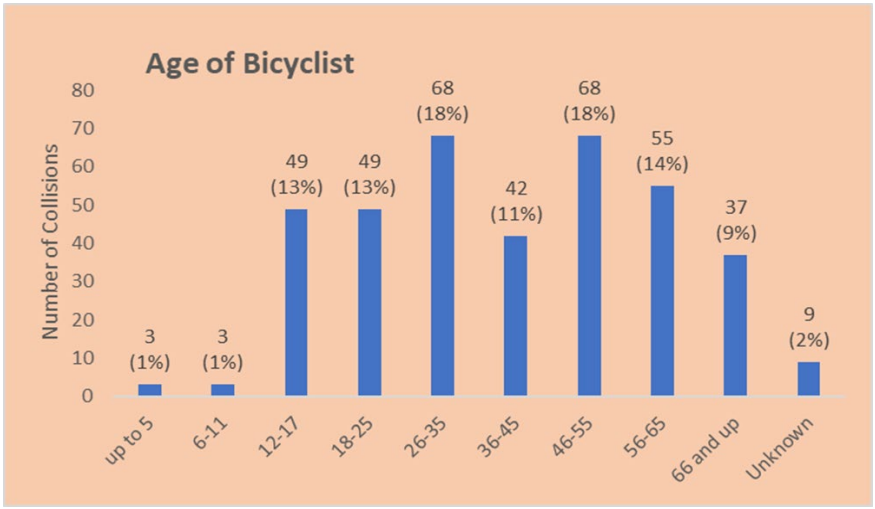
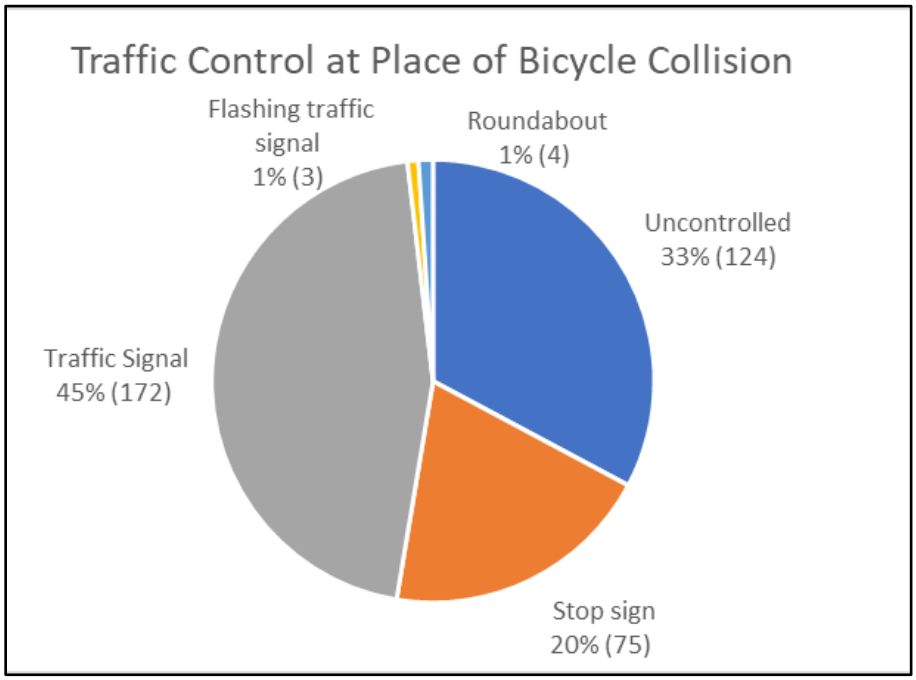


Figure 3



With respect to the causes and behaviors associated with the bicycle collisions, the following results were determined:

- 378 bicycle collisions– an average of 76 collisions annually
- 50 serious injuries and 3 fatalities
- Bicycle collisions accounted for 1.7% of all collisions over the 5-years
- 15% of bicyclists were individuals under the age of 18
- 78% of bicycle collisions occurred during daylight
- Only 4% of bicycle collisions involved a party that was impaired
- 42% of bicycle collisions did not result in any violation
- The highest reported violation was riding in the opposite direction of traffic (22%)
- 80% of collisions involving bicyclists occurred within 150-feet of an intersection
- Bicycle collisions occurred most frequently between 3 PM and 6 PM and on Tuesdays
- October had the highest number of bicycle collisions with 45
- 44% of all bicycle collisions occurred while the motorist was making a right-hand turn
- 33% of bicycle collisions occurred at uncontrolled locations and another 45% occurred at a signalized location

Pedestrian Collision Summary:

There were 281 collisions involving pedestrians during this five-year period. The highest number of collisions, 71, occurred in 2016. The age group of the pedestrians with the highest percentage of collisions were 26 to 35 years old with twenty (20) percent of the total number of collisions; the 18 to 25 years old age group had eighteen (18) percent. Information is depicted in Figures 4-5.

Figure 4

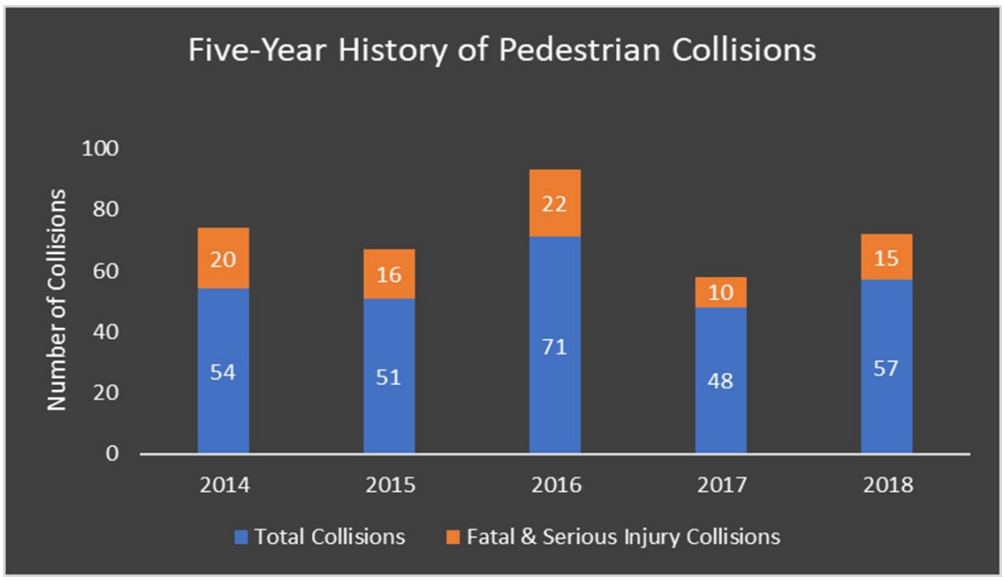
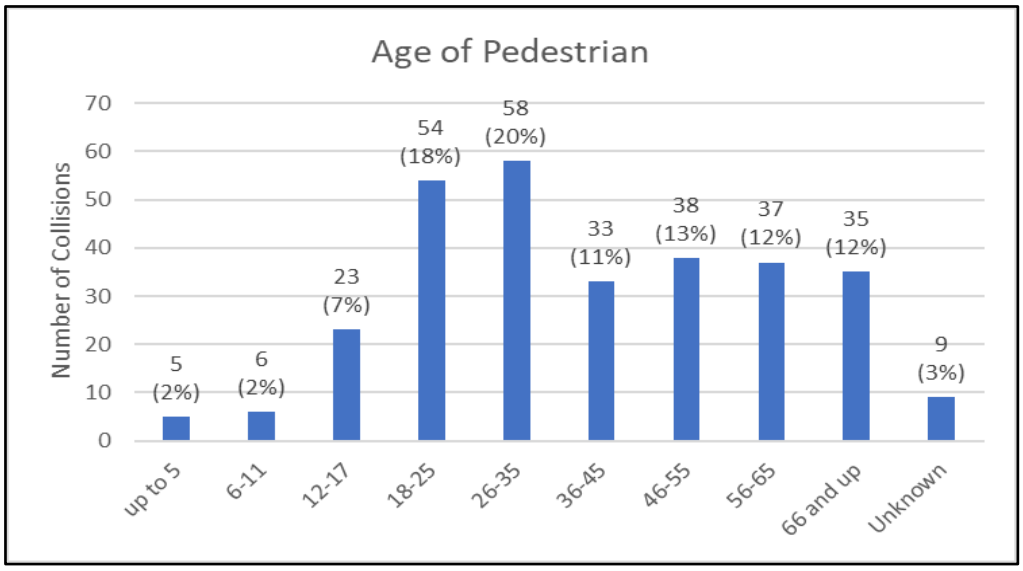


Figure 5



With respect to the causes and behaviors associated with the pedestrian collisions, the following results were determined and some of the results are shown in Figures 6-8:

- 281 pedestrian collisions– an average of 56 collisions annually
- 63 serious injuries and 19 fatalities
- Pedestrian collisions accounted for 1.3% of all collisions over the 5-years
- 11% of pedestrians were individuals under the age of 18
- 55% of pedestrian collisions occurred during daylight
- 16% of pedestrian collisions involved a party that was impaired
- 55% of pedestrian collisions did not result in any violation
- The highest reported violation was not using a crosswalk (where one existed, 21%)
- 57% of pedestrian collisions within 150-feet of an intersection occurred while crossing in a marked crosswalk
- 48% of pedestrian collisions beyond 150-feet of an intersection occurred by crossing midblock
- Pedestrian collisions occurred most frequently between 3 PM and 6 PM and on Wednesdays
- March had the highest number of bicycle collisions with 36
- 52% of all pedestrian collisions were categorized as the driver being at-fault
- 44% of pedestrian collisions occurred at uncontrolled locations

Figure 6

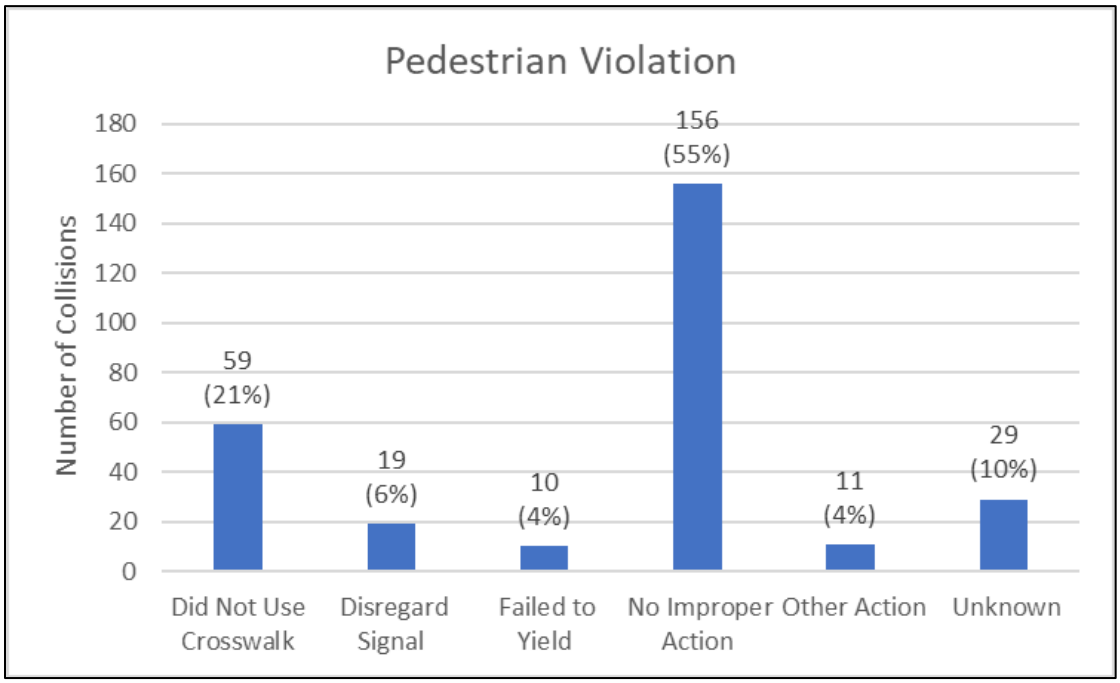


Figure 7

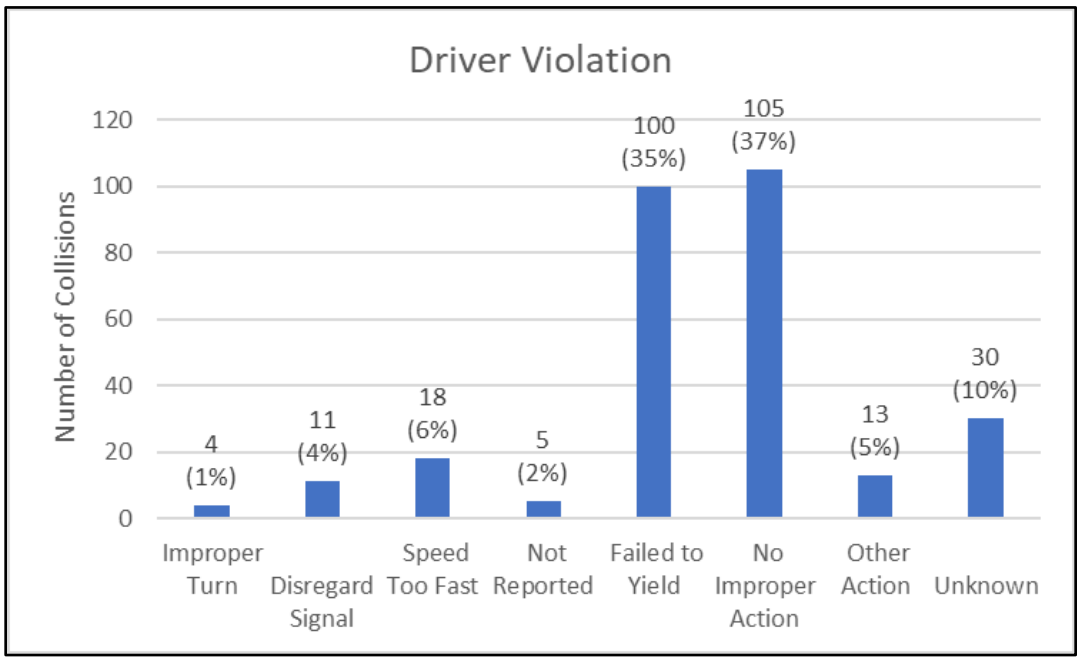
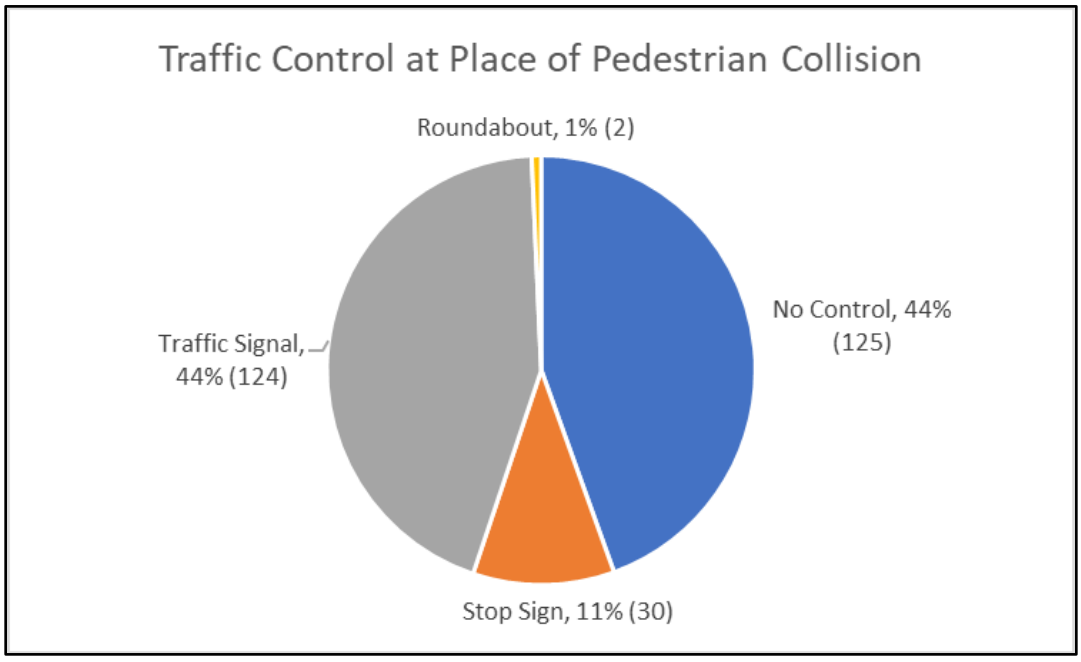


Figure 8



Report Summary:

The draft *Bicycle and Pedestrian Collision* report is available for the Paths and Trails Subcommittee Members to review. The draft document summarizes all the collision data collected and explains the conditions and actions related to these collisions using graphs, pie charts, maps, and a report narrative. Staff is seeking feedback from the Subcommittee Members as to the content and formatting of the data as well as whether there is some analysis that is missing that should be incorporated into a final version of the report.

The goal of the report is to provide an additional screening tool for practitioners, similar to the biennial *Traffic Volume and Collision Report*. Staff will review the data to determine if there are any collision trends that can be addressed by new traffic control or modifying existing traffic control. The information will also be utilized to inform and educate the public to improve travel behaviors.

Next Steps:

Staff is requesting feedback from the Subcommittee, if any, to incorporate this into the draft *Bicycle and Pedestrian Collision Report*. Feedback has already been received from Transportation Commission. The next step is for Staff to finalize the report.

It is anticipated that a final version of the report will be completed by the end of the first quarter of 2021.

Staff Contact: David R. Smith, 480-312-7613, drsmith@scottsdaleaz.gov

2020 Bicycle and Pedestrian Collision Report

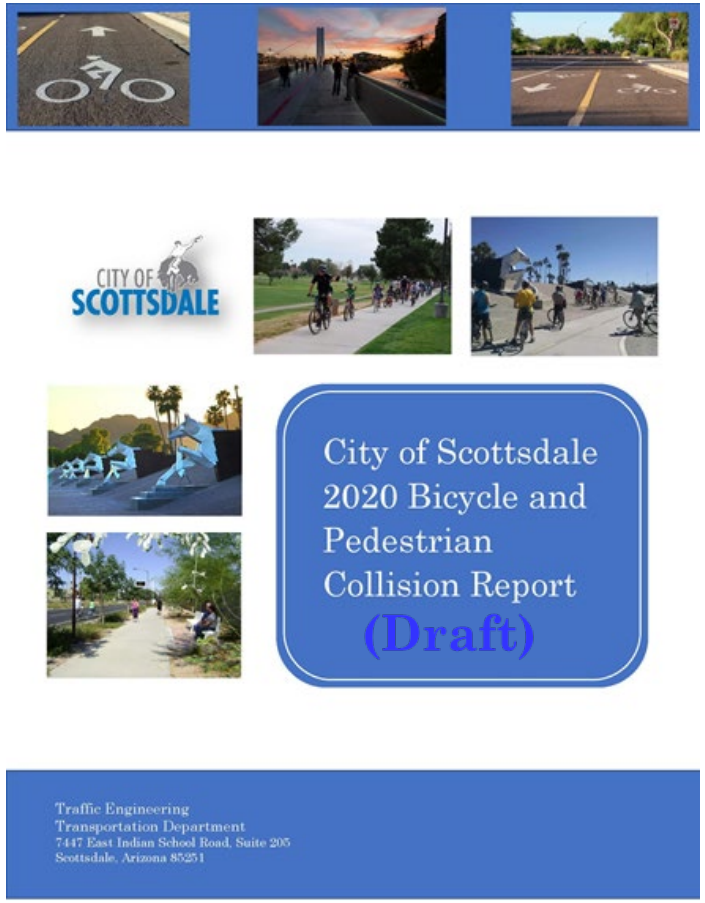
City of Scottsdale – Paths and Trails Subcommittee

2/2/2021

CITY OF SCOTTSDALE

Presentation Agenda

- Introduction
- Purpose
- "Recent" history of the report
- Creating the report itself
- Report Sections
- Cover some of the data for each mode
- Comparisons
- Next Steps



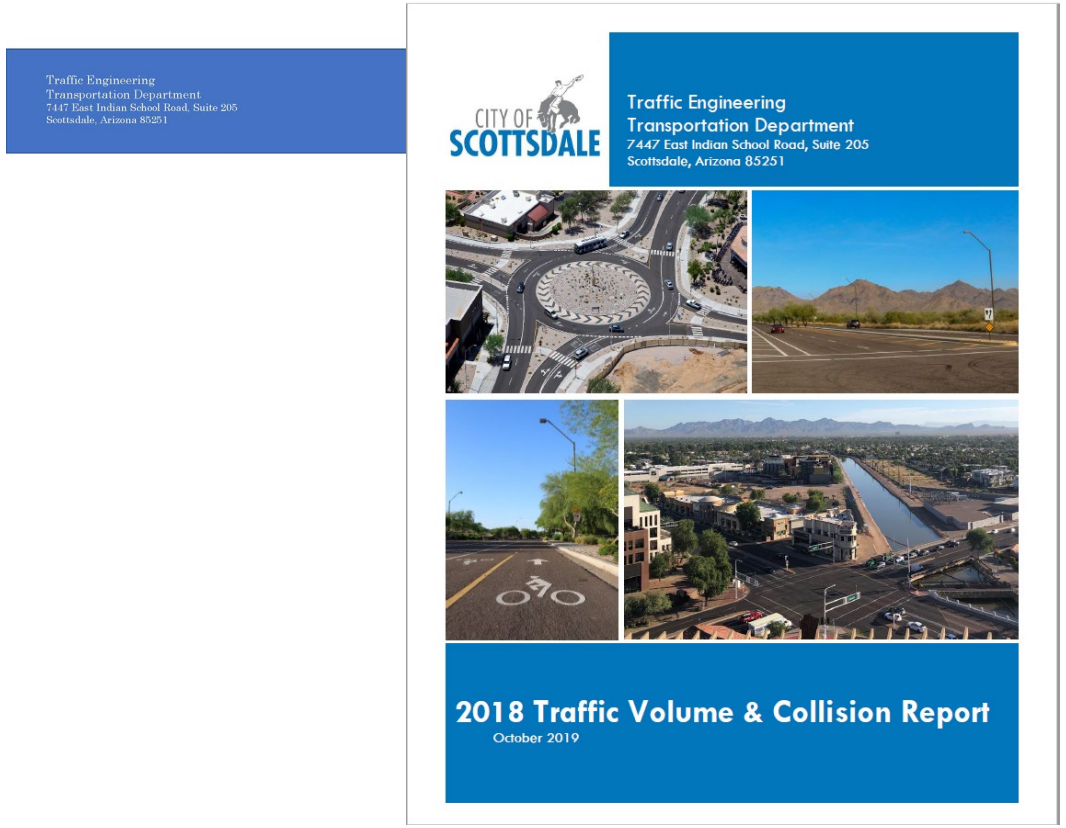
CITY OF SCOTTSDALE

Purpose

1. Screening tool and complement similar resources utilized by the Transportation Department such as the biennial *Traffic Volume and Collision Report*

2. Identify locations for road safety assessments and traffic control device review

3. Assist in identifying locations of latent demand for possible deployment of PHB, RRFB, and other traffic control



CITY OF SCOTTSDALE

Purpose

4. Identify locations/corridors for CIP investment
5. Assist with identifying improvements necessary with private development
6. Better, more targeted education and/or enforcement
7. Influence the design of new facilities
8. Satisfy a prior request of the Transportation Commission and desire of Management and Staff

CITY OF SCOTTSDALE

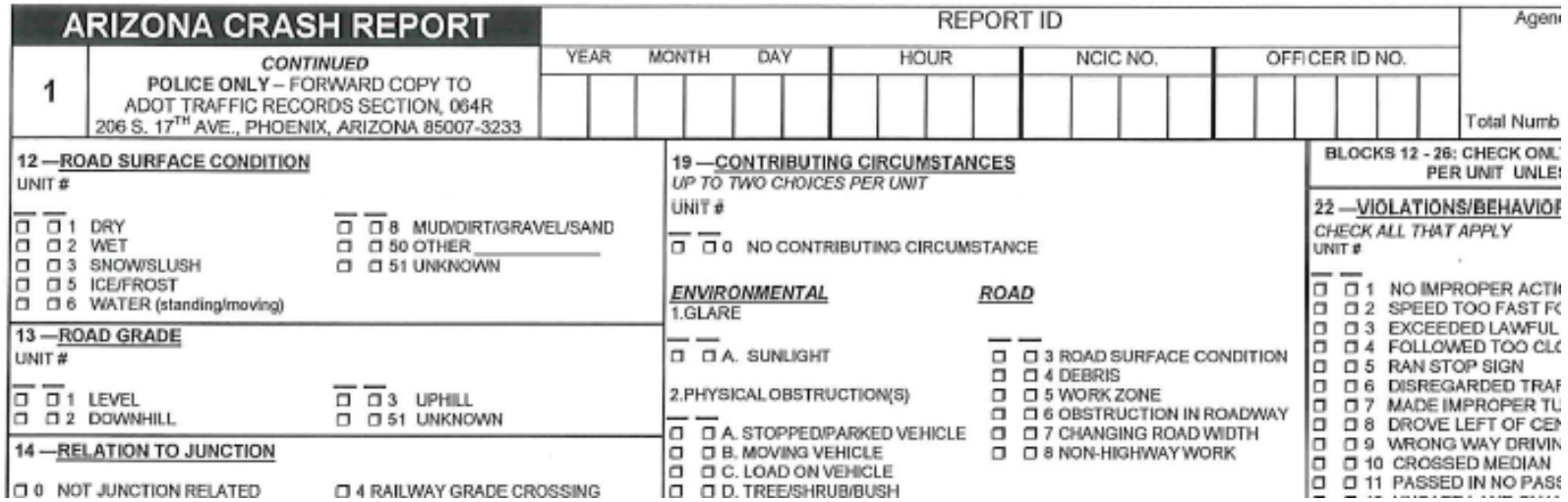
History

- Last “update” in 2008 Transportation Master Plan
- Other agencies providing similar data

CITY OF SCOTTSDALE

Creating the Report

- Arizona Crash Reports directly from Scottsdale Police Department
- Manually analyzed and processed data for reporting
- Benefits to reviewing reports manually



ARIZONA CRASH REPORT

REPORT ID

1

CONTINUED
POLICE ONLY – FORWARD COPY TO
ADOT TRAFFIC RECORDS SECTION, 064R
206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

YEAR MONTH DAY HOUR NCIC NO. OFFICER ID NO.

Agen

Total Numb

12 —ROAD SURFACE CONDITION
UNIT #
1 DRY
2 WET
3 SNOW/SLUSH
5 ICE/FROST
6 WATER (standing/moving)
8 MUD/DIRT/GRAVEL/SAND
50 OTHER
51 UNKNOWN

13 —ROAD GRADE
UNIT #
1 LEVEL
2 DOWNHILL
3 UPHILL
51 UNKNOWN

14 —RELATION TO JUNCTION
0 NOT JUNCTION RELATED
4 RAILWAY GRADE CROSSING

19 —CONTRIBUTING CIRCUMSTANCES
UP TO TWO CHOICES PER UNIT
UNIT #
0 NO CONTRIBUTING CIRCUMSTANCE

ENVIRONMENTAL
1.GLARE
A. SUNLIGHT

2.PHYSICAL OBSTRUCTION(S)
A. STOPPED/PARKED VEHICLE
B. MOVING VEHICLE
C. LOAD ON VEHICLE
D. TREE/SHRUB/BUSH

ROAD
3 ROAD SURFACE CONDITION
4 DEBRIS
5 WORK ZONE
6 OBSTRUCTION IN ROADWAY
7 CHANGING ROAD WIDTH
8 NON-HIGHWAY WORK

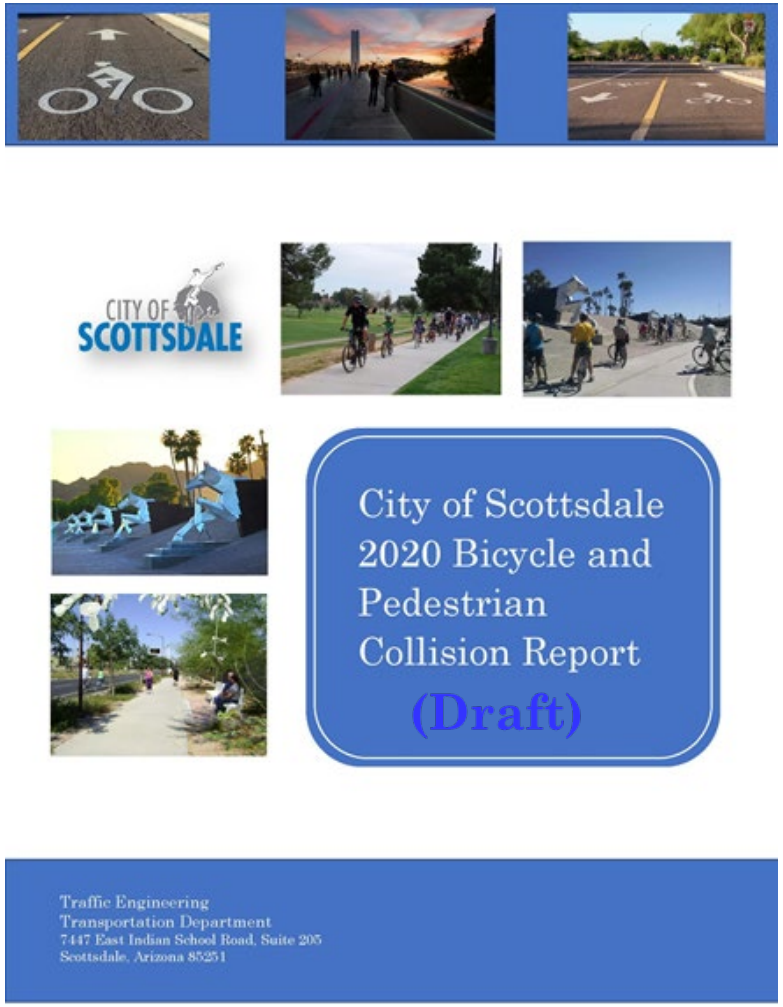
BLOCKS 12 - 26: CHECK ONL
PER UNIT UNLE

22 —VIOLATIONS/BEHAVIOR
CHECK ALL THAT APPLY
UNIT #
1 NO IMPROPER ACTI
2 SPEED TOO FAST FO
3 EXCEEDED LAWFUL
4 FOLLOWED TOO CLO
5 RAN STOP SIGN
6 DISREGARDED TRAF
7 MADE IMPROPER TU
8 DROVE LEFT OF CEN
9 WRONG WAY DRIVIN
10 CROSSED MEDIAN
11 PASSED IN NO PASS

CITY OF SCOTTSDALE

Report Sections

- Table of Contents
- Introduction
- Facts at a Glance
- 5-Year Collison History: Total by Mode
- Collision Data
  - Bicycle & Pedestrian
- Collision Maps
  - Bicycle & Pedestrian
- Arizona Crash Reporting Form
- Definitions



CITY OF SCOTTSDALE

Report Sections

Five Year Trend of Collisions: Bicycle Collisions

- Age and Gender
- Light Condition
- Day of Week and Time of Day and Month
- Violation/Behavior
- Impairment
- Drivers Intended Movement Prior to Collision
- Action/Location of Bicycle (for collisions within 150-feet of an intersection)
- Action/Location of Bicycle (for collisions over 150-feet of an intersection)
- Traffic Control at Location of Collisions
- Manner of Collision
- Collisions on Public Property and Private Property
- Injury Severity for Bicyclist
- Location of Bicyclist Crossing
- Primary Fault in Collision

CITY OF SCOTTSDALE

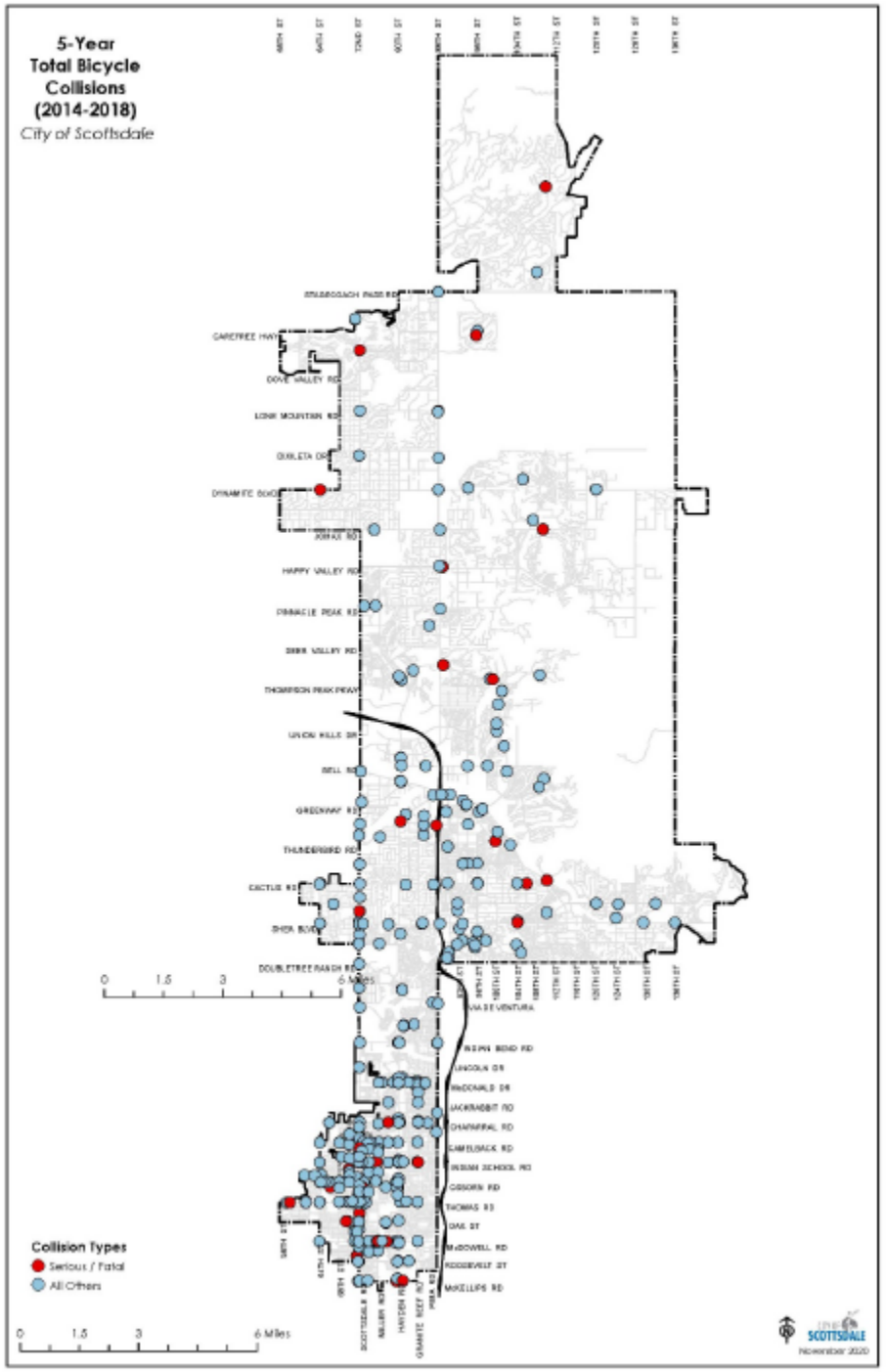
Report Sections

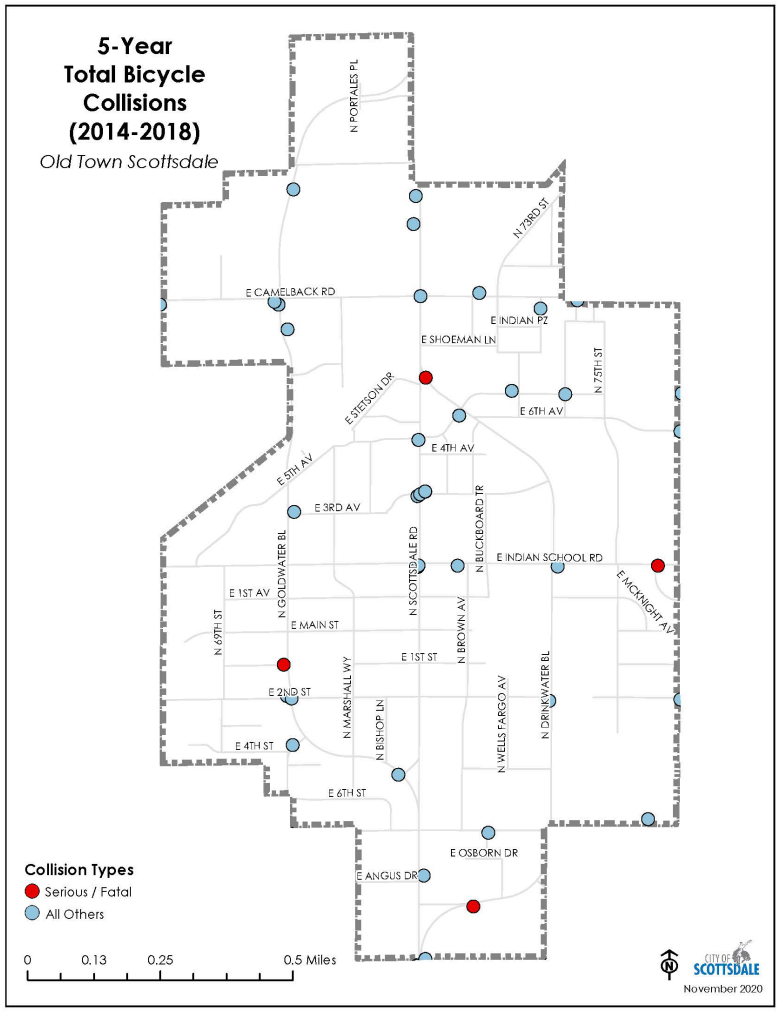
- **<u>Five Year Trend of Collisions: Pedestrian Collisions</u>**

- Age and Gender
- Light Condition
- Day of Week and Time of Day and Month
- Violation/Behavior
- Impairment
- Drivers Intended Movement Prior to Collision
- Action/Location of Pedestrian (for collisions within 150-feet of an intersection)
- Action/Location of Pedestrian (for collisions over 150-feet of an intersection)
- Traffic Control at Location of Collisions
- Direction of Impact on Pedestrian
- Collisions on Public Property and Private Property
- Injury Severity for Pedestrian
- Location of Pedestrian Crossing
- Primary Fault in Collision
- Pedestrian "Riding" Device

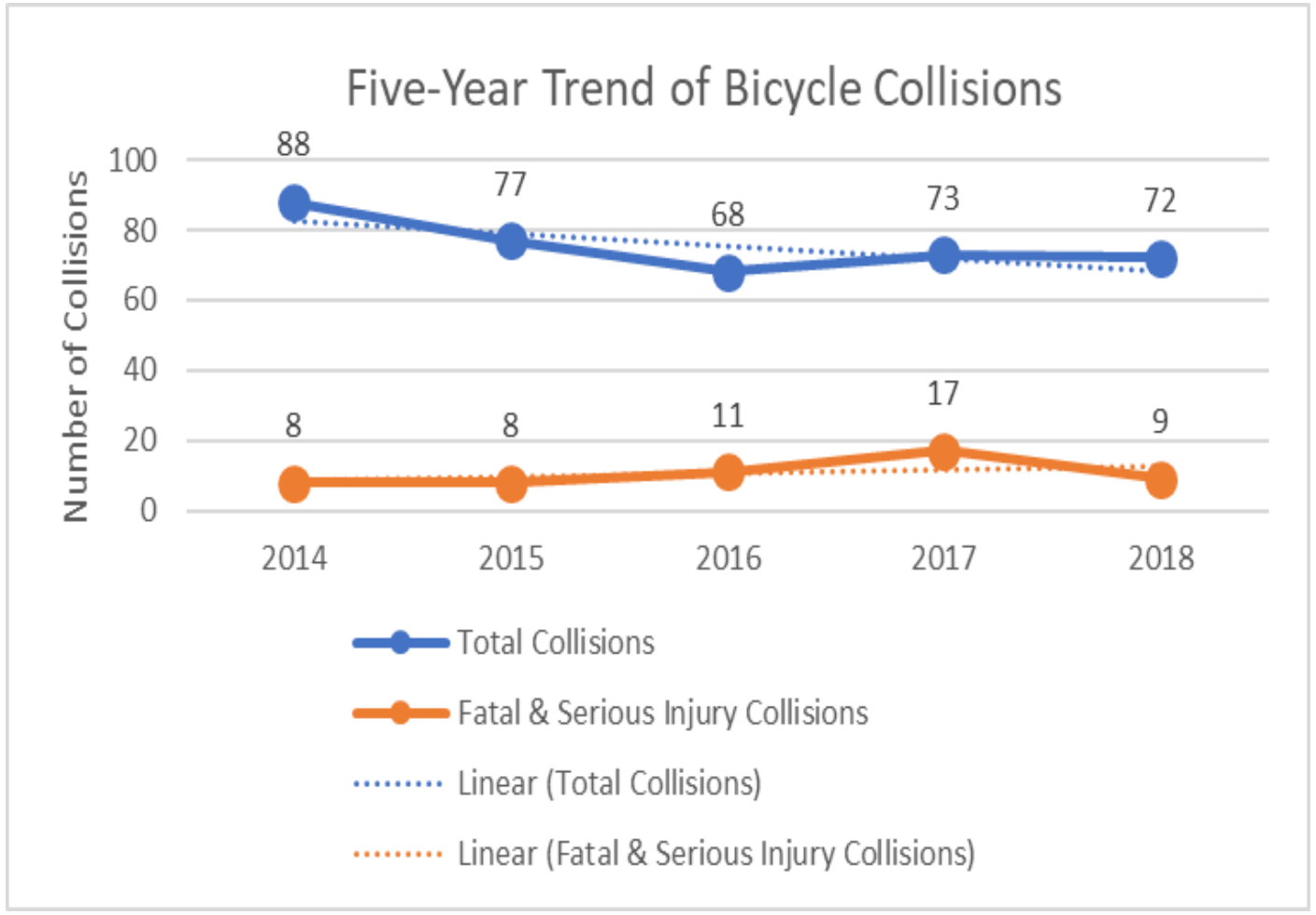
CITY OF SCOTTSDALE

Report Sections - Maps





Bicycle Collision Statistics



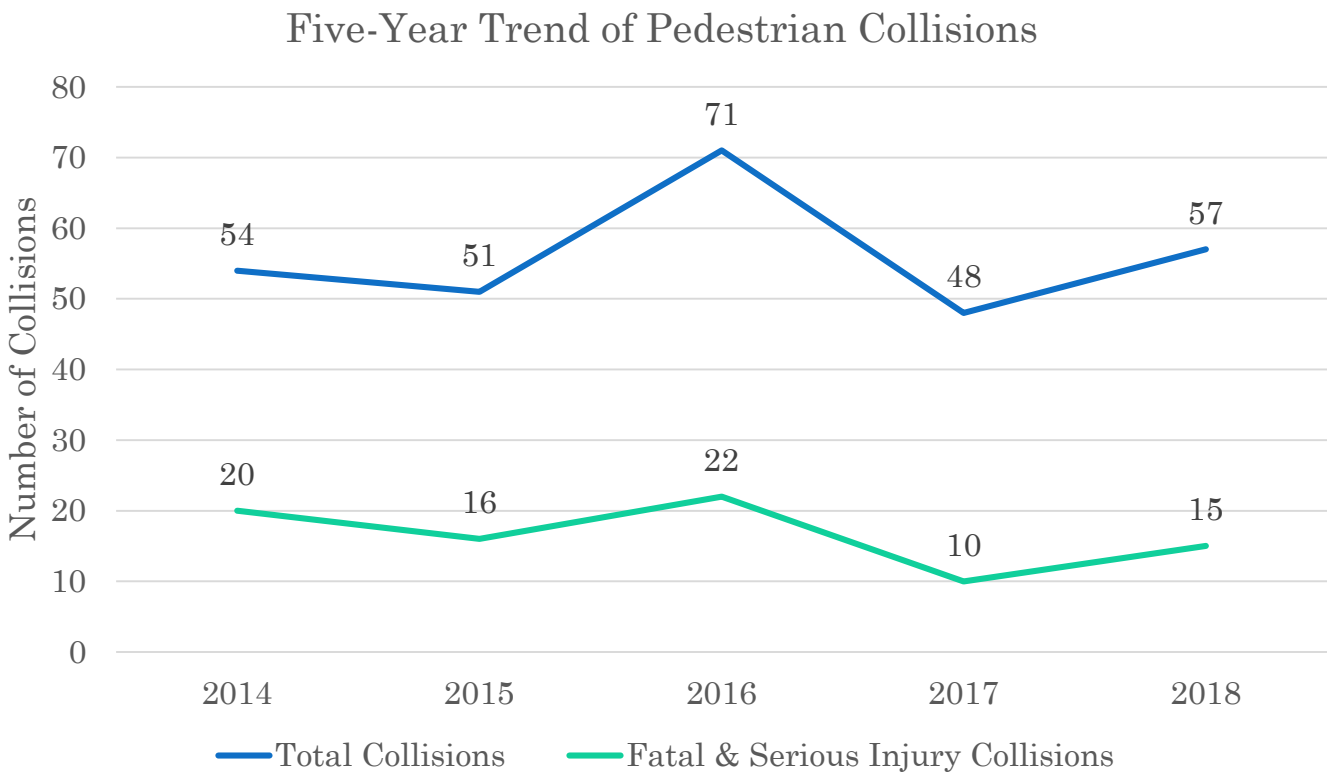
CITY OF SCOTTSDALE

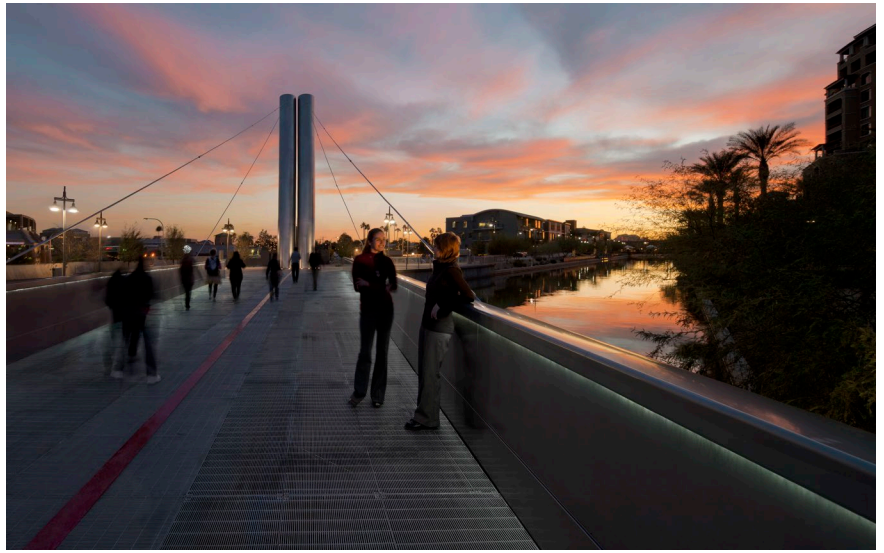
Some Notable Facts: Bicycle Collisions

- There were 378 bicycle collisions– an average of 76 collisions annually
- These included 50 serious injuries and 3 fatalities
- Bicycle collisions accounted for 1.7% of all collisions over the 5-years
- 15% of bicyclists were individuals under the age of 18
- 78% of bicycle collisions occurred during daylight
- Only 4% of bicycle collisions involved a party that was impaired
- 42% of bicycle collisions did not result in any violation

CITY OF SCOTTSDALE

Pedestrian Collision Statistics





CITY OF SCOTTSDALE

Some Notable Facts: Pedestrian Collisions

- There were 281 pedestrian collisions– an average of 56 collisions annually
- These included 63 serious injuries and 19 fatalities
- Pedestrian collisions accounted for 1.3% of all collisions over the 5-years
- 11% of pedestrians were individuals under the age of 18
- 55% of pedestrian collisions occurred during daylight
- 16% of pedestrian collisions involved a party that was impaired
- 55% of pedestrian collisions did not result in any violation

CITY OF SCOTTSDALE

City of Scottsdale vs…

Statewide	Pedestrian Collisions		**Pedestrian Fatals & Rate		Pedacycle Collisions		Pedacycle Fatals & Rate	
State of Arizona (2019*)	1842	1.42%	217	11.8%	1275	1.0%	30	2.35%
City of Scottsdale (2014-18 ave)	56	1.30%	4	6.7%	76	1.7%	0.6	0.70%
*Source: 2019 ADOT Crash Facts			** Of all pedestrian crashes					

Maricopa County	Ped Collisions	Per 100K (pop)	Ped Fatals	Per 100K (pop)	Pedacycle Collisions	Per 100K (pop)	Pedacycle Fatals	Per 100K (pop)
Maricopa County (2019*)	1370	31	132	2.94	940	21	19	0.424
City of Scottsdale (2014-18 ave)	56	22	4	1.55	76	29	0.6	0.232
*Source: 2019 ADOT Crash Facts								
2019 Maricopa County population ~ 4,485,000								
2019 City of Scottsdale population ~258,069								

City of Phoenix	Bicycle Collisions	Per 100K (pop)	Bicycle Fatals	Per 100K (pop)
City of Phoenix (2014*)	457	29	11	0.245
City of Scottsdale (2014-18 ave)	76	29	0.6	0.232
*Source: 2014 COP Bicycle Collision Report				
2014 City of Phoenix population ~ 1,557,000				
2019 City of Scottsdale population ~258,069				

Finalize Report in order to:

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

Next Steps

CITY OF SCOTTSDALE

Questions?



CITY OF SCOTTSDALE




City of Scottsdale 2020 Bicycle and Pedestrian Collision Report

Traffic Engineering
Transportation Department
7447 East Indian School Road, Suite 205
Scottsdale, Arizona 85251

Table of Contents

Introduction

The purpose of this document is to provide bicycle and pedestrian collision data for the City of Scottsdale for the most recent five (5) years of reported data. The data available at the time of this report is 2014-2018. This is the first report the City has produced of this type. It is expected that this report will be updated periodically. Due to the relative infrequency of bicycle and pedestrian collisions relative to vehicular collisions, it would make sense that updates occur less frequently than the Cities' biennial *Traffic Volume and Collision Report Manual*.

During the five (5) year analysis period, there were a total of 378 documented bicycle collisions and 281 documented pedestrian collisions. This correlates to a yearly average of approximately 76 bicycle collisions and 56 pedestrian collisions. The data was vetted extensively, and each individual collision report was reviewed to confirm that the report did, in fact, involve a bicycle or pedestrian. This is an important distinction because a simple query of the collision type – at the State, City, or local level – may yield different results. The discrepancies could be attributed to reporting criteria, officer interpretation, and human error. Because all documented collisions contained in this report are verified, there is a high degree of confidence that all bicycle and pedestrian collision reports for the five (5) year analysis period between 2014-2018 are accurately represented. It is also important to note that the data in the report is for documented bicycle and pedestrian collisions and that it is logical to expect there are bicycle and pedestrian collisions that do not result in a report and thus not represented in the data contained in this report.

In addition to tabulated data, this report also includes graphical representations to illustrate the collision data. Bar and pie charts are used to show the relative percentages of collisions occurring for many different variables such as age, gender, day of week, time of day, action by motorist relative to the bicycle and pedestrian, and so on.

There are also maps contained within this report that provide a spatial representation of the locations where bicycle and pedestrian collisions have occurred. For the purposes of this report, the City was divided into four (4) distinct segments by geographic area – northern, central, southern, and downtown ("Old Town"). The maps provide a breakdown of total collisions by mode (bicycle or pedestrian) and by severity (serious injuries and fatalities).

When reviewing the report, it is also important to understand some of the applicable laws as they relate to bicyclists and pedestrians. For bicyclists – it is legal to ride a bicycle on sidewalks in Scottsdale as well as the roadway. A bicyclist can ride in either direction on a sidewalk, but this can make them vulnerable to see, particularly to vehicles making a right-hand turn. It is illegal to ride a bicycle in the roadway against traffic (A.R.S. 28-721) and it is illegal for motorist to enter an intersection without making a reasonable attempt of ensuring it is clear to proceed (A.R.S. 28-701A, 28-645.A.1.a, 28-773, 28-774). For pedestrians – Arizona law requires drivers to exercise due care to avoid colliding with a pedestrian (A.R.S. 28-794). It is also against the law to pass vehicles stopped at marked or unmarked crosswalks when pedestrians are present (A.R.S. 28-792). Pedestrians walking or running along a roadside without sidewalks have a legal right to do so and vehicles must avoid colliding with them (A.R.S. 28-796) but if sidewalks are provided, a pedestrian shall not walk along and on an adjacent roadway (A.R.S. 28-796). Lastly, a pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles on the roadway and between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk (A.R.S. 28-793A and C). There are numerous other laws that apply to both bicyclists and pedestrians; however, the intent of this report is to provide context to the collision categories and the laws referenced assist the reader with that intent.

It is anticipated that the *Bicycle and Pedestrian Collision Report* will provide a resource for practitioners in several applications. First, the report can be used as a screening tool for locations that have a documented history of bicycle and pedestrian collisions. This information can be supplemented with other references, such as the previously referenced

biennial *Traffic Volume and Collision Report Manual*, to assist in identifying possible locations for road safety audits and device reviews. One of the challenges associated with the bicycle and pedestrian modes of transportation is knowing where to deploy traffic control to promote safe travel by anticipating latent demand. Understanding where collisions have occurred amongst bicyclists and pedestrians can assist to bridge that unknown. Second, locations that have a history of bicycle and pedestrian collisions can be identified for capital improvement projects. Third, knowing the locations with documented bicycle and pedestrian collisions can assist with identifying infrastructure improvements associated with private development. Fourth, understanding the behaviors associated with collisions involving bicycles and pedestrians can lead to better education, targeted enforcement, and influence design of new facilities such as bike lanes.

Below are approximate corridor locations that exhibit clusters of bicycle and pedestrian collisions between 2014 and 2018 broken down by geographic area – northern, central, southern, and Old Town. These locations are by listed by frequency and not by severity. As one may expect, the denser areas of the City – Southern Scottsdale and Old Town, have a larger number of collision clusters while the less densely populated area of northern Scottsdale had fewer clusters of collisions.

Northern

Bicycle

- Pima Road from Pinnacle Peak Road to Lone Mountain Road

Pedestrian

- No discernable cluster(s)

Central

Bicycle

- Scottsdale Road from Shea Boulevard to Bell Road
- Frank Lloyd Wright Boulevard from near the Loop 101 interchange east to Thompson Peak Parkway
- Area bounded by Via Linda to the south, Mountain View Road to the north, 90th Street to the west and 96th Street to the east

Pedestrian

- Scottsdale Road between Greenway Road and Union Hills Drive
- Scottsdale Road between Mountain View Road and Cholla Street
- Area surrounding the Honor Health Medical Campus near Shea Boulevard and 90th Street

Southern

Bicycle

- Scottsdale Road from Roosevelt Street to McDowell Road
- McDowell Road from Scottsdale Road to Hayden Road
- Hayden Road from Thomas Road to Osborn Road
- McDonald Drive from Miller Road to Pima Road

Pedestrian

- McDowell Road from Miller Road to Hayden Road
- Thomas Road near the intersection of Scottsdale Road to the east and west
- Scottsdale Road from McDowell Road to Thomas Road
- Indian School Road from Miller Road to Hayden Road

Old Town

Bicycle

- Scottsdale Road from Indian School Road to Chaparral Road

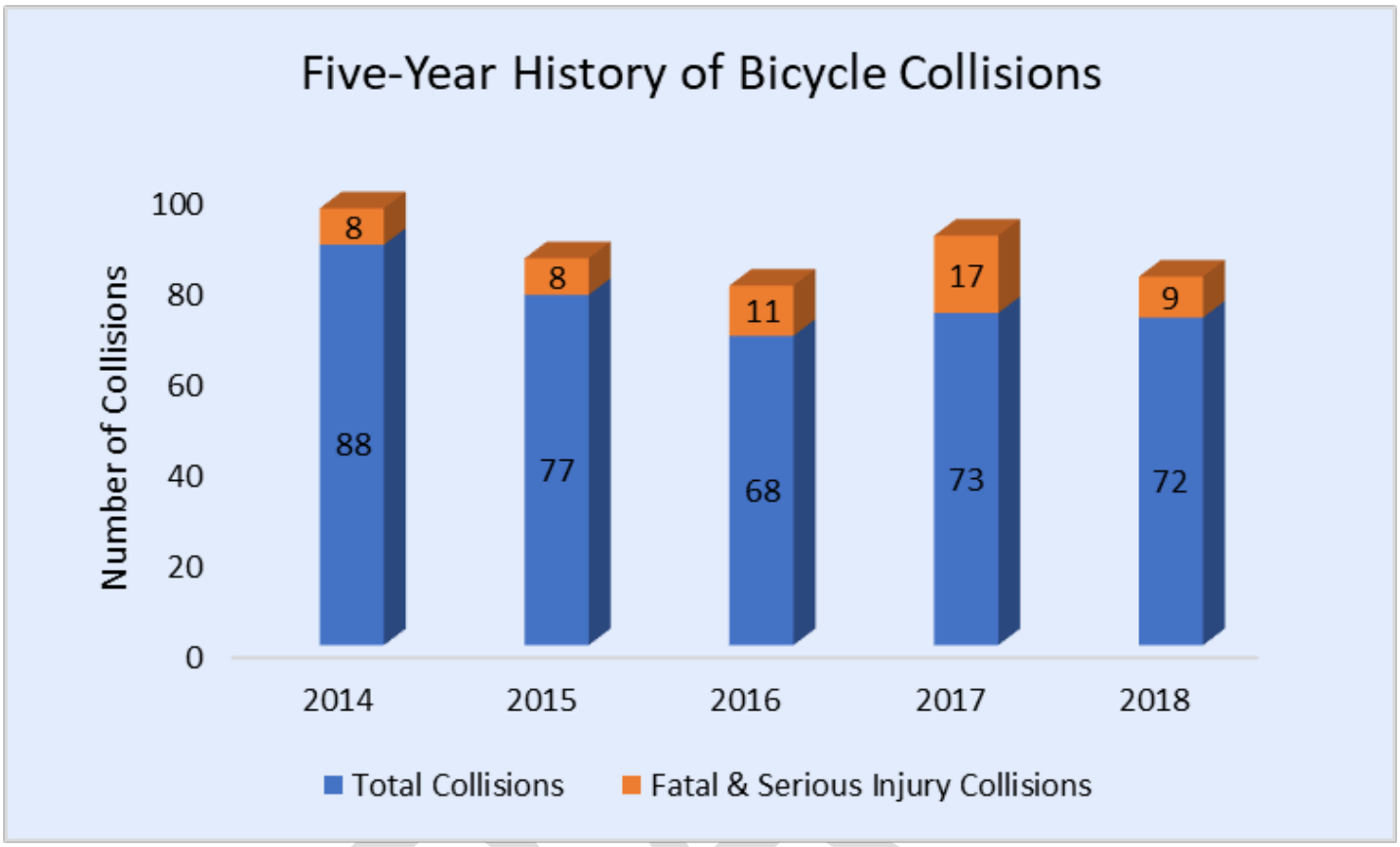
Pedestrian

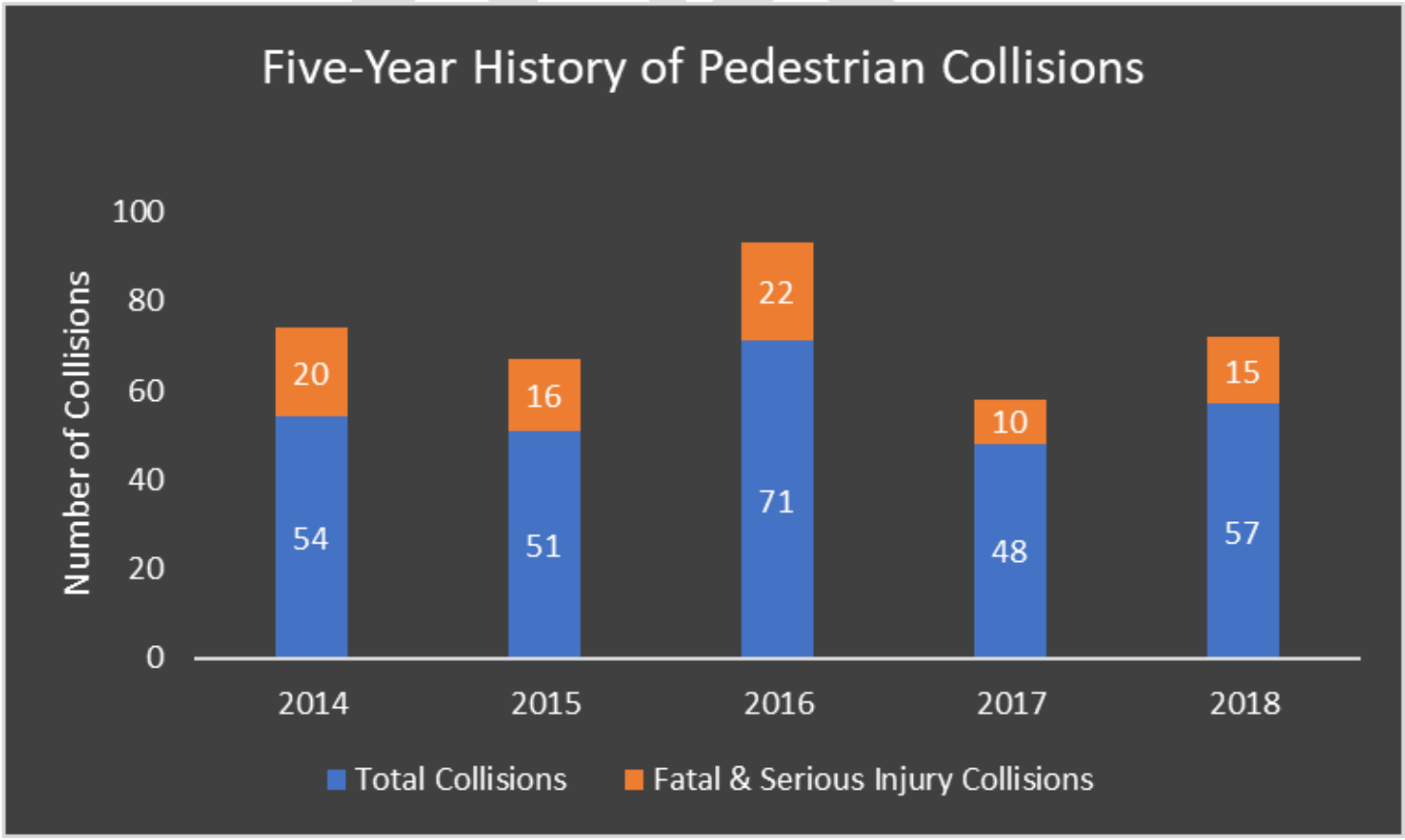
- Camelback Road from Goldwater Boulevard to 75th Street
- Scottsdale Road from Main Street to Indian School Road
- Stetson Drive/5th Avenue from Scottsdale Road to Wells Fargo Avenue

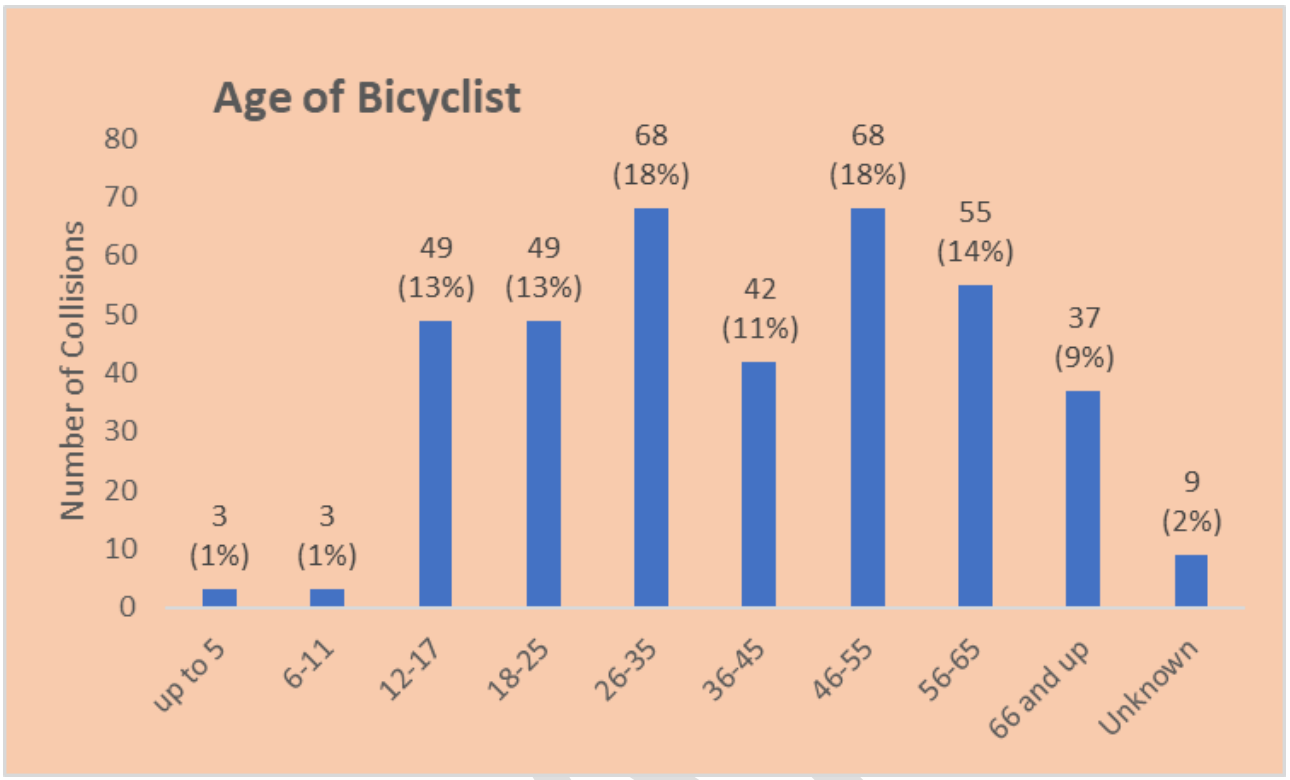
From 2014 to 2018…

Bicycle Collisions:
… 378 bicycle collisions– an average of 76 collisions annually
… 50 serious injuries and 3 fatalities
… Bicycle collisions accounted for 1.7% of all collisions over the 5-years
… 15% of bicyclists were individuals under the age of 18
… 78% of bicycle collisions occurred during daylight
… Only 4% of bicycle collisions involved a party that was impaired
… 42% of bicycle collisions did not result in any violation
… The highest reported violation was riding in the opposite direction of traffic (22%)
… 80% of collisions involving bicyclists occurred within 150-feet of an intersection
… Bicycle collisions occurred most frequently between 3 PM and 6 PM and on Tuesdays
… October had the highest number of bicycle collisions with 45
… 44% of all bicycle collisions occurred while the motorist was making a right-hand turn
… 33% of bicycle collisions occurred at uncontrolled locations and another 45% occurred at a signalized location

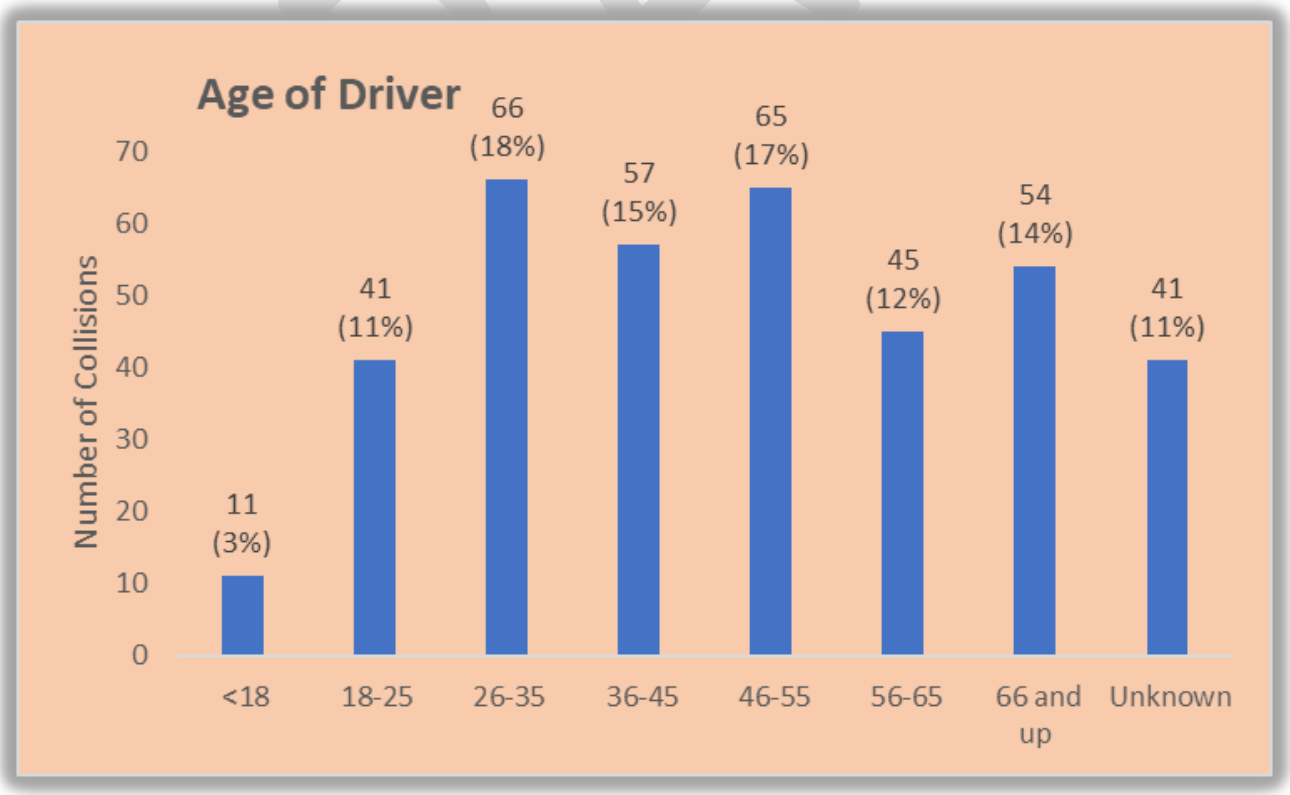
Pedestrian Collisions:
… 281 pedestrian collisions– an average of 56 collisions annually
… 63 serious injuries and 19 fatalities
… Pedestrian collisions accounted for 1.3% of all collisions over the 5-years
… 11% of pedestrians were individuals under the age of 18
… 55% of pedestrian collisions occurred during daylight
… 16% of pedestrian collisions involved a party that was impaired
… 55% of pedestrian collisions did not result in any violation
… The highest reported violation was not using a crosswalk (where one existed, 21%)
… 57% of pedestrian collisions within 150-feet of an intersection occurred while crossing in a marked crosswalk
… 48% of pedestrian collisions beyond 150-feet of an intersection occurred by crossing midblock
… Pedestrian collisions occurred most frequently between 3 PM and 6 PM and on Wednesdays
… March had the highest number of bicycle collisions with 36
… 52% of all pedestrian collisions were categorized as the driver being at-fault
… 44% of pedestrian collisions occurred at uncontrolled locations


Five-Year History of Bicycle Collisions
Number of Collisions
100
80
60
40
20
0
8
88
8
77
11
68
17
73
9
72
2014
2015
2016
2017
2018
Total Collisions
Fatal & Serious Injury Collisions

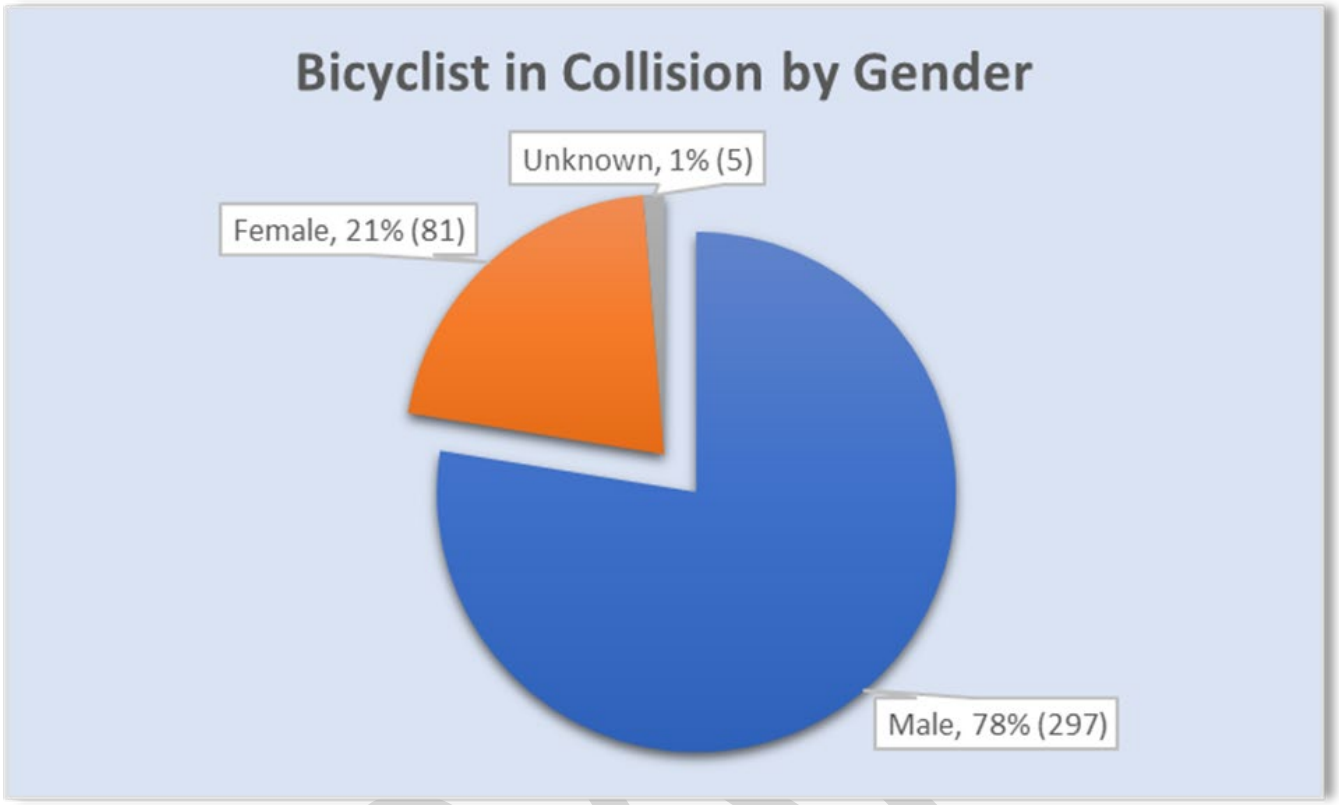

Five-Year History of Pedestrian Collisions
Number of Collisions
100
80
60
40
20
0
20
54
16
51
22
71
10
48
15
57
2014
2015
2016
2017
2018
Total Collisions
Fatal & Serious Injury Collisions



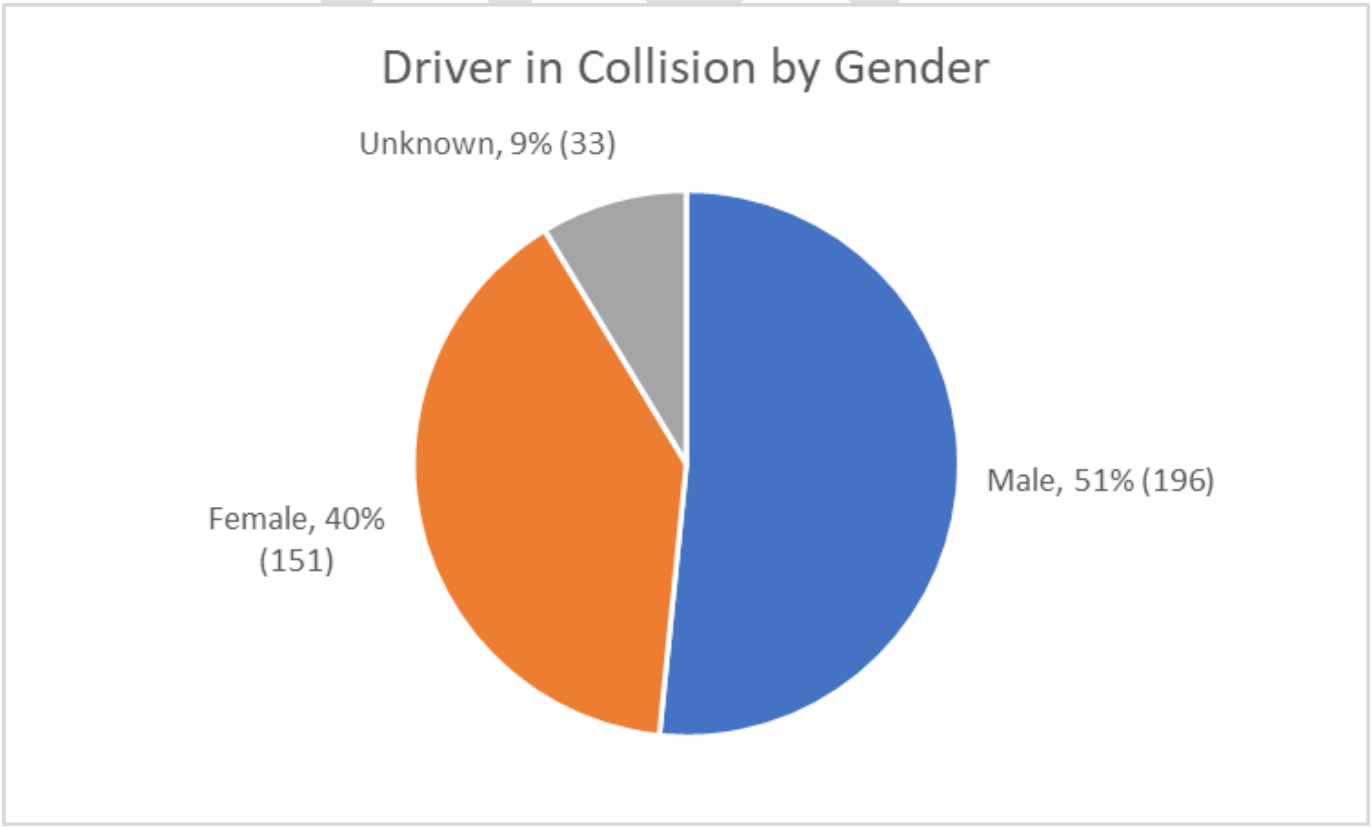
1- Age of Bicyclist



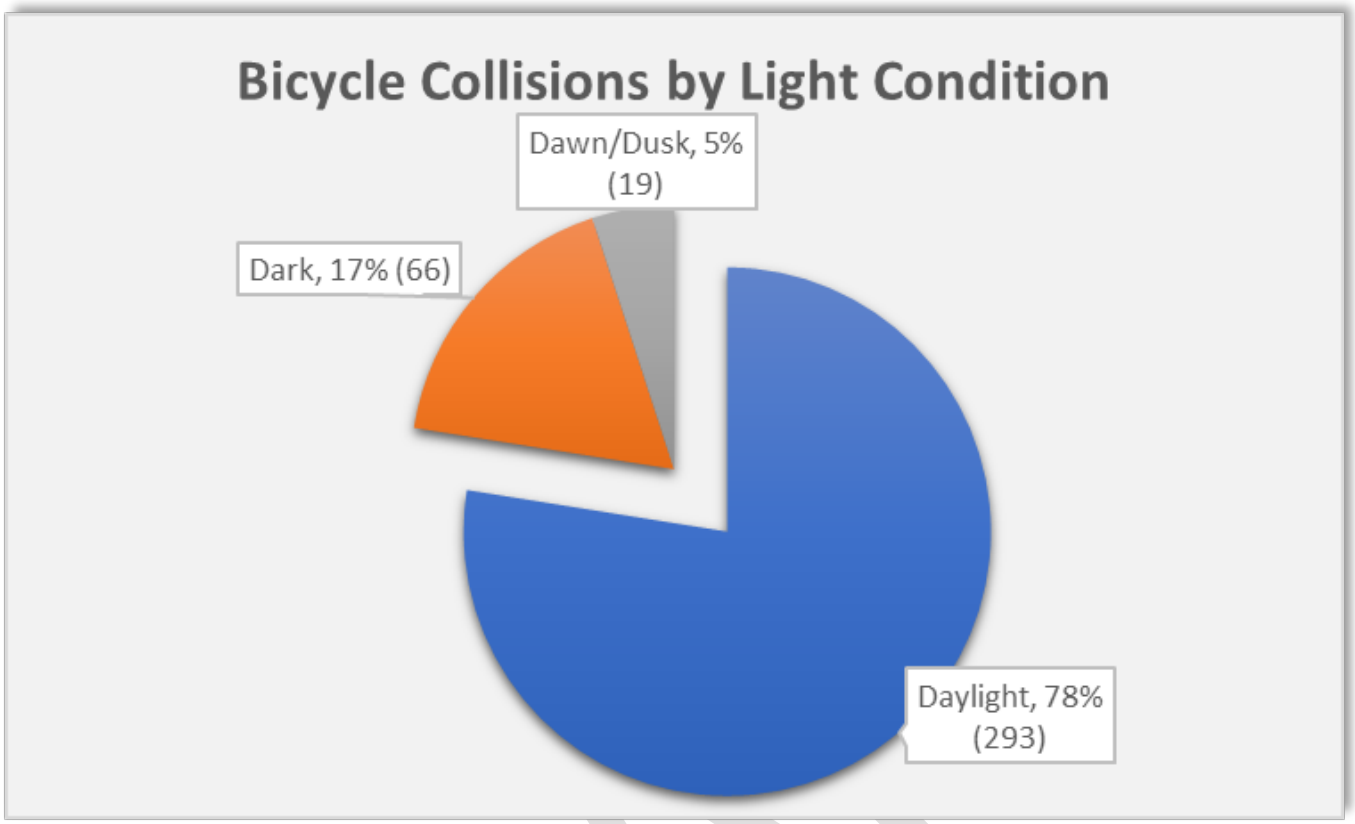
2 - Age of Driver



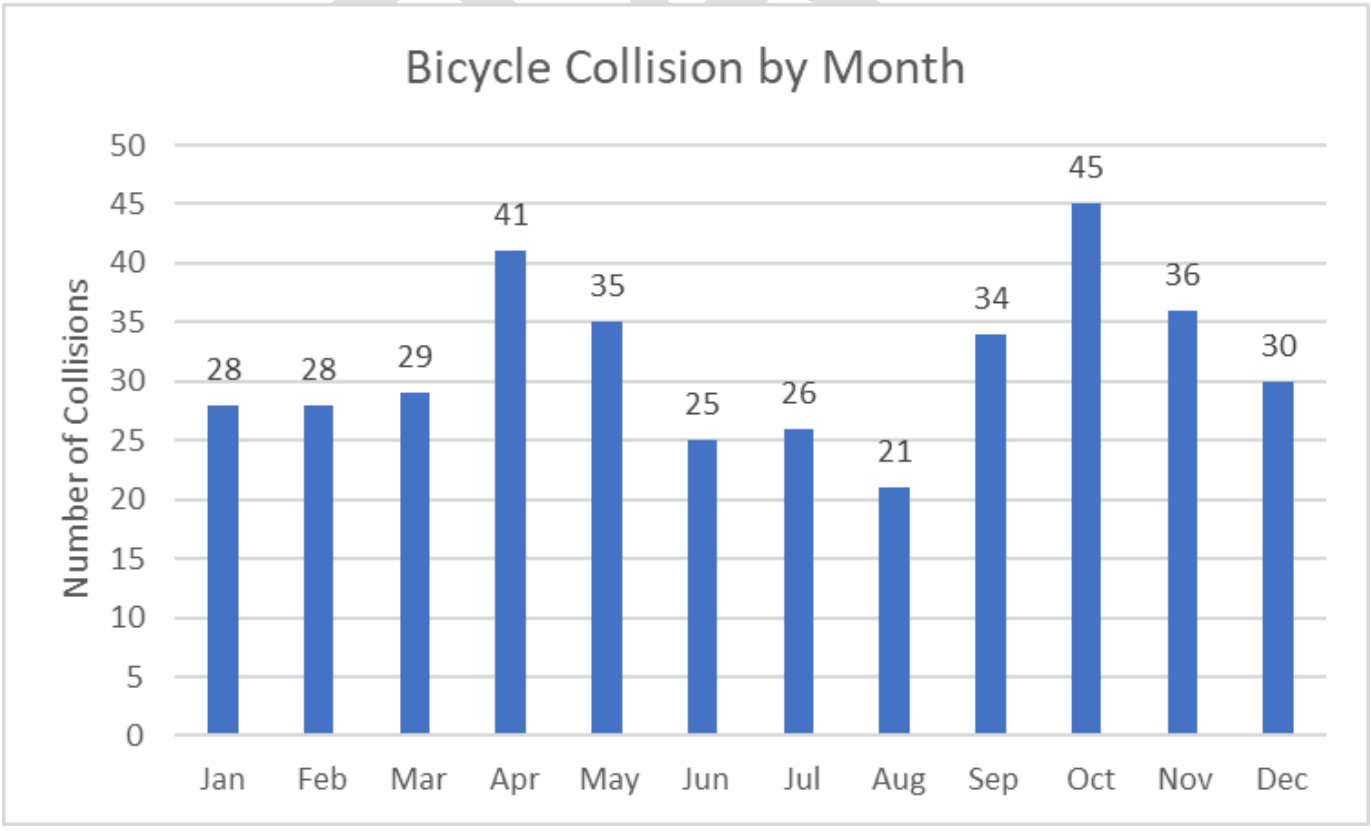
3 - Bicyclist in Collision by Gender



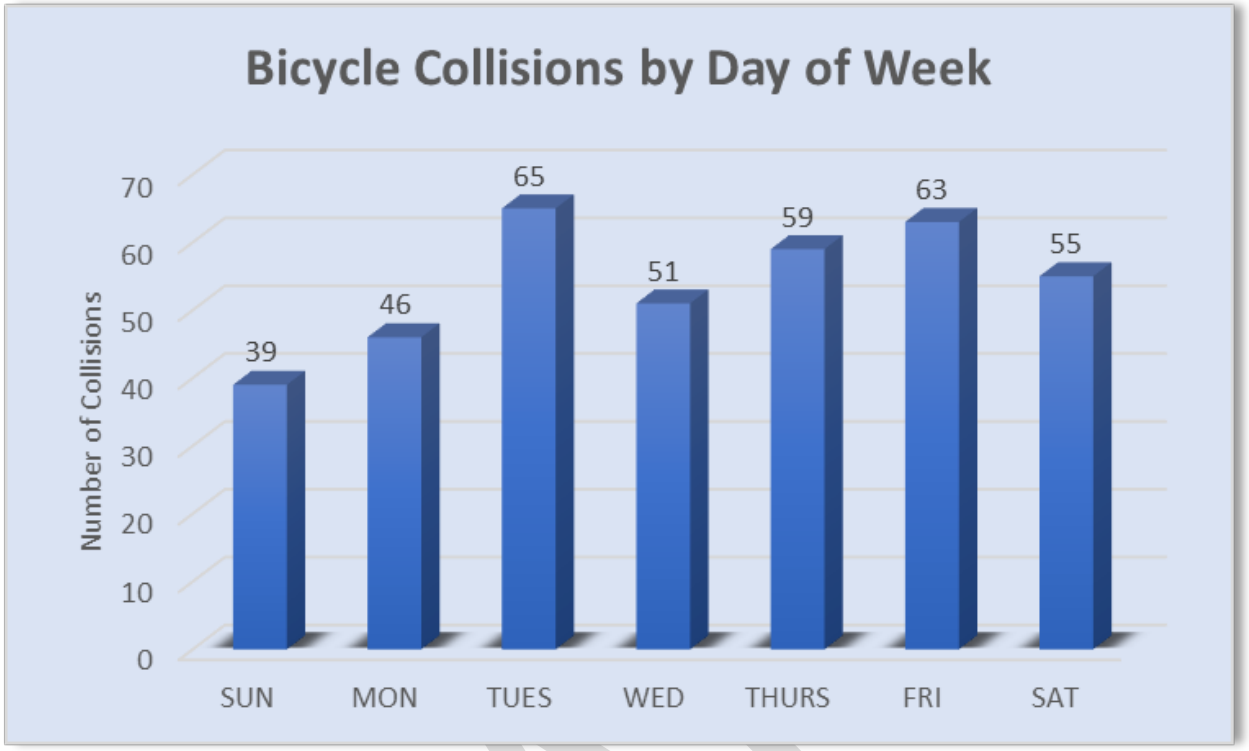
4 - Driver Collision by Gender



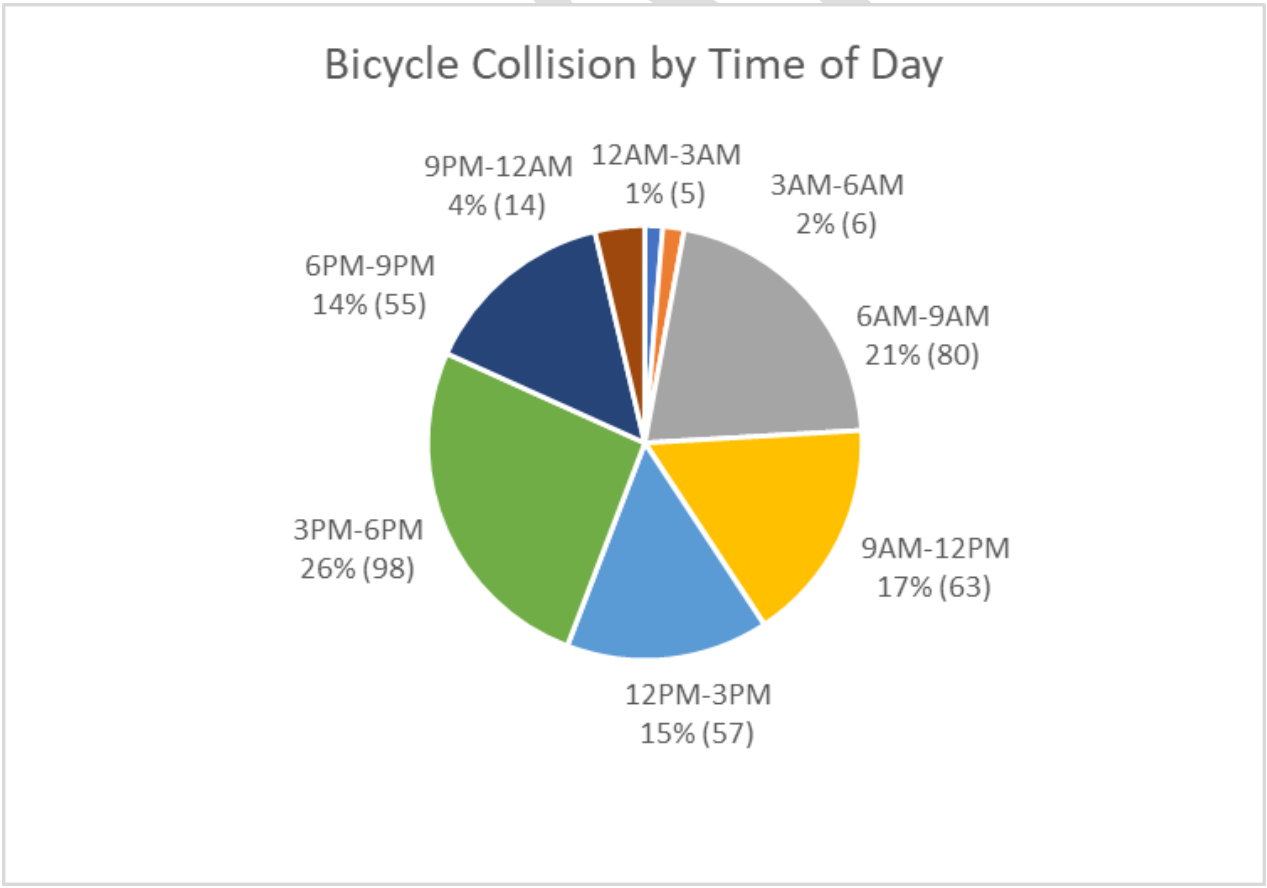
5 - Bicycle Collisions by Light Condition



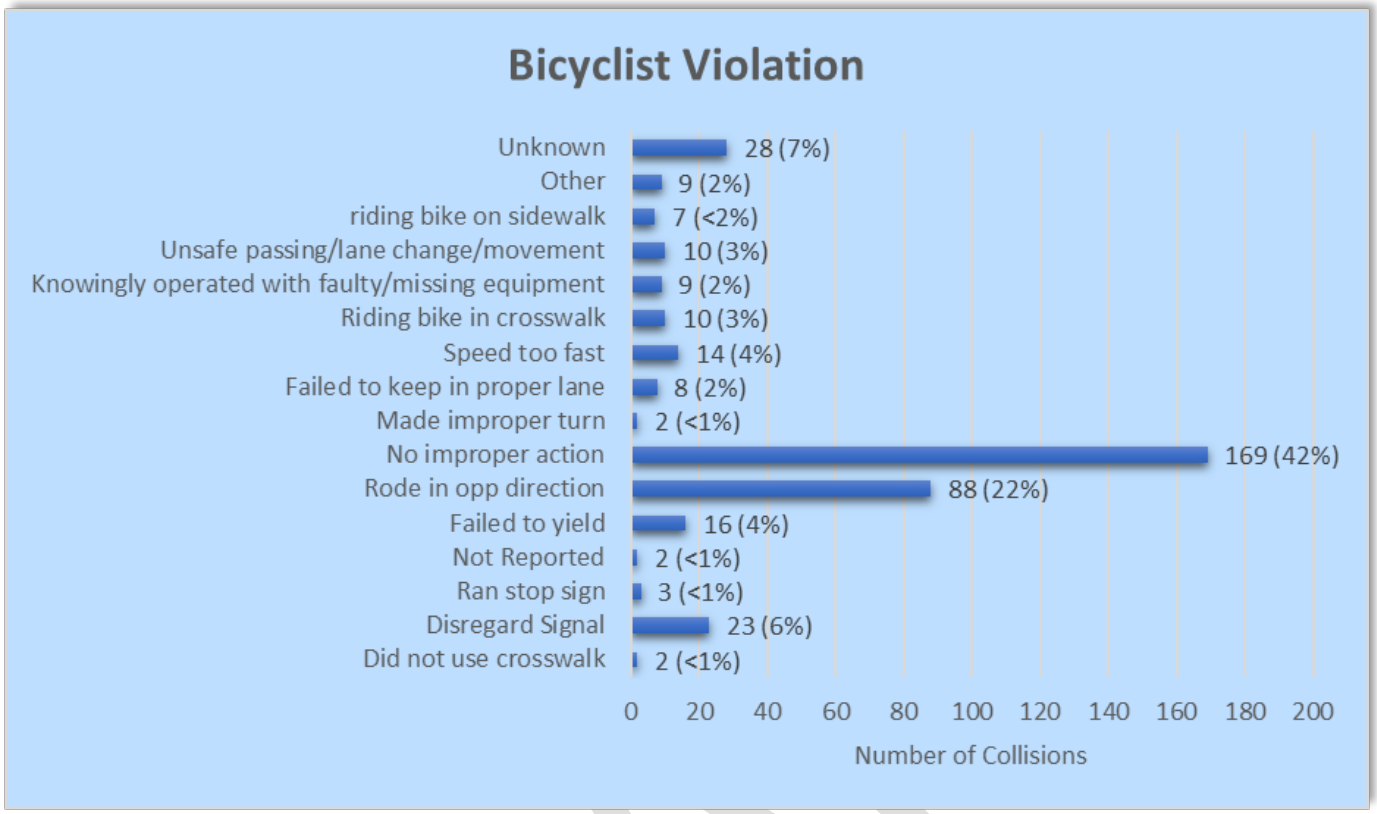
6- Bicycle Collision by Month



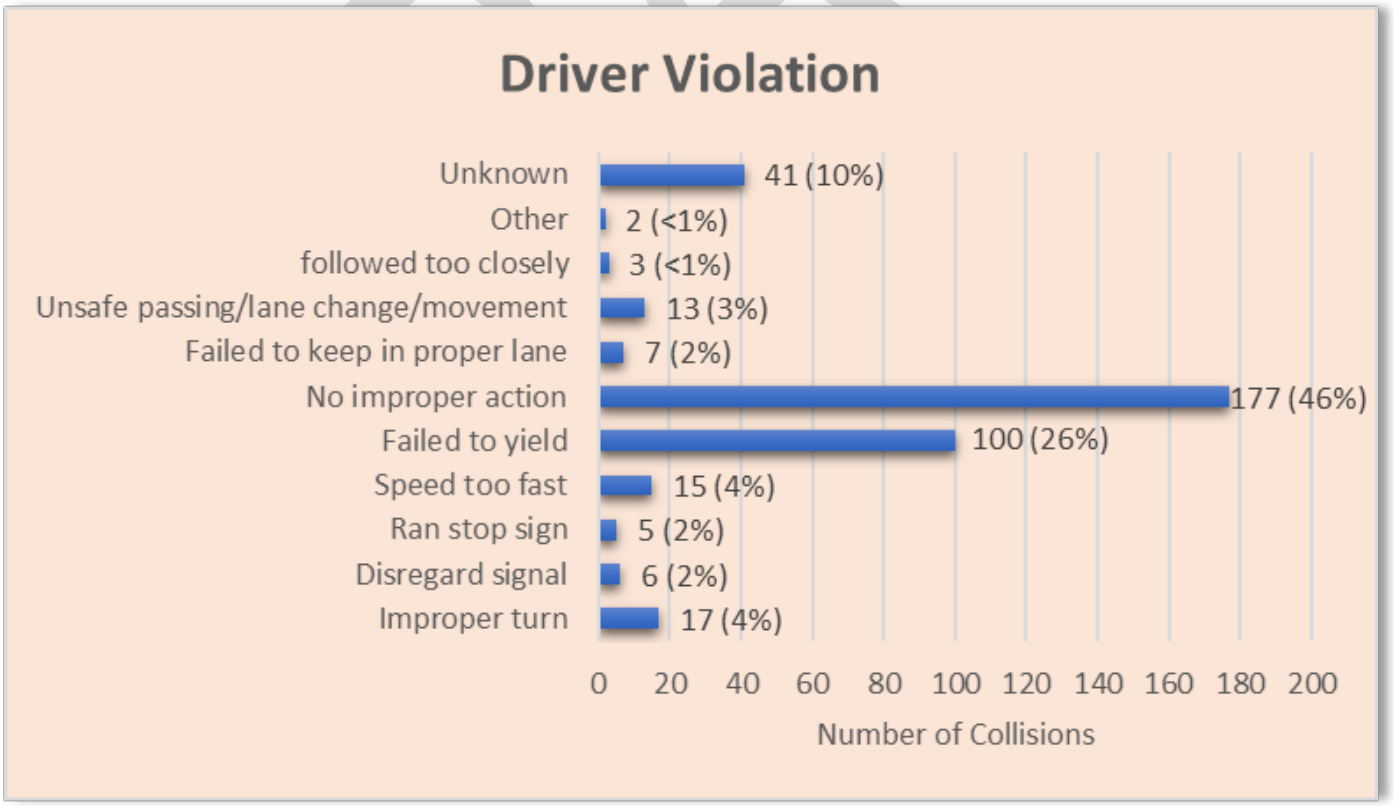
7 - Bicycle Collisions by Day of Week



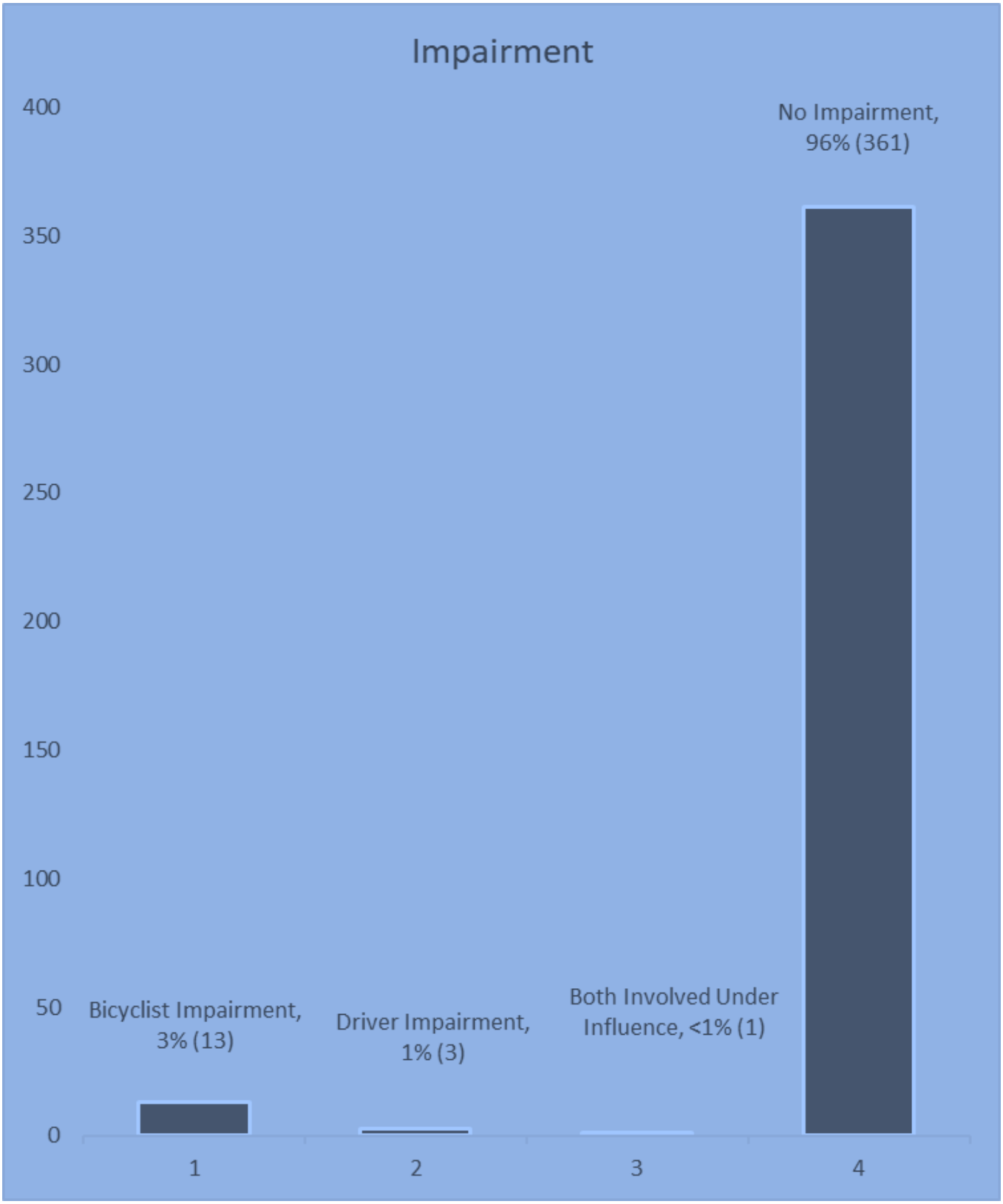
8 - Bicycle Collision by Time of Day



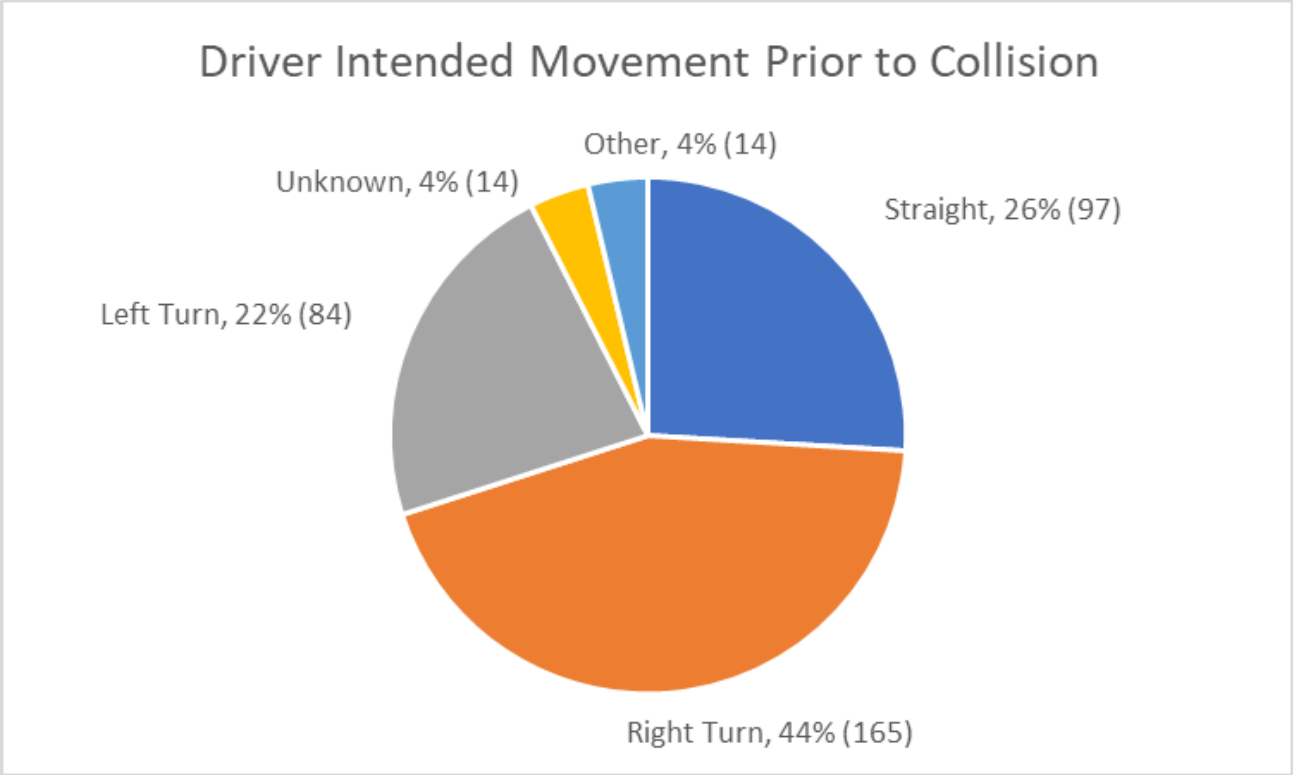
9 - Bicyclist Violation



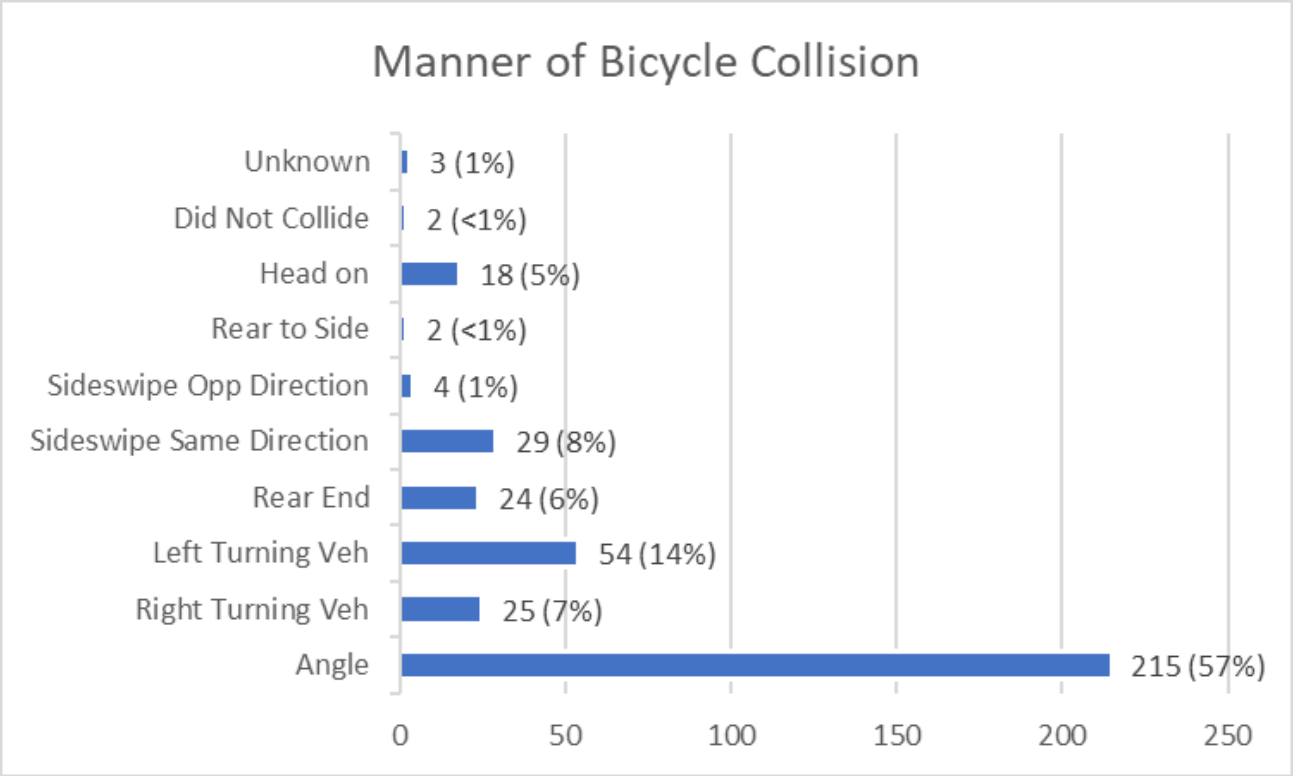
10 - Driver Violation



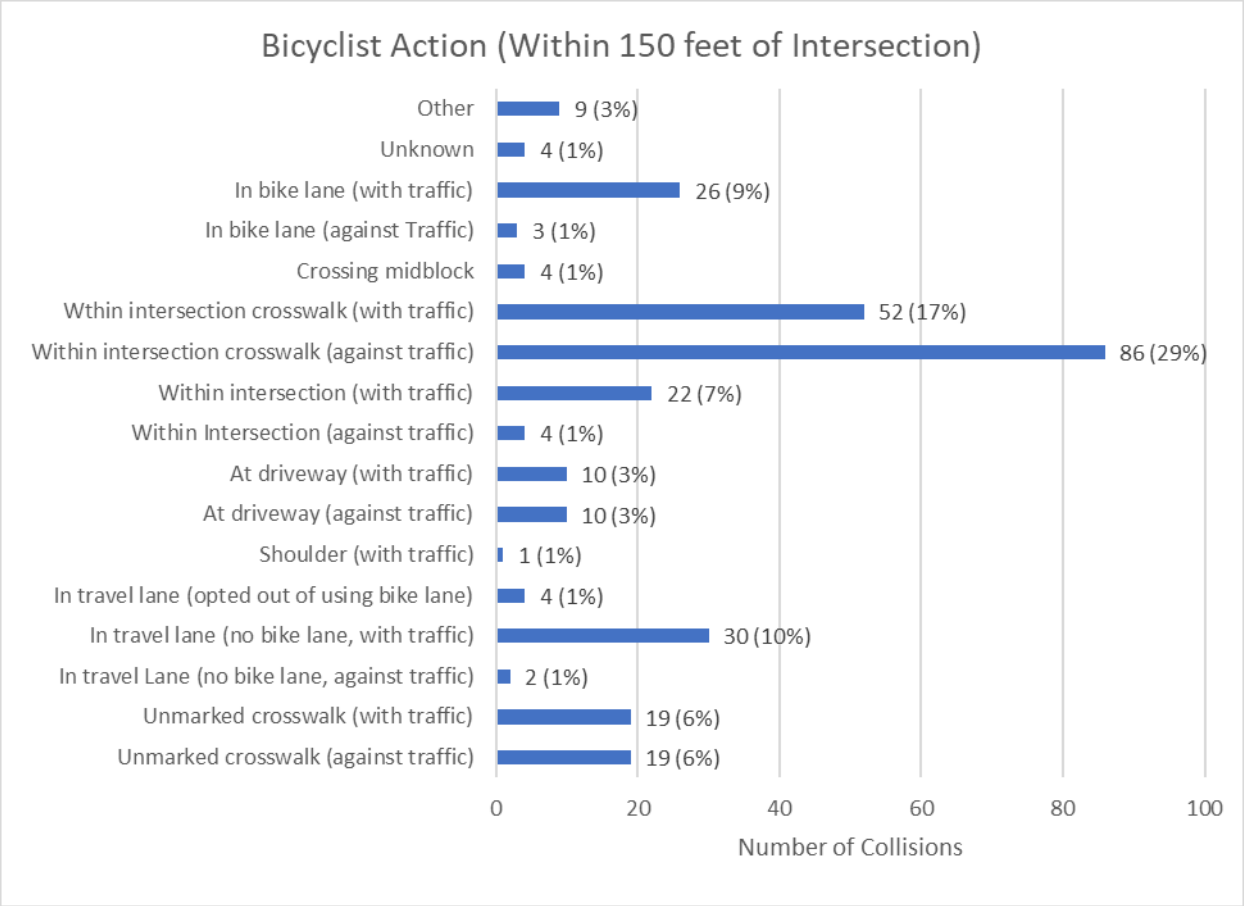
11- Impairment



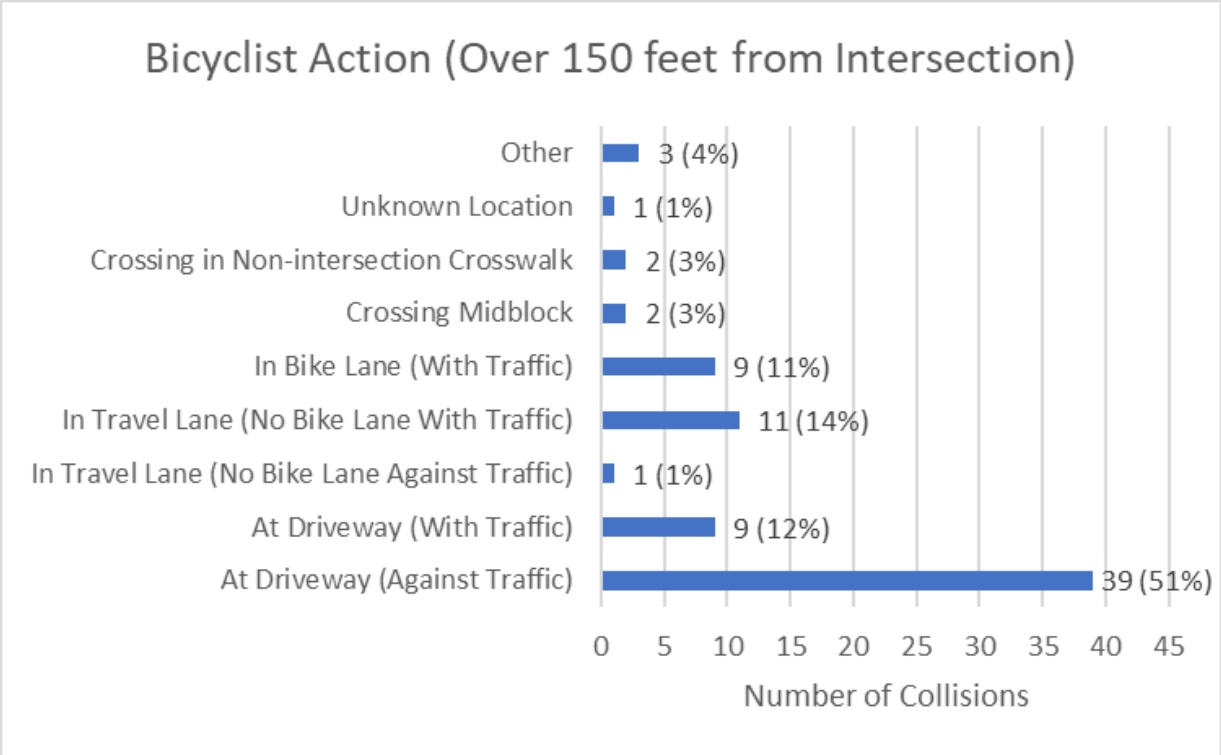
12 - Driver Intended Movement Prior to Collision



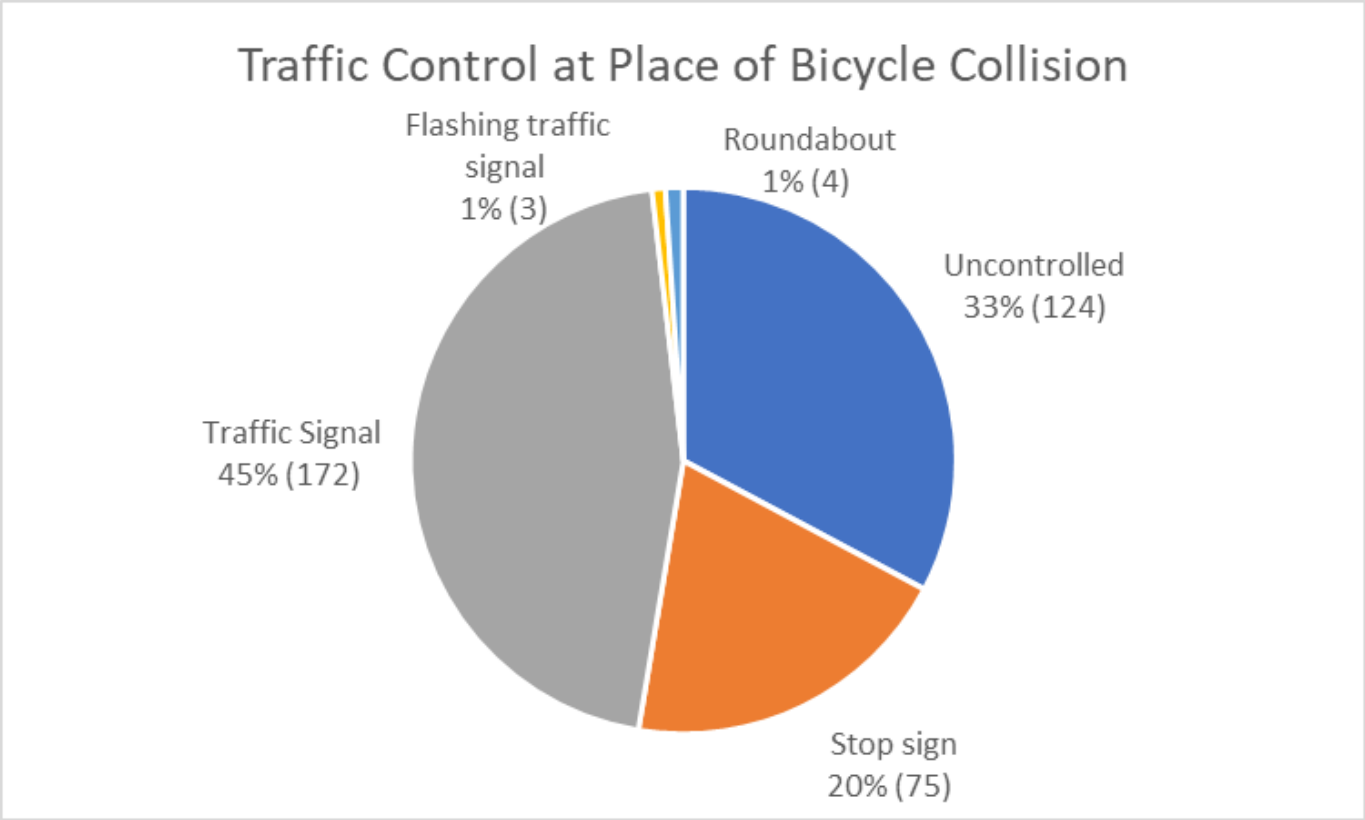
13 - Manner of Bicycle Collision



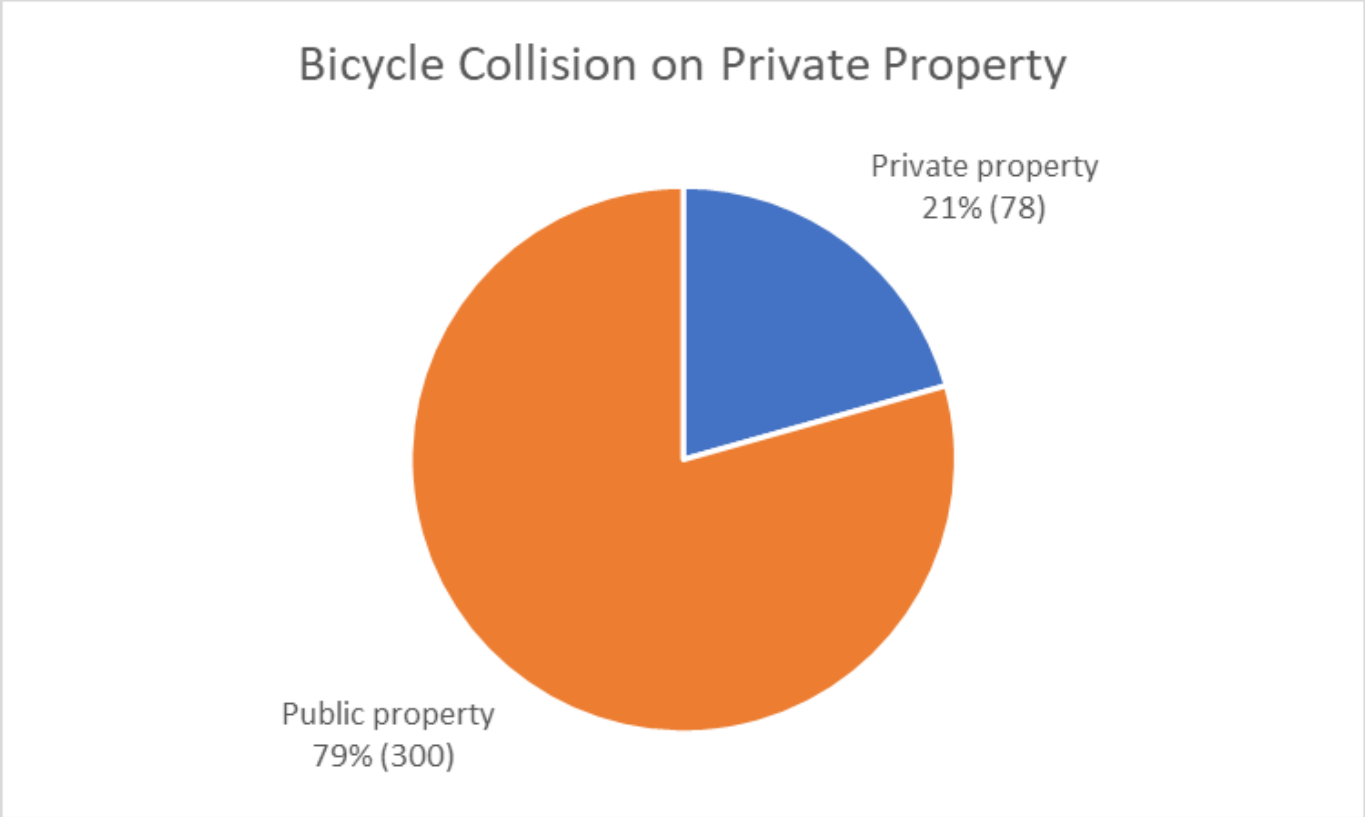
14 - Bicyclist Action (Within 150 feet of Intersection)



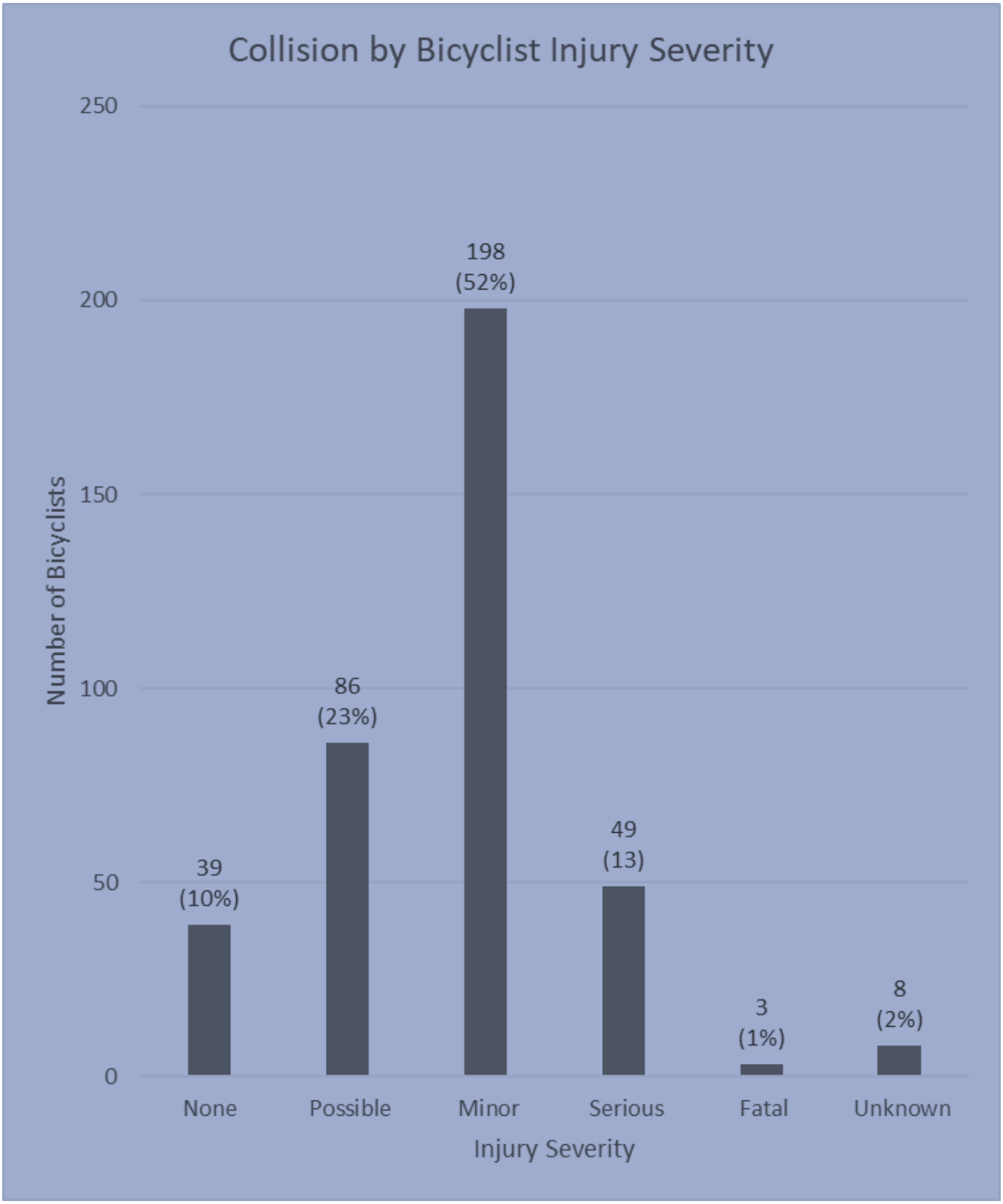
15 - Bicyclist Action (Over 150 feet from Intersection)



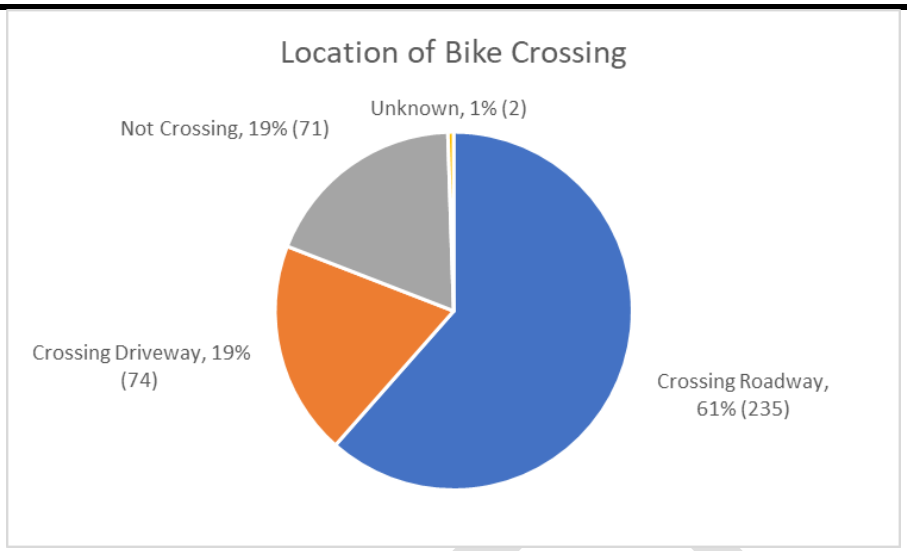
16 - Traffic Control at Place of Bicycle Collision



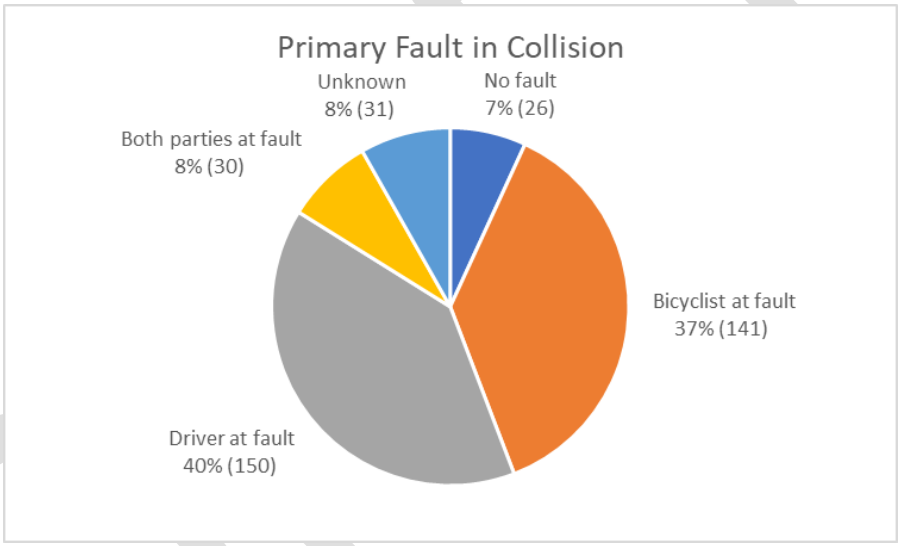
17 - Bicycle Collision on Private Property



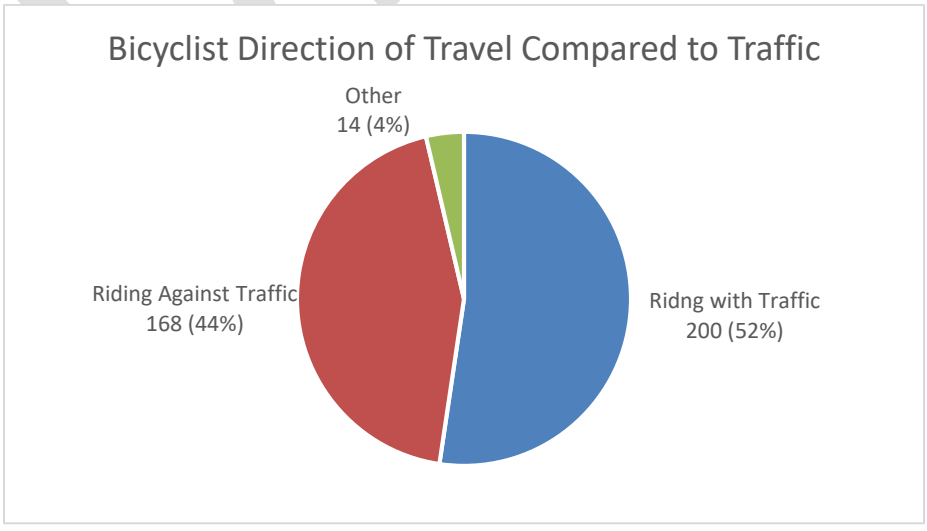
18 - Collision by Bicyclist Injury Severity



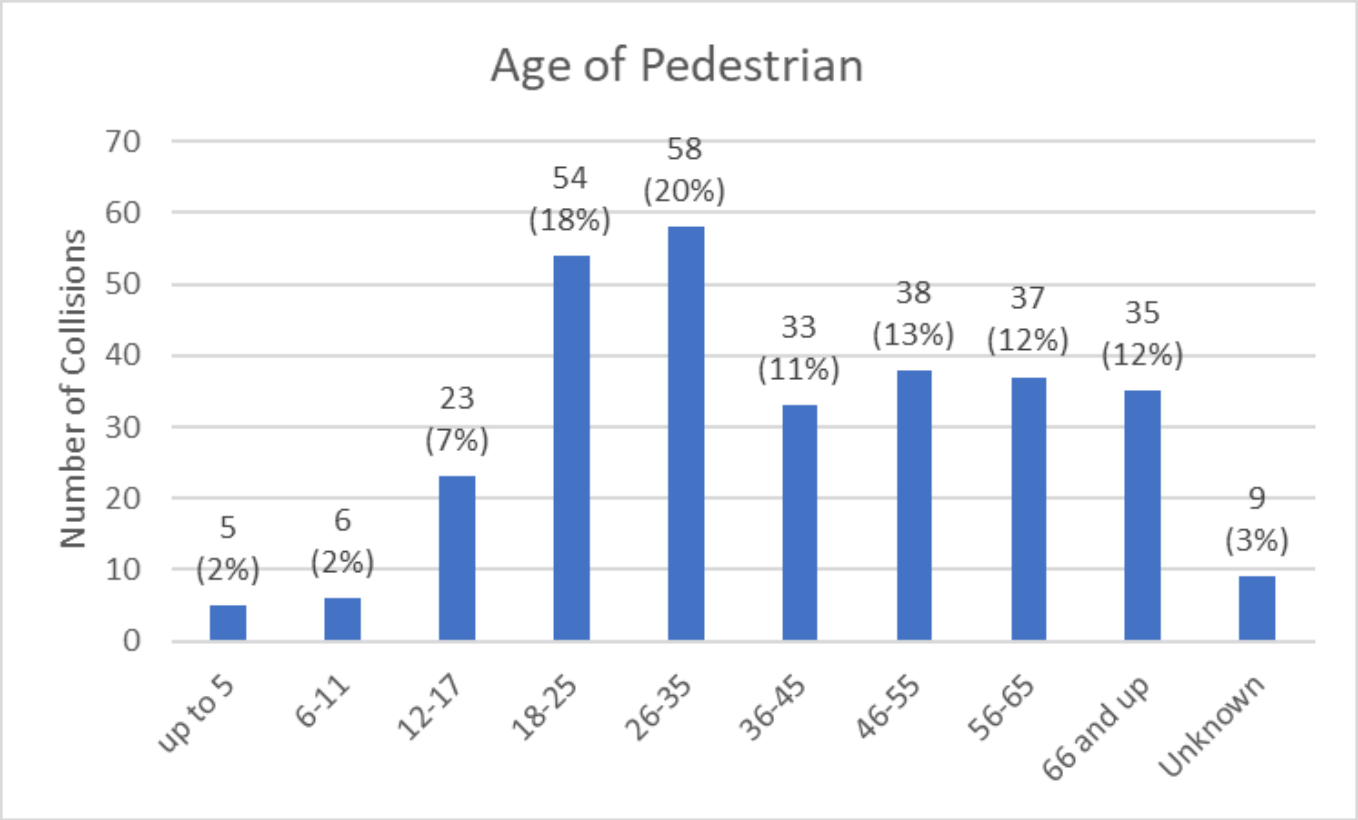
19 - Location of Bike Crossing



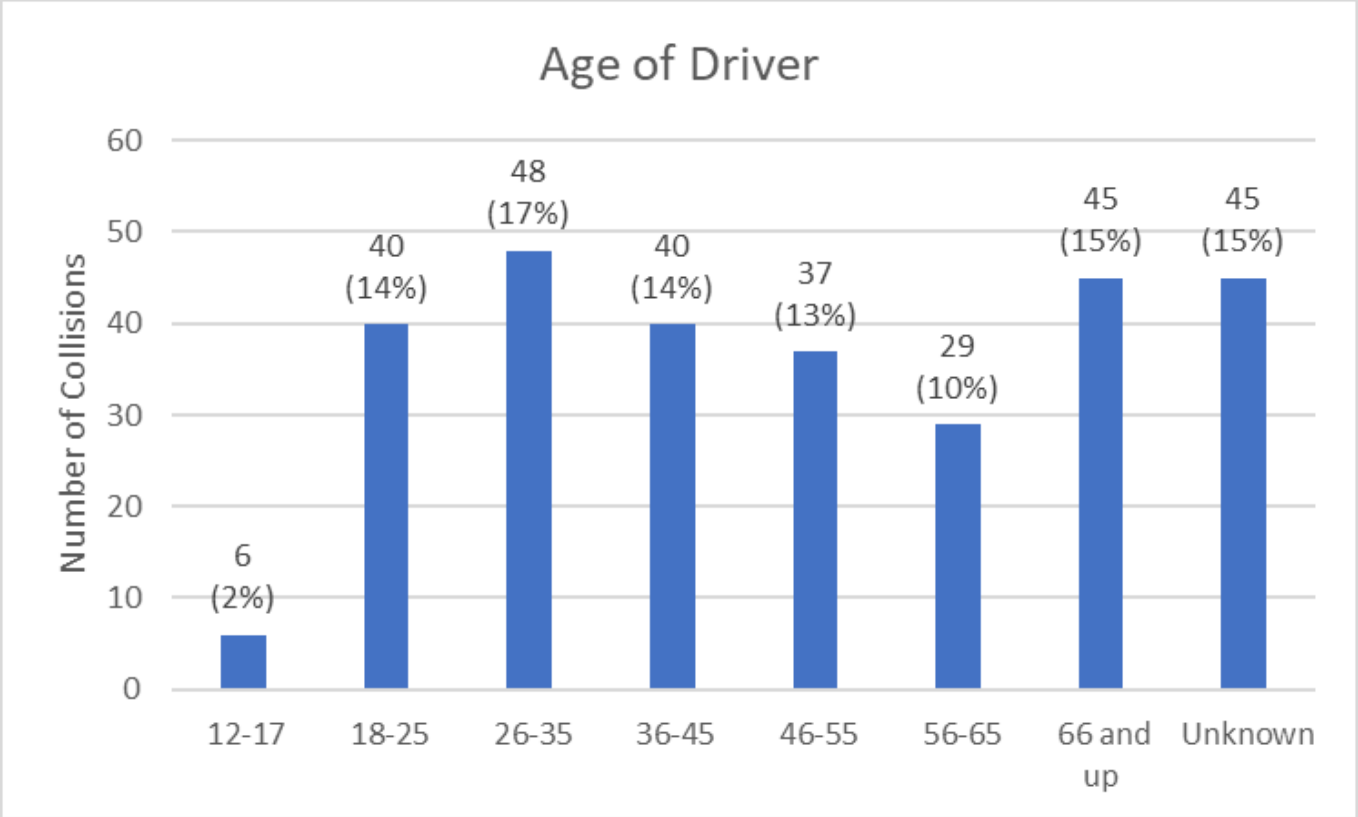
20 - Primary Fault in Collision



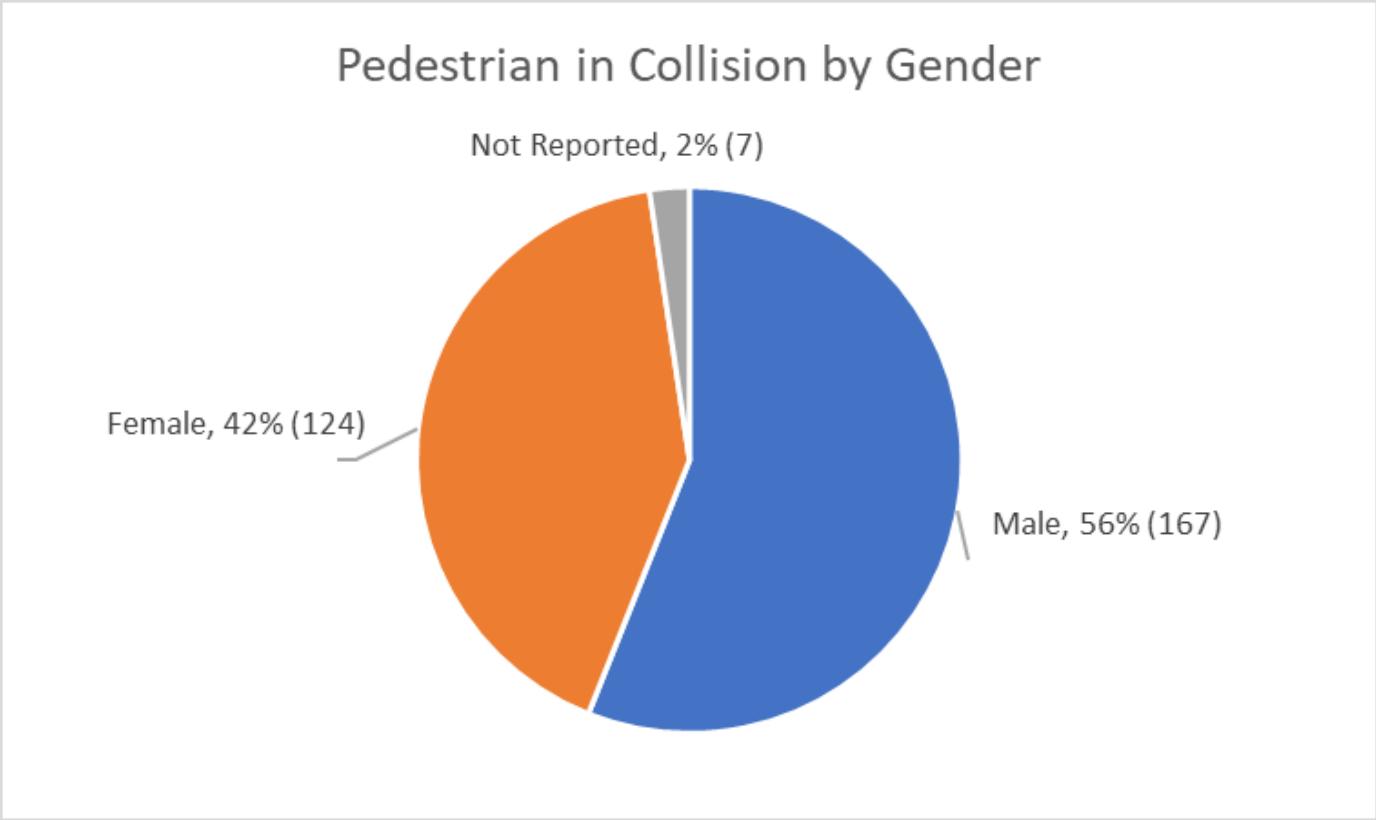
21- Bicyclist Direction of Travel Compared to Traffic



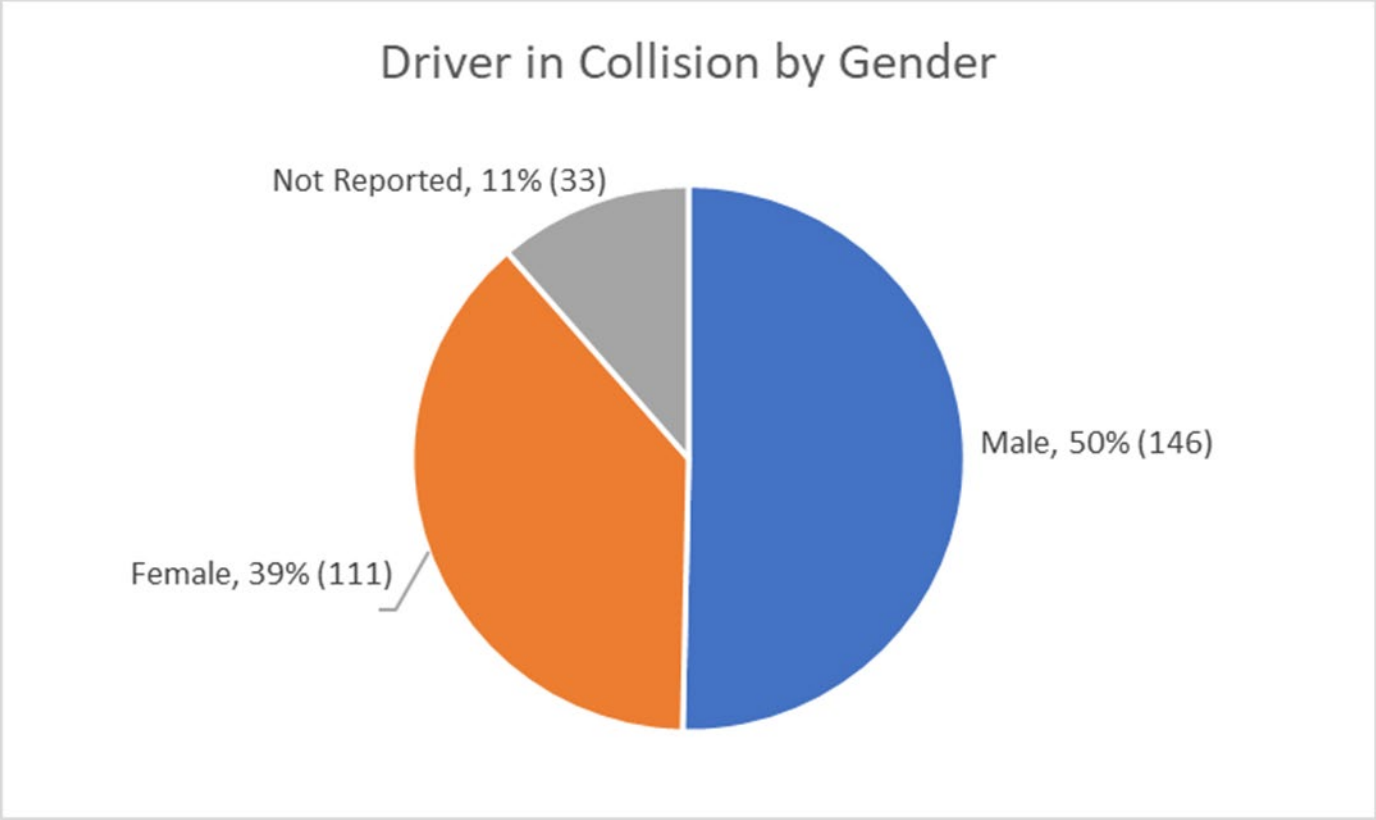
22 - **Age of Pedestrian**



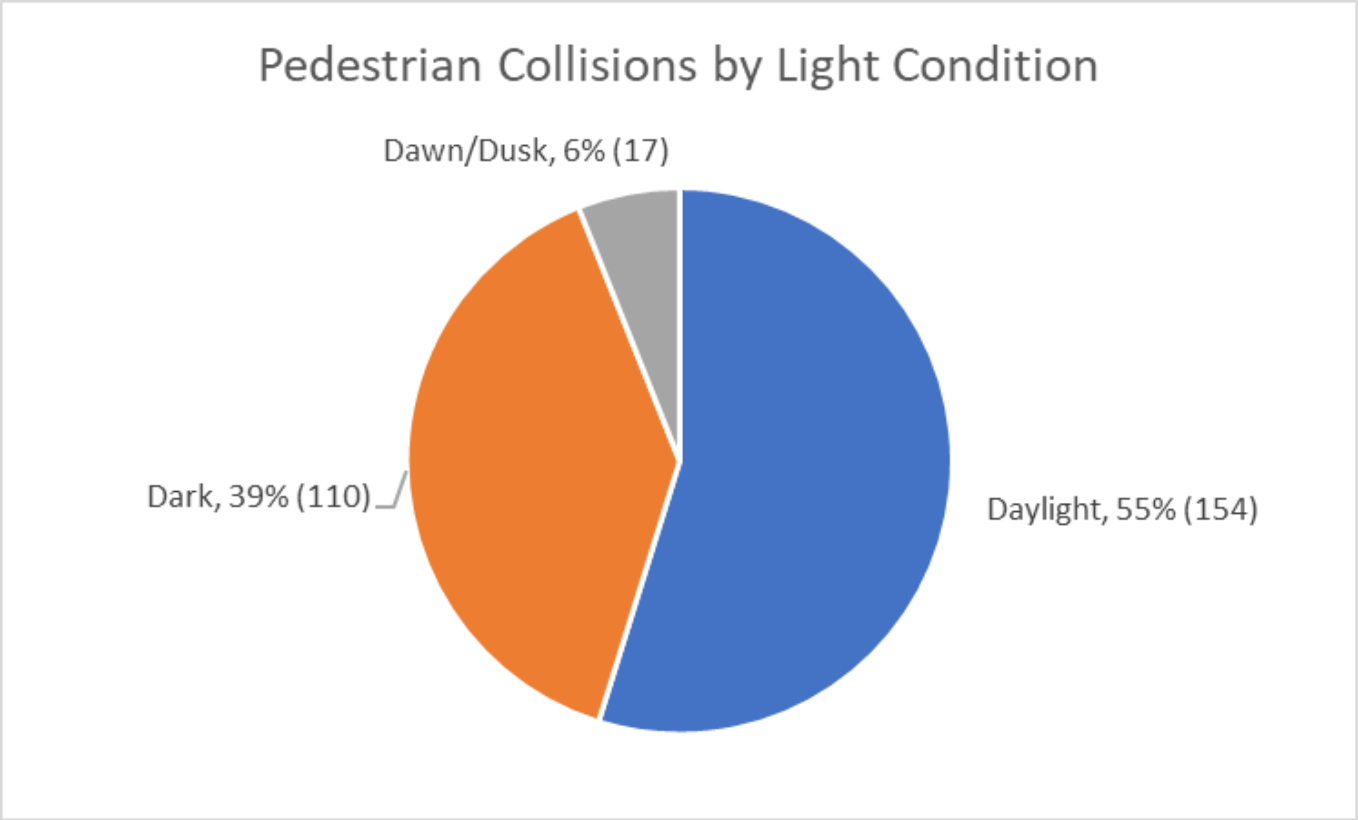
23 - **Age of Driver**



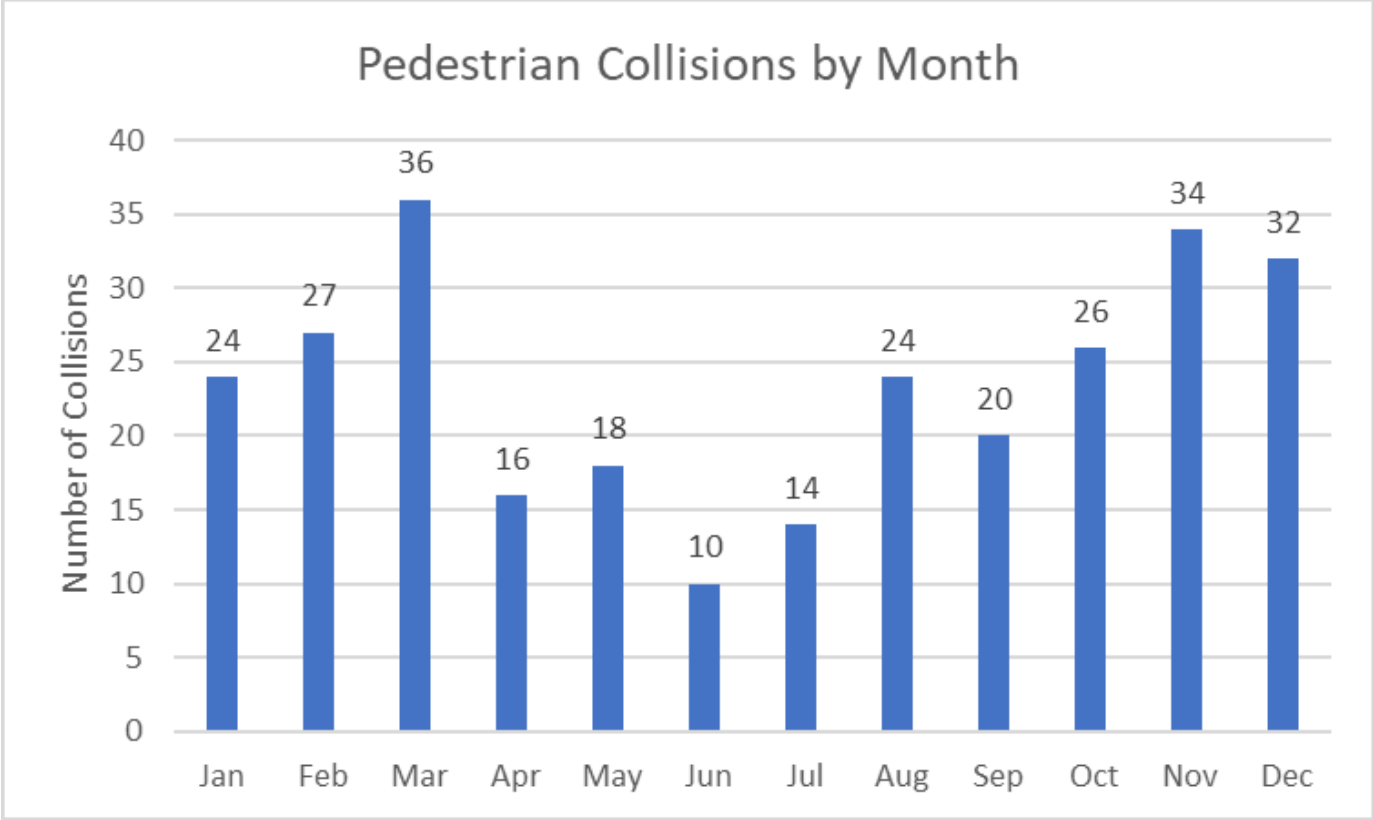
24 - Pedestrian in Collision by Gender



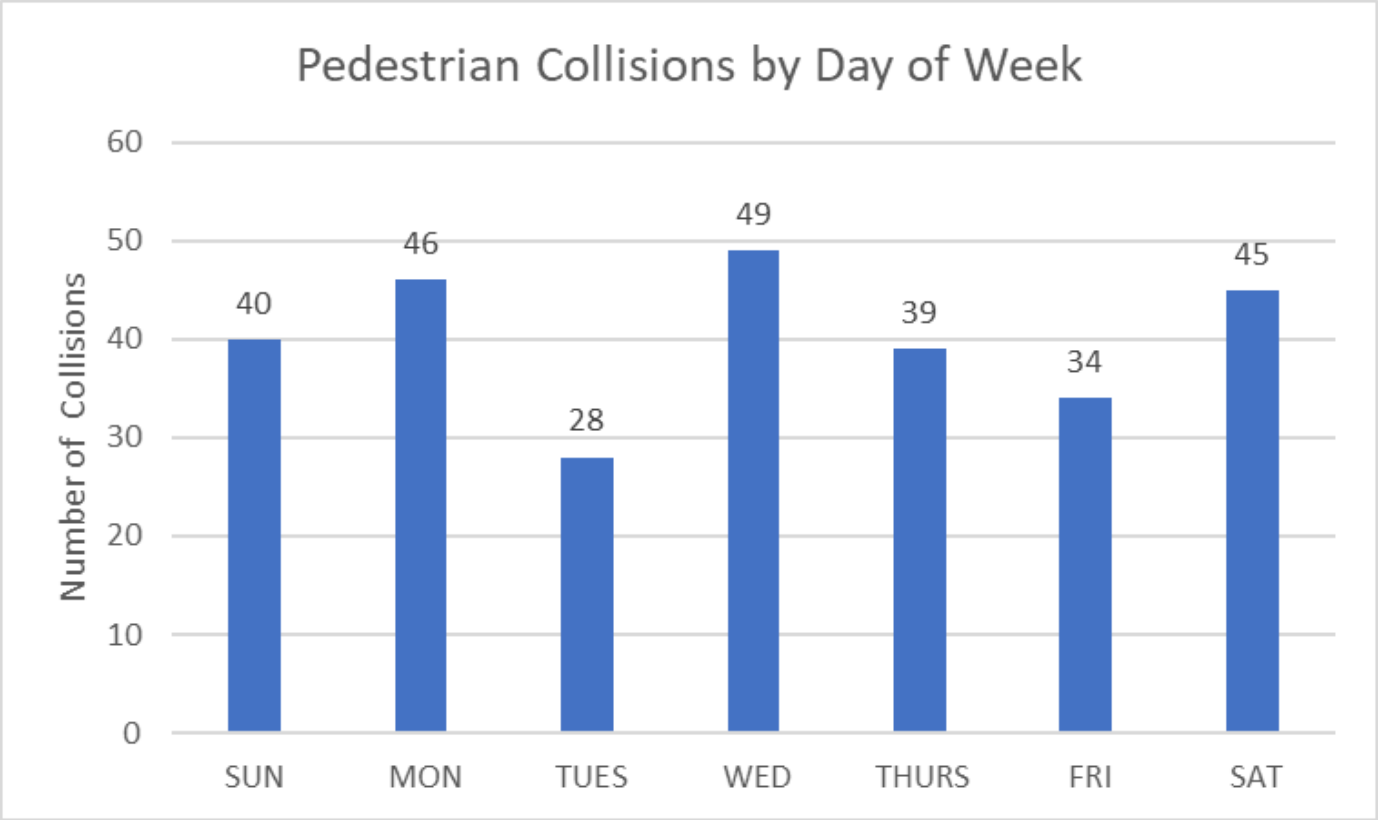
25 - Driver in Collision by Gender



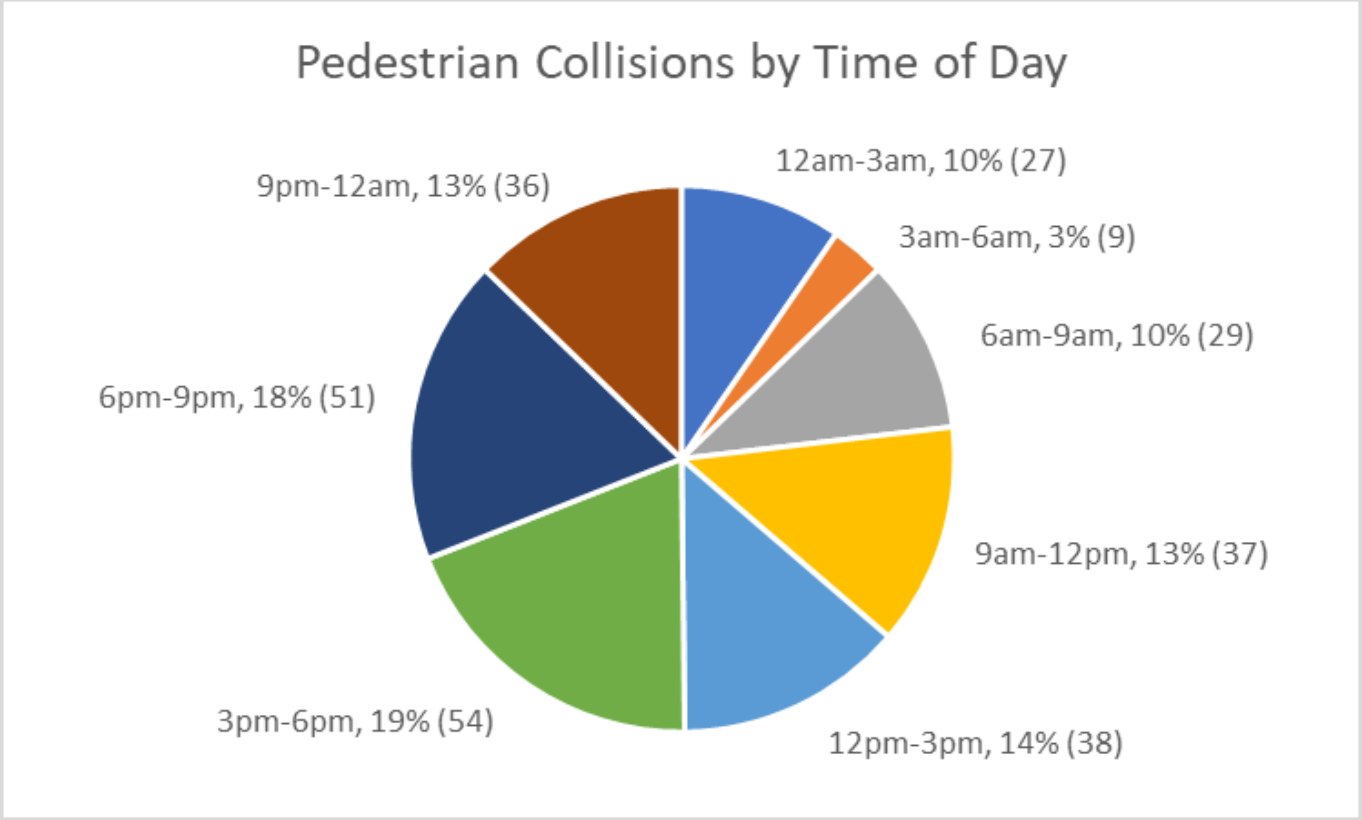
26 - Pedestrian Collisions by Light Condition



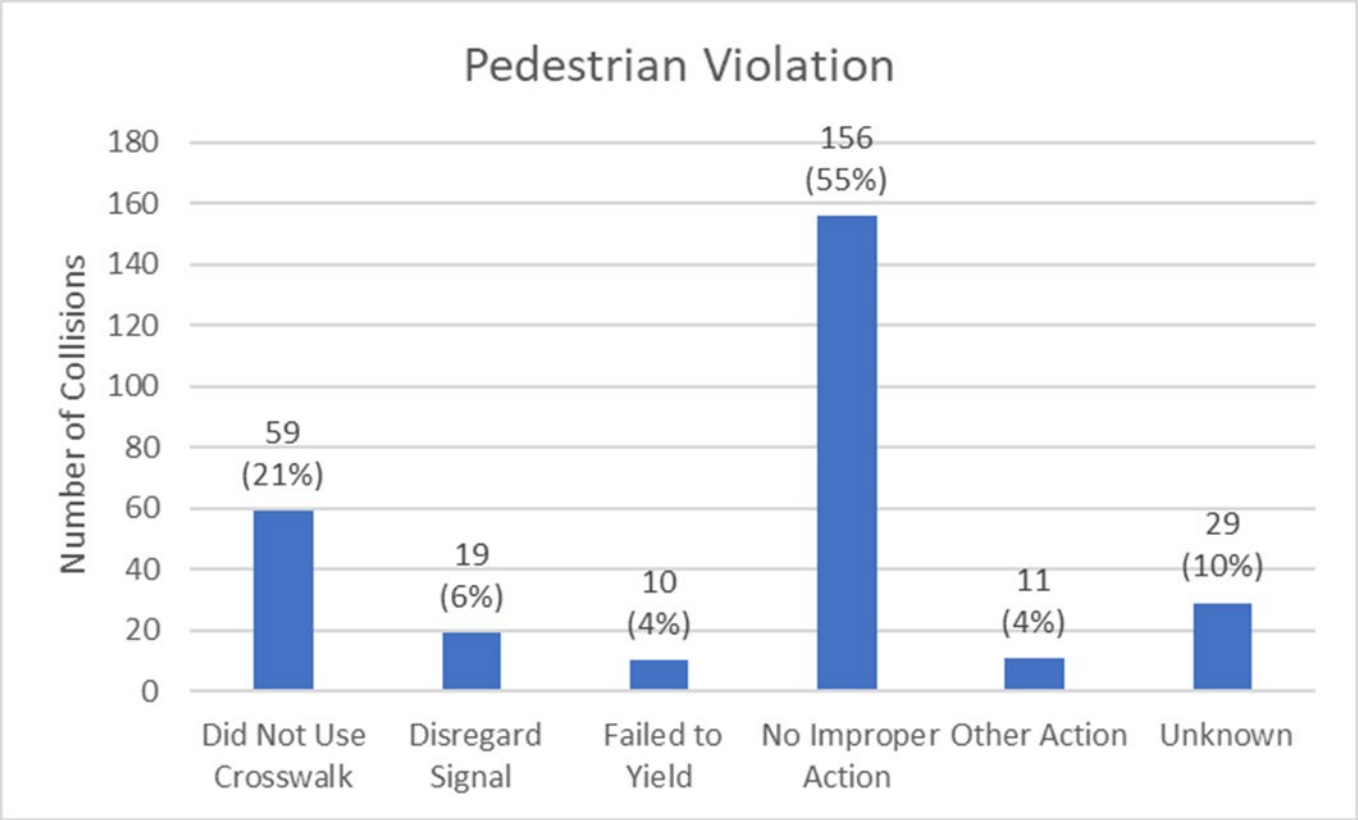
27 - Pedestrian Collisions by Month



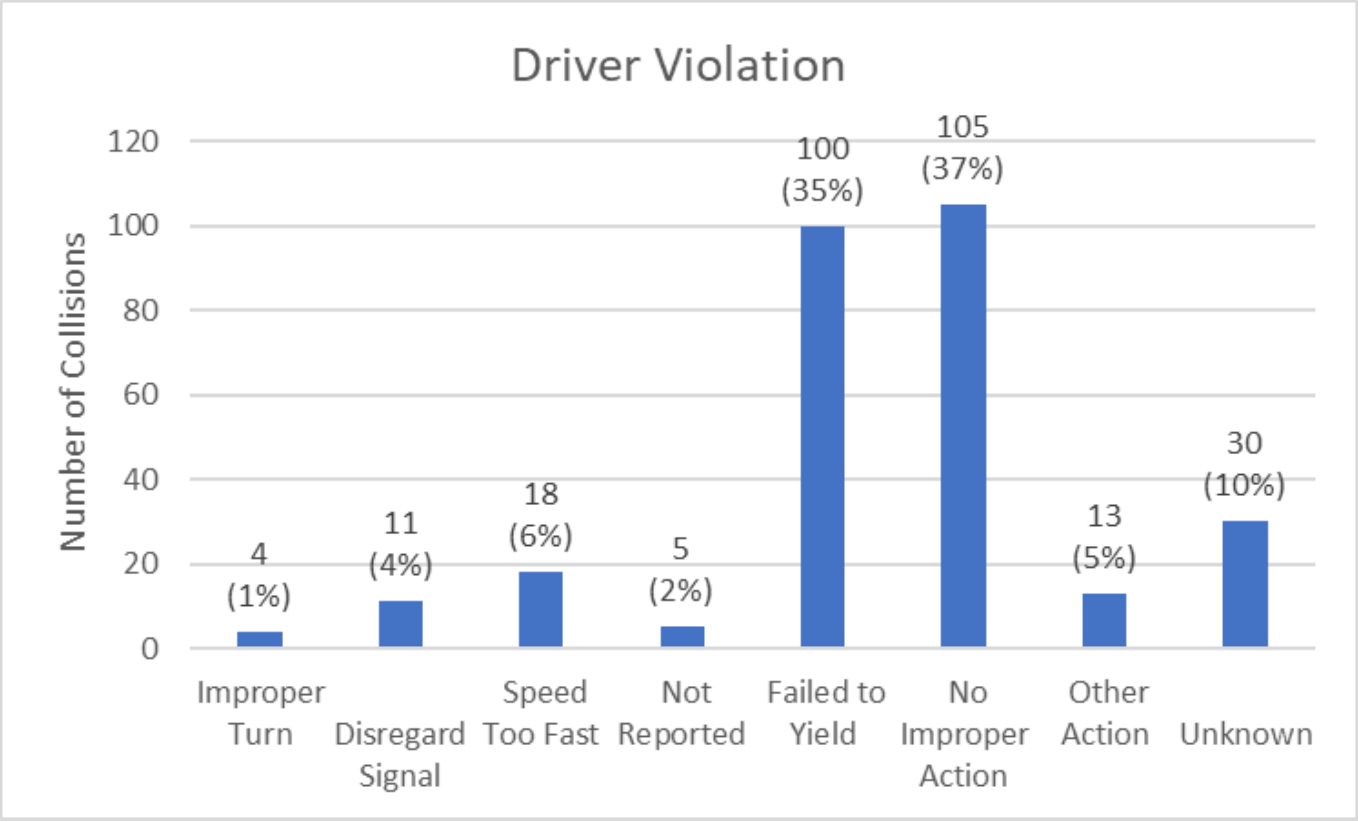
28 - Pedestrian Collisions by Day of Week



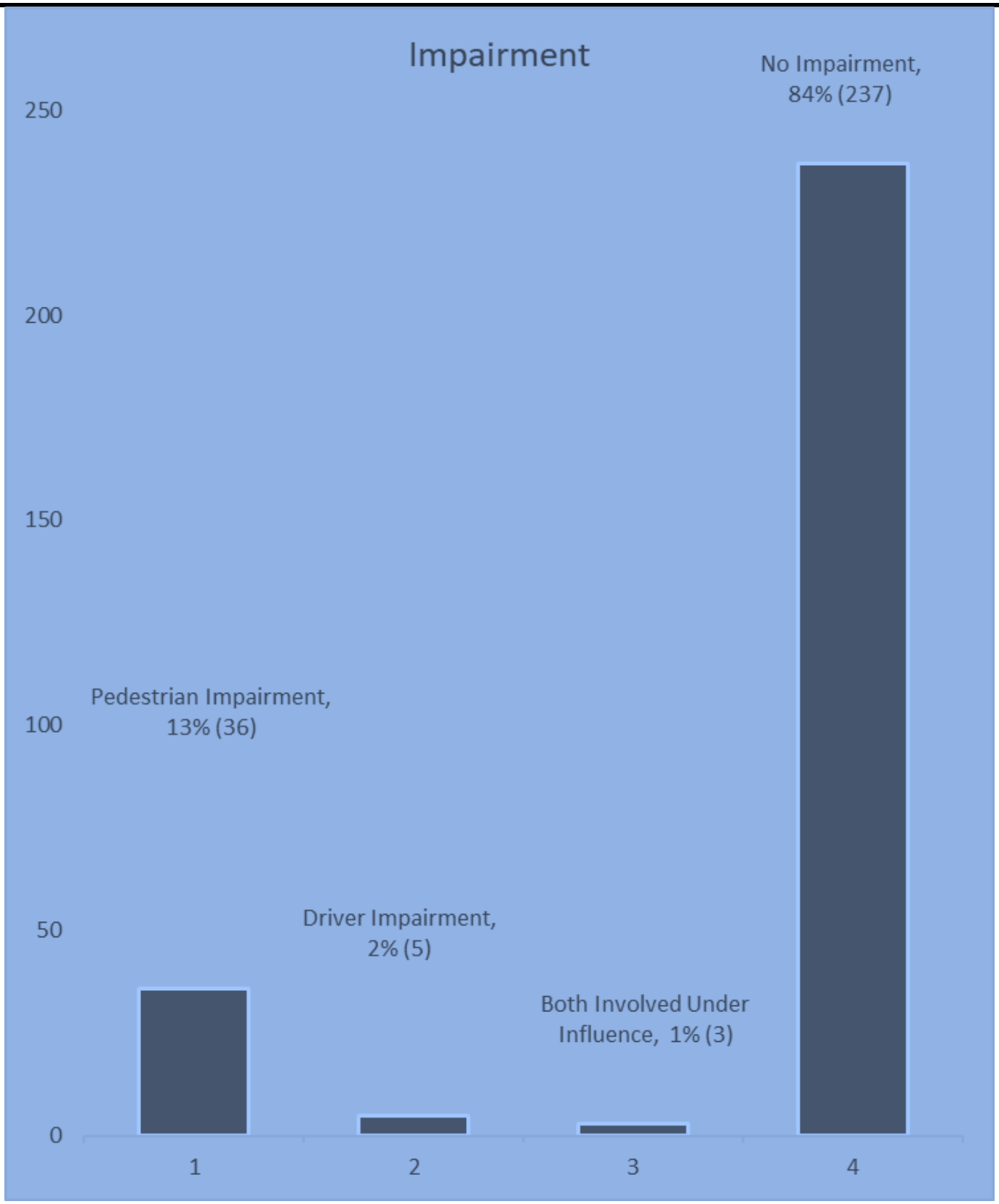
29 - Pedestrian Collisions by Time of Day



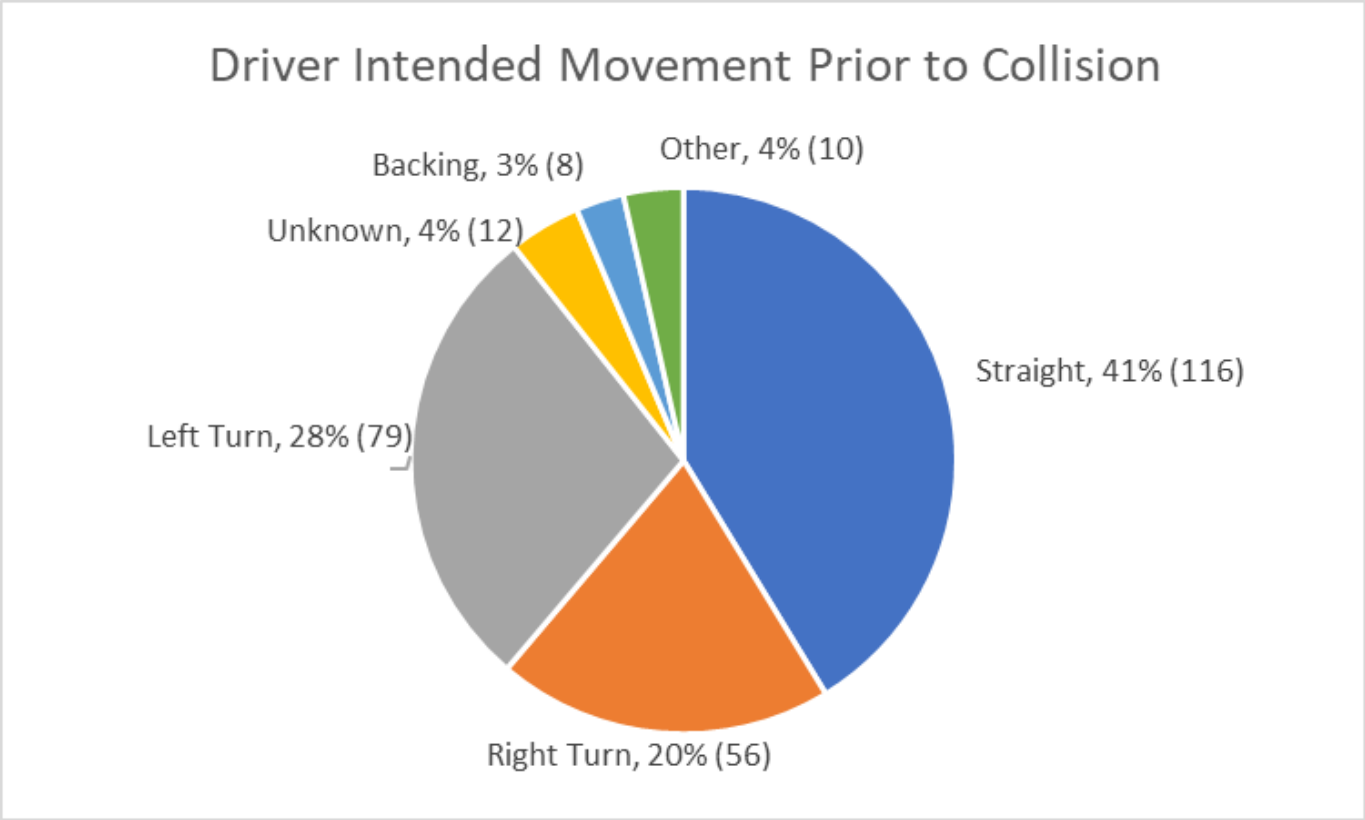
30 - Pedestrian Violation



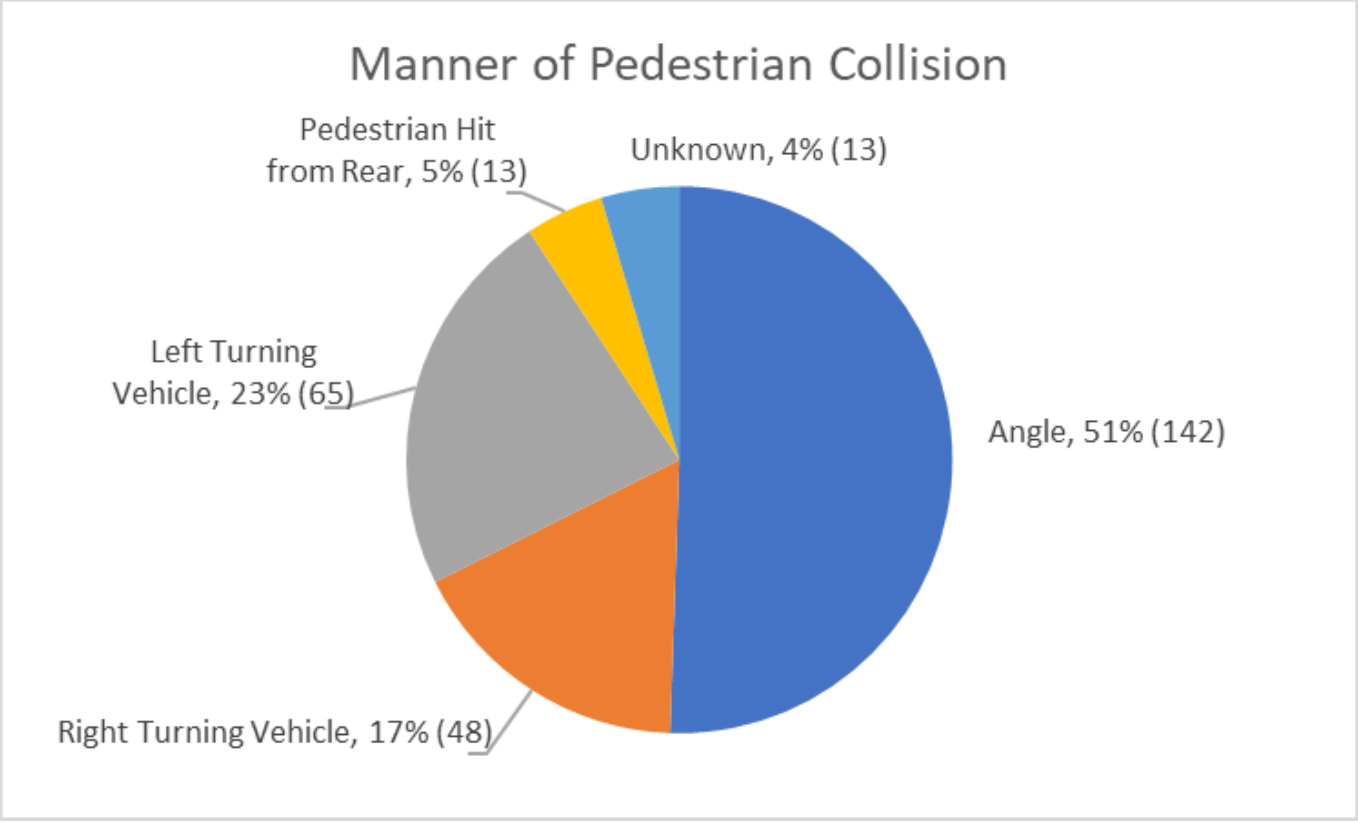
31 - Driver Violation



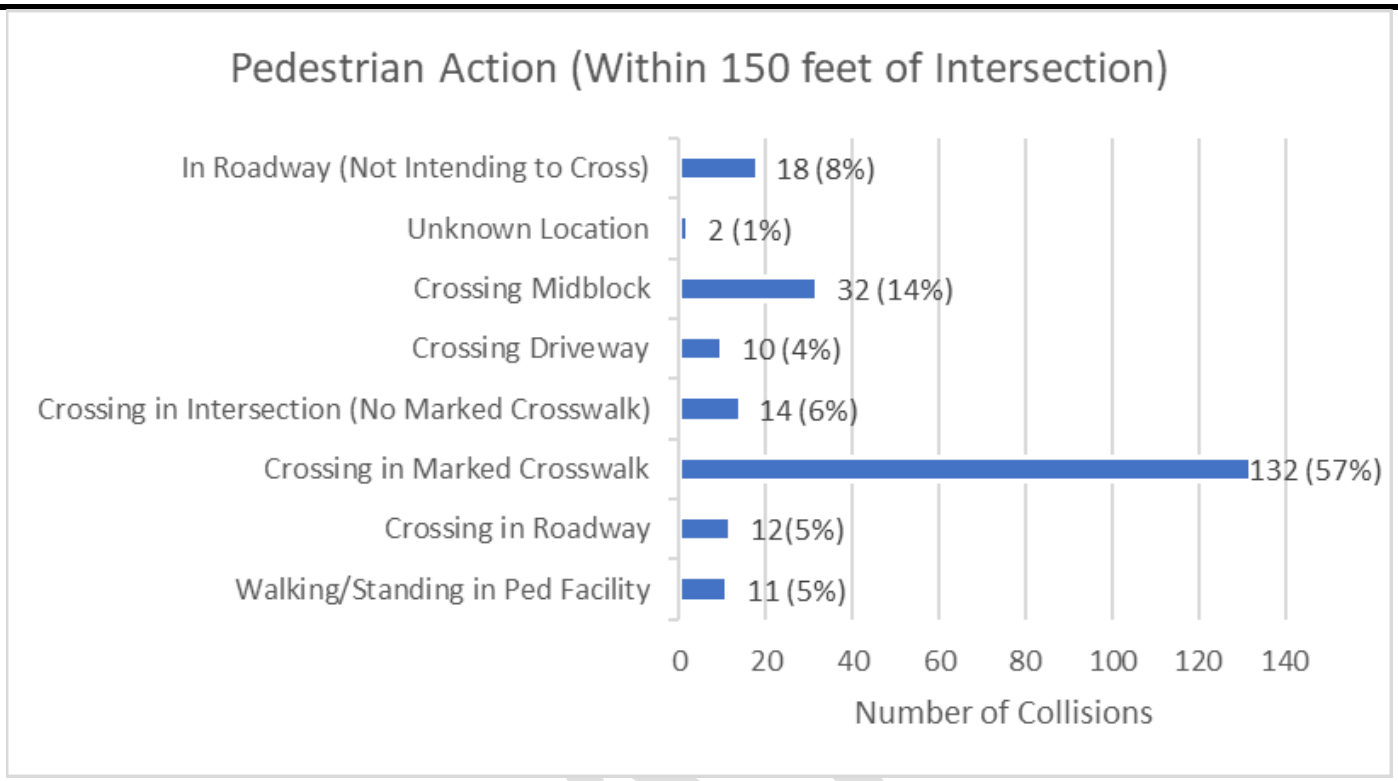
32 - Impairment



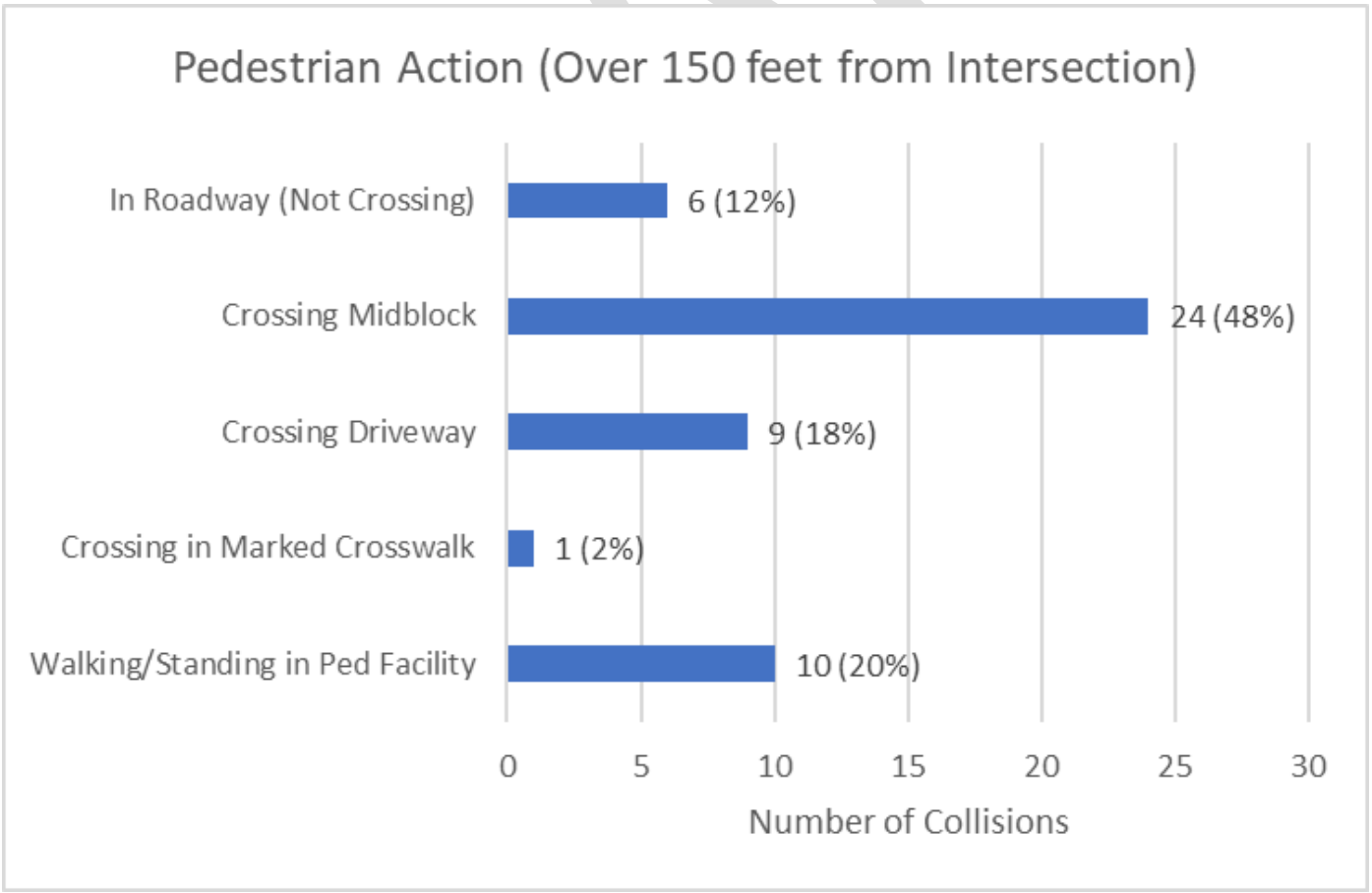
33 - Driver Intended Movement Prior to Collision



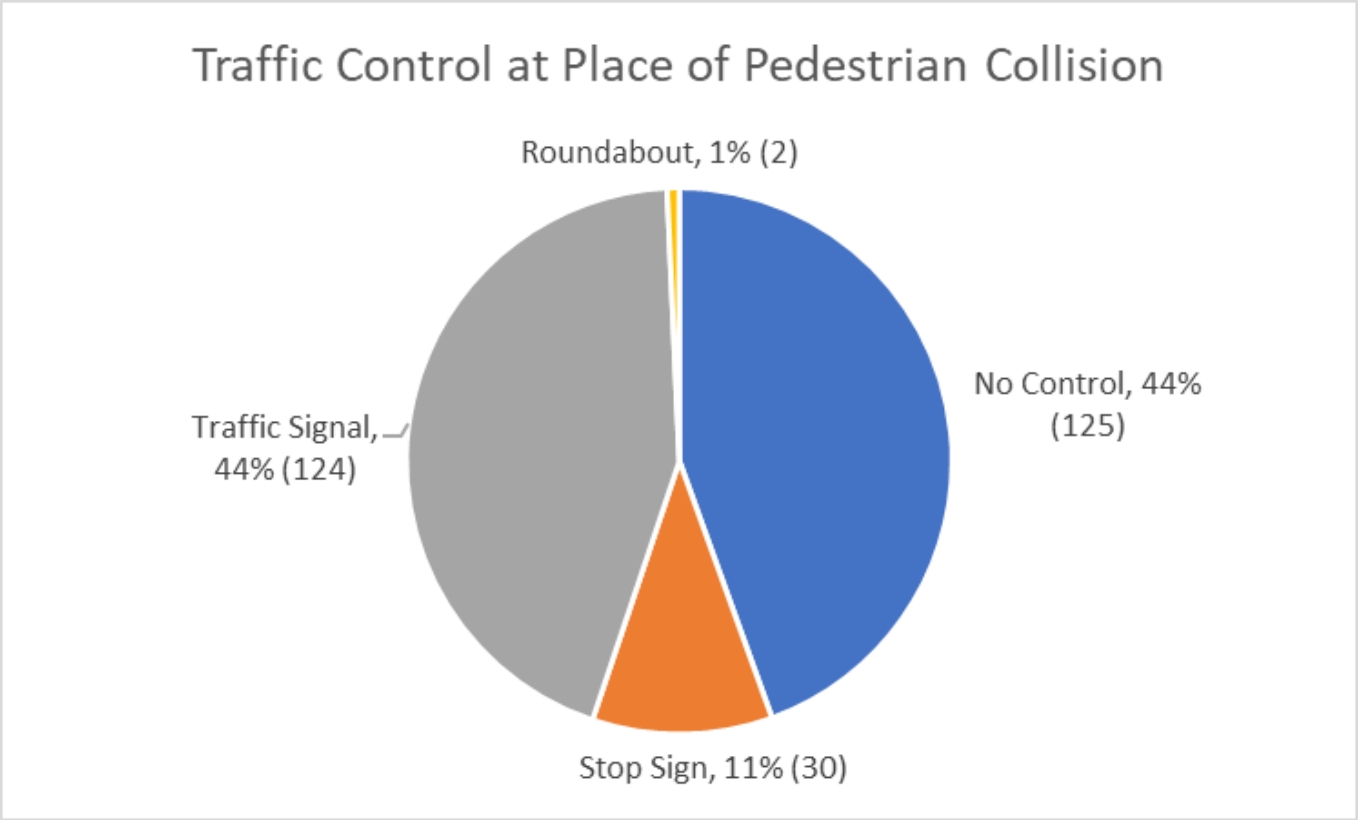
34 - Manner of Pedestrian Collision



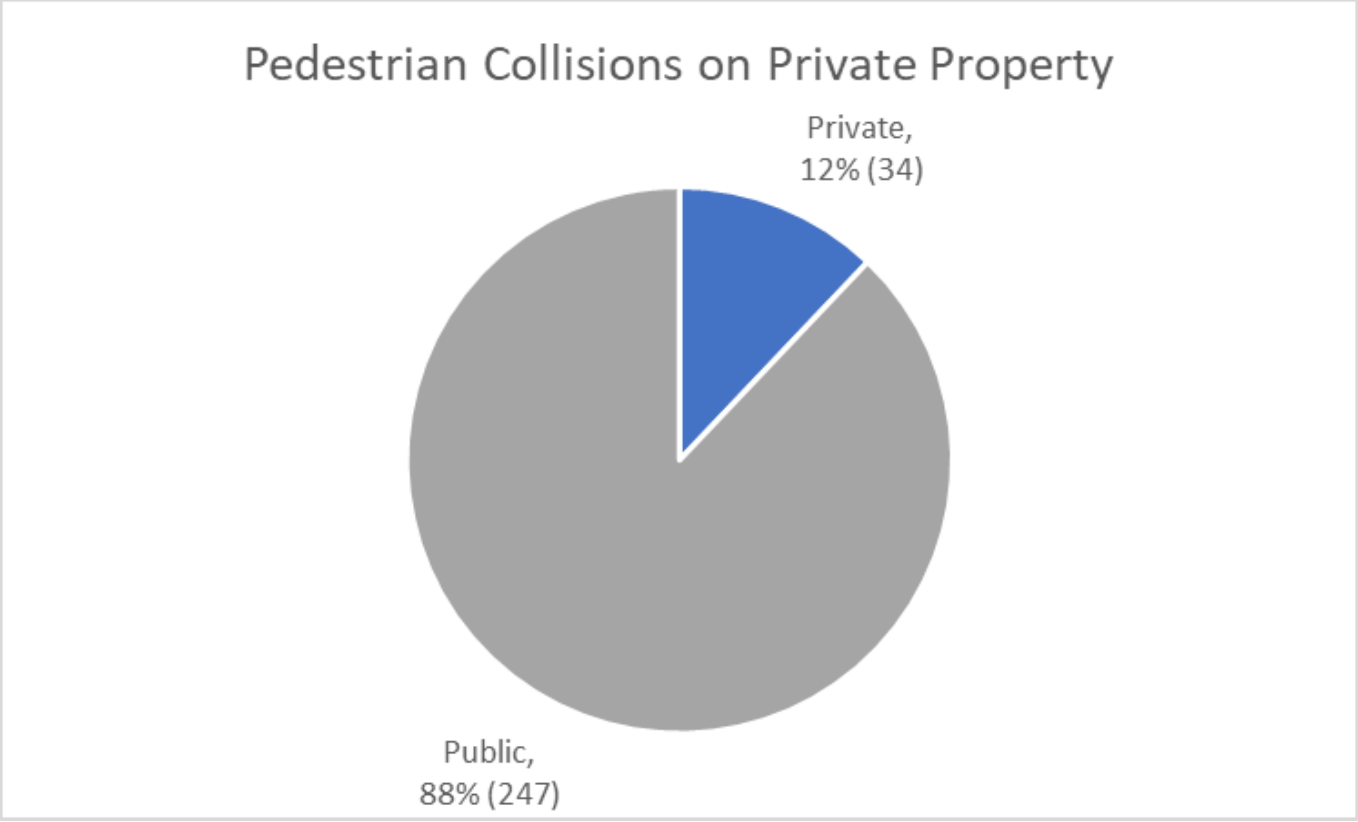
35 - Pedestrian Action (Within 150 feet of Intersection)



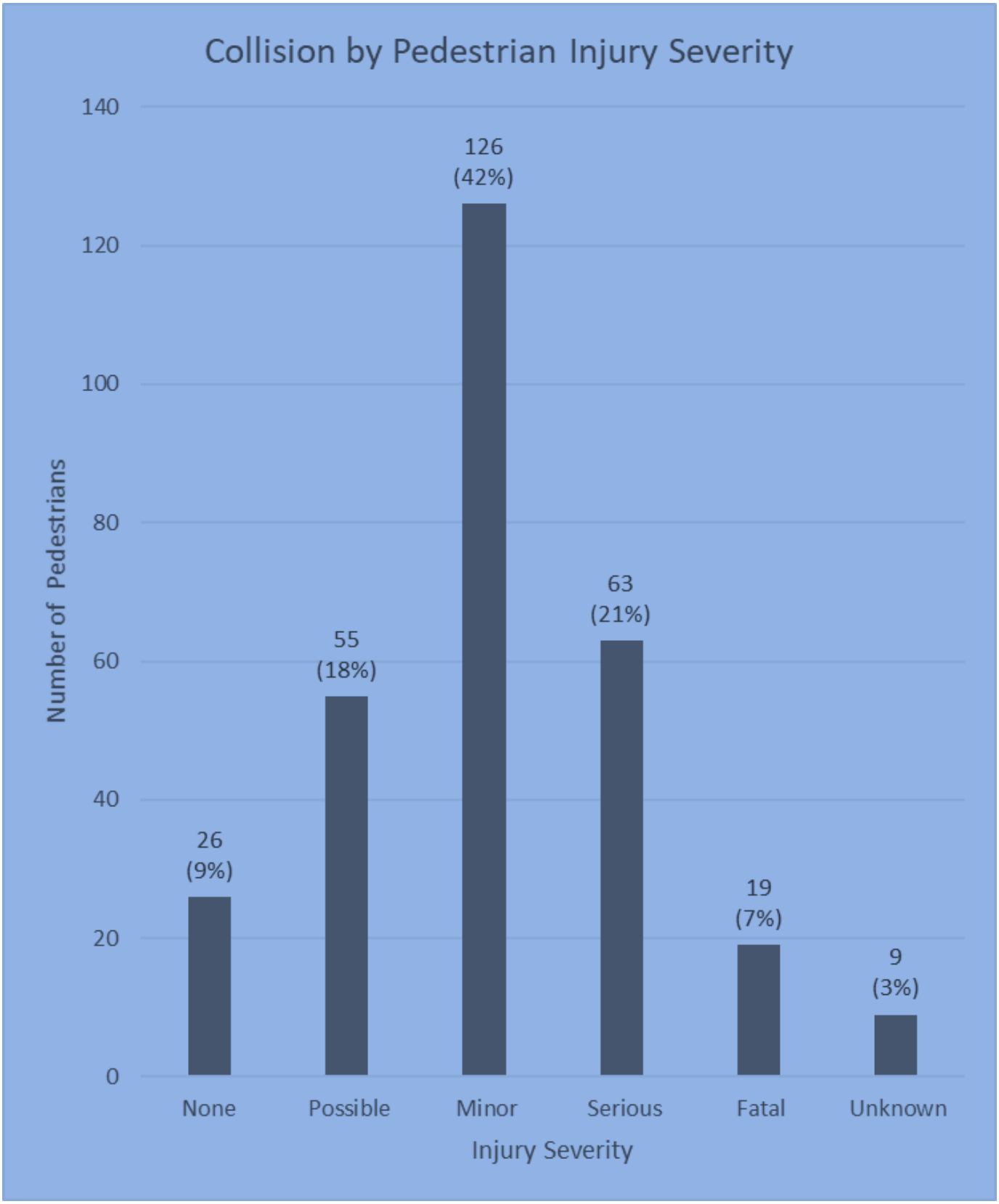
36 - Pedestrian Action (Over 150 feet of Intersection)



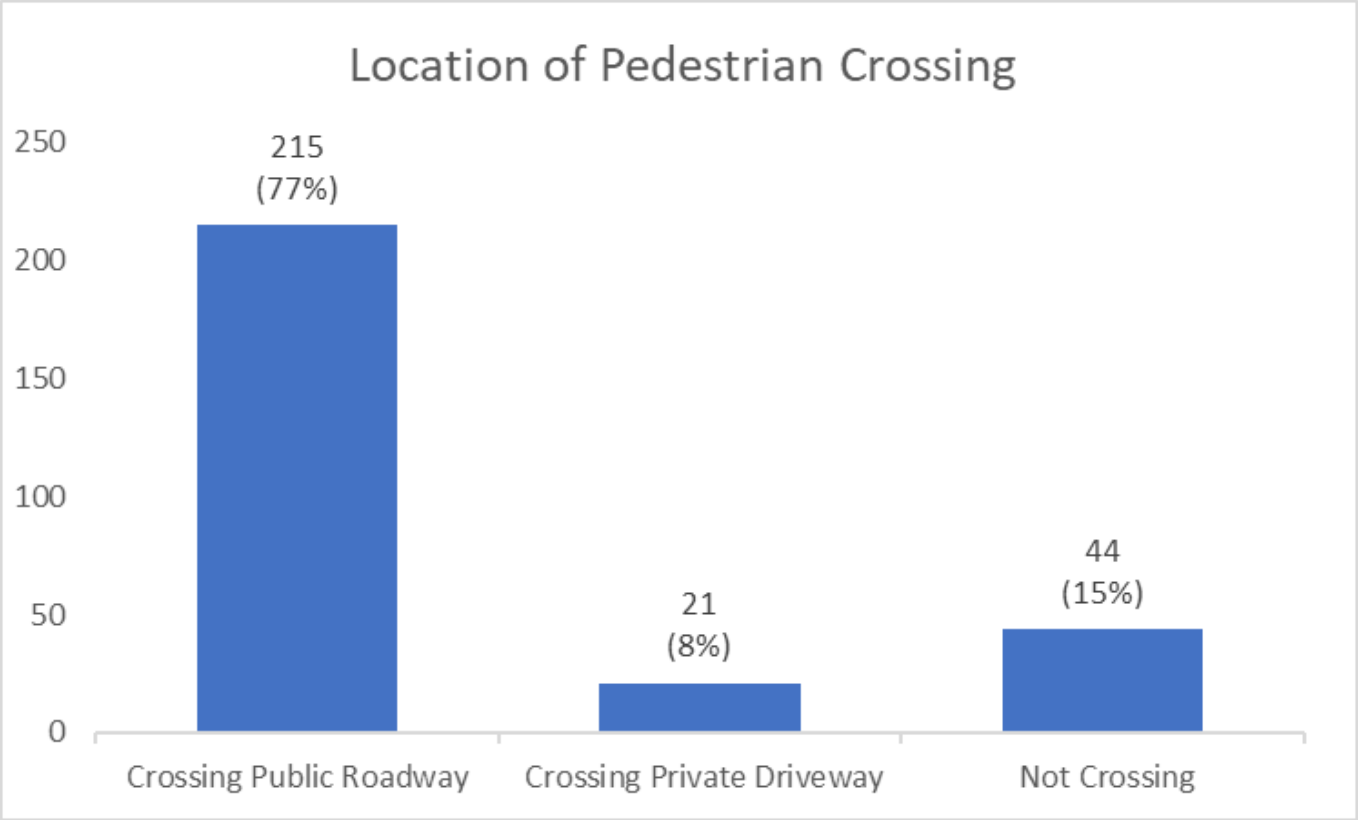
37 - Traffic Control at Place of Pedestrian Collision



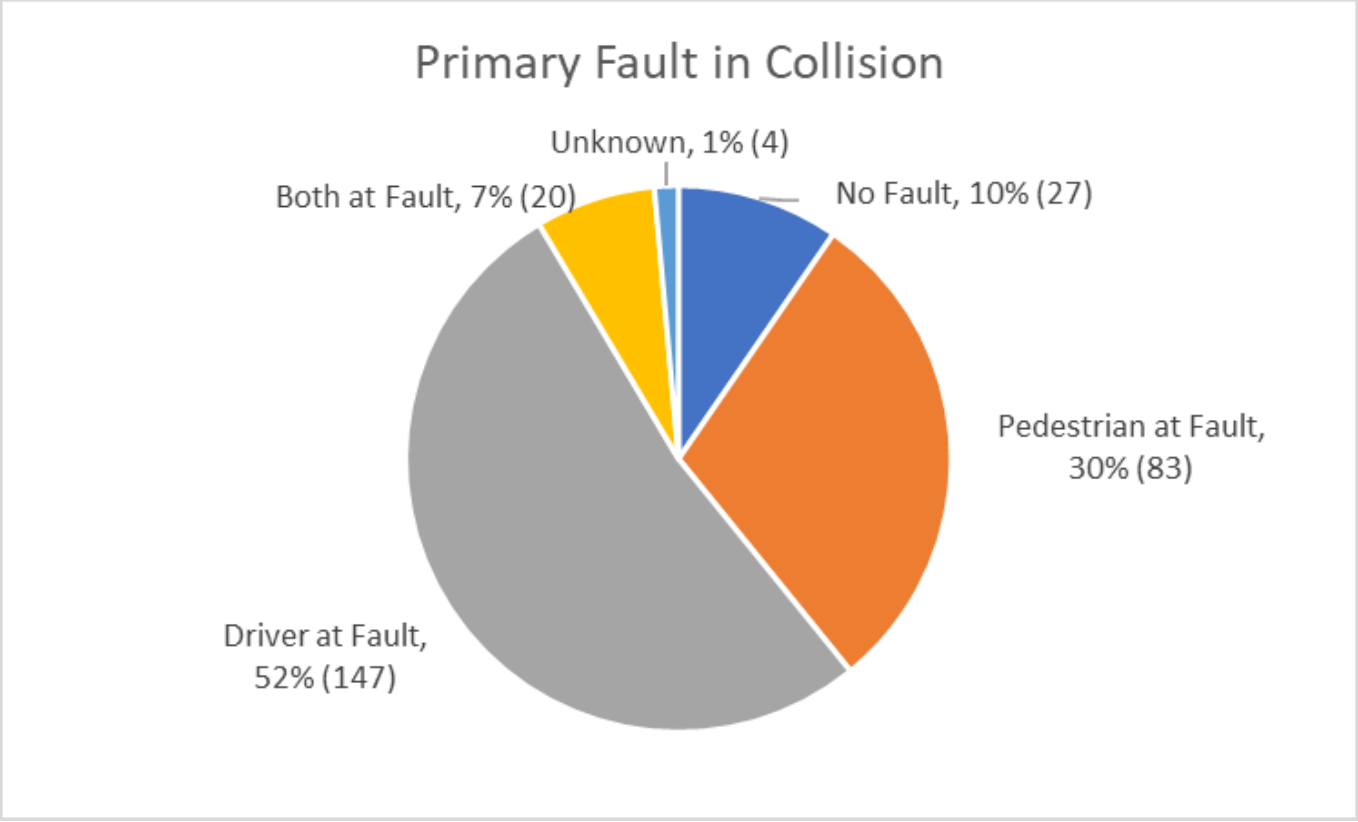
38 - Pedestrian Collisions on Private Property



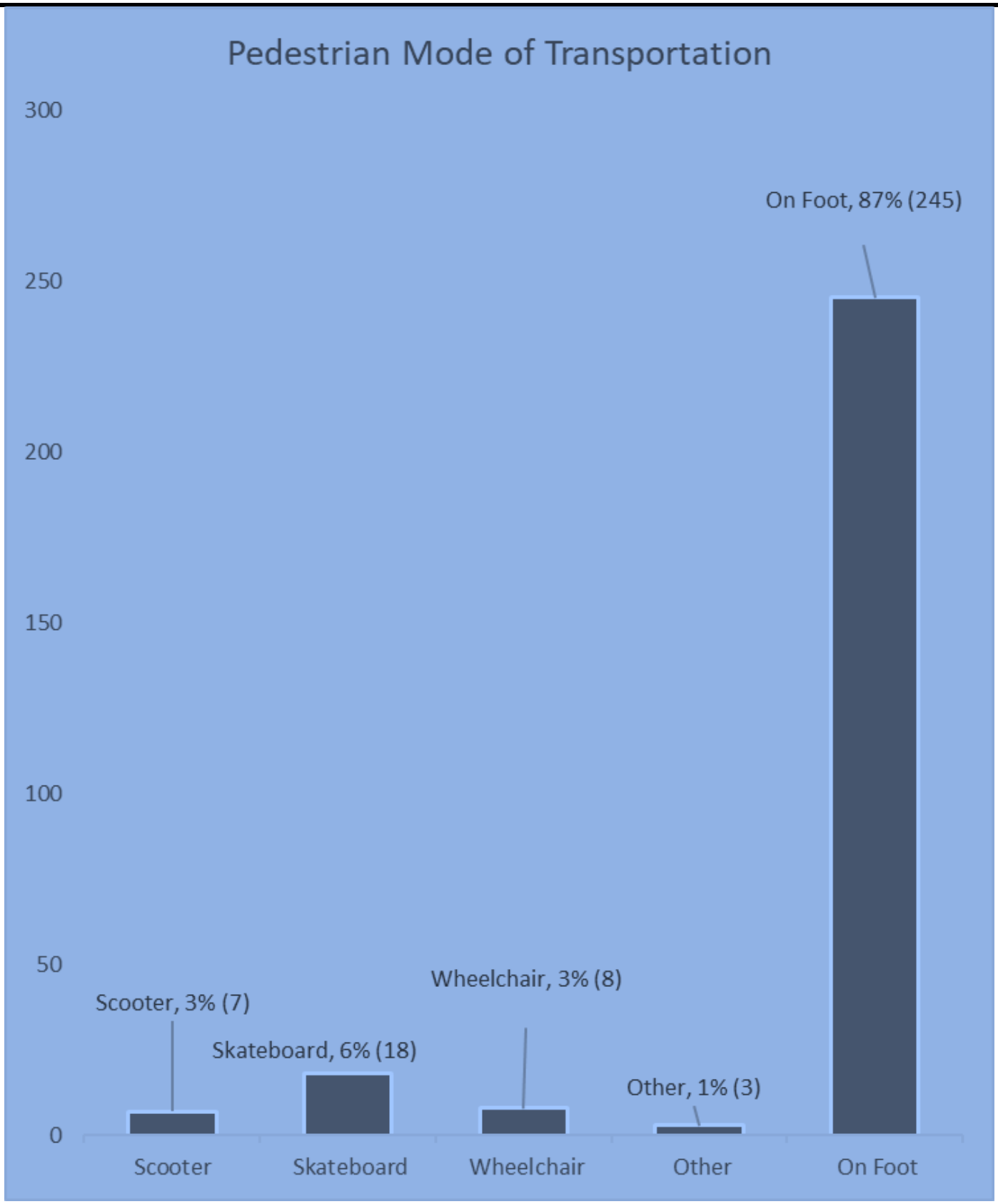
39 - Collision by Pedestrian Injury Severity



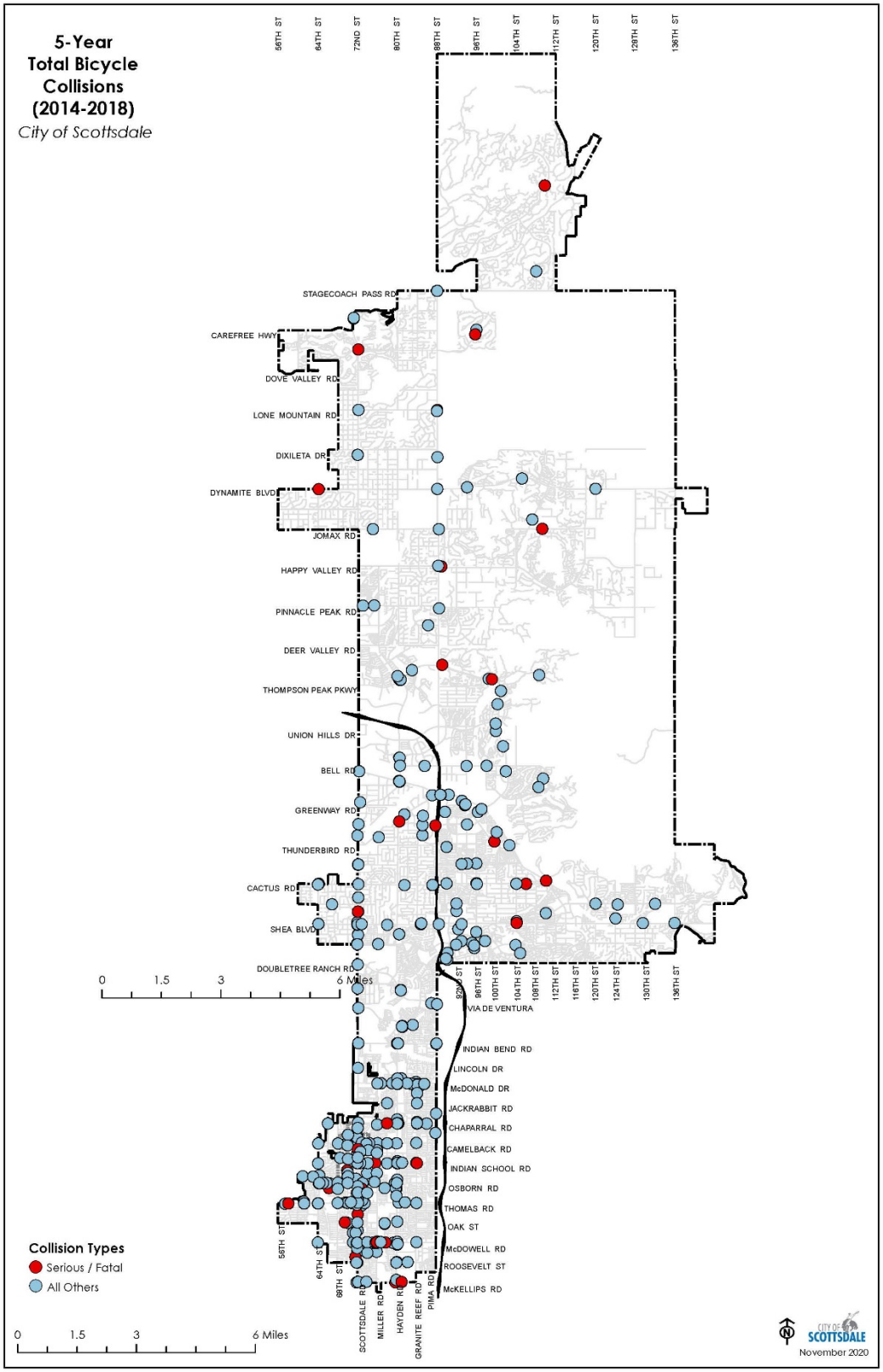
40 - Location of Pedestrian Crossing



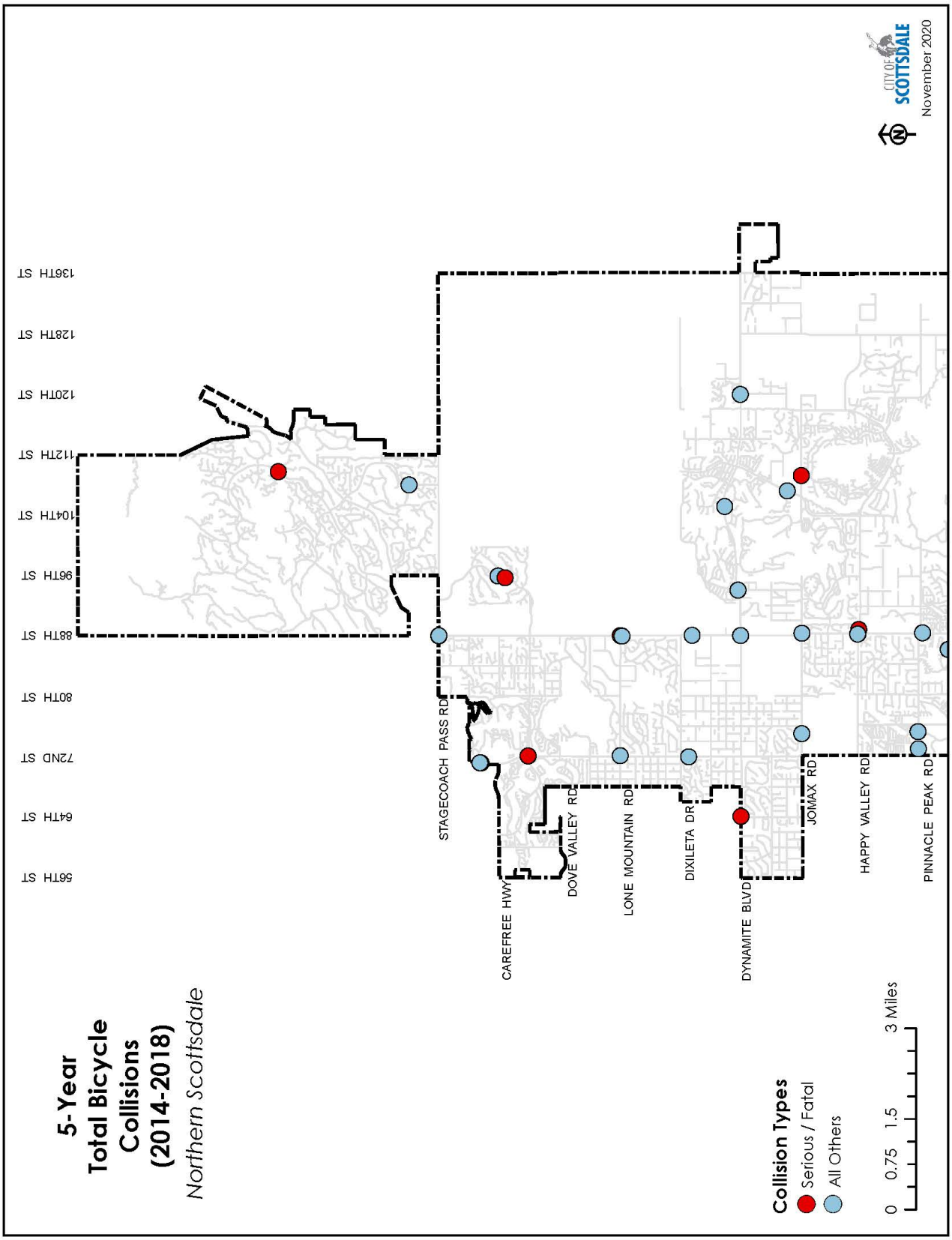
41 - Primary Fault in Collision



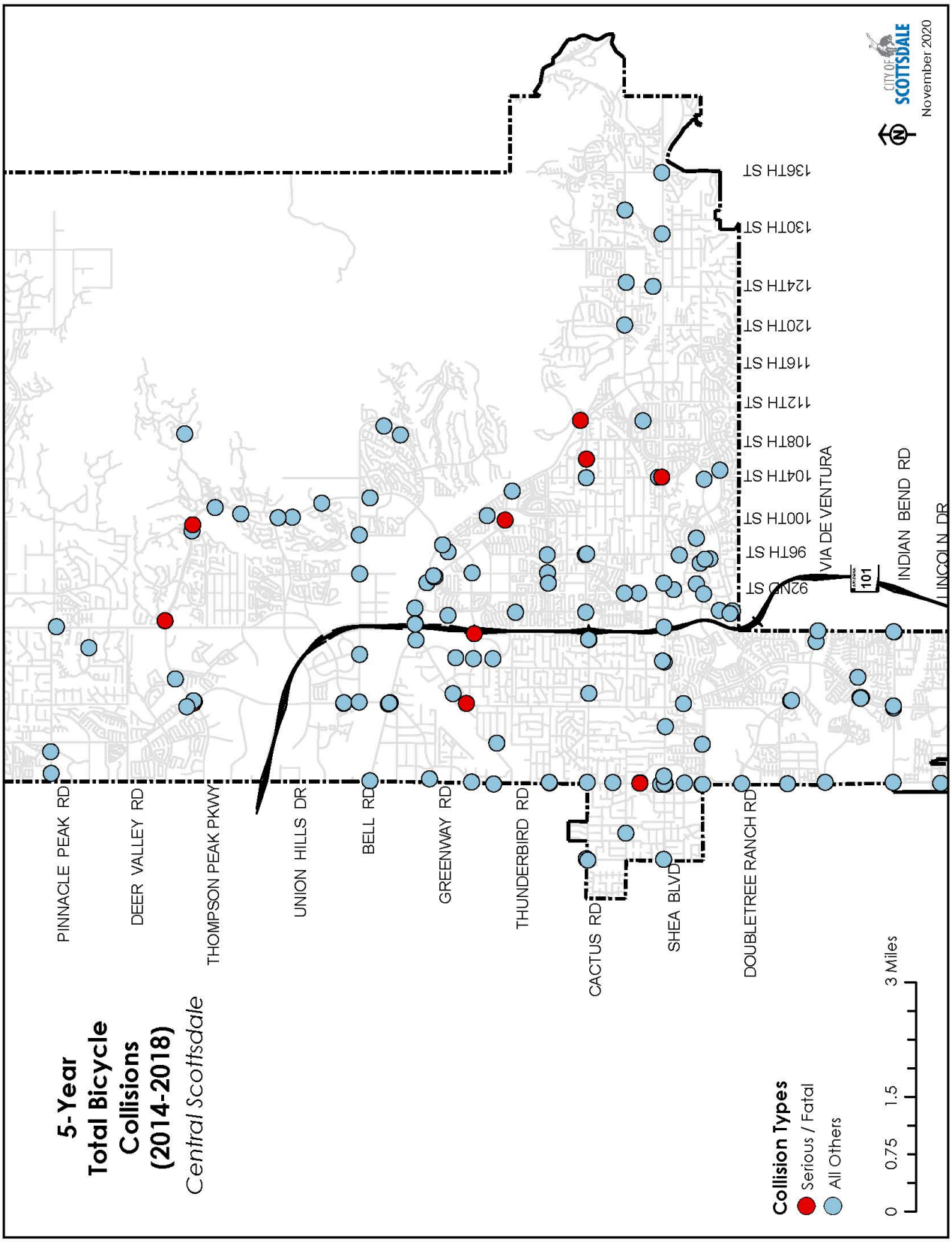
42 - Pedestrian Mode of Transportation



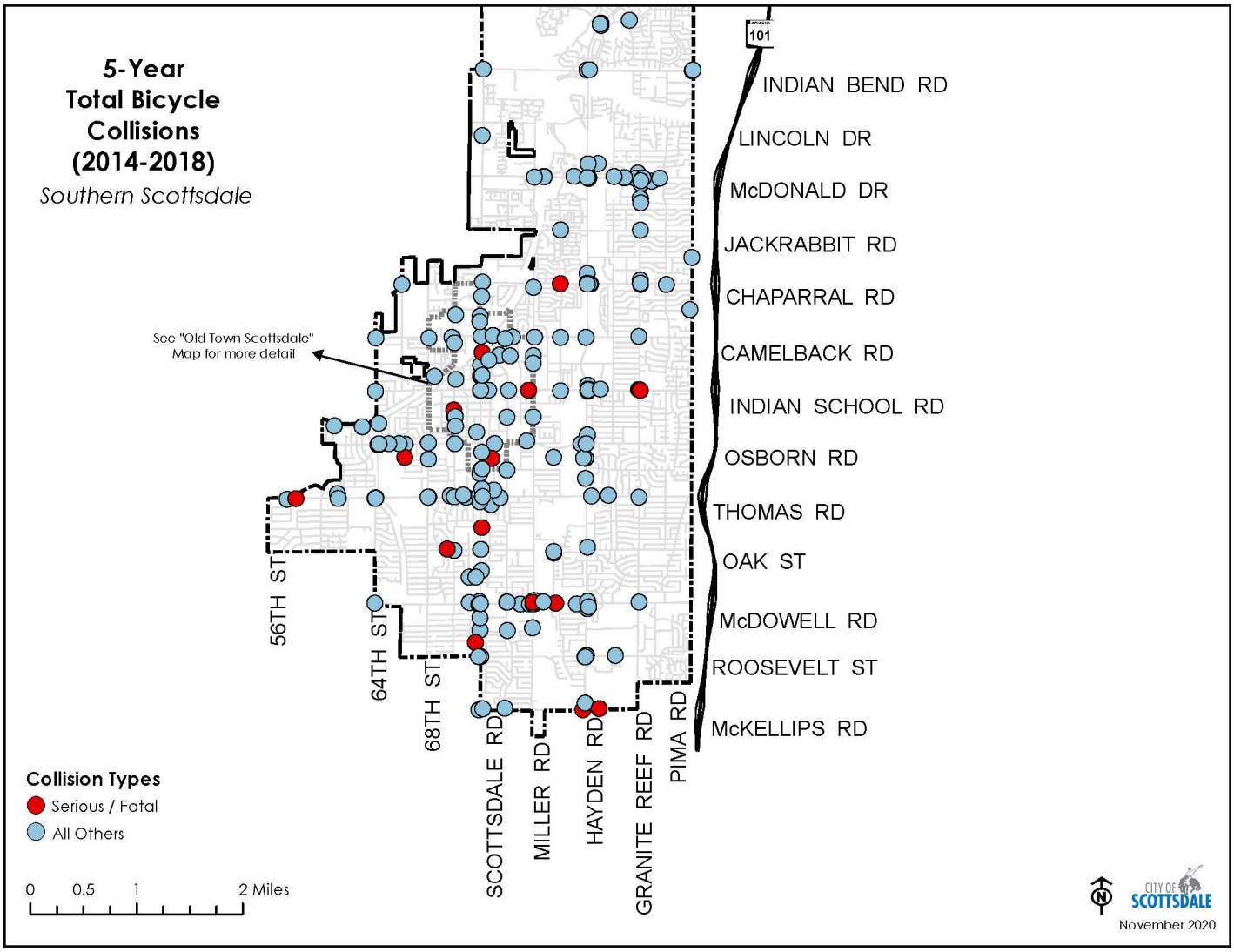
43 - 5 Year Total Citywide



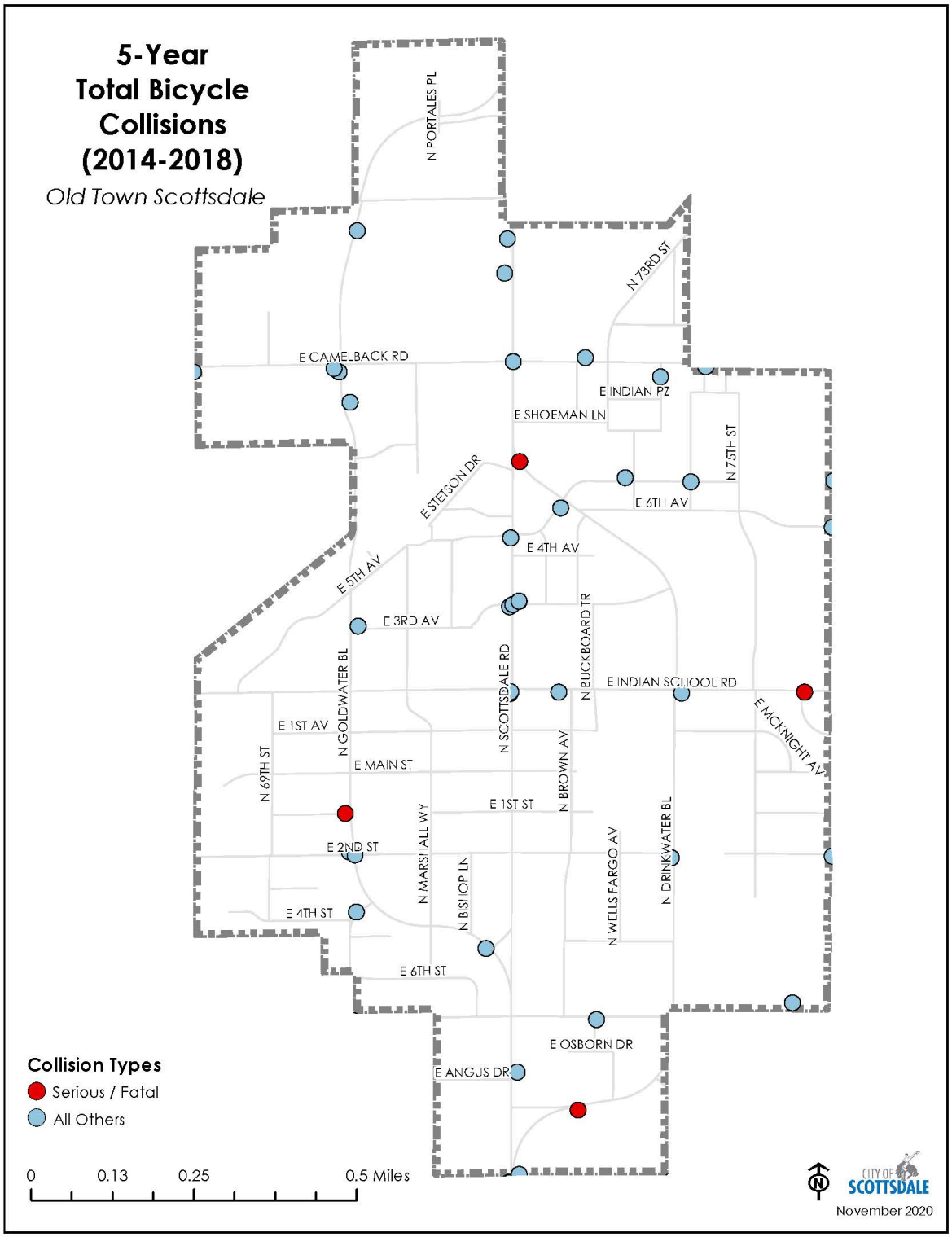
44 - 5 Year Total Northern Scottsdale



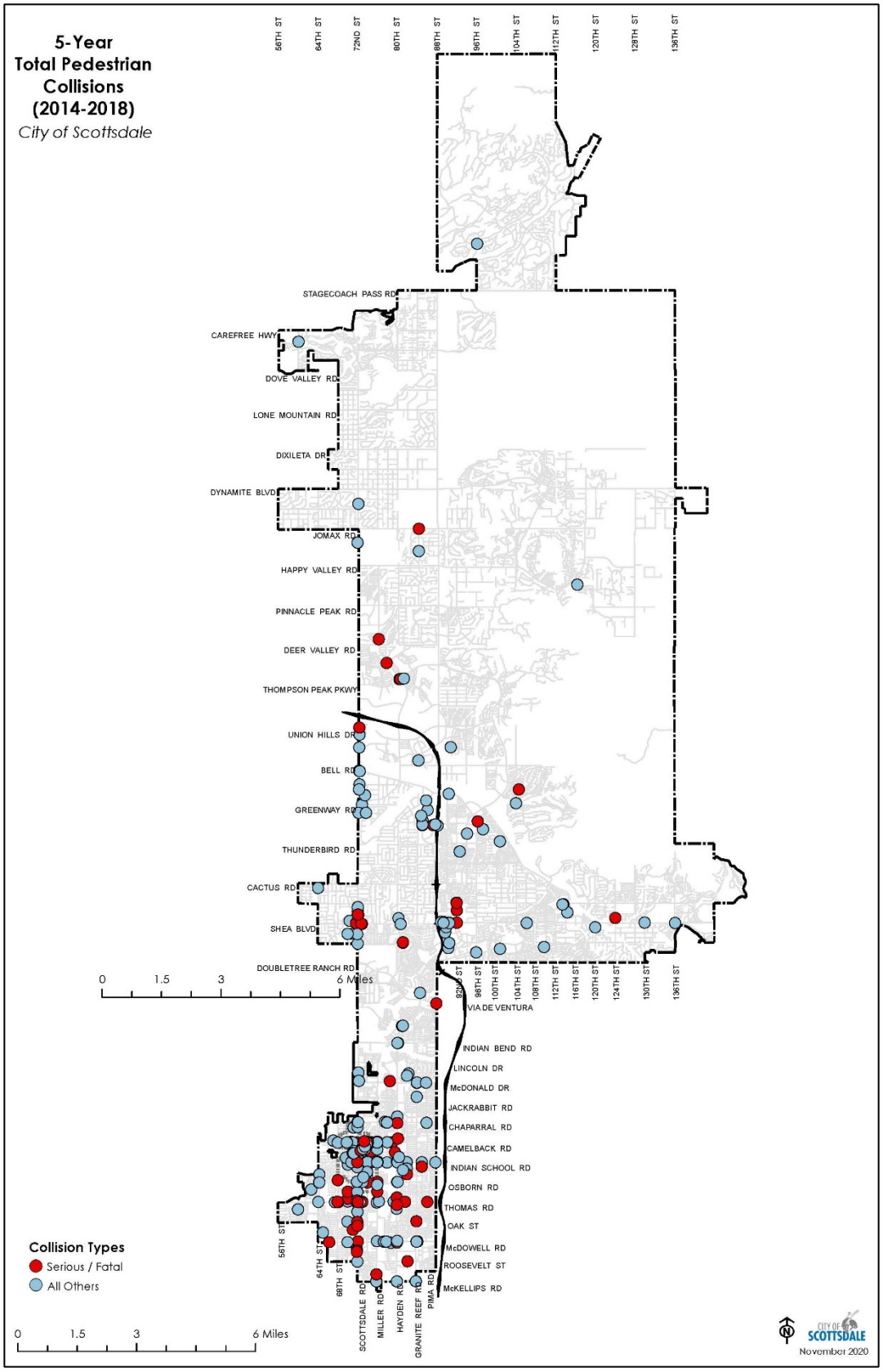
45 - 5 Year Total Central Scottsdale



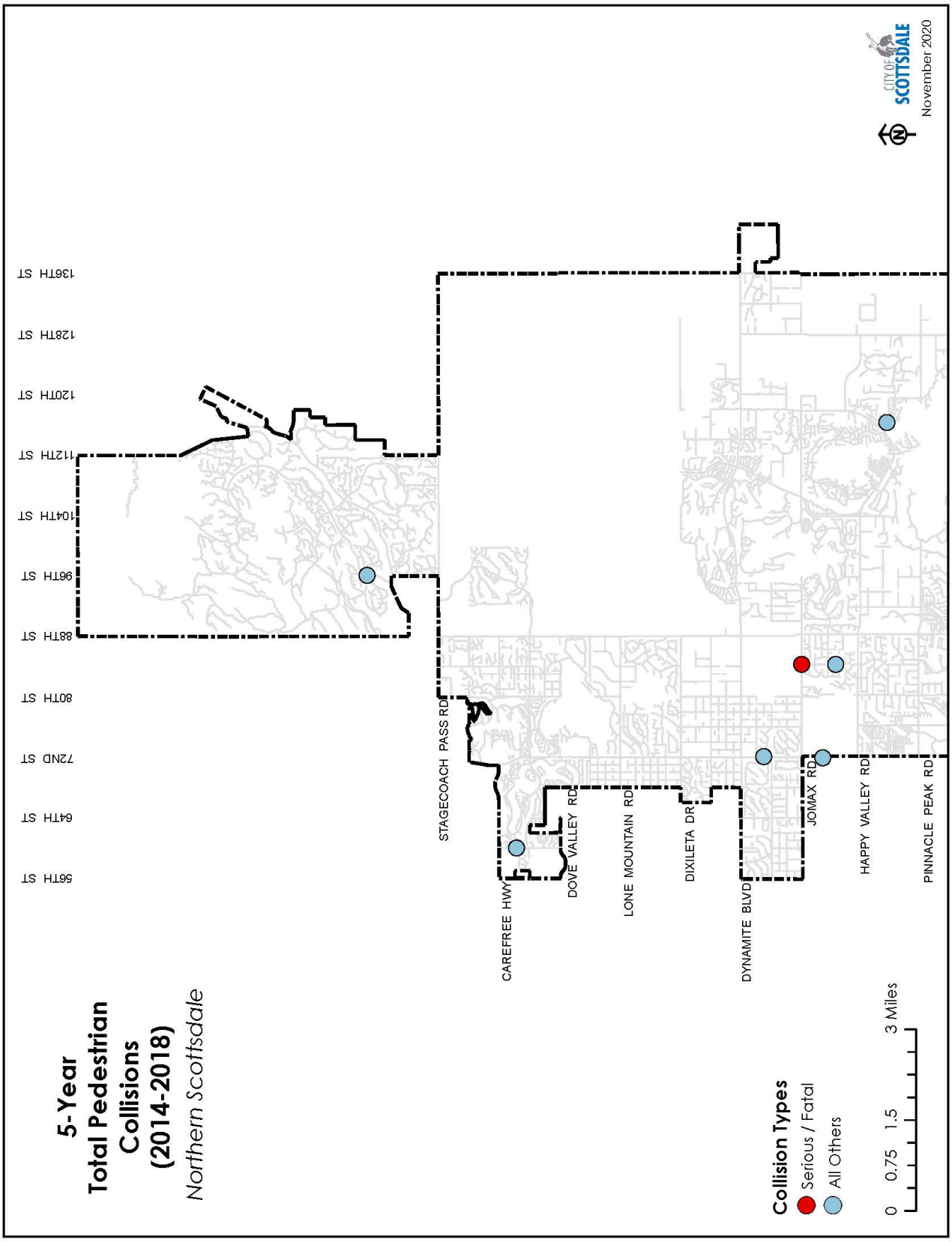
46 - 5 Year Total Southern Scottsdale



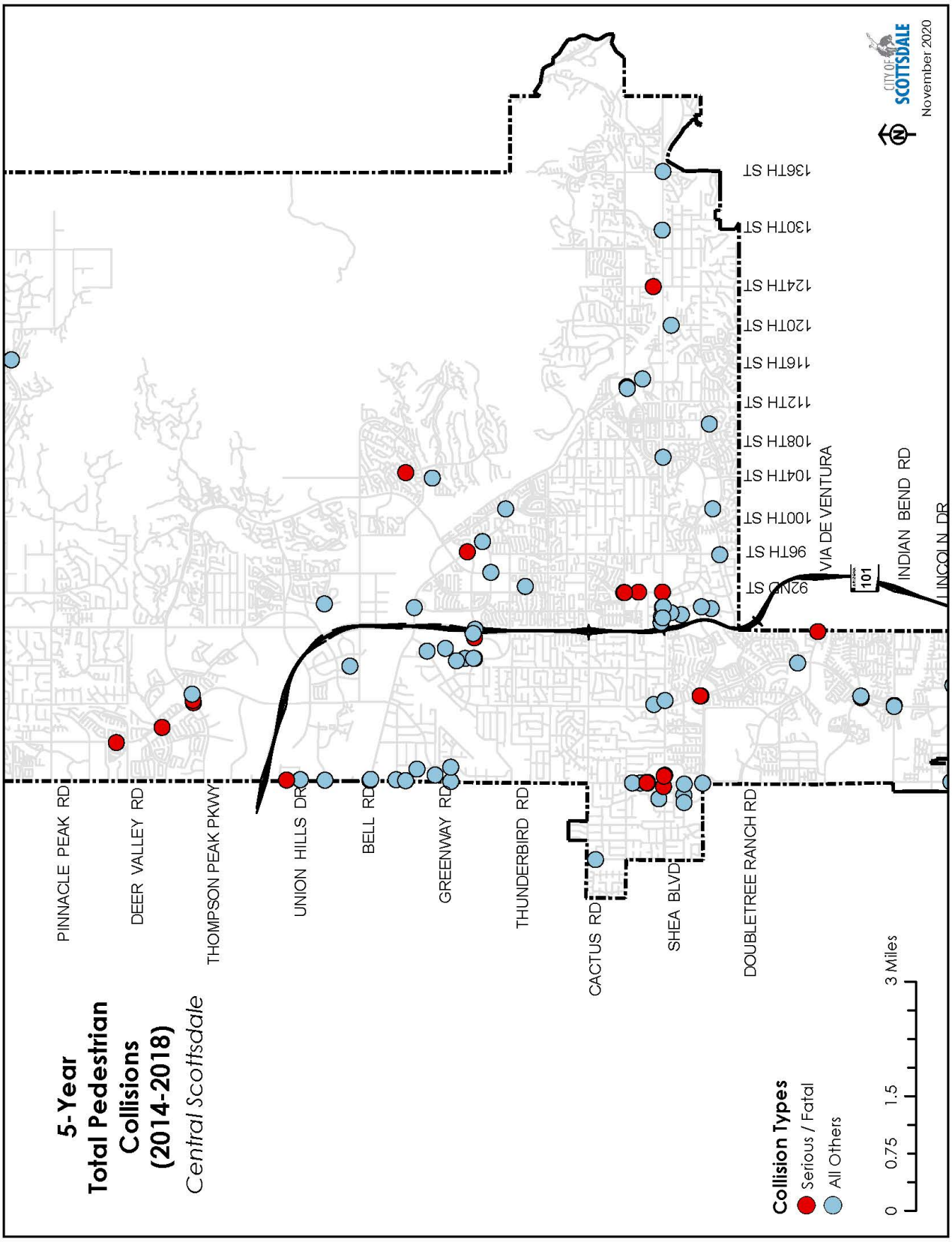
47 - 5 Year Total "Old Town" Scottsdale



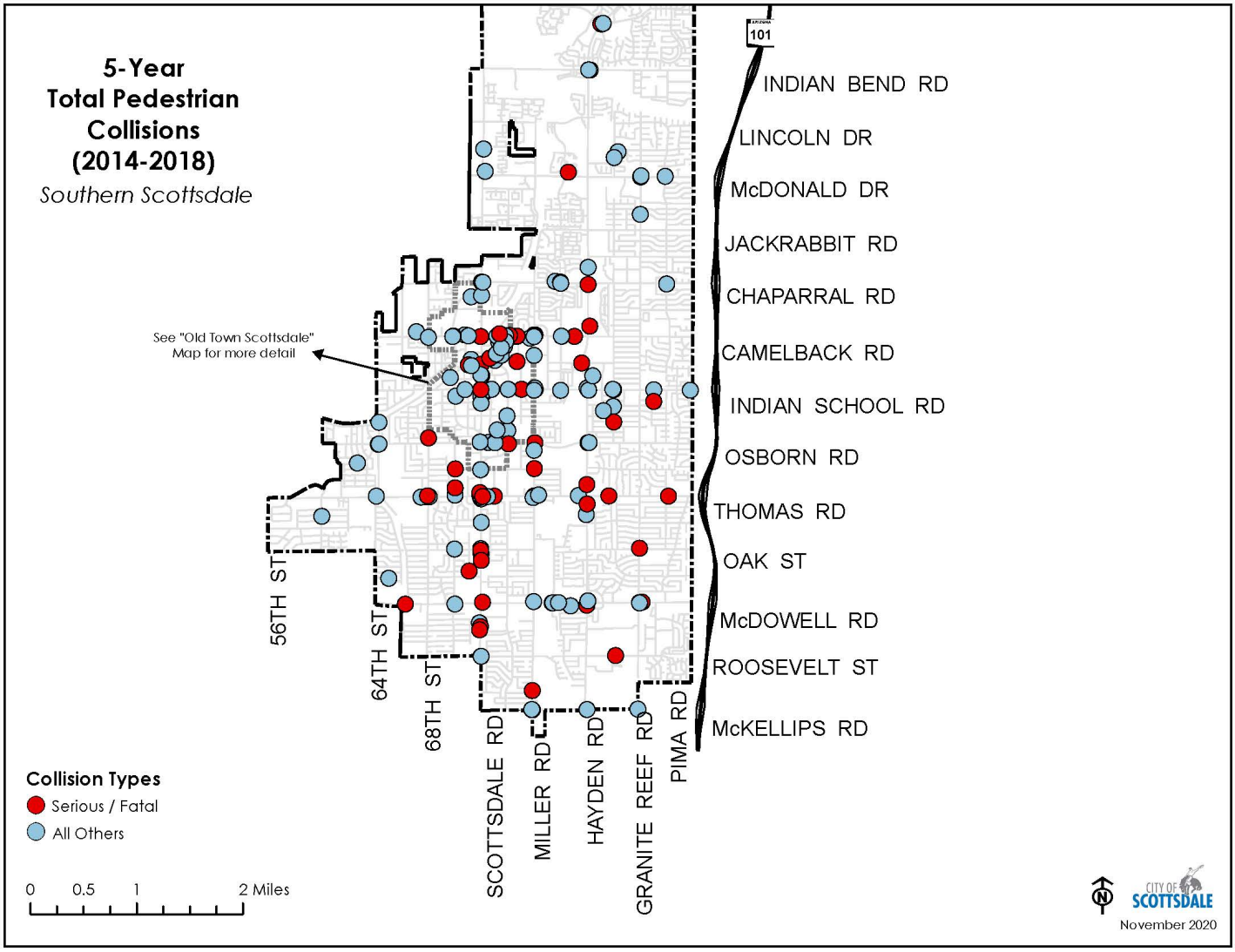
48 - 5 Year Total Citywide



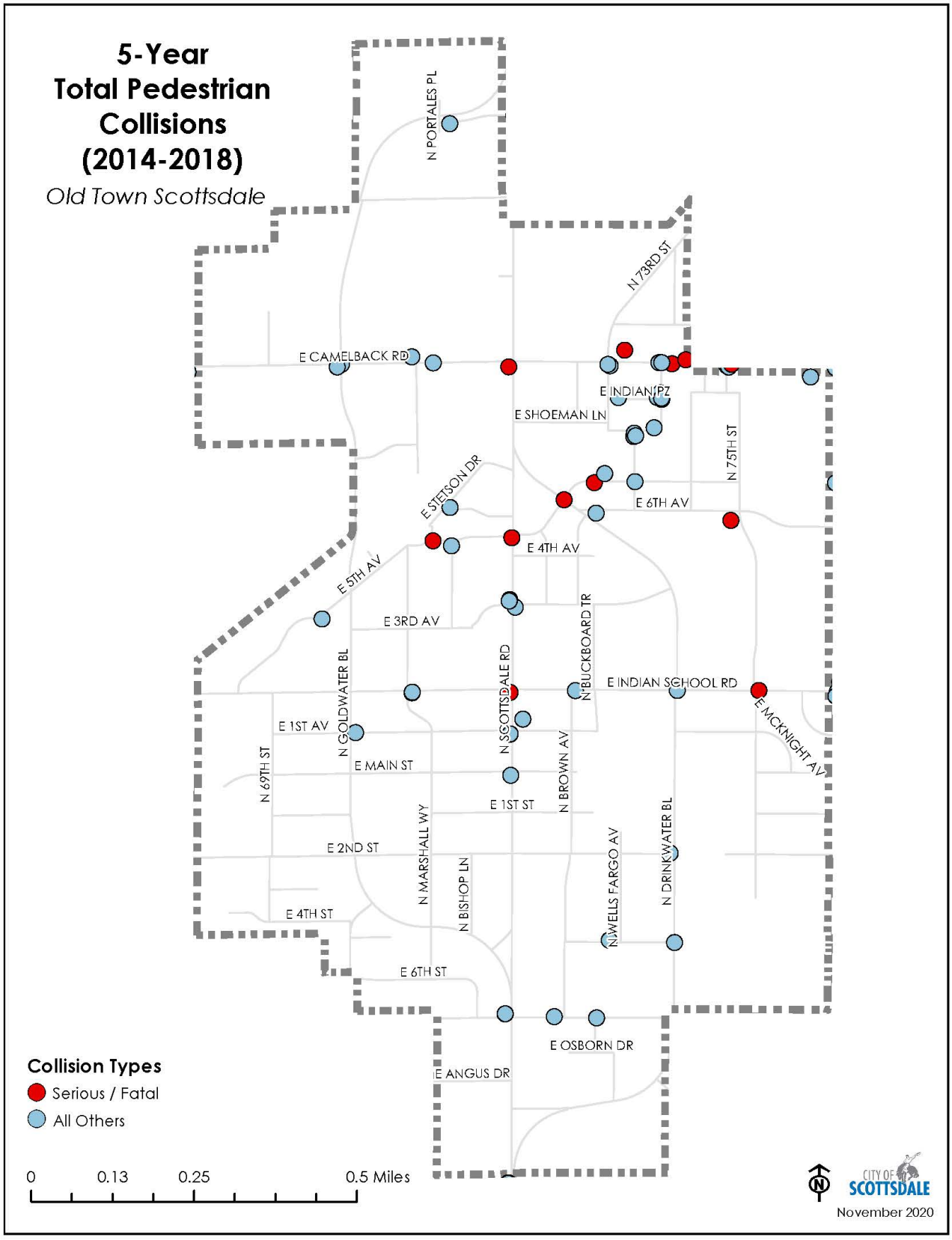
49 - 5 Year Total Northern Scottsdale



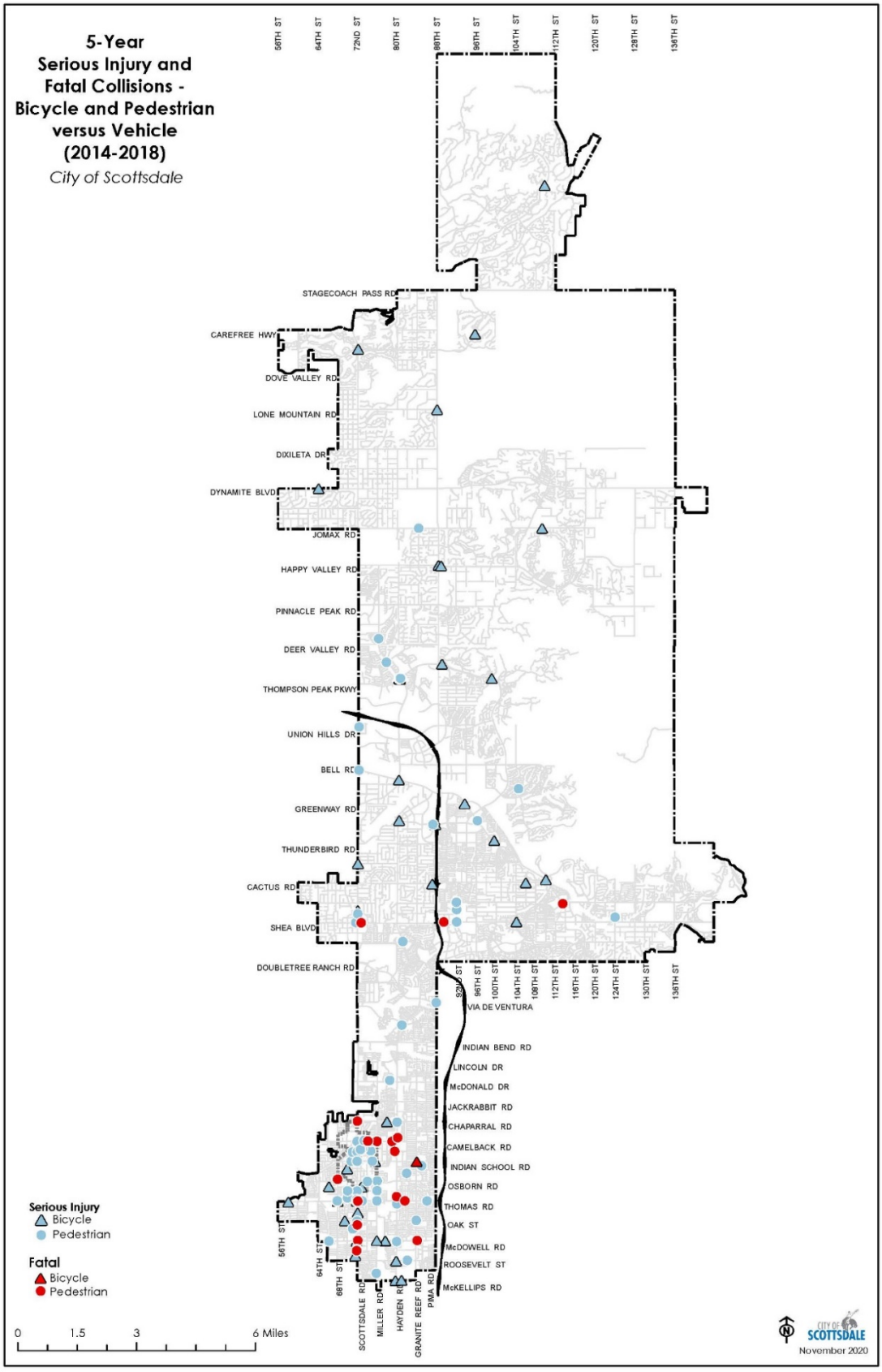
50 - 5 Year Total Central Scottsdale



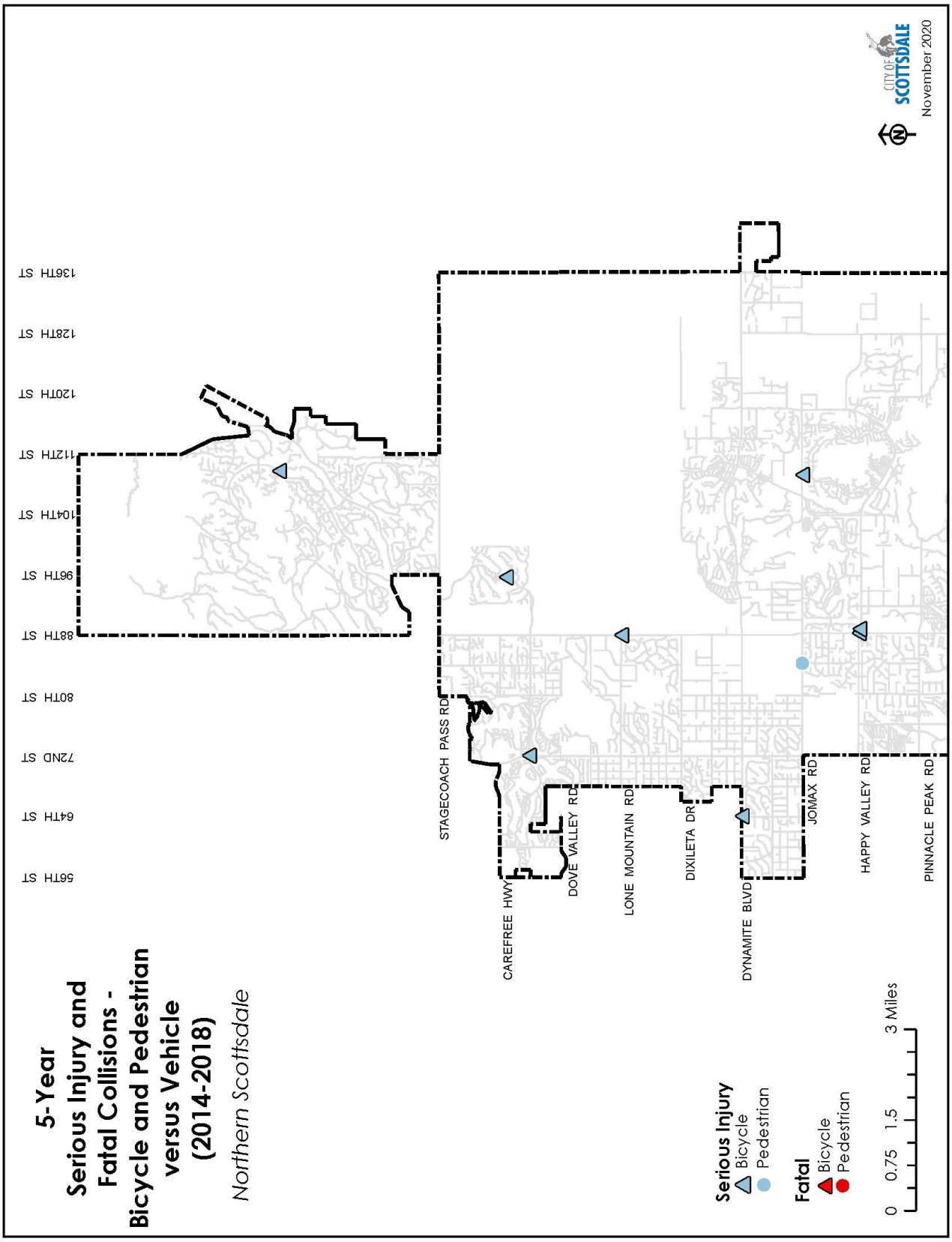
51 - 5 Year Total Southern Scottsdale



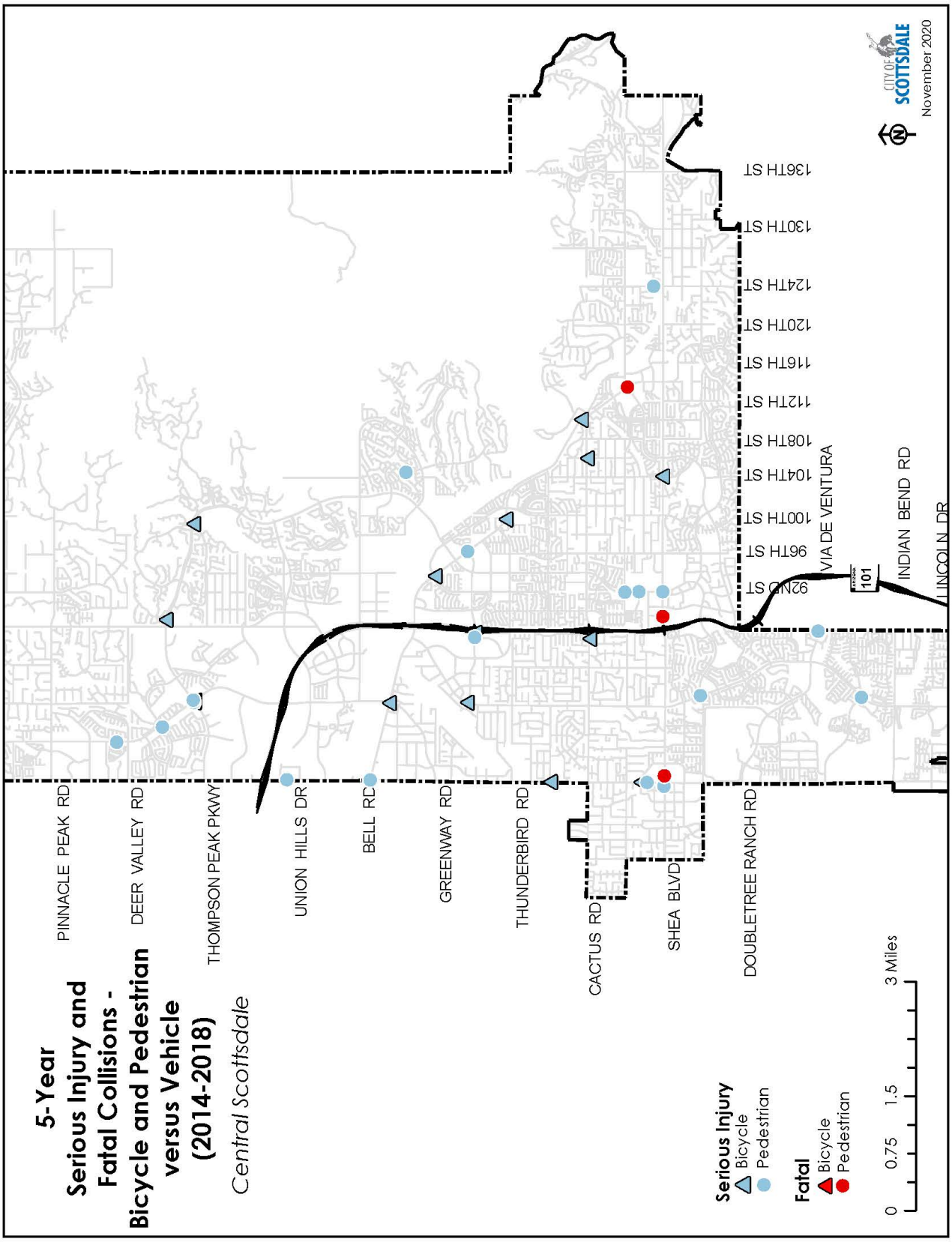
52 - 5 Year Total "Old Town Scottsdale"



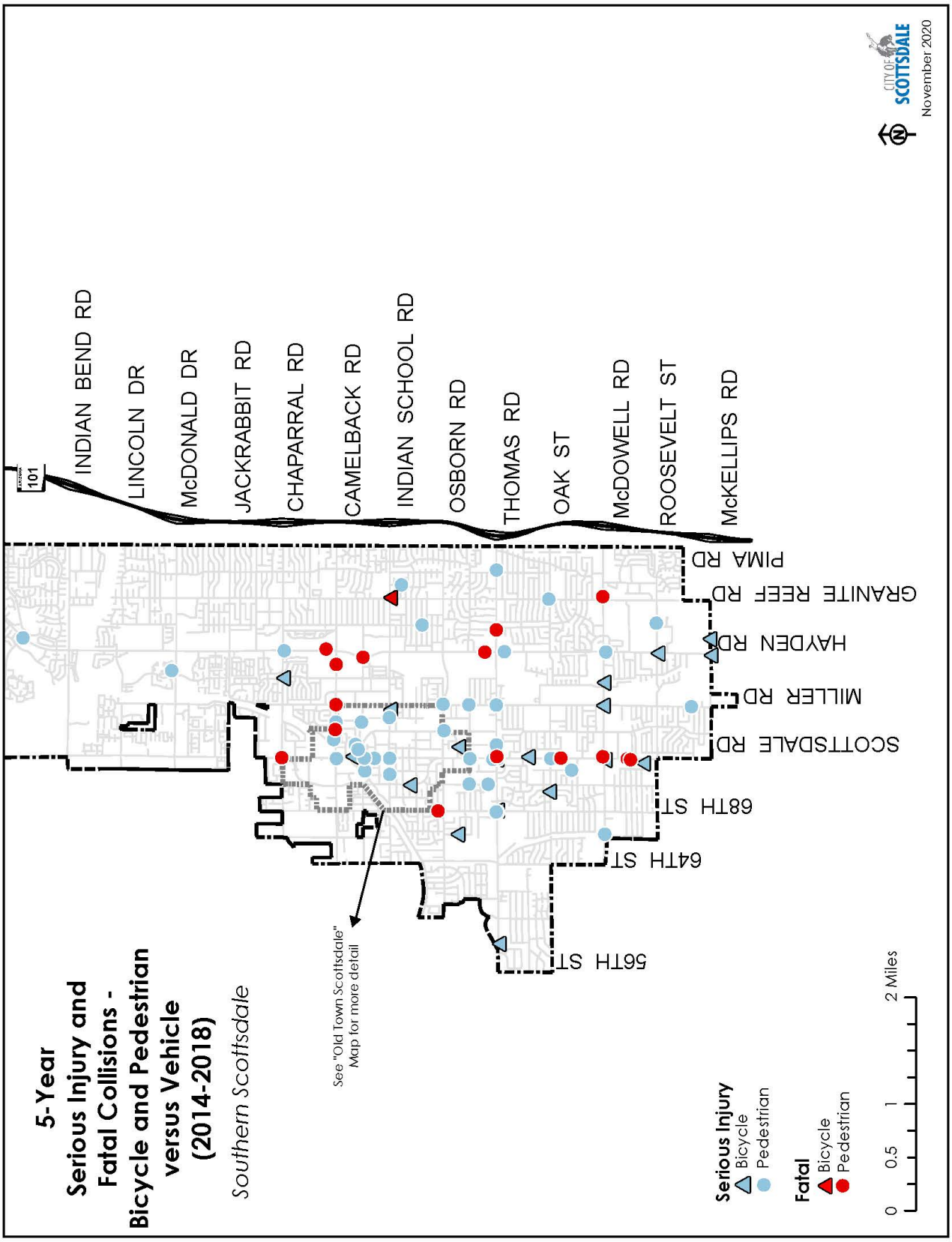
53 - 5 Year Total Citywide



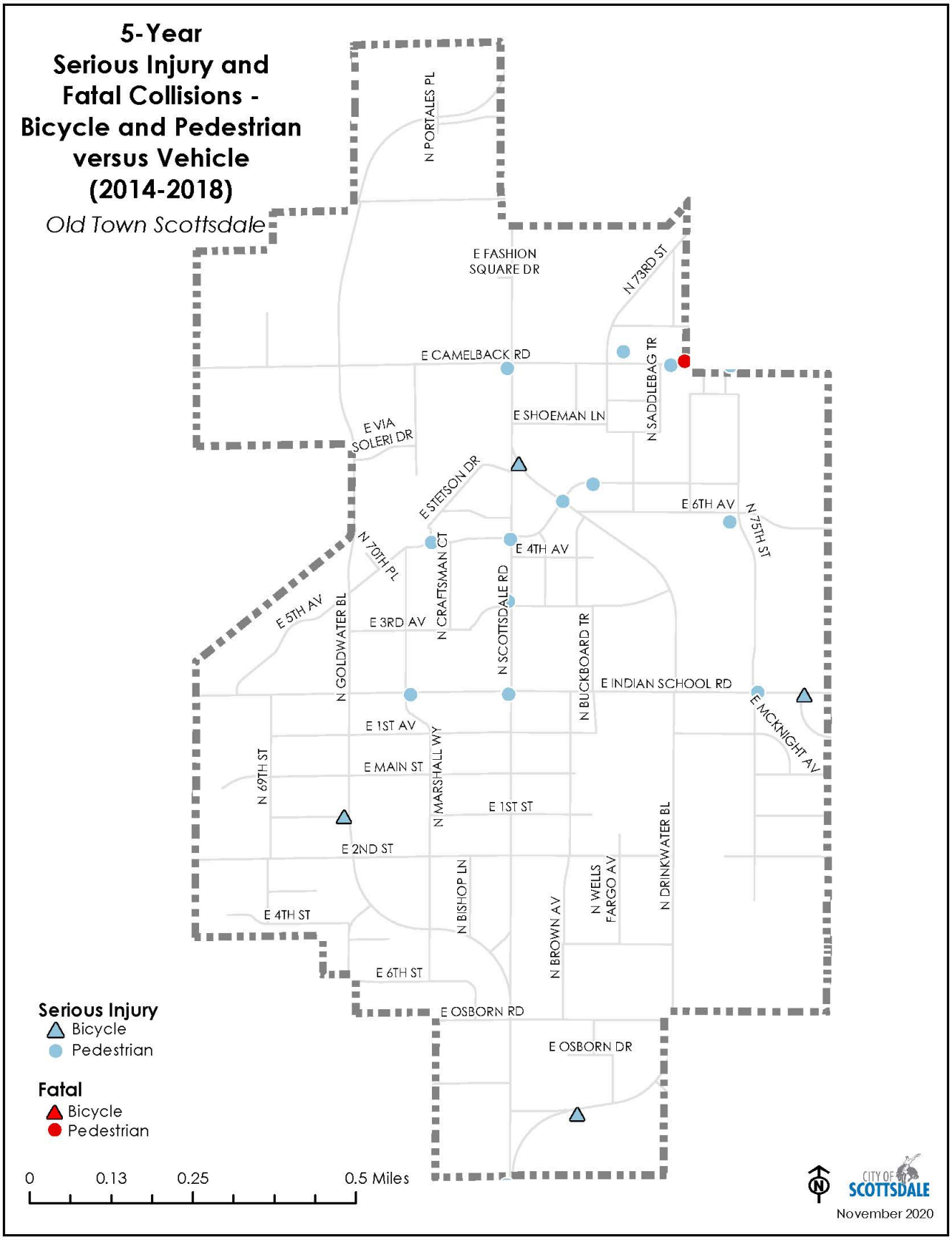
54 - 5 Year Total Northern Scottsdale



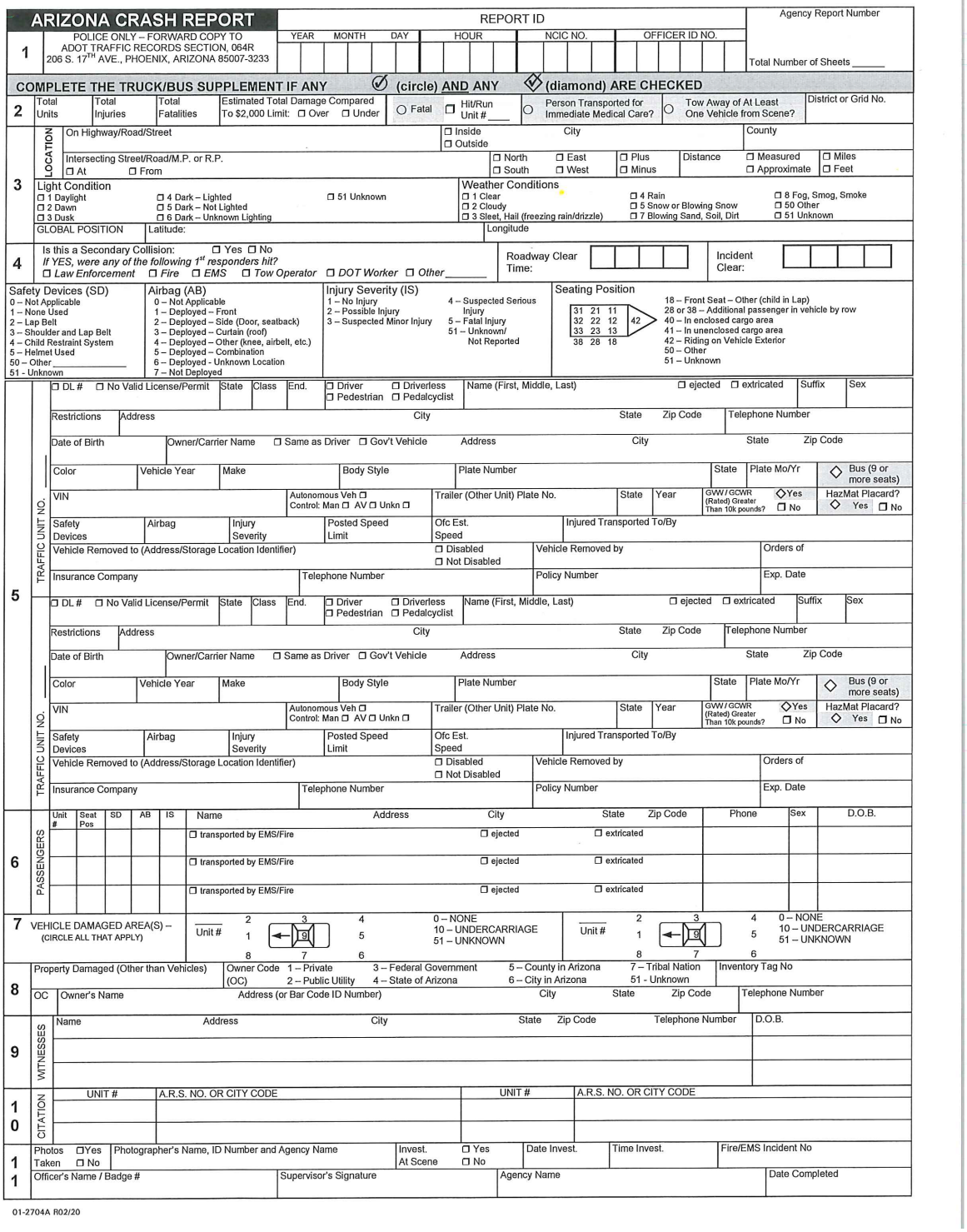
55 - 5 Year Total Central Scottsdale



56 - 5 Year Total Southern Scottsdale



57 - 5 Year Total "Old Town" Scottsdale



ARIZONA CRASH REPORT

REPORT ID

Agency Report Number

1 POLICE ONLY – FORWARD COPY TO
ADOT TRAFFIC RECORDS SECTION, 064R
206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

YEAR MONTH DAY | HOUR | NCIC NO. | OFFICER ID NO.

Total Number of Sheets _____

COMPLETE THE TRUCK/BUS SUPPLEMENT IF ANY ✓ (circle) AND ANY ◇ (diamond) ARE CHECKED

2 Total Units | Total Injuries | Total Fatalities | Estimated Total Damage Compared To $2,000 Limit: ☐ Over ☐ Under | ○ Fatal ☐ Hit/Run Unit # ___ | ○ Person Transported for Immediate Medical Care? | ○ Tow Away of At Least One Vehicle from Scene? | District or Grid No.

3 LOCATION
On Highway/Road/Street | ☐ Inside ☐ Outside | City | County
Intersecting Street/Road/M.P. or R.P. | ☐ At ☐ From | ☐ North ☐ East ☐ South ☐ West | ☐ Plus ☐ Minus | Distance | ☐ Measured ☐ Approximate | ☐ Miles ☐ Feet

Light Condition
☐ 1 Daylight ☐ 2 Dawn ☐ 3 Dusk ☐ 4 Dark – Lighted ☐ 5 Dark – Not Lighted ☐ 6 Dark – Unknown Lighting ☐ 51 Unknown

Weather Conditions
☐ 1 Clear ☐ 2 Cloudy ☐ 3 Sleet, Hail (freezing rain/drizzle) ☐ 4 Rain ☐ 5 Snow or Blowing Snow ☐ 7 Blowing Sand, Soil, Dirt ☐ 8 Fog, Smog, Smoke ☐ 50 Other ☐ 51 Unknown

GLOBAL POSITION | Latitude: | Longitude

4 Is this a Secondary Collision: ☐ Yes ☐ No
If YES, were any of the following 1st responders hit?
☐ *Law Enforcement* ☐ *Fire* ☐ *EMS* ☐ *Tow Operator* ☐ *DOT Worker* ☐ *Other*_____

Roadway Clear Time: | Incident Clear:

Safety Devices (SD)
0 – Not Applicable
1 – None Used
2 – Lap Belt
3 – Shoulder and Lap Belt
4 – Child Restraint System
5 – Helmet Used
50 – Other _____
51 - Unknown

Airbag (AB)
0 – Not Applicable
1 – Deployed – Front
2 – Deployed – Side (Door, seatback)
3 – Deployed – Curtain (roof)
4 – Deployed – Other (knee, airbelt, etc.)
5 – Deployed – Combination
6 – Deployed - Unknown Location
7 – Not Deployed

Injury Severity (IS)
1 – No Injury
2 – Possible Injury
3 – Suspected Minor Injury
4 – Suspected Serious Injury
5 – Fatal Injury
51 – Unknown/ Not Reported

Seating Position
31 21 11
32 22 12 42
33 23 13
38 28 18
18 – Front Seat – Other (child in Lap)
28 or 38 – Additional passenger in vehicle by row
40 – In enclosed cargo area
41 – In unenclosed cargo area
42 – Riding on Vehicle Exterior
50 – Other
51 – Unknown

5 TRAFFIC UNIT NO.
☐ DL # ☐ No Valid License/Permit | State | Class | End. | ☐ Driver ☐ Driverless ☐ Pedestrian ☐ Pedalcyclist | Name (First, Middle, Last) ☐ ejected ☐ extricated | Suffix | Sex
Restrictions | Address | City | State | Zip Code | Telephone Number
Date of Birth | Owner/Carrier Name ☐ Same as Driver ☐ Gov't Vehicle | Address | City | State | Zip Code
Color | Vehicle Year | Make | Body Style | Plate Number | State | Plate Mo/Yr | ◇ Bus (9 or more seats)
VIN | Autonomous Veh ☐ Control: Man ☐ AV ☐ Unkn ☐ | Trailer (Other Unit) Plate No. | State | Year | GVW / GCWR (Rated) Greater Than 10k pounds? ◇Yes ☐ No | HazMat Placard? ◇ Yes ☐ No
Safety Devices | Airbag | Injury Severity | Posted Speed Limit | Ofc Est. Speed | Injured Transported To/By
Vehicle Removed to (Address/Storage Location Identifier) | ☐ Disabled ☐ Not Disabled | Vehicle Removed by | Orders of
Insurance Company | Telephone Number | Policy Number | Exp. Date

TRAFFIC UNIT NO.
☐ DL # ☐ No Valid License/Permit | State | Class | End. | ☐ Driver ☐ Driverless ☐ Pedestrian ☐ Pedalcyclist | Name (First, Middle, Last) ☐ ejected ☐ extricated | Suffix | Sex
Restrictions | Address | City | State | Zip Code | Telephone Number
Date of Birth | Owner/Carrier Name ☐ Same as Driver ☐ Gov't Vehicle | Address | City | State | Zip Code
Color | Vehicle Year | Make | Body Style | Plate Number | State | Plate Mo/Yr | ◇ Bus (9 or more seats)
VIN | Autonomous Veh ☐ Control: Man ☐ AV ☐ Unkn ☐ | Trailer (Other Unit) Plate No. | State | Year | GVW / GCWR (Rated) Greater Than 10k pounds? ◇Yes ☐ No | HazMat Placard? ◇ Yes ☐ No
Safety Devices | Airbag | Injury Severity | Posted Speed Limit | Ofc Est. Speed | Injured Transported To/By
Vehicle Removed to (Address/Storage Location Identifier) | ☐ Disabled ☐ Not Disabled | Vehicle Removed by | Orders of
Insurance Company | Telephone Number | Policy Number | Exp. Date

6 PASSENGERS
Unit # | Seat Pos | SD | AB | IS | Name | Address | City | State | Zip Code | Phone | Sex | D.O.B.
☐ transported by EMS/Fire ☐ ejected ☐ extricated
☐ transported by EMS/Fire ☐ ejected ☐ extricated
☐ transported by EMS/Fire ☐ ejected ☐ extricated

7 VEHICLE DAMAGED AREA(S) – (CIRCLE ALL THAT APPLY)
Unit # 2 3 4 1 9 5 8 7 6 — 0 – NONE, 10 – UNDERCARRIAGE, 51 – UNKNOWN
Unit # 2 3 4 1 9 5 8 7 6 — 0 – NONE, 10 – UNDERCARRIAGE, 51 – UNKNOWN

8 Property Damaged (Other than Vehicles) | Owner Code (OC) 1 – Private 2 – Public Utility 3 – Federal Government 4 – State of Arizona 5 – County in Arizona 6 – City in Arizona 7 – Tribal Nation 51 - Unknown | Inventory Tag No
OC | Owner's Name | Address (or Bar Code ID Number) | City | State | Zip Code | Telephone Number

9 WITNESSES
Name | Address | City | State | Zip Code | Telephone Number | D.O.B.

10 CITATION
UNIT # | A.R.S. NO. OR CITY CODE | UNIT # | A.R.S. NO. OR CITY CODE

11 Photos Taken ☐ Yes ☐ No | Photographer's Name, ID Number and Agency Name | Invest. At Scene ☐ Yes ☐ No | Date Invest. | Time Invest. | Fire/EMS Incident No
Officer's Name / Badge # | Supervisor's Signature | Agency Name | Date Completed

01-2704A R02/20

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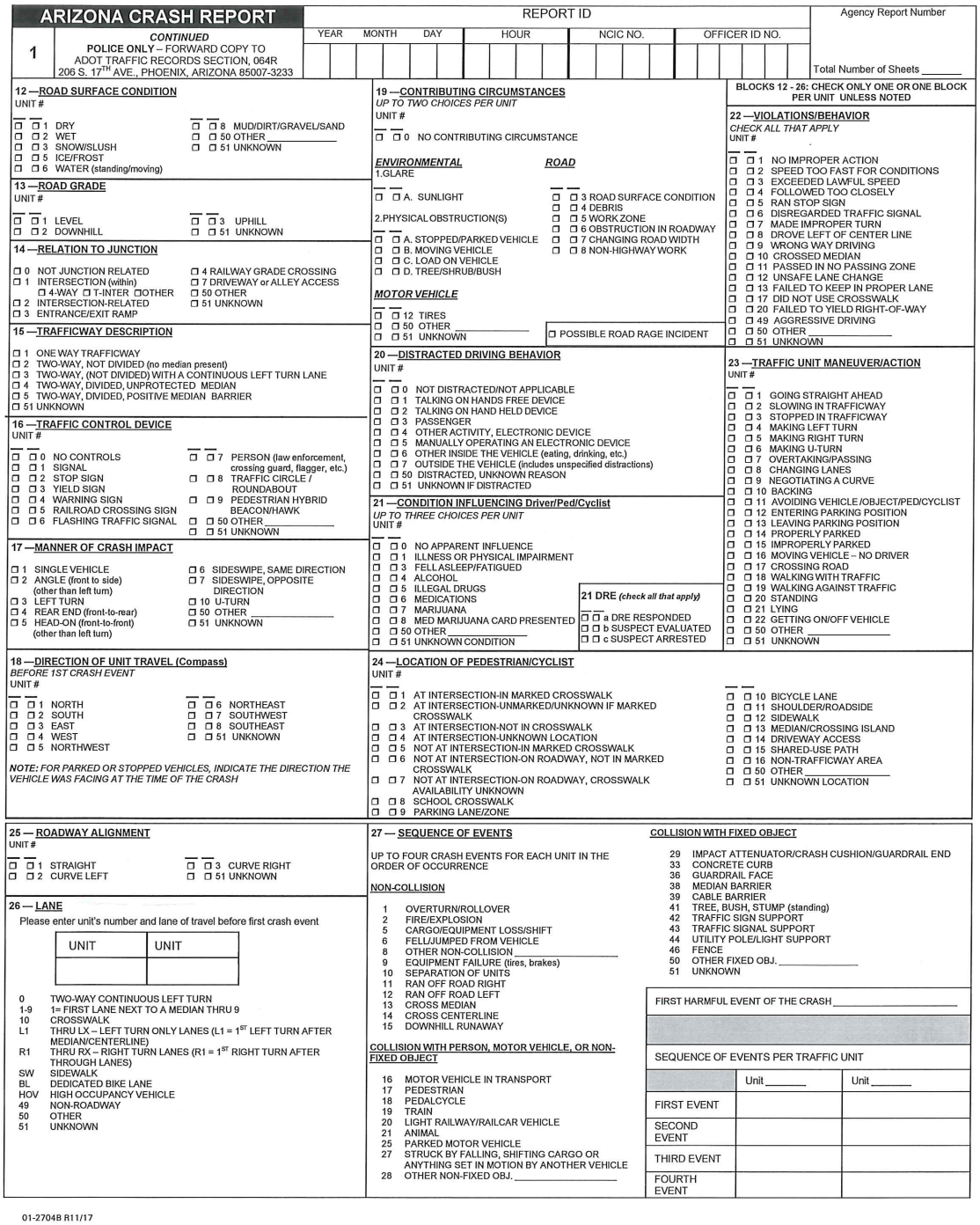


ARIZONA CRASH REPORT

REPORT ID — YEAR | MONTH | DAY | HOUR | NCIC NO. | OFFICER ID NO.

Agency Report Number

1 — *CONTINUED*
POLICE ONLY – FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

Total Number of Sheets _____

12 —ROAD SURFACE CONDITION
UNIT #
☐ ☐ 1 DRY
☐ ☐ 2 WET
☐ ☐ 3 SNOW/SLUSH
☐ ☐ 5 ICE/FROST
☐ ☐ 6 WATER (standing/moving)
☐ ☐ 8 MUD/DIRT/GRAVEL/SAND
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN

13 —ROAD GRADE
UNIT #
☐ ☐ 1 LEVEL
☐ ☐ 2 DOWNHILL
☐ ☐ 3 UPHILL
☐ ☐ 51 UNKNOWN

14 —RELATION TO JUNCTION
☐ 0 NOT JUNCTION RELATED
☐ 1 INTERSECTION (within) ☐ 4-WAY ☐ T-INTER ☐OTHER
☐ 2 INTERSECTION-RELATED
☐ 3 ENTRANCE/EXIT RAMP
☐ 4 RAILWAY GRADE CROSSING
☐ 7 DRIVEWAY or ALLEY ACCESS
☐ 50 OTHER
☐ 51 UNKNOWN

15 —TRAFFICWAY DESCRIPTION
☐ 1 ONE WAY TRAFFICWAY
☐ 2 TWO-WAY, NOT DIVIDED (no median present)
☐ 3 TWO-WAY, (NOT DIVIDED) WITH A CONTINUOUS LEFT TURN LANE
☐ 4 TWO-WAY, DIVIDED, UNPROTECTED MEDIAN
☐ 5 TWO-WAY, DIVIDED, POSITIVE MEDIAN BARRIER
☐ 51 UNKNOWN

16 —TRAFFIC CONTROL DEVICE
UNIT #
☐ ☐ 0 NO CONTROLS
☐ ☐ 1 SIGNAL
☐ ☐ 2 STOP SIGN
☐ ☐ 3 YIELD SIGN
☐ ☐ 4 WARNING SIGN
☐ ☐ 5 RAILROAD CROSSING SIGN
☐ ☐ 6 FLASHING TRAFFIC SIGNAL
☐ ☐ 7 PERSON (law enforcement, crossing guard, flagger, etc.)
☐ ☐ 8 TRAFFIC CIRCLE / ROUNDABOUT
☐ ☐ 9 PEDESTRIAN HYBRID BEACON/HAWK
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN

17 —MANNER OF CRASH IMPACT
☐ 1 SINGLE VEHICLE
☐ 2 ANGLE (front to side) (other than left turn)
☐ 3 LEFT TURN
☐ 4 REAR END (front-to-rear)
☐ 5 HEAD-ON (front-to-front) (other than left turn)
☐ 6 SIDESWIPE, SAME DIRECTION
☐ 7 SIDESWIPE, OPPOSITE DIRECTION
☐ 10 U-TURN
☐ 50 OTHER _____
☐ 51 UNKNOWN

18 —DIRECTION OF UNIT TRAVEL (Compass)
BEFORE 1ST CRASH EVENT
UNIT #
☐ ☐ 1 NORTH
☐ ☐ 2 SOUTH
☐ ☐ 3 EAST
☐ ☐ 4 WEST
☐ ☐ 5 NORTHWEST
☐ ☐ 6 NORTHEAST
☐ ☐ 7 SOUTHWEST
☐ ☐ 8 SOUTHEAST
☐ ☐ 51 UNKNOWN

NOTE: FOR PARKED OR STOPPED VEHICLES, INDICATE THE DIRECTION THE VEHICLE WAS FACING AT THE TIME OF THE CRASH

19 —CONTRIBUTING CIRCUMSTANCES
UP TO TWO CHOICES PER UNIT
UNIT #
☐ ☐ 0 NO CONTRIBUTING CIRCUMSTANCE

ENVIRONMENTAL
1.GLARE
☐ ☐ A. SUNLIGHT

2.PHYSICAL OBSTRUCTION(S)
☐ ☐ A. STOPPED/PARKED VEHICLE
☐ ☐ B. MOVING VEHICLE
☐ ☐ C. LOAD ON VEHICLE
☐ ☐ D. TREE/SHRUB/BUSH

ROAD
☐ ☐ 3 ROAD SURFACE CONDITION
☐ ☐ 4 DEBRIS
☐ ☐ 5 WORK ZONE
☐ ☐ 6 OBSTRUCTION IN ROADWAY
☐ ☐ 7 CHANGING ROAD WIDTH
☐ ☐ 8 NON-HIGHWAY WORK

MOTOR VEHICLE
☐ ☐ 12 TIRES
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN
☐ POSSIBLE ROAD RAGE INCIDENT

20 —DISTRACTED DRIVING BEHAVIOR
UNIT #
☐ ☐ 0 NOT DISTRACTED/NOT APPLICABLE
☐ ☐ 1 TALKING ON HANDS FREE DEVICE
☐ ☐ 2 TALKING ON HAND HELD DEVICE
☐ ☐ 3 PASSENGER
☐ ☐ 4 OTHER ACTIVITY, ELECTRONIC DEVICE
☐ ☐ 5 MANUALLY OPERATING AN ELECTRONIC DEVICE
☐ ☐ 6 OTHER INSIDE THE VEHICLE (eating, drinking, etc.)
☐ ☐ 7 OUTSIDE THE VEHICLE (includes unspecified distractions)
☐ ☐ 50 DISTRACTED, UNKNOWN REASON
☐ ☐ 51 UNKNOWN IF DISTRACTED

21 —CONDITION INFLUENCING Driver/Ped/Cyclist
UP TO THREE CHOICES PER UNIT
UNIT #
☐ ☐ 0 NO APPARENT INFLUENCE
☐ ☐ 1 ILLNESS OR PHYSICAL IMPAIRMENT
☐ ☐ 3 FELL ASLEEP/FATIGUED
☐ ☐ 4 ALCOHOL
☐ ☐ 5 ILLEGAL DRUGS
☐ ☐ 6 MEDICATIONS
☐ ☐ 7 MARIJUANA
☐ ☐ 8 MED MARIJUANA CARD PRESENTED
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN CONDITION

21 DRE *(check all that apply)*
☐ ☐ a DRE RESPONDED
☐ ☐ b SUSPECT EVALUATED
☐ ☐ c SUSPECT ARRESTED

BLOCKS 12 - 26: CHECK ONLY ONE OR ONE BLOCK PER UNIT UNLESS NOTED

22 —VIOLATIONS/BEHAVIOR
CHECK ALL THAT APPLY
UNIT #
☐ ☐ 1 NO IMPROPER ACTION
☐ ☐ 2 SPEED TOO FAST FOR CONDITIONS
☐ ☐ 3 EXCEEDED LAWFUL SPEED
☐ ☐ 4 FOLLOWED TOO CLOSELY
☐ ☐ 5 RAN STOP SIGN
☐ ☐ 6 DISREGARDED TRAFFIC SIGNAL
☐ ☐ 7 MADE IMPROPER TURN
☐ ☐ 8 DROVE LEFT OF CENTER LINE
☐ ☐ 9 WRONG WAY DRIVING
☐ ☐ 10 CROSSED MEDIAN
☐ ☐ 11 PASSED IN NO PASSING ZONE
☐ ☐ 12 UNSAFE LANE CHANGE
☐ ☐ 13 FAILED TO KEEP IN PROPER LANE
☐ ☐ 17 DID NOT USE CROSSWALK
☐ ☐ 20 FAILED TO YIELD RIGHT-OF-WAY
☐ ☐ 49 AGGRESSIVE DRIVING
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN

23 —TRAFFIC UNIT MANEUVER/ACTION
UNIT #
☐ ☐ 1 GOING STRAIGHT AHEAD
☐ ☐ 2 SLOWING IN TRAFFICWAY
☐ ☐ 3 STOPPED IN TRAFFICWAY
☐ ☐ 4 MAKING LEFT TURN
☐ ☐ 5 MAKING RIGHT TURN
☐ ☐ 6 MAKING U-TURN
☐ ☐ 7 OVERTAKING/PASSING
☐ ☐ 8 CHANGING LANES
☐ ☐ 9 NEGOTIATING A CURVE
☐ ☐ 10 BACKING
☐ ☐ 11 AVOIDING VEHICLE /OBJECT/PED/CYCLIST
☐ ☐ 12 ENTERING PARKING POSITION
☐ ☐ 13 LEAVING PARKING POSITION
☐ ☐ 14 PROPERLY PARKED
☐ ☐ 15 IMPROPERLY PARKED
☐ ☐ 16 MOVING VEHICLE – NO DRIVER
☐ ☐ 17 CROSSING ROAD
☐ ☐ 18 WALKING WITH TRAFFIC
☐ ☐ 19 WALKING AGAINST TRAFFIC
☐ ☐ 20 STANDING
☐ ☐ 21 LYING
☐ ☐ 22 GETTING ON/OFF VEHICLE
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN

24 —LOCATION OF PEDESTRIAN/CYCLIST
UNIT #
☐ ☐ 1 AT INTERSECTION-IN MARKED CROSSWALK
☐ ☐ 2 AT INTERSECTION-UNMARKED/UNKNOWN IF MARKED CROSSWALK
☐ ☐ 3 AT INTERSECTION-NOT IN CROSSWALK
☐ ☐ 4 AT INTERSECTION-UNKNOWN LOCATION
☐ ☐ 5 NOT AT INTERSECTION-IN MARKED CROSSWALK
☐ ☐ 6 NOT AT INTERSECTION-ON ROADWAY, NOT IN MARKED CROSSWALK
☐ ☐ 7 NOT AT INTERSECTION-ON ROADWAY, CROSSWALK AVAILABILITY UNKNOWN
☐ ☐ 8 SCHOOL CROSSWALK
☐ ☐ 9 PARKING LANE/ZONE
☐ ☐ 10 BICYCLE LANE
☐ ☐ 11 SHOULDER/ROADSIDE
☐ ☐ 12 SIDEWALK
☐ ☐ 13 MEDIAN/CROSSING ISLAND
☐ ☐ 14 DRIVEWAY ACCESS
☐ ☐ 15 SHARED-USE PATH
☐ ☐ 16 NON-TRAFFICWAY AREA
☐ ☐ 50 OTHER _____
☐ ☐ 51 UNKNOWN LOCATION

25 — ROADWAY ALIGNMENT
UNIT #
☐ ☐ 1 STRAIGHT
☐ ☐ 2 CURVE LEFT
☐ ☐ 3 CURVE RIGHT
☐ ☐ 51 UNKNOWN

26 — LANE
Please enter unit's number and lane of travel before first crash event

UNIT	UNIT

0 TWO-WAY CONTINUOUS LEFT TURN
1-9 1= FIRST LANE NEXT TO A MEDIAN THRU 9
10 CROSSWALK
L1 THRU LX – LEFT TURN ONLY LANES (L1 = 1ST LEFT TURN AFTER MEDIAN/CENTERLINE)
R1 THRU RX – RIGHT TURN LANES (R1 = 1ST RIGHT TURN AFTER THROUGH LANES)
SW SIDEWALK
BL DEDICATED BIKE LANE
HOV HIGH OCCUPANCY VEHICLE
49 NON-ROADWAY
50 OTHER
51 UNKNOWN

27 — SEQUENCE OF EVENTS

UP TO FOUR CRASH EVENTS FOR EACH UNIT IN THE ORDER OF OCCURRENCE

NON-COLLISION
1 OVERTURN/ROLLOVER
2 FIRE/EXPLOSION
5 CARGO/EQUIPMENT LOSS/SHIFT
6 FELL/JUMPED FROM VEHICLE
8 OTHER NON-COLLISION _____
9 EQUIPMENT FAILURE (tires, brakes)
10 SEPARATION OF UNITS
11 RAN OFF ROAD RIGHT
12 RAN OFF ROAD LEFT
13 CROSS MEDIAN
14 CROSS CENTERLINE
15 DOWNHILL RUNAWAY

COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT
16 MOTOR VEHICLE IN TRANSPORT
17 PEDESTRIAN
18 PEDALCYCLE
19 TRAIN
20 LIGHT RAILWAY/RAILCAR VEHICLE
21 ANIMAL
25 PARKED MOTOR VEHICLE
27 STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY ANOTHER VEHICLE
28 OTHER NON-FIXED OBJ. _____

COLLISION WITH FIXED OBJECT
29 IMPACT ATTENUATOR/CRASH CUSHION/GUARDRAIL END
33 CONCRETE CURB
36 GUARDRAIL FACE
38 MEDIAN BARRIER
39 CABLE BARRIER
41 TREE, BUSH, STUMP (standing)
42 TRAFFIC SIGN SUPPORT
43 TRAFFIC SIGNAL SUPPORT
44 UTILITY POLE/LIGHT SUPPORT
46 FENCE
50 OTHER FIXED OBJ. _____
51 UNKNOWN

FIRST HARMFUL EVENT OF THE CRASH _____

SEQUENCE OF EVENTS PER TRAFFIC UNIT

	Unit _____	Unit _____
FIRST EVENT		
SECOND EVENT		
THIRD EVENT		
FOURTH EVENT		

01-2704B R11/17

ARIZONA CRASH REPORT	REPORT ID						Agency Report Number
1 **CONTINUED** ***POLICE ONLY***—FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233	YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.	

28 CRASH DIAGRAM ☐ MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE ☐ MEASUREMENTS ARE SCALED (SCALE =_____)

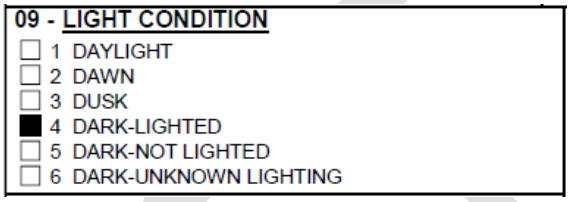
29 INDICATE NORTH

30 NARRATIVE Describe what happened

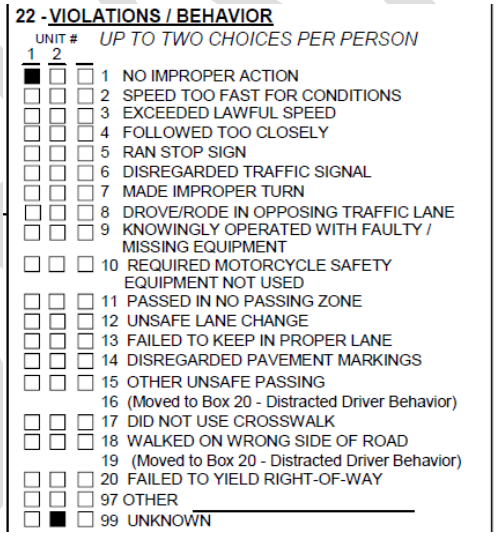
01-2704C R11/17

Pedestrian Collision Category Definitions

- Light Condition – taken from field 09 on the corresponding Arizona Crash Report, shown in the snippet below.
    - Daylight – reports listed as having "Day" light condition all contained field 09 with the first checkbox marked.
    - Dawn/Dusk – reports listed as having "Twilight" light condition contained field 09 with checkboxes 2 or 3 marked.
    - Dark – reports listed as having "Night" light condition contained field 09 with checkboxes 4, 5 or 6 marked.

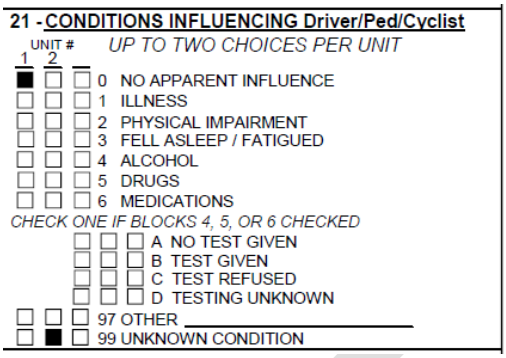


- Violation/Behavior of Pedestrian & Driver – taken from field 22 on the corresponding Arizona Crash Report, shown in the snippet below. Some Crash Reports listed multiple violations/behaviors for a single individual involved or consisted of multiple pedestrians/vehicles involved in a single collision. Therefore, the total number of violations for both pedestrians and drivers are greater than the total number of listed reports.



- Impairment – taken from field 21 on the corresponding Arizona Crash Report, shown in the snippet below. For the purpose of this report, impairment refers to alcohol, drug, or medication use.
    - Pedestrian Impairment – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the pedestrian.
    - Driver Impairment – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the driver.
    - Both Involved Under Influence – report contained field 21 with checkboxes 4, 5 or 6 marked for the unit corresponding to the pedestrian and driver.

- No Impairment – report contained field 21 with checkboxes 0, 1, 2, 3, 97 or 99 marked for the unit corresponding to both the pedestrian and driver.

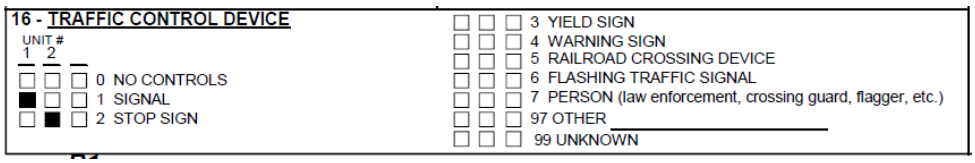


- Driver's Intended Movement Prior to Collision – This category was interpreted from the narrative included in the Arizona Crash Report. In the narrative, the driver's intended traffic unit maneuver is commonly mentioned.
  - Unknown – reports listed as "unknown" in this category are listed as such because either the driver fled the scene before arrival of SPD or the driver's intended movement was not stated in the narrative.
  - Other – reports listed as "other" in this category include scenarios such as: the driver intended to park the vehicle, the driver was negotiating a curve, the driver was changing lanes, the driver was driving on the wrong side on the roadway, the driver intended to make a U-turn, or the driver's foot slipped off of the brake pedal.

- Action of Pedestrian (within 150-feet and over 150-feet) – This category was interpreted from the narrative included in the Arizona Crash Report. Intersection listed by police officer.
  - Walking/Standing in Pedestrian Facility – the pedestrian was struck by a vehicle while being in a pedestrian facility such as a parking lot, sidewalk, yard, etc.
  - Crossing Roadway – the pedestrian was struck by a vehicle while crossing a roadway outside of a near provided crosswalk.
  - Crossing in Marked Crosswalk – the pedestrian was struck by a vehicle while crossing a roadway in the designated marked crosswalk.
  - Crossing in Intersection – the pedestrian was struck by a vehicle while crossing a roadway at an intersection with no provided marked crosswalk.
  - Crossing in Driveway – the pedestrian was struck by a vehicle while crossing a driveway.
  - Crossing Midblock – the pedestrian was struck by a vehicle while crossing a roadway midblock with no designated crosswalk nearby.
  - Unknown Location – the two reports listed as "unknown" in this category are listed as such because the pedestrian involved left the scene of the collision prior to SPD arrival.
  - In Roadway (Not Crossing) – reports listed as "In Roadway (Not Crossing)" in this category include scenarios such as: the pedestrian leaning on the involved vehicle which then moved causing an injury, the pedestrian momentarily stepping off of the sidewalk into the roadway with no intention of crossing to roadway, the pedestrian walking in the roadway or bike lane alongside traffic with no intention of crossing the roadway, or the pedestrian lying in the roadway,

- Traffic Control at Location of Collision – taken from field 16 on the corresponding Arizona Crash Report, shown in the snippet below.

- Roundabout – "roundabout" is not an option in field 16 on the crash reports. This information was noted from the crash report narrative.

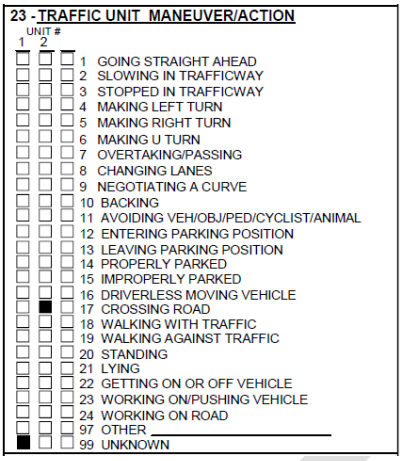


- Direction of Impact on Pedestrian – This category was interpreted from the narrative included in the Arizona Crash Report.
  - Angle – the pedestrian was hit by a vehicle traveling in a perpendicular direction to their direction of travel.
  - Right turning Vehicle – the pedestrian was hit by a vehicle in the process of making a right turn.
  - Left Turning Vehicle – the pedestrian was hit by a vehicle in the process of making a left turn.
  - Hit from Rear – the pedestrian was hit by a vehicle approaching from behind.
  - Unknown – reports listed as "unknown" in this category were either hit and run collisions where the pedestrian left the scene before SPD arrival, or it was unclear in the narrative and could not be determined.

- Private Property/Public Property –there is no specified field on the crash reports to indicate if the collision occurred on private or public property. Therefore, this category was interpreted from the narrative of the crash report. If the officer noted in the report narrative the involvement of a private roadway/driveway/parking lot/address etc., the incident was categorized as private property. If the report narrative did not include any mention of private property, the report was listed as a collision on public property.

- Pedestrian Riding Device (Mode of Transportation) – a total of 36 pedestrian collision reports consisted of the pedestrian involved riding an alternate form of transportation such as a scooter, skateboard, or wheelchair. The reports listed as "other" in this category consisted of a pedestrian on rollerblades, a pedestrian on a Segway, and a pedestrian pushing a child in a stroller.

- Location of Pedestrian Crossing – This category was interpreted from the narrative included in the Arizona Crash Report. This category is an oversimplified version of the Action of Pedestrian categories. The main purpose of this category is to compare the number of pedestrians hit when crossing a roadway vs crossing a driveway. May be considered redundant.
- Action of Driver Leading to Collision – taken from field 23 on the corresponding Arizona Crash Report, shown in the snippet below.
  - Other – reports listed as "other" in this category contain field 23 with checkbox 97 marked. These reports are scenarios such as: the driver was leaving a parking position, the driver was negotiating a curve, the driver was stopped, the driver veered off of the street and onto the sidewalk, the driver changed lanes, the driver veered into the bike lane, the driver was performing a U-turn, or the driver was driving on the wrong side of the road.



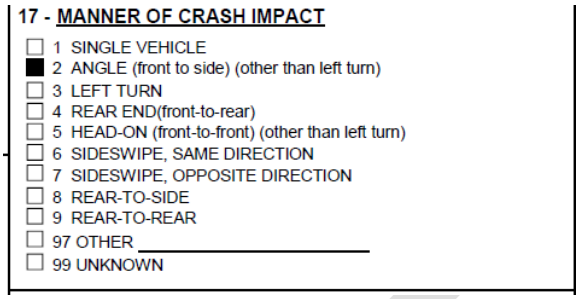
- Primary Fault in Collision – This category was interpreted from the narrative included in the Arizona Crash Report. Nearly all crash reports stated in the narrative which party was cited. For the few reports that did not state which individual was at fault, this category was interpreted from the information provided on the crash report.

Bicycle Collision Category Definitions (that differ from the pedestrian collision categories)

- Bicyclist Movement Compared to Traffic Flow – This category was interpreted from the narrative included in the Arizona Crash Report. This category is a simplified version of the Action/Location of Bike categories. May be considered redundant.
    - Crossing Roadway – the bicyclist was hit while crossing a roadway
    - Crossing Driveway – the bicyclist was hit while crossing a driveway access
    - Riding Against Traffic – the bicyclist was hit while riding against traffic, not crossing a roadway or driveway.
    - Riding with Traffic – The bicyclist was hit while riding with traffic, not crossing a roadway or driveway.
    - Unknown – reports listed as “unknown” in this category consist of scenarios such as: a hit and run collision where the driver fled the scene and the bicyclist was too intoxicated to remember the incident and a car on car collision that impacted a nearby bicyclist.
    - Other – reports listed as “other” in this category consisted of scenarios such as: a child playing in an alley or the bicyclist was hit while riding in a parking lot

- Vehicle Exiting/Entering a Driveway or Alley – This category was interpreted from the narrative included in the Arizona Crash Report.
- Driver’s Intended Movement Prior to Collision – This category was interpreted from the narrative included in the Arizona Crash Report. In the narrative, the driver’s intended traffic unit maneuver is commonly mentioned.
    - Other – reports listed as “other” in this category include scenarios such as: the driver was stopped, the vehicle was parked and unoccupied, the driver was backing out of a driveway, or the driver was traveling through a roundabout (all of the scenarios listed in this subcategory for pedestrian involved collisions apply here as well).
- Action/Location of Bike (within 150-feet and over 150-feet) – This category was interpreted from the narrative included in the Arizona Crash Report. A small number of collisions involved multiple bicycles.

- Manner of Collision – taken from field 17 on the corresponding Arizona Crash Report, shown in the snippet below. Differs from “direction of impact for pedestrian” category, some collisions occurred because bicycle hit vehicle.


17 - MANNER OF CRASH IMPACT
☐ 1 SINGLE VEHICLE
■ 2 ANGLE (front to side) (other than left turn)
☐ 3 LEFT TURN
☐ 4 REAR END(front-to-rear)
☐ 5 HEAD-ON (front-to-front) (other than left turn)
☐ 6 SIDESWIPE, SAME DIRECTION
☐ 7 SIDESWIPE, OPPOSITE DIRECTION
☐ 8 REAR-TO-SIDE
☐ 9 REAR-TO-REAR
☐ 97 OTHER _____
☐ 99 UNKNOWN

SCOTTSDALE PATH & TRAILS SUBCOMMITTEE REPORT

To: Path and Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: 70th Street Neighborhood Bikeway
Meeting Date: February 2, 2021

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the 70th Street Neighborhood Bikeway.

Background:

In late 2019, the Maricopa Association of Governments (MAG) authorized design assistance grant funding to the City for the 70th Street Neighborhood Bikeway. This planning and preliminary design project, which is managed by Transportation staff, is being completed through a MAG contract using their approved on-call consultants. The consultant team selected consists of Harrington Planning + Design as the primary consultant, with TY-LIN International Group and Traffic Research & Analysis as their subconsultants. The project is 100 percent federally funded with no required local match.

Update:

The goal of the project is to provide preliminary design concepts for the 70th Street corridor from Continental Drive/Roosevelt Street up to 2nd Street in Old Town. This is the longest continuous bike route in the area, but is not easily identifiable to bicyclists, especially newer or less experienced riders.

The project will identify potential solutions along the local streets, alley, and intersections within the 70th Street corridor to provide a comfortable, low-stress bike route for a wide range of cyclists. Cost estimates will be developed to assist in determining feasible near-term and long-term implementation options.

The study began in December 2019, with data collected along the corridor in January 2020. Analysis of the data and existing conditions took place from March – October 2020. Virtual Open House #1 was held from November 17 – 30 on the city's webpage:

City of Scottsdale - 70th Street Neighborhood Bikeway Study (scottsdaleaz.gov)

The virtual meeting included a recorded slide presentation, display boards, and a questionnaire. Approximately 165 people provided feedback.

Next Steps:

The consultants and staff are preparing the Virtual Open House #2 materials for early February, tentatively. The final Project Assessment Report will be submitted to staff in February - March. Upon completion of the design concept, Concepts included in the final work product will then be considered for potential funding through the annual CIP prioritization process. Future federal grant funding requests will also be considered. The future improvements are likely to be implemented in phases.

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

70th Street Neighborhood Bikeway

Paths & Trails Subcommittee
February 2, 2021

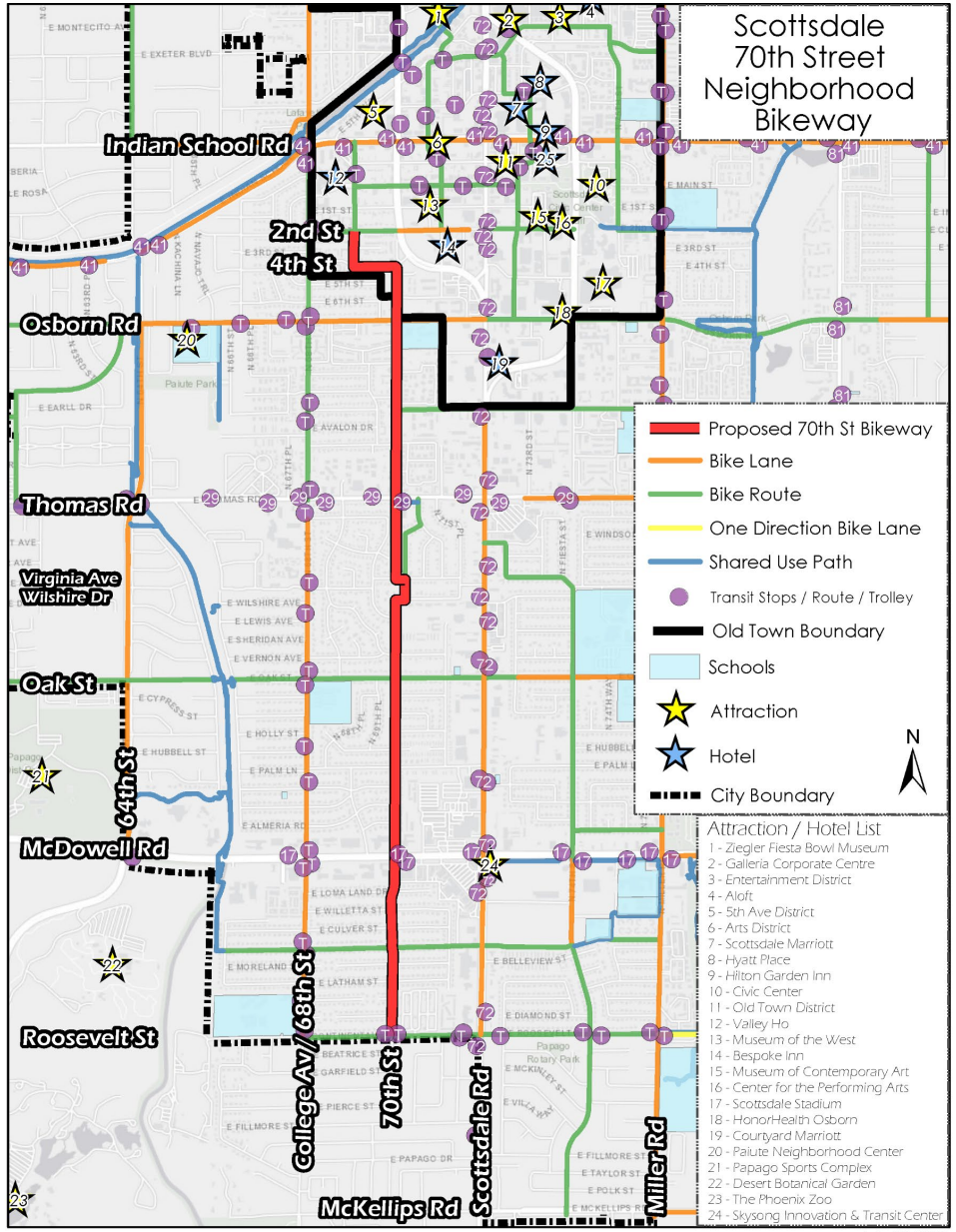
CITY OF SCOTTSDALE
TRANSPORTATION

Project Overview

- City of Scottsdale received funding from Maricopa Association of Governments (MAG) through the Design Assistance program
- The consultant team includes Harrington Planning + Design (prime consultant), T.Y.Lin International Group (sub-consultant) and Traffic Research & Analysis (sub-consultant)
- Preliminary design concepts
- Gathering input from public

Project Area

- This project focuses on a 2.5-mile-long section of 70th Street from Continental Drive/Roosevelt Street in Tempe to Main Street/69th Street in Old Town Scottsdale, which is limited to Scottsdale existing right-of-way (ROW)
  - Low stress neighborhood route
  - Connects:
    - 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



Long Term Goals

Improve bicycle and pedestrian comfort

Improve ADA connectivity

Consider expanding traffic calming

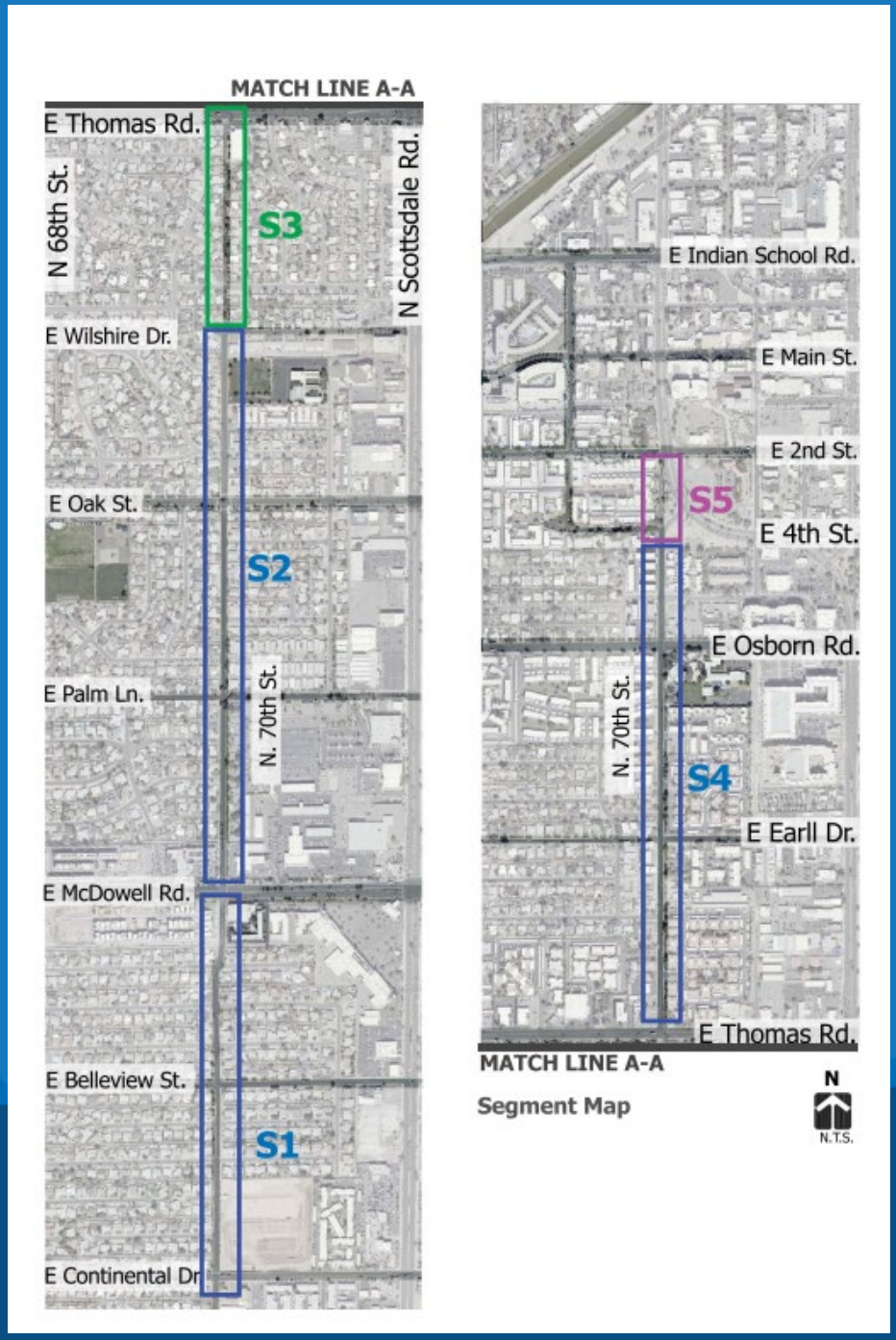
Provide biking and walking connections to Old Town Scottsdale

Provide wayfinding/route signage

Develop corridor identity and sense of place

Project Segments

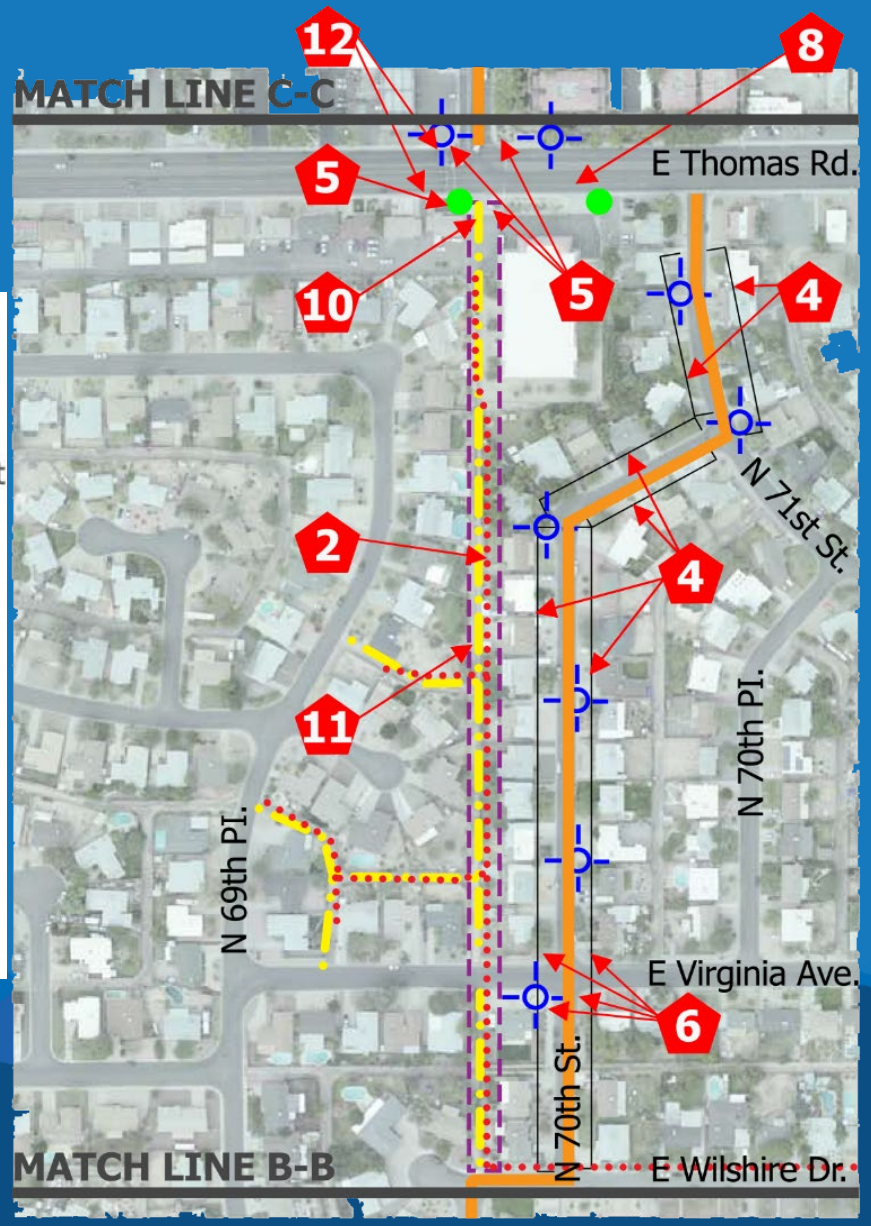
- This project corridor is divided into 5 segments, characterized by the width of existing right of way and the adjacent types of land use.
  - Segment 1(S1): Continental Drive to McDowell Road
  - Segment 2 (S2): McDowell Road to Wilshire Drive
  - Segment 3 (S3): Wilshire Drive to Thomas Road (alley segment)
  - Segment 4 (S4): Thomas Road to 4th Street
  - Segment 5 (S5) 4th Street to 2nd Street * new alignment



Typical Constraints

CONSTRAINTS

1. SRP electric utility box
2. SRP overhead power line
3. SRP irrigation utility
4. No sidewalk
5. NON-ADA compliant ramp
6. No ramp
7. Road median/chicanes
8. Bicycle facilities below Federal Highway Administration (FHWA) bikeway class
9. Traffic circle with curb
10. Driveway not ADA compliant
11. Underground or flood irrigation canal
12. Requires bicycle crossing buttons
13. On-street Parking
14. Private wall encroachment



LEGEND

- Existing Bike Route (per City of Scottsdale Active Transportation Map 2020)
- Existing Bike Lane
- Existing no-parking zone
- Existing SRP Overhead Power
- Existing Bus/Trolley Route
- Existing Alleyway
- Existing Utility
- Existing Street Light pole
- Existing Street Light attached on power pole

CITY OF SCOTTSDALE TRANSPORTATION

Primary Constraints Along 70th Street Corridor

Bicycle environment conflicts with vehicles (Segment 5)

Limited roadway space creates conflicts between bikes and on-street parking (Segment 5)

Utility equipment limits potential solutions (off-street route)

(Segment 3)

No wayfinding/ route signage

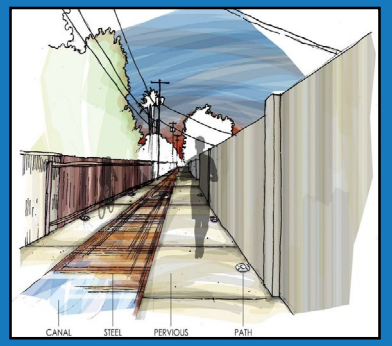
(All segments) Sidewalk gaps (Segments 2, 3, 5)

Potential Design Solutions and Elements

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 solution

Speed cushion*

Potential route signs

Speed feedback sign*

*Separate approval from the Transportation Commission needed as part of the Neighborhood Traffic Management Program

Public Input

- Virtual Open House November 17 – 30
  - Video presentation
  - Questionnaire
    - 10 questions
    - 163 responses

Next Steps

- Review public input
- Develop 15% concepts
- Draft Project Assessment Report for staff
- Open House #2: tentatively February
- Final Project Assessment Report for staff

70th Street Neighborhood Bikeway

Paths & Trails Subcommittee
February 2, 2021

CITY OF SCOTTSDALE
TRANSPORTATION

SCOTTSDALE PATH & TRAILS SUBCOMMITTEE REPORT

To: **Path and Trails Subcommittee**
From: **Susan Conklu, Senior Transportation Planner**
Subject: **Old Town Bicycle Master Plan**
Meeting Date: **February 2, 2021**

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the Old Town Bicycle Master Plan.

Background:

In late 2019, the Maricopa Association of Governments (MAG) authorized federal grant funding for the City's Old Town Scottsdale Bicycle Master Plan application. The master plan, which is managed by Transportation staff, is being completed through a MAG contract using their approved on-call consultants. The consultant team consists of Y2K Engineering as the primary consultant, with Harrington Planning + Design, Engineering Mapping Solutions, and WERK Urban Design as their subconsultants. The funding for the project will be shared:

Maricopa Association of Governments	$138,572.13	80%
City of Scottsdale	$34,643.03	20%
Total	$173,215.16	100%

Update:

The scope of the project is to complete a bicycle master plan for the Old Town Scottsdale area, prioritize recommendations for future bikeway improvements, and increase active transportation.

The consultants began data collection in March 2020, and the project formally kicked off in April 2020. A Visioning Workshop was held in May 2020 with over 20 staff from several city departments including Traffic Engineering, Planning, Economic Development, Tourism and Special Events, and the City Manager's Office. Participants provided input on bicycling from their departmental perspectives. The consultant team spent the summer analyzing the data, existing conditions, and gaps in the network. Virtual Open House #1 was held December 15 – January 5 on the city's website:

City of Scottsdale - Old Town Scottsdale Bicycle Master Plan (scottsdaleaz.gov)

The virtual open house included a recorded presentation and questionnaire with 13 questions. Over 79 citizens filled out the questionnaire.

Next Steps:

The team is analyzing the public feedback and identifying infrastructure projects along key corridors. Recommendations will include corridor improvements, wayfinding, and spot improvements at intersections. Virtual Open House #2 will be February – March tentatively. The final Master Plan will be prepared by March 31.

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

Old Town Scottsdale Bicycle Master Plan

Paths & Trails Subcommittee
February 2, 2021

CITY OF SCOTTSDALE
TRANSPORTATION

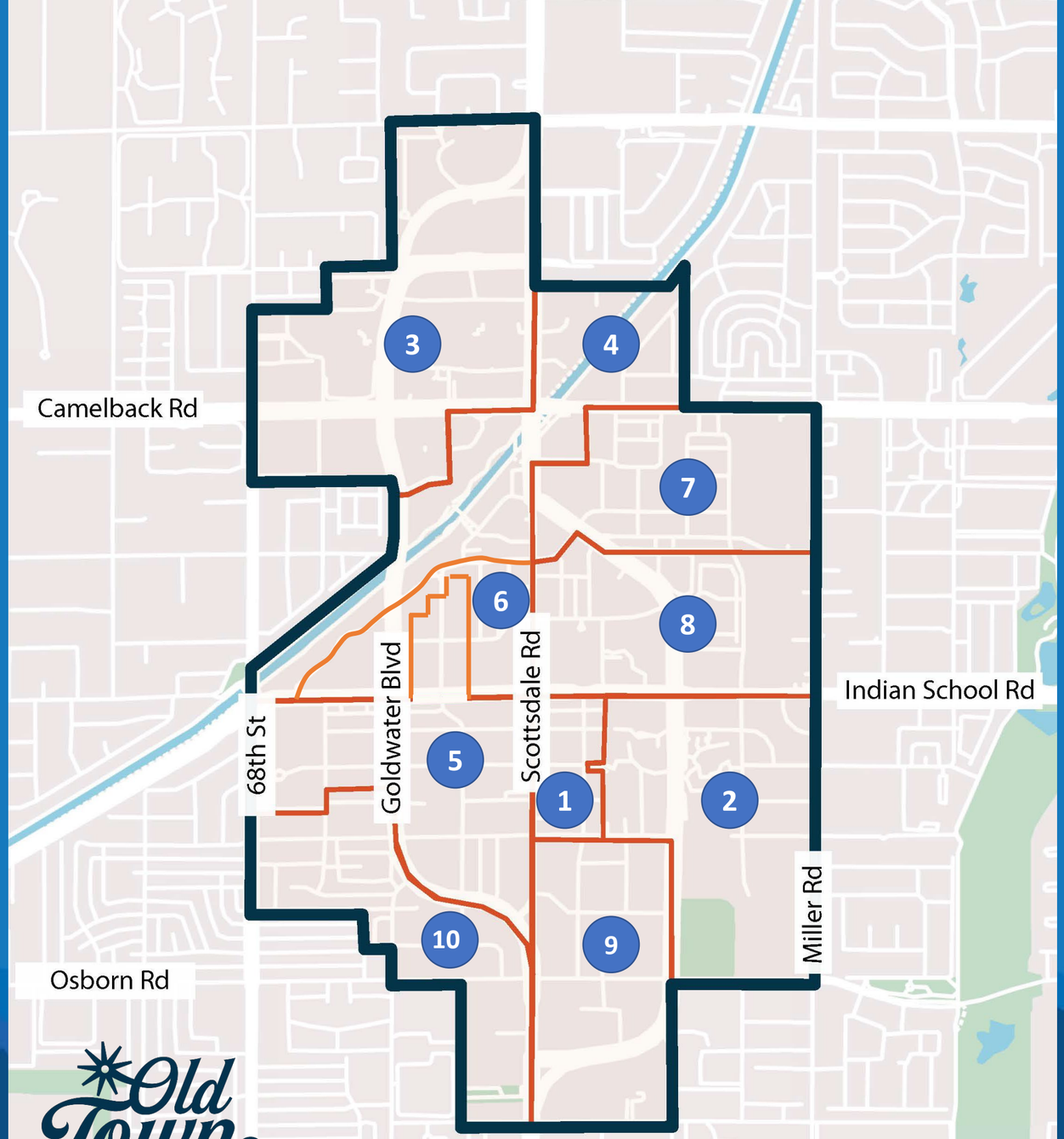
Project Purpose

- Identify gaps in the existing bicycle infrastructure within Old Town
- Identify opportunities to improve bicycle connectivity and comfort
- Increase active transportation and promote health and economic benefits

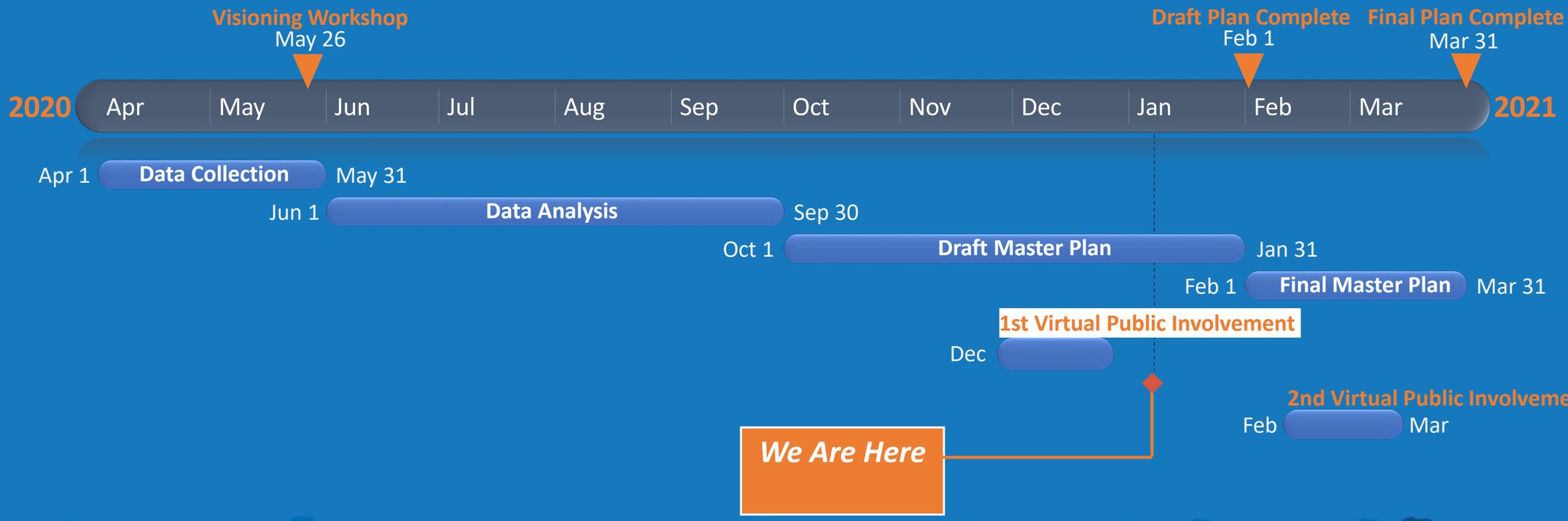
Project Area

- Old Town
- 10 Districts

1. Historic Old Town
2. Civic Center
3. Scottsdale Fashion Square
4. Arizona Canal
5. Scottsdale Arts
6. Fifth Avenue
7. Entertainment
8. Brown & Stetson
9. Medical
10. Garden



Project Schedule



CITY OF SCOTTSDALE
TRANSPORTATION

Vision and Goals

- Virtual visioning workshop was held with over 20 city of Scottsdale stakeholders May 26, 2020
- Identified existing conditions, opportunities and hurdles to increasing active transportation in Old Town



One-Day Counts from 10 intersections (Wednesday March 4, 2020)

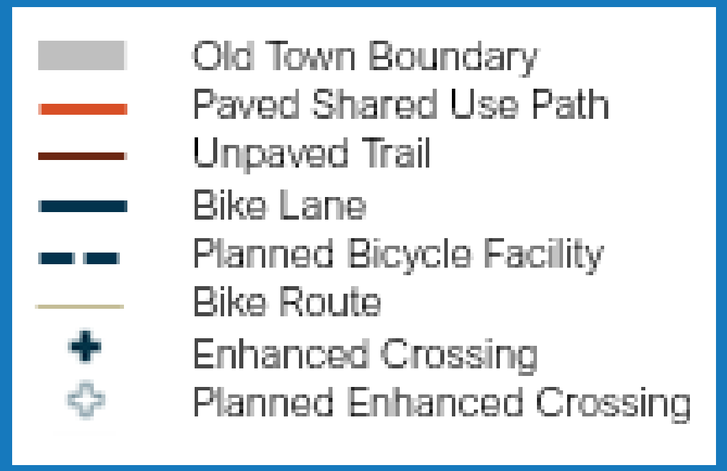
2,306
Bicyclists

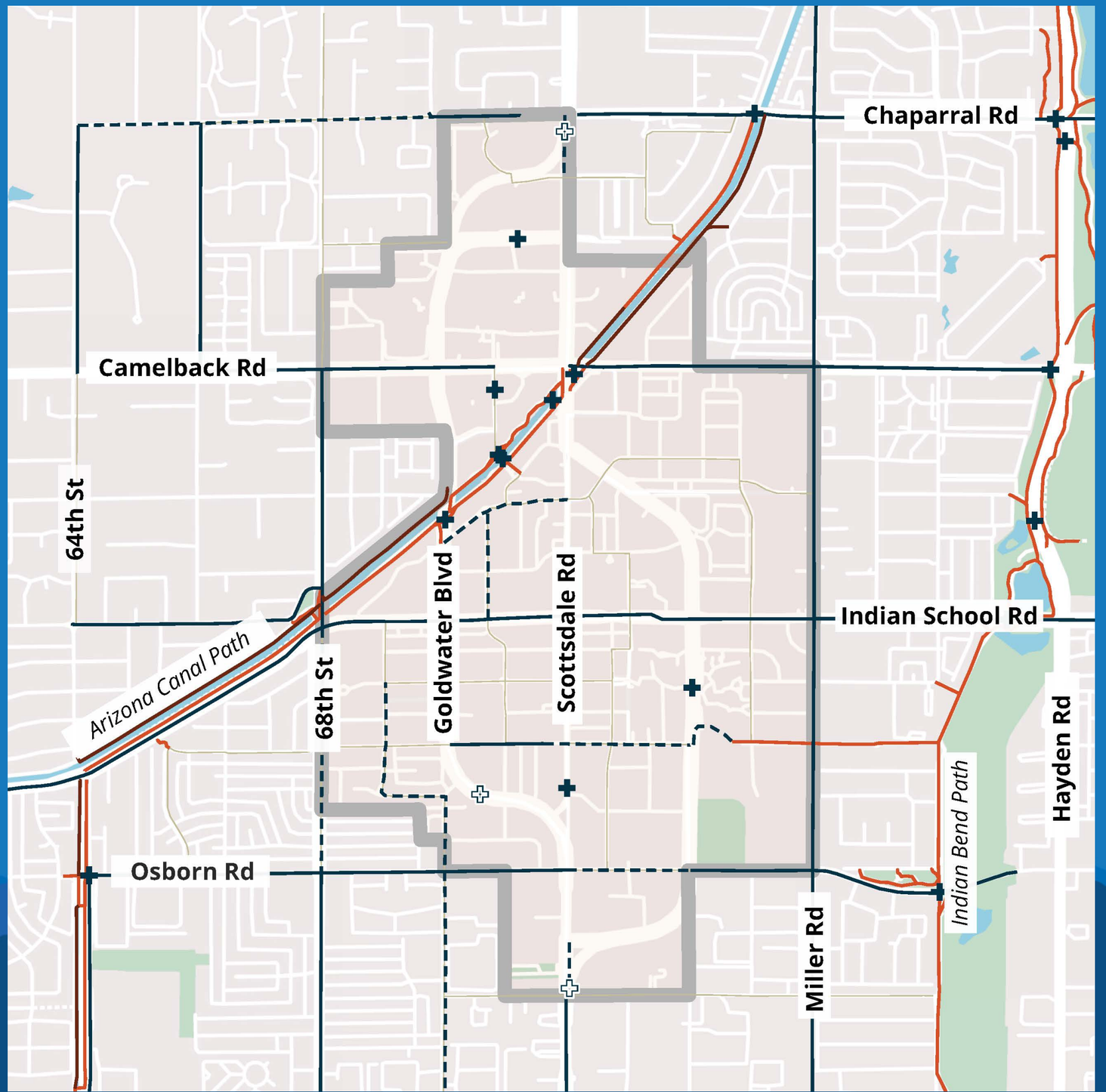
11,586
Pedestrians

334
Scooters

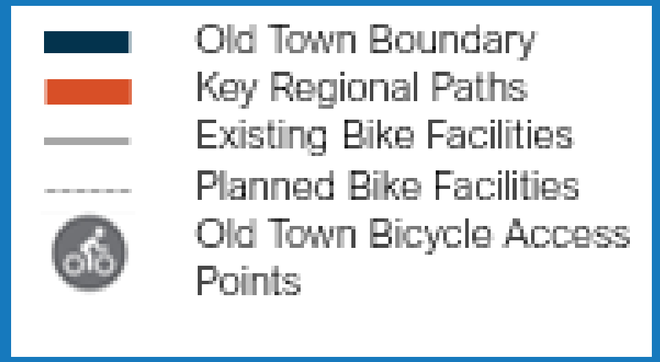
CITY OF SCOTTSDALE
TRANSPORTATION

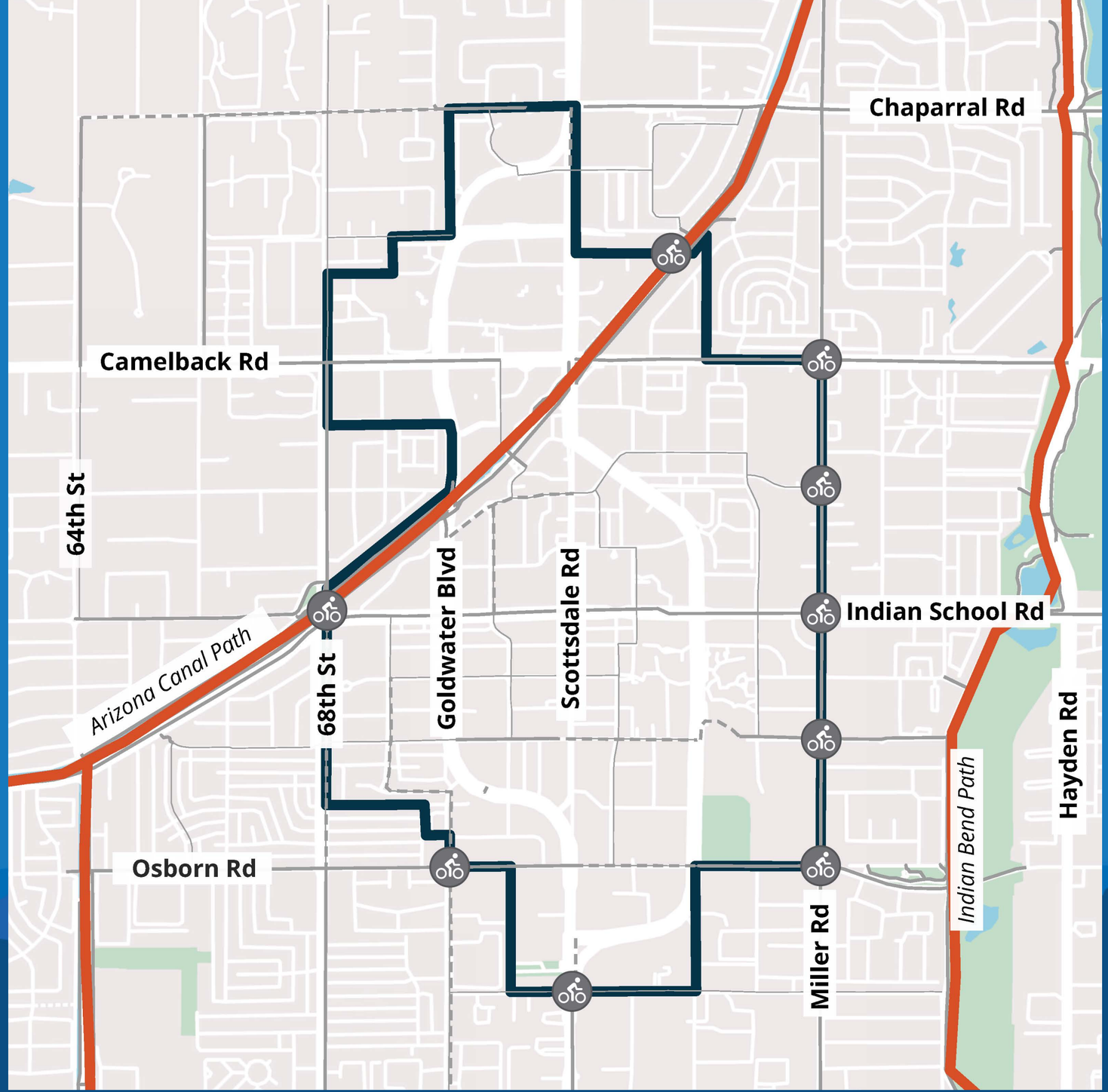
Existing Bike Infrastructure



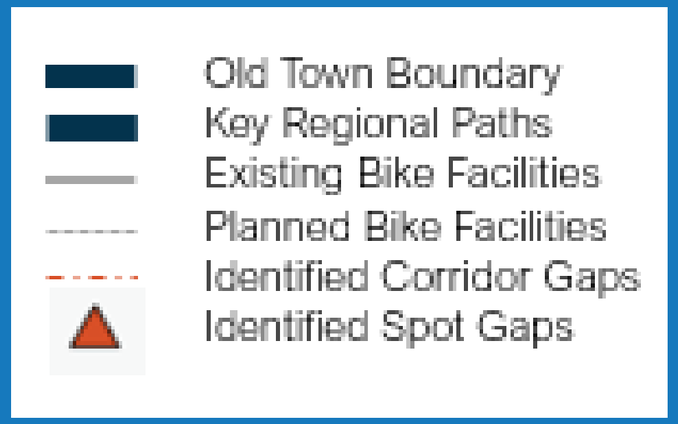


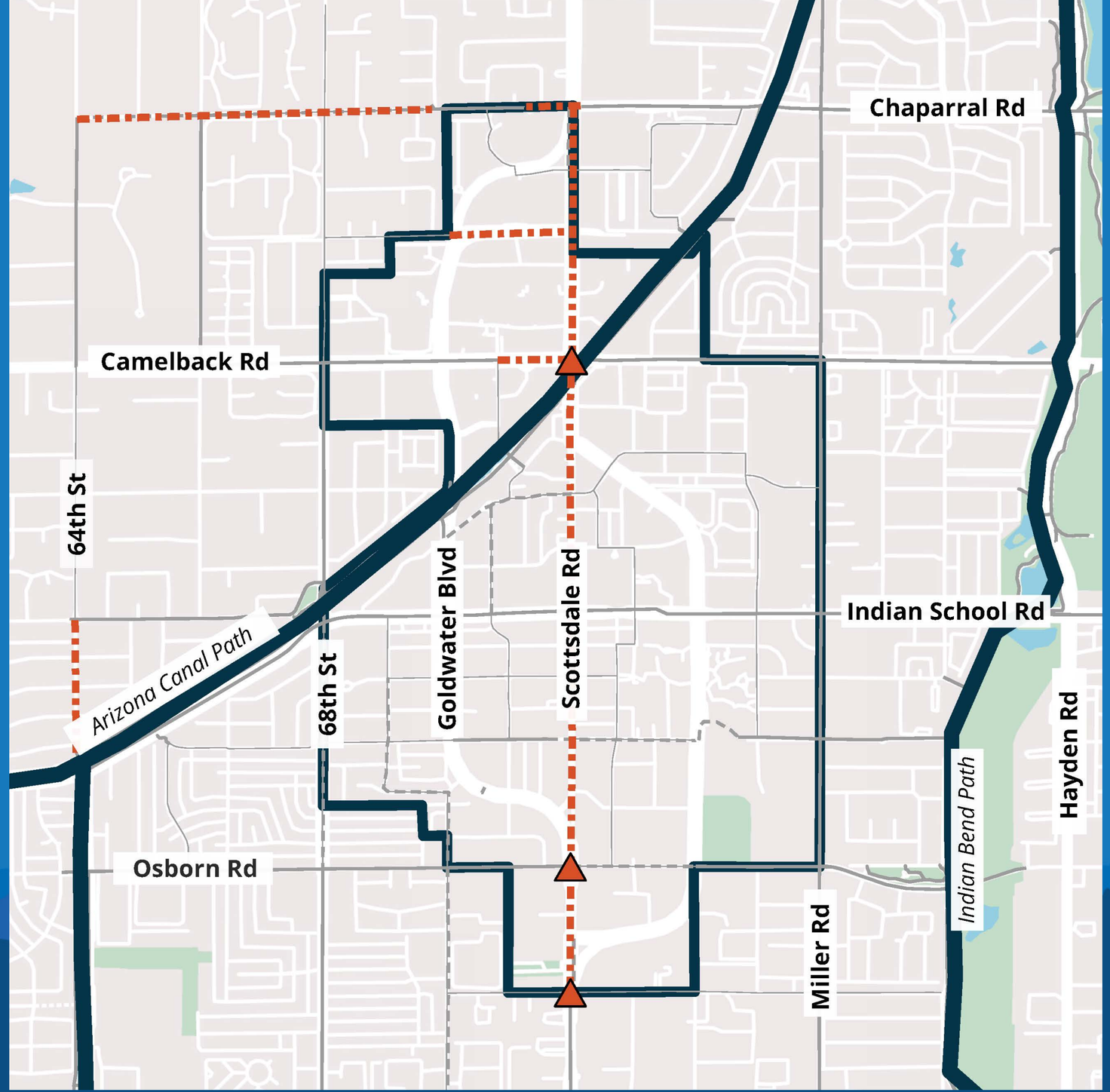
Gap Analysis





Gap Analysis

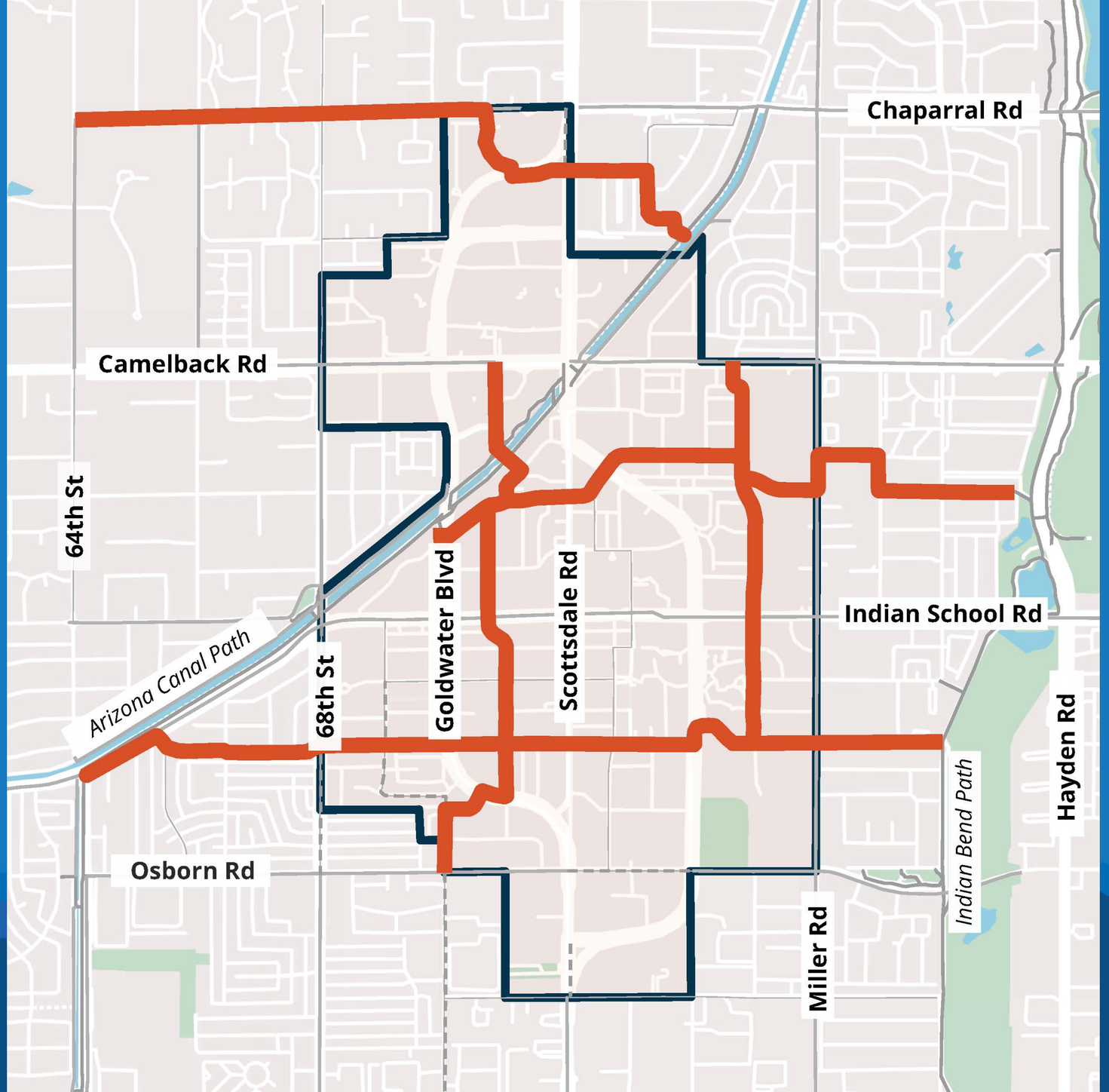




Key Routes

- Old Town Boundary
- Key Recommended Routes
- Existing Bike Facilities
- Planned Bike Facilities

1. 2nd Street from Indian Bend Wash to Cross Cut Canal
2. Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue
3. 75th Street from 2nd Street to Camelback Road
4. 70th Street and Marshall Way from Osborn Road to Camelback Road
5. Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal



Virtual Open House #1

- December 15 – January 5
- Video Presentation
- Questionnaire
  - 79 Responses

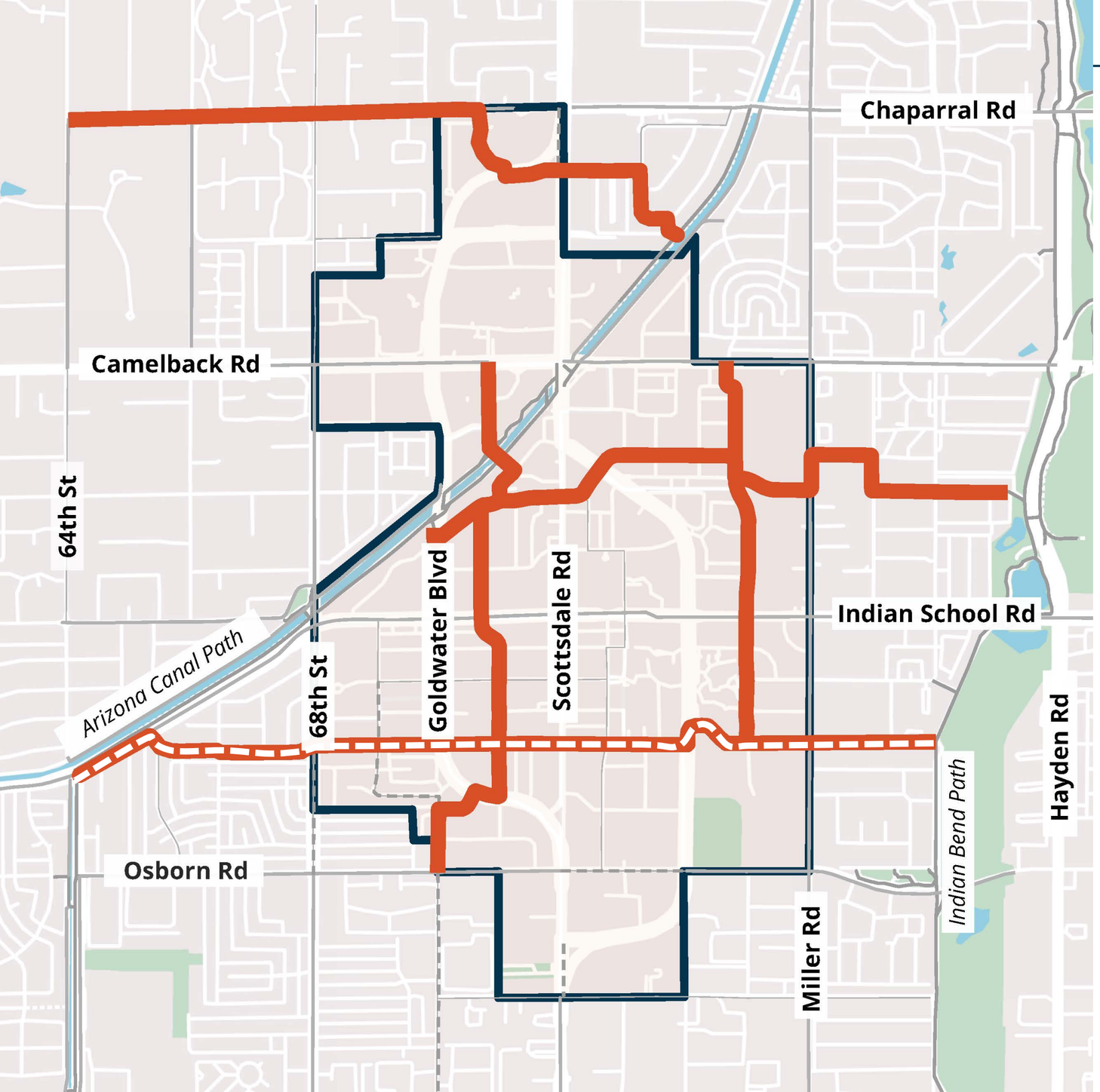
Next Steps

- Evaluate public input
- Identify corridor and spot projects to support key routes
- Prioritize recommended projects
- Draft Master Plan
- Future Public Involvement

Old Town Scottsdale Bicycle Master Plan

Paths & Trails Subcommittee
February 2, 2021

CITY OF SCOTTSDALE
TRANSPORTATION



Key Routes

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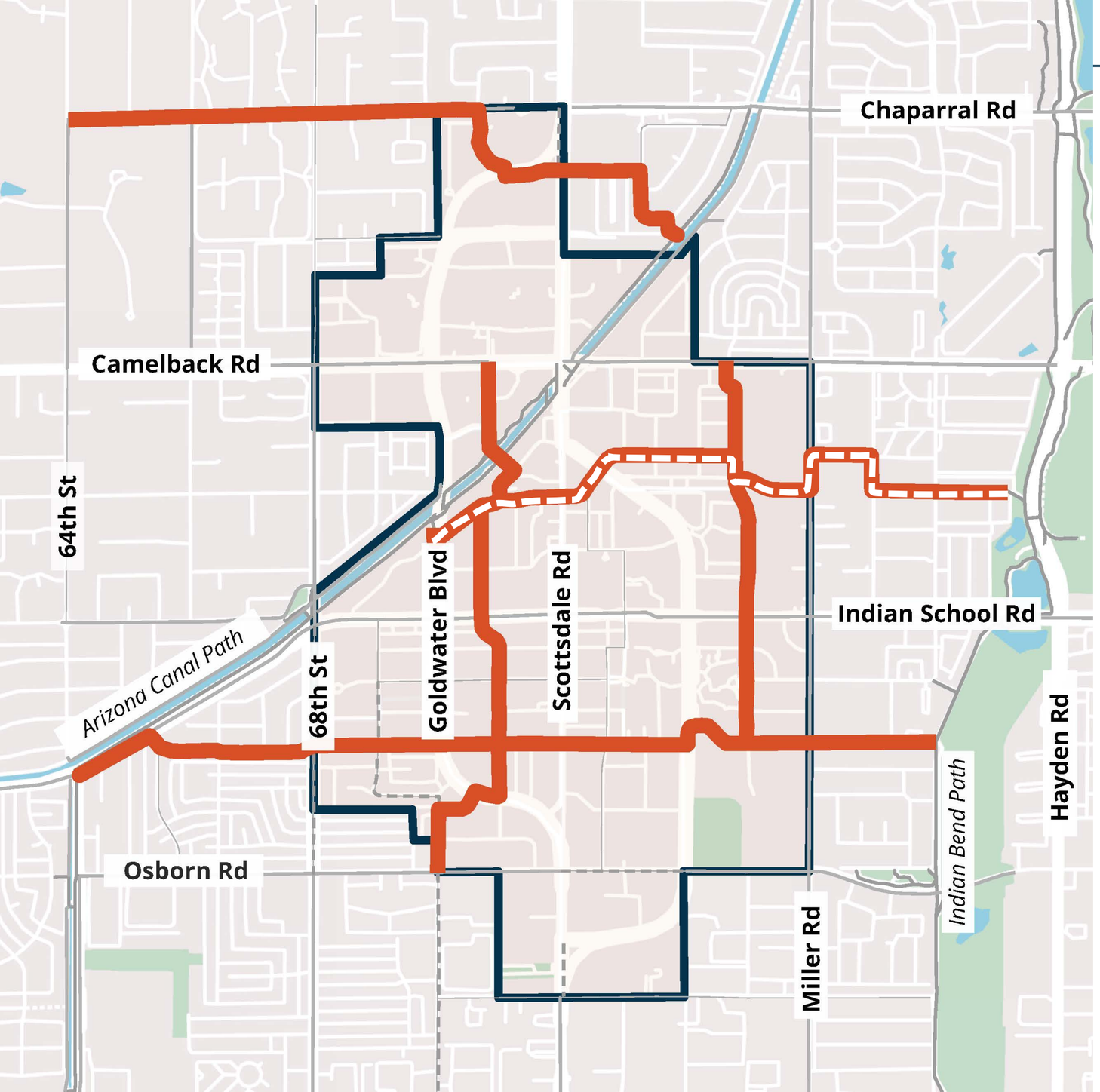
1. 2nd Street from Indian Bend Wash to Cross Cut Canal

Old Town SCOTTSDALE



Key Routes

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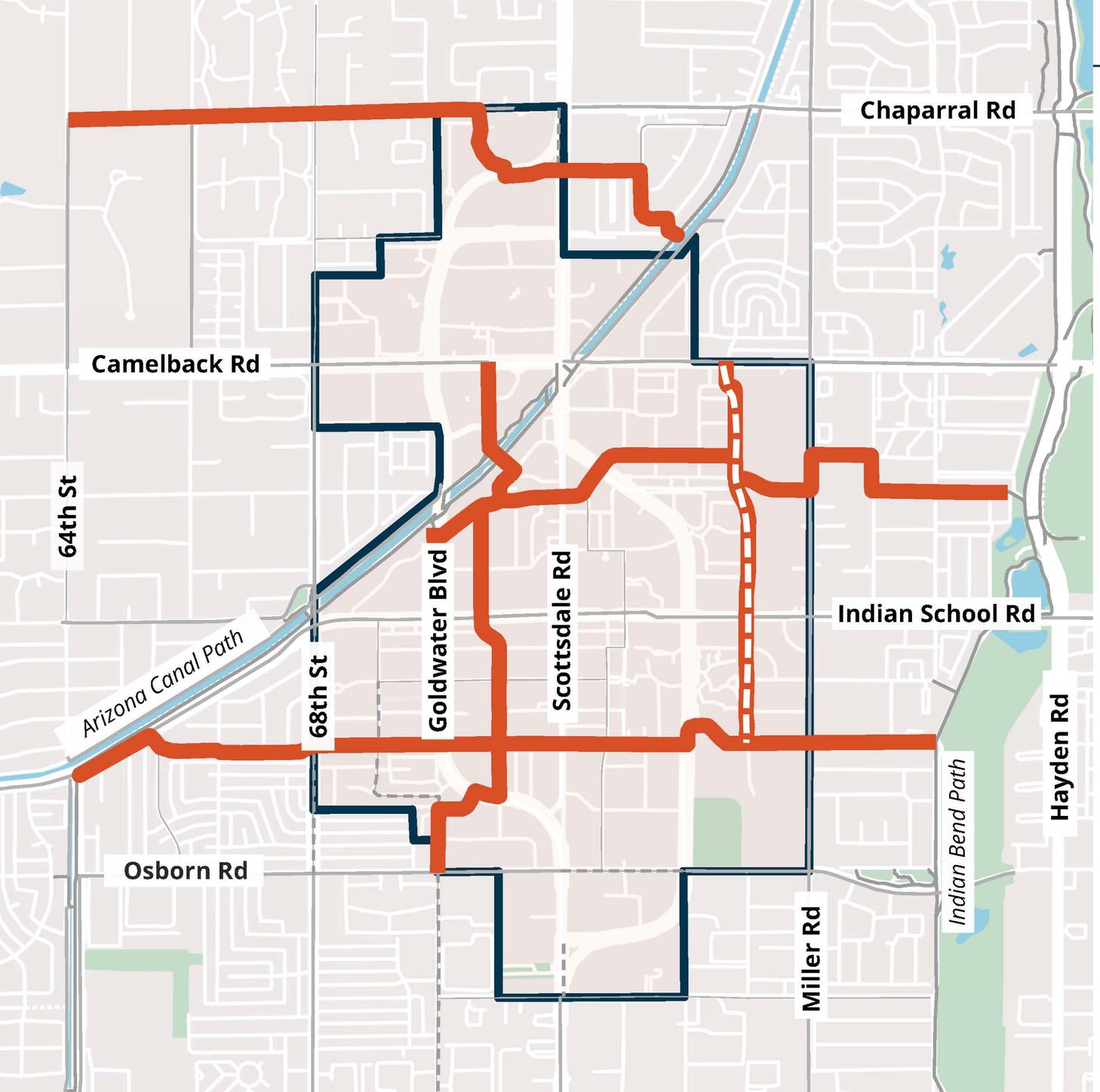
2 Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue

Old Town SCOTTSDALE



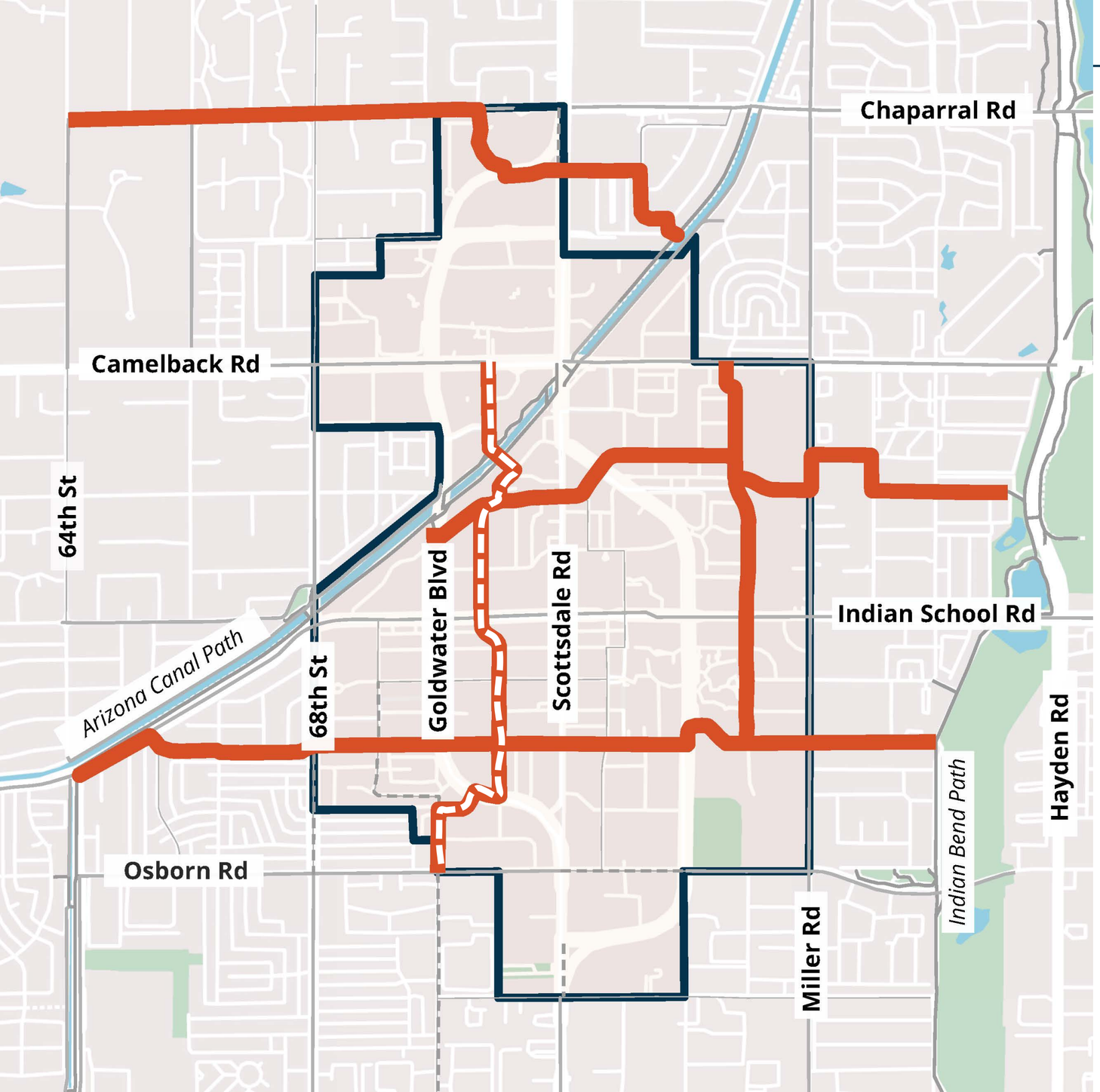
Key Routes

- Old Town Boundary
- Key Recommended Routes
- Existing Bike Facilities
- Planned Bike Facilities

3 75th Street from 2nd Street to Camelback Road

Old Town SCOTTSDALE

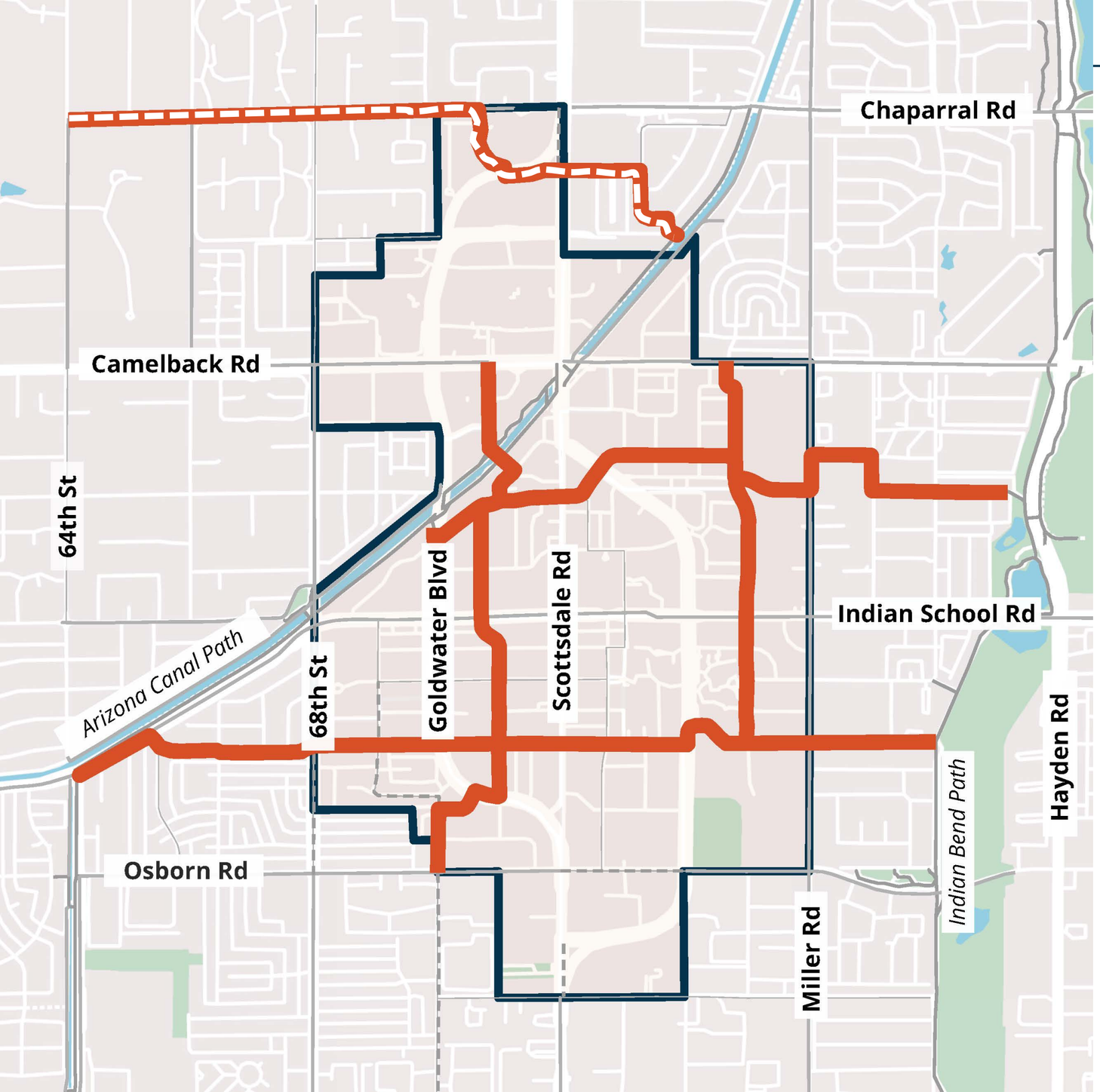
Key Routes



- Old Town Boundary
- Key Recommended Routes
- Existing Bike Facilities
- Planned Bike Facilities

4 70th Street and Marshall Way from Osborn Road to Camelback Road

Old Town SCOTTSDALE



Key Routes

- Old Town Boundary
- Key Recommended Routes
- Existing Bike Facilities
- Planned Bike Facilities

5 Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal

Old Town SCOTTSDALE

TENTATIVE FUTURE AGENDA ITEMS

Rev.1-22-2021

TRANSPORTATION COMMISSION

MEETING DATE: Feb 18, 2021 **REPORTS/PRESENTATIONS DUE Feb 12**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes January 21, 2021
- **Clever Devices Application on buses .....Presentation and Discussion**
  Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system
- **Transportation concerns at a legislature level.....Presentation and Discussion**
  Discussion of transportation tracking of concerns and issues at a legislature level – Brad Lundahl, Government Relations Director.
- **Other Transportation Projects and Programs Status .....Information**
  Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items.....Discussion**
  Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: Mar 18, 2021 **REPORTS DUE MAR 12**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes February 18, 2021
- **1-GP-2021: Draft Scottsdale General Plan 2035..... Information/Discussion and Possible Action**
  Planning staff will present and discuss case 1-GP-2021 draft Scottsdale General Plan 2035 – Adam Yaron, Principal Planner and Taylor Reynolds, Project Coordination Liaison
- **Street Maintenance .....Presentation and Discussion**
  Update on street maintenance – Joseph Zappanti, Shoulders and Drainage Manager
- **Heat Island Effect.....Presentation and Discussion**
  Update on Heat Island Effect – Mark Melnychenko, Transportation & Streets Director
- **Other Transportation Projects and Programs Status .....Information**
  Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items.....Discussion**
  Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

- **Impact on Parking.....Presentation and Discussion**
  Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **November 2018 Sales Tax Projects.....Presentation and Discussion**
  Status of Projects funded by November 2018 Additional Sales Tax
- **MAG Overview.....Presentation and Discussion**
  A MAG representative to give a presentation on their programs and relationship with Scottsdale
- **McCormick-Stillman Underpass .....Presentation and Discussion**
  Update on McCormick-Stillman Underpass
- **Assist Business' during CIP Construction.....Presentation and Discussion**
  Discussion on working with local business' during Capital Improvement Projects
- **Urban Air Mobility .....Presentation and Discussion**
  Discuss Urban Air Mobility as Mode of Transportation
- **Smart City.....Presentation and Discussion**
  Discussion on the City's participation in Smart City applications.
- **Dynamite Traffic Issues.....Presentation and Discussion**
  Review of Capital Project improvements, U-turn issue at 101st way & Speed limit
- **Neighborhood Traffic Management Policy Update .....Presentation and Discussion**

Revised policy for Commission to review.

- **Pedestrian Crossing Policy .....Presentation and Discussion**
  Draft policy for Commission review.
- **Median Opening Analysis.....Presentation and Discussion**
  Reviewing data for "pork Chop" median openings compared to standard median openings.
- **New Project Development .....Presentation and Discussion**
  Project development and how it ties in with Transportation
- **Vacant Land .....Presentation and Discussion**
  Impact on areas and traffic with new buildings created
- **Study and Results from Truck Platooning .....Presentation and Discussion**
  Update on Study and Results from Truck Platooning
- **Sidewalk Conditions.....Presentation and Discussion**
  Update condition of sidewalks within the city
- **Electric Car Movement.....Presentation and Discussion**
  Presentation on electric car movement – Hong Huo
- **Shea and 124th Street Underpass .....Presentation and Discussion**
  Update on underpass – Meinhart or Kercher
- **Trolly usage.....Presentation and Discussion**
  Update on trolly usage – Ratna Korepella
- **General Plan Update.....Presentation and Discussion**
  Update on general plan – Erin Perreault

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April, 6 2021 **REPORTS DUE March 30, 2021**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes of December 8, 2020
- **Trail Maintenance Outreach Plan……Information**
  Update on the public outreach plan for trail maintenance – Susan Conklu
- **Other Transportation Projects and Programs Status.....Information**
  Status of projects and programs –
- **Subcommittee Identification of Future Agenda Items.....Discussion**
  Subcommittee members may identify items or topics of interest for future Subcommittee meetings
  Planner

MEETING DATE: June 1, 2021 **REPORTS DUE May 25, 2021**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes of April 6, 2020
- **Other Transportation Projects and Programs Status.....Information**
  Status of projects and programs –
- **Subcommittee Identification of Future Agenda Items.....Discussion**
  Subcommittee members may identify items or topics of interest for future Subcommittee meetings
  Planner

FUTURE ITEMS:

- **Bicycle Education Program .....Presentation and Discussion**
  Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap.....Presentation and Discussion**
  Information on Bike Month – Susan Conklu, Senior Transportation Planner
- **Scooters .....Presentation and Discussion**
  Update on Scooter Regulation – Susan Conklu, Senior Transportation Planner
- **Wayfinding.....Presentation and Discussion**
  Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Vision Zero.....Presentation and Discussion**
  Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity .....Presentation and Discussion**
  Panel – Susan Conklu, Senior Transportation Planner
- **Access to Indian Bend Wash .....Presentation and Discussion**
  Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis .....Presentation and Discussion**
  Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner