



**APPROVED AS AMENDED  
SUMMARIZED MINUTES**

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

**ONE CIVIC CENTER  
7447 E. INDIAN SCHOOL ROAD, SUITE 205  
SCOTTSDALE, AZ 85251**

**TUESDAY, APRIL 4, 2023**

**CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:33 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

**ROLL CALL**

**PRESENT:** Donald Anderson, Chair – Transportation Commission  
Kyle Davis, Subcommittee Member  
Maryann McAllen, Commissioner – Parks and Recreation Commission  
William Levie, Subcommittee Member

**ABSENT:** Kent Lall, Commissioner – Transportation Commission

**STAFF:** Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner  
Kyle Lofgren, Staff Coordinator

**PUBLIC COMMENT**

There were no public comments.

## 1. **APPROVAL OF MEETING MINUTES**

Chair Anderson called for modifications and approval of the minutes.

COMMISSIONER MCALLEN MOVED TO APPROVE THE MINUTES OF THE FEBRUARY 7, 2022 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 4-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBER DAVIS, COMMISSIONER MCALLEN, AND SUBCOMMITTEE MEMBER LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## 2. **FEDERAL HIGHWAY ADMINISTRATION'S SAFETY COUNTERMEASURES**

Nathan Domme, Transportation Planning Manager, reviewed the primary goals for the countermeasures:

- Complete streets safety priority
  - Bike safety
  - Pedestrian safety
  - Auto Safety Transit safety
- Safe System Approach
  - Redundancy
  - Proactive
  - Responsibility is shared
  - Humans make mistakes and humans are vulnerable
  - Death/serious injury is unacceptable
  - Responsibility is shared

The 28 countermeasures fall into the following categories:

- Speed management
- Roadway departure
- Crosscutting
- Pedestrian/bicyclist
- Intersections

A history of the initiative was reviewed. Since 2008, there have been updates in 2017 and 2021. The last update includes countermeasures, including rectangular rapid flashing beacons, crosswalk visibility enhancements and bicycle lanes. There is a focus on proven measures and increasing their installation and use nationally.

The bike and pedestrian category includes the most safety countermeasures, including:

- Road diets (roadway configuration)

- Bicycle lanes
- Walkways
- Crosswalk visibility enhancements
- Leading pedestrian interval
- Medians and pedestrian refuge islands
- Pedestrian hybrid beacons
- Rectangular rapid flashing beacons

An overview of descriptions and City of Scottsdale examples was provided.

In response to a question from Subcommittee Member Davis, Mr. Domme stated that one of the primary considerations for road diet decisions is the volume to capacity ratio. The City has data going back 20 years as well as Maricopa Association of Government's (MAG) projected volumes. Chair Anderson commented that the road diet approach is one of the most cost effective ways to make changes to a roadway. Subcommittee Member Levie suggested the possibility of public education on the concept of road diets, which are receiving negative public attention by a vocal minority who equate them with limitations on freedom of movement. Commissioner McAllen suggested having short informational clips on the monitors at Council and Commission meetings. Ms. Conklu commented that this has been done in the past via Scottsdale Video Network for educational purposes when the City first began to install roundabouts. Greg Davies, Senior Transportation Planner, added that the City makes every effort to make its corridors as safe as possible.

Chair Anderson referenced narrowing of the McDowell Road lanes to 11 feet and asked whether the roadway lane adjacent to bike lane was kept at 12 to 13 feet. Mr. Domme stated that a 13-foot lane would require a buffer and as it is the goal to keep the cars confined to 11 feet, that lane is also reduced to 11 feet.

In response to a question from Chair Anderson, Mr. Domme stated that the average cost of a Pedestrian Hybrid Beacon (PHB/HAWK) was \$150,000 in 2020, however with inflation, this has increased to approximately \$300,000 to \$400,000. At times, a Reflective Rapid Flashing Beacon (RRFB) may be a more economical choice, depending on feasibility and traffic conditions. There are currently 11 HAWKs in the City with three in planning stages.

Commissioner McAllen inquired as to implementation of the HAWKs in northern Scottsdale. Mr. Domme stated that there is one HAWK in the northern area and the intent to add additional HAWKs in both the north and south, particularly in locations where the crossing is connected to a trail. Future sites are planned for Jackrabbit and Miller as well as 68th Street at Avion and Second.

Mr. Domme discussed that Scottsdale is now in the process of creating a local road safety plan, which will address one of the first proven safety countermeasures created in 2008. The City was awarded a grant to create the plan, which will incorporate bike and pedestrian safety measures. In response to a question from Chair Anderson, Mr. Domme clarified that while the City's Transportation Master Plan includes safety components, it does not currently have a specific safety action plan. Ms. Conklu added that the plan will be very detailed and updates will be

provided as it rolls out. The Federal Safe Streets for All program includes very specific components. Cities meeting certain criteria have the option to apply for implementation funds.

### **3. BICYCLE FRIENDLY COMMUNITIES APPLICATION PROCESS**

Susan Conklu, Senior Transportation Planner, provided an overview of the League of American Bicyclists (LAB) organization. The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation.

Cities are evaluated on the program five, "E's," which include:

- Engineering
- Education
- Encouragement/events
- Equity
- Evaluation and planning

The program and assessment provides:

- Measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Assists the City in competing for grants
- May function as a tool for economic development

LAB provides awards in the following categories: Platinum, Gold, Silver, Bronze and honorable mentions. Status is designated every four years. Scottsdale was awarded Silver level in 2005 and was the first community without a university or college to reach this level. Scottsdale achieved Silver again in 2007. Scottsdale reached gold level in 2011, 2015 and 2019. A review of Scottsdale's 2019 report card from LAB was provided.

Commissioner McAllen asked whether the City has a method for informing new businesses or companies regarding incentives for employee bike to work programs. Ms. Conklu stated that the City does not do specific outreach in this regard, however, Maricopa County, via the state-mandated travel reduction program, does utilize such outreach. Any site or employer with more than 50 employees is required to is provided education and incentives for bike travel. Other incentives include carpool parking spaces, vanpool, platinum pass for bus and light rail, bike lockers, bike route planning and other assistance.

Commissioner Davis asked whether success in obtaining grant funding can positively affect the LAB rating or whether the rating is strictly applicable to total overall funding. Ms. Conklu said she would research the answer to this. The application does provide space for submitting additional information not specifically requested.

Subcommittee Member Davis referenced the ridership percentage, commenting that the City is hindered in this regard by not having a university with a large student body population. In addition, the City is a metropolis, with many people living far from where they work, making commuting via bicycle not viable. He asked whether this will be an insurmountable factor in the City obtaining Platinum status. Ms. Conklu commented that this is only one element of the overall criteria. The bicycle counting program will help greatly in providing better and stronger ridership data. Ms. Conklu noted that the 2022 Transportation Action Plan Bikeway Element includes a goal to achieve Platinum level certification from LAB.

Key steps to Platinum level include:

- Continue to expand and improve Scottsdale's low-stress on-road bike network that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities
- Expand bicycle safety education to be a routine part of education for students of all ages
- Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools
- Expand bicycle education opportunities for adults
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs
- Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers as a way to further encourage ridership
- Adopt a local comprehensive road safety plan or a Vision Zero policy to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians
- Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety

Additional goals for 2020 to 2023 include:

- Engineering
  - Increase total bikeway mileage on arterial and collector roads
  - Improve biking into and within Old Town
  - Complete bike lanes on Dynamite Boulevard
  - Implement path wayfinding signage
- Education
  - Bicycle safety for children K-12
  - Bike 101 community classes for adults
- Encouragement/events
  - Hold signature bike events
  - Open streets event
  - Expand Bike Month events
- Equity
  - Police bike/pedestrian safety outreach, expand current program

- Enforce new state law on handheld devices while driving
- Sharing the Road and Path messaging
  
- Evaluation and Planning
  - Better bicyclist counts, install counters
  - Gap analysis of bikeways, including those that access transit stops
  - Old Town Bicycle Master Plan
  - Update the Transportation Master Plan

Scottsdale's next Bicycle Friendly Community application will be submitted by August 30, 2023. During May and June of last year, staff attended webinars from LAB particularly in terms of the new application questions. Teams meetings with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado were held to gain important knowledge on their programs. Additional preparation efforts include input from the public, Paths and Trails Subcommittee and the Transportation Commission, with an update provided to the Transportation Commission on March 16, 2023.

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

Ms. Conklu, Senior Transportation Planner, provided updates on the following programs and projects:

- Scottsdale Ranch improvements
- Senior Expo
- 68th Street update
- Trails
  - Thunderbird Trail
  - Trail Maintenance on Via Dona and 76th Street Trails
- Bike Month
  - Cycle the Arts
  - Bike to work
- Scottsdale Earth Day Celebration

#### **5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

Kyle Lofgren, Staff Coordinator stated that staff will be taking a different item to the Transportation Commission in April, which will move paratransit-related updates to May. The Thomas Road update will be provided on April 20th. Mr. Domme added that there will be a new emphasis on bringing projects to the Transportation Commission and potentially the Paths and Trails

Subcommittee to go into greater detail on the guiding documents and reasons that guide design decisions.

The following topic was identified for future agenda items:

- Paths and Trails components of the CIP

## 6. **ADJOURNMENT**

With no further business to discuss, the meeting adjourned at 10:34 a.m.

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>