



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

8:30 A.M.

Tuesday, April 6, 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

**Call to Order**

**Roll Call**

Don Anderson, Chair, Transportation Commission
Kyle Davis, Subcommittee Member
John Doering, Commissioner, Parks and Recreation Commission
B. Kent Lall, Commissioner, Transportation Commission
William Levie, Subcommittee Member

**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.***

1. **Approval of Meeting Minutes** .....**Action**  
*Approval of the Regular meeting minutes of February 2, 2021*
  
2. **Transportation Action Plan** ..... **Presentation and Discussion**  
*Update on the development of the Transportation Action Plan – David Meinhart,  
Transportation Planning Manager*
  
3. **Trail Maintenance Outreach** .....**Information**  
*Update on the trail maintenance public outreach plan – Susan Conklu, Senior Transportation  
Planner*
  
4. **Other Transportation Projects and Programs Status** ..... **Information**  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
  
5. **Subcommittee Identification of Future Agenda Items** .....**Discussion**  
*Subcommittee members may identify items or topics of interest for future Subcommittee  
meetings*
  
6. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Mariah Maindonald at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Frances Cookson at 480-312-7637.



## **DRAFT SUMMARIZED MINUTES**

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

**TUESDAY, FEBRUARY 2, 2021**

**Meeting Held Electronically**

#### **CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:30 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

#### **1. ROLL CALL**

**PRESENT:** Donald Anderson, Chair – Transportation Commission  
William Levie, Subcommittee Member  
Kyle Davis, Subcommittee Member

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

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

#### **2. APPROVAL OF MEETING MINUTES**

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

SUBCOMMITTEE MEMBER LEVIE MOVED TO APPROVE THE MINUTES OF THE DECEMBER 8, 2020 MEETING AS PRESENTED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBERS DAVIS AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

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

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

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

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

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

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

Notable bicycle collision data includes:

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

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

Notable pedestrian collision data includes:

- There were 281 pedestrian collisions, representing an average of 56 collisions annually
- These included 63 serious injuries and 19 fatalities
- Pedestrian collisions accounted for 1.3 percent of all collisions over the five years
- 11 percent of pedestrians were individuals under 18

- 55 percent of pedestrian collisions occurred during daylight
- 16 percent of pedestrian collisions involved a party who was impaired
- 55 percent of pedestrian collisions did not result in any violation

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

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

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

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

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

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

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

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

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

Long-term goals include:

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

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

Next steps include:

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

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

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

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

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

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

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

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

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

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

The team identified key routes for further analysis:

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

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

Next steps include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

**9. ADJOURNMENT**

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

AYES: Chair Anderson, Subcommittee Members Davis and Levie.

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*NOTE: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/Transp.asp>**

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Path and Trails Subcommittee  
**From:** Dave Meinhart, Transportation Planning Manager  
**Subject:** Transportation Action Plan – Early Concepts  
**Meeting Date:** April 6, 2021

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**Action:** Review early concepts for various Transportation Action Plan mode elements.

**Purpose:**

Staff is in the early stages of drafting a new Transportation Action Plan (TAP) that will serve as an update to the 2016 Transportation Master Plan. The TAP will be coordinated with the proposed 2021 General Plan Update and is expected to provide greater focus on refinement of the existing transportation system rather than adding extensive new infrastructure. This direction will emphasize livable streets/community over rapid traffic throughput.

Items to be reviewed at the meeting focus on early concepts that will guide further refinement of the streets, bicycle and trails elements.

**Information:**

*Streets Element – Early Concepts*

The level of automobile travel demand on most street corridors has not grown significantly over the past 20 years. Therefore, one of the first areas of emphasis in the development of the TAP is a review of the classifications for existing and planned streets. Important components of street classifications include standard right-of-way widths, the number of travel lanes, the type and general spacing of access, and the width of adjacent sidewalks. Preliminary analysis indicates that several reductions in street classifications, which could expand opportunities for improving on-street cycling and pedestrian access and comfort, may be recommended in the TAP. These include:

- Major Arterial (6 lanes w/raised median) to Minor Arterial (4 lanes w/raised median)
  - 1) Hayden Road: McKellips to Indian School
- Couplet (5 lanes w/raised median) to Minor Arterial
  - 1) Drinkwater Boulevard
  - 2) Goldwater Boulevard
- Minor Arterial to Minor Collector (2 lanes w/center turn lane or median)
  - 1) Tom Darlington Drive: Carefree Highway to Leisure Lane
  - 2) Westland Drive: Scottsdale to Hayden
- Major Collector (4 lanes w/center turn lane or median) to Minor Collector
  - 1) 92<sup>nd</sup> Street: Raintree to Frank Lloyd Wright
  - 2) 96<sup>th</sup> Street: Via Linda to Shea
  - 3) 100<sup>th</sup> Street: Frank Lloyd Wright to Frank Lloyd Wright
  - 4) 130<sup>th</sup>/132<sup>nd</sup> Street: Shea to Via Linda
  - 5) Legend Trail Parkway: Pima to Stagecoach Pass
  - 6) McCormick Parkway: Scottsdale to Hayden

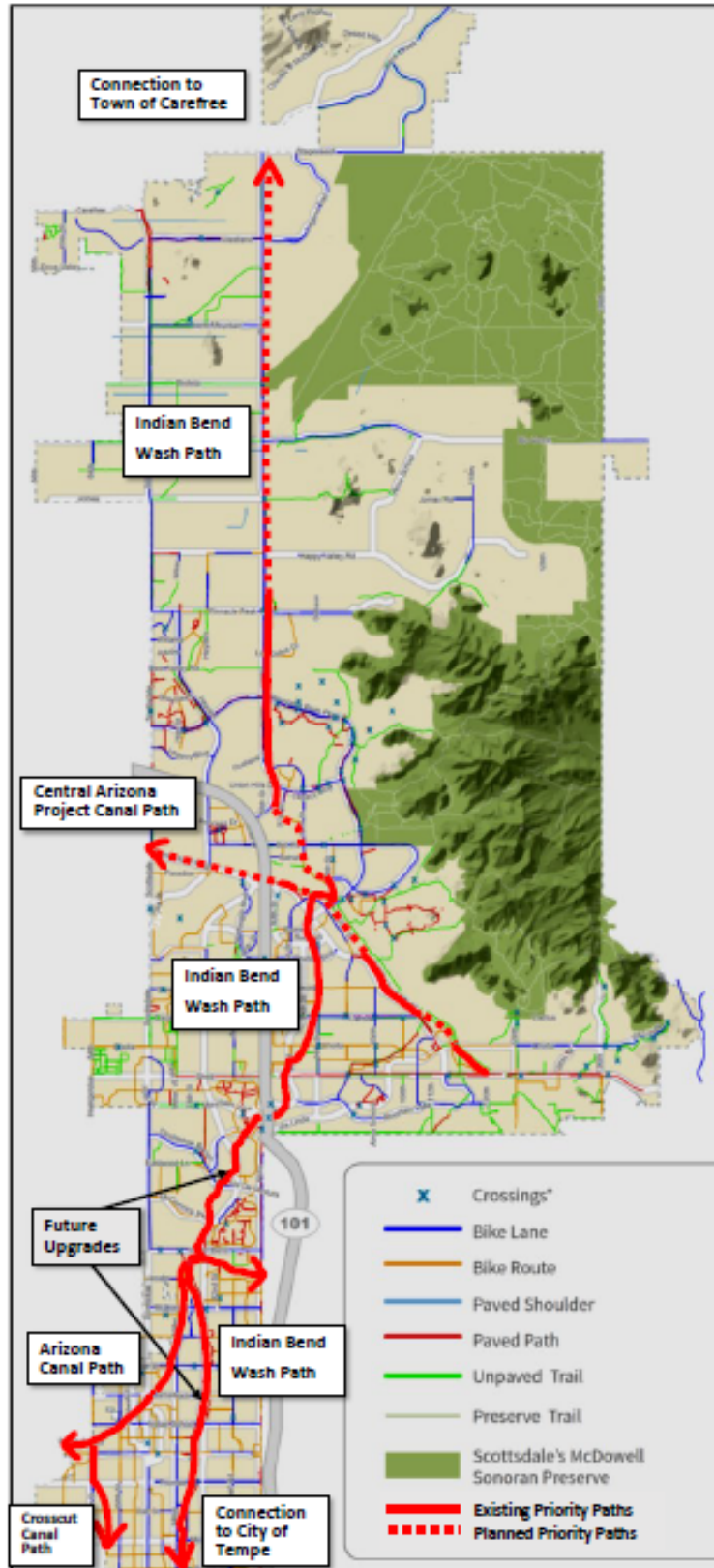
- 7) Osborn Road: 68<sup>th</sup> to Scottsdale
- 8) Raintree Drive: Thompson Peak to Frank Lloyd Wright
- 9) Redfield Road: Raintree to Frank Lloyd Wright
- 10) Thunderbird Road: 89<sup>th</sup> to Frank Lloyd Wright

Staff is also reviewing typical street cross sections as preparation of the TAP moves forward. One area of early focus is the minor collector classification, where the standard cross section recommends a continuous center lane in most circumstances. Early analysis indicates that approximately 50 lane miles of minor collectors could be converted to a second minor collector cross section that does not include or plan for a center turn lane. These roadway segments are prime candidates for improving the comfort level of on-street biking and pedestrian access through the use of buffered bike lanes. A list of potential candidates is included as [Attachment 1](#).

#### *Bicycle Element – Early Concepts*

The City's shared-use path system is anchored by a planned 28-mile north/south spine, the Indian Bend Wash (IBW) Path. Two east/west corridors, the Arizona Canal Path and the Central Arizona Project (CAP) Canal Path, also provide local and regional connectivity. These paths link to the on-street network while providing connectivity to a wider range of cyclists. The paths feature grade-separated crossings in many locations. Segments are prioritized based on three criteria: the potential demand in the vicinity of the corridor, the existing bicycling conditions on parallel roadways, and the potential for connections to the City's existing bicycle network. More details on the three primary paths are provided below:

- **Indian Bend Wash (IBW) Path** – The entire IBW Path corridor in Scottsdale extends from McKellips Road at the City of Tempe border north to Stagecoach Pass Road at the Town of Carefree border. Approximately 15 miles of path exist from McKellips Road to the WestWorld area, which is the approximate center point of the IBW Path. The southern section of the path passes through several parks and neighborhoods and connects to the Salt River/Tempe Town Lake in Tempe, with further linkages to the east/west Rio Salado Path in Tempe, Mesa, and Phoenix. The southern section also connects to the Arizona Canal Path and the Central Arizona Project (CAP) Canal Path. From the WestWorld area, the path corridor extends northwesterly to Pima Road, where it then follows Pima Road to the Town of Carefree border. The northern section is approximately 13 miles long, of which 3.5 miles is constructed between Trailside View and Pinnacle Peak Road.



Primary Path Map

- **Crosscut Canal Path/Arizona Canal Path** – The 1.8-mile Crosscut Canal Path connects to a path in Tempe while the 5.8-mile Arizona Canal Path connects to Phoenix and the Salt River Pima Maricopa Indian Community. Both canals are paved throughout Scottsdale, with the final 700-feet north of Scottsdale Road scheduled for paving in spring/summer 2021.
- **Central Arizona Project (CAP) Canal Path** – The CAP Aqueduct system was constructed by the Bureau of Reclamation (BOR) and is operated by the Central Arizona Water Conservation District (CAWCD). As part of recreational planning for the CAP Aqueduct, BOR committed itself to maintain a 15-20-foot recreation corridor throughout the project. In Scottsdale, the 9.2-mile planned path is on the south side of the CAP Canal, outside the security fence, and primarily along adjacent developed land. Portions of the path are complete east of the Loop 101 along the Frank Lloyd Wright Boulevard corridor.

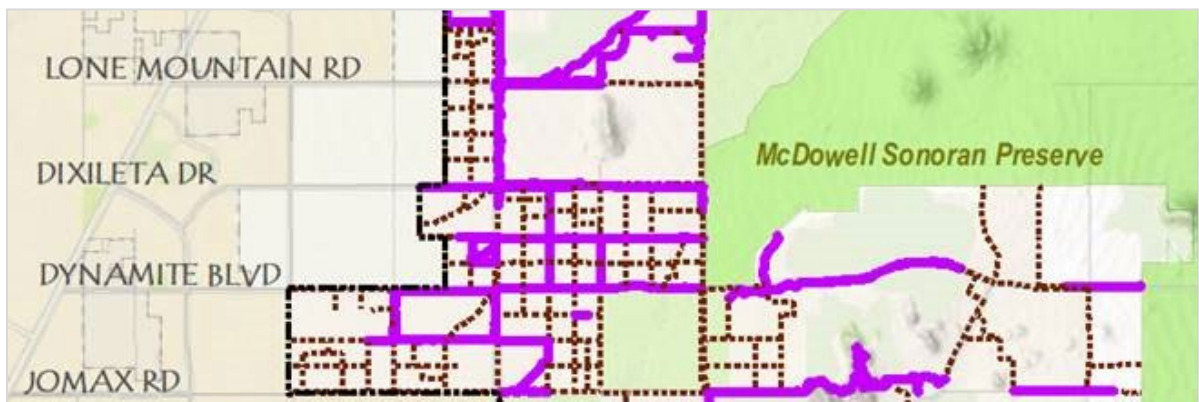
Filling in gaps and/or renovating older segments (portions of the existing IBW Path are over 40 years old) in the primary path corridors are expected to be high priorities in the TAP. Other shared-use paths will be constructed along primary roadway corridors such as north Scottsdale Road and Happy Valley Road when adjacent roadway improvements are constructed by the City or nearby development is stipulated to construct path improvements along their frontage.

The on-street bicycle system will continue to expand and improve as new roadway segments of minor collector size or larger are constructed. New construction will follow the standard cross sections already in place or identified for revision through the TAP. In addition, Transportation staff is continually updating a citywide list of potential restriping efforts that can be coordinated with the City's Pavement Priority Plan, which is currently being developed.

As noted in the Street Element section above, minor collectors that do not require a center turn lane will also be a focus area for adding improved bike lanes, typically with painted buffers. Future discussion on the benefits, applicability and maintenance issues associated with constructed bike lane buffers is anticipated as development of the TAP proceeds.

#### *Trails Element – Early Concepts*

The existing trail network outside the McDowell Sonoran Preserve measures 150 miles with an additional 189 miles planned. Early prioritization concepts for the TAP center around completing the remaining connections to the Preserve and filling in gaps in neighborhood trail systems. The neighborhood trails play an even larger role in areas of the city where no sidewalks are in place or planned. Most of the planned neighborhood trails occur in the north part of the city between Jomax Road and Lone Mountain Road (see map below).



**Existing and Planned Trails – Jomax Road to Lone Mountain Road**

**Next Steps:**

Continue work on the preparation of the draft TAP. In addition to modal elements, development of draft policy updates will be initiated.

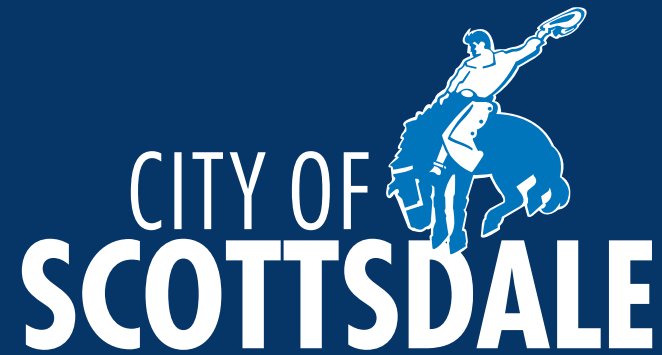
[Attachment 1](#): Potential Minor Collector Cross Section Changes

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**Contact:** Dave Meinhart, 480-312-7641, [dmeinhart@scottsdaleaz.gov](mailto:dmeinhart@scottsdaleaz.gov)

### Potential Minor Collector Cross Section Changes

Street	From	To	2016 Classification	Proposed	Length (ft.)
78th Street	Jackrabbit Road	McDonald Drive	Minor Collector	Minor Collector - no center lane	2,600
78th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,550
84th Street	Shea Boulevard	Thunderbird Road	Minor Collector	Minor Collector - no center lane	10,350
90th Street	Cactus Road	Thunderbird Road	Minor Collector	Minor Collector - no center lane	5,150
92nd Street	Sweetwater Avenue	Thunderbird Road	Minor Collector	Minor Collector - no center lane	2,580
100th Street	Cactus Road	Camino del Santo	Minor Collector	Minor Collector - no center lane	3,400
104th Street	Shea Boulevard	Sweetwater Avenue	Minor Collector	Minor Collector - no center lane	7,800
108th Street	Via Linda	Cactus Road	Minor Collector	Minor Collector - no center lane	3,800
110th Street	Mountain View Road	Cholla Street	Minor Collector	Minor Collector - no center lane	5,600
110th Street/Alameda	Cholla Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	2,200
124th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,600
128th Street	Southern terminus	Dynamite Boulevard	Minor Collector	Minor Collector - no center lane	15,400
130th Street	Southern terminus	Shea Boulevard	Minor Collector	Minor Collector - no center lane	3,300
136th Street	Dynamite Boulevard	Lone Mountain Road	Minor Collector	Minor Collector - no center lane	10,400
Camelback Road	82nd Street	Granite Reef Road	Minor Collector	Minor Collector - no center lane	1,300
Chaparral Road	66th Street	Scottsdale Road	Minor Collector	Minor Collector - no center lane	3,900
Dove Valley Road	60th Street	64th Street	Minor Collector	Minor Collector - no center lane	2,650
Eastwood Lane/Via de Ventura	Scottsdale Road	Doubletree Ranch Road	Minor Collector	Minor Collector - no center lane	5,100
Granite Reef Road	Thomas Road	Osborn Road	Minor Collector	Minor Collector - no center lane	2,600
Granite Reef Road	McDonald Drive	Arizona Canal	Minor Collector	Minor Collector - no center lane	3,100
Grayhawk Drive	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	4,000
Jackrabbit Road	Quail Place	Scottsdale Road	Minor Collector	Minor Collector - no center lane	600
Jackrabbit Road	Miller Road	Hayden Road	Minor Collector	Minor Collector - no center lane	2,150
Miller Road	Shea Boulevard	Cactus Road	Minor Collector	Minor Collector - no center lane	5,250
Mountain View Road	117th Way	124th Street	Minor Collector	Minor Collector - no center lane	4,000
Oak Street/Murray Lane	Miller Road	Granite Reef Road	Minor Collector	Minor Collector - no center lane	5,800
Osborn Road	64th Street	68th Street	Minor Collector	Minor Collector - no center lane	2,400
Paradise Lane	98th Street	Thompson Peak Parkway	Minor Collector	Minor Collector - no center lane	3,300
Pinnacle Peak Road	92nd/93rd Street	Via Ventosa	Minor Collector	Minor Collector - no center lane	5,800
Raintree Drive	Frank Lloyd Wright Boulevard	100th Street	Minor Collector	Minor Collector - no center lane	1,350
Ranch Gate Road	118th Street	128th Street	Minor Collector	Minor Collector - no center lane	6,900
Roosevelt Street	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
Roosevelt Street	Granite Reef Road	Latham Street	Minor Collector	Minor Collector - no center lane	1,100
Sweetwater Avenue	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
Sweetwater Avenue	90th Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	9,700
Thunderbird Road	Hayden Road	84th Street	Minor Collector	Minor Collector - no center lane	2,600
Via Linda	Via de Ventura	Loop 101 underpass	Minor Collector	Minor Collector - no center lane	8,000



# Transportation Action Plan

Path & Trails Subcommittee  
April 6, 2021



# Discussion Items

- Early Concepts
  - Streets
  - Bicycle
  - Trails

# Streets Element – early concepts



# Potential Street Classification Changes – Reductions in Number of Lanes

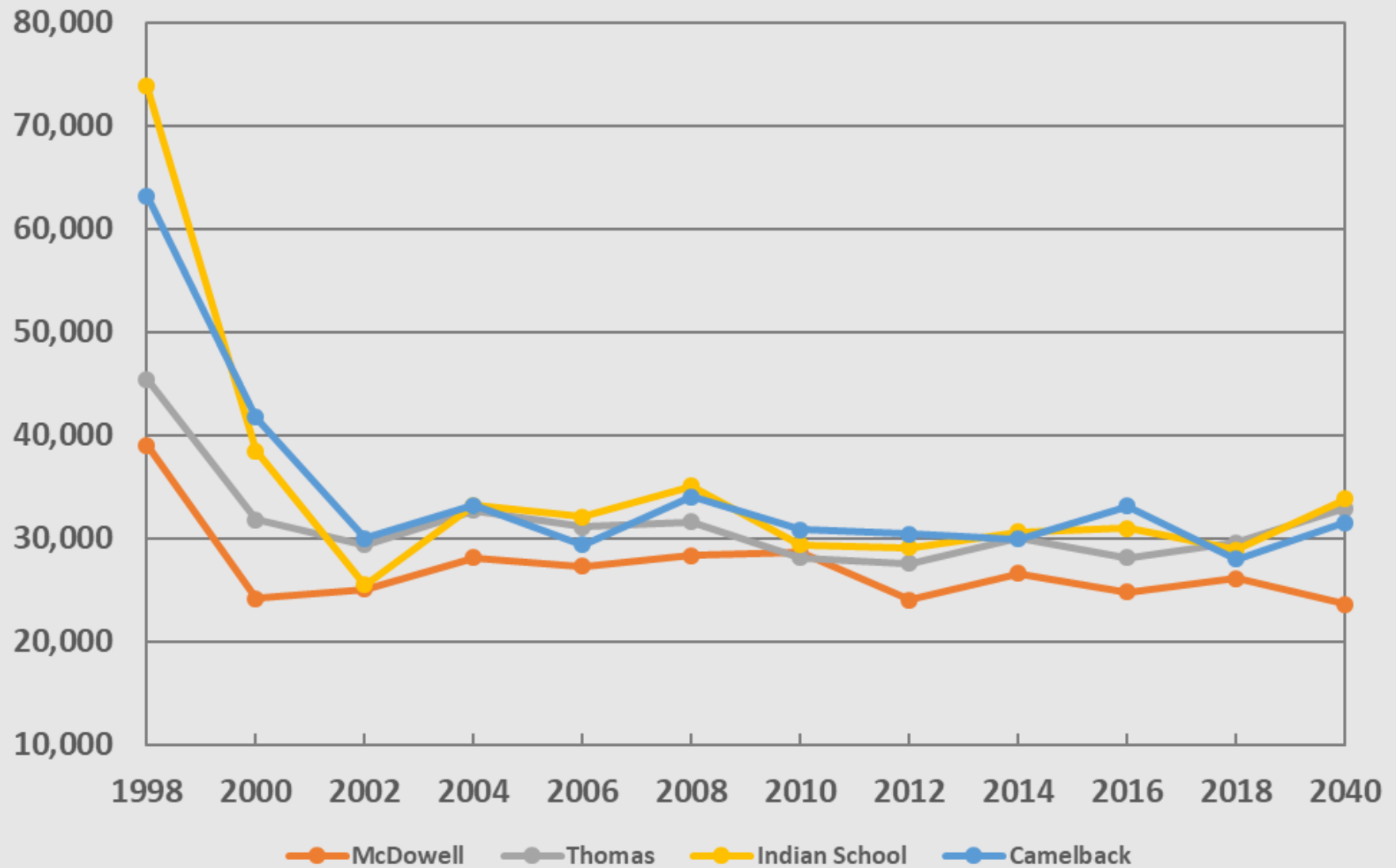
- Major Arterial to Minor Arterial
  - 1) Hayden Road: McKellips to Indian School
- Couplet to Minor Arterial
  - 1) Drinkwater Boulevard
  - 2) Goldwater Boulevard
- Minor Arterial to Minor Collector
  - 1) Tom Darlington Drive: Carefree Highway to Leisure Lane
  - 2) Westland Drive: Scottsdale to Hayden

# Potential Street Classification Changes (cont'd)

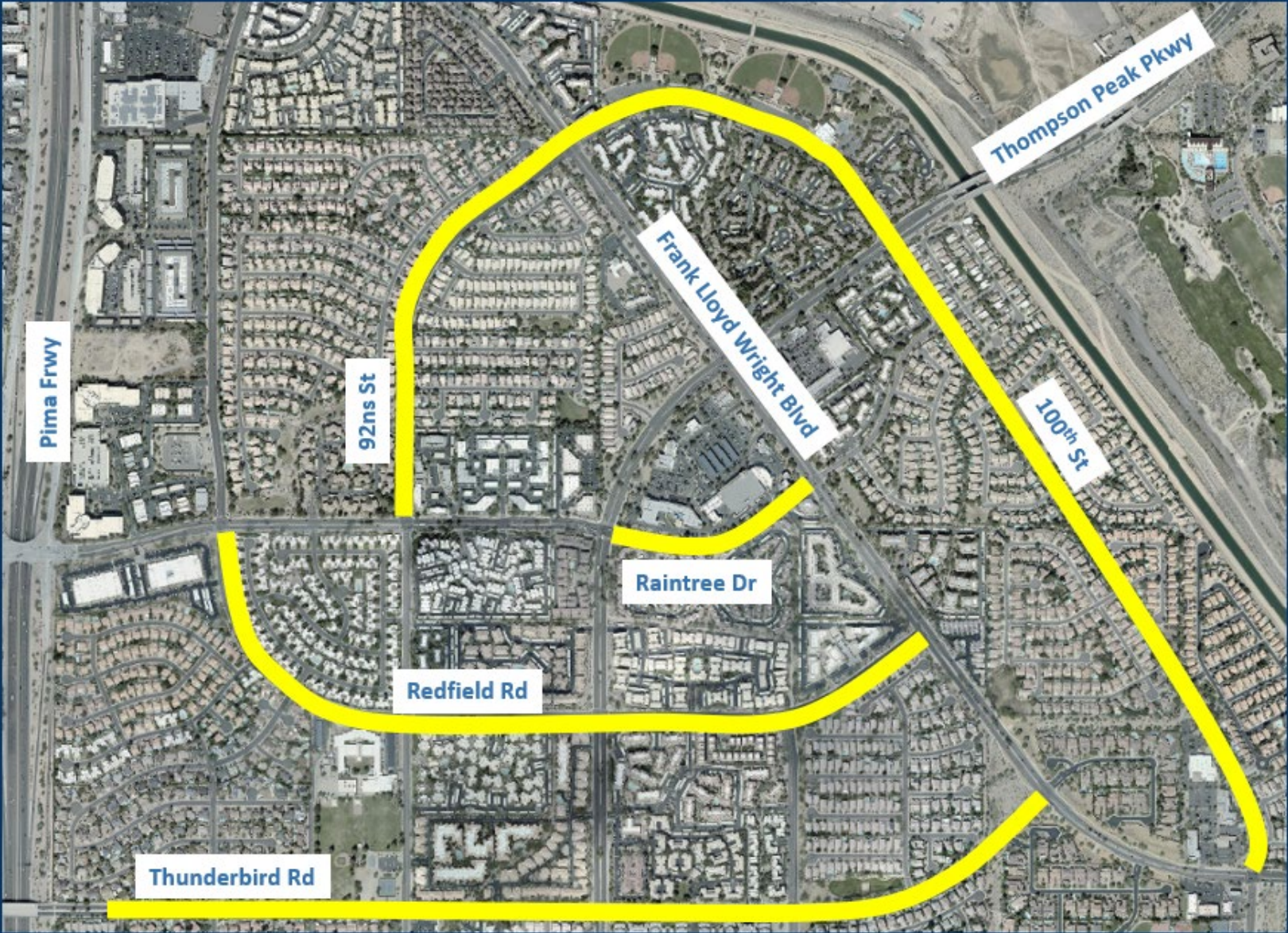
- Major Collector to Minor Collector
  - 1) 92<sup>nd</sup> Street: Raintree to Frank Lloyd Wright
  - 2) 96<sup>th</sup> Street: Via Linda to Shea
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  - 10) Thunderbird Road: 89<sup>th</sup> to Frank Lloyd Wright

# Arterial Volume Trend Example

## Hayden Road Volume Trend - 1998 to 2018 Average Vehicles Per Day



# Street Reclassification Concepts – 4-lane to 2-lane



# Opportunities Created Through Street Reclassifications



Major Collector  
96<sup>th</sup> Street - Before



Minor Collector  
96<sup>th</sup> Street - After

# Opportunities Created Through Street Reclassifications



Major Collector  
124<sup>th</sup> Street - Before



Minor Collector  
124<sup>th</sup> Street - After



# Opportunities Created Through New Cross Section Types



Minor Collector – with center turn lane



Minor Collector – no center turn lane

Approximately 50 additional lane miles of existing minor collectors could be converted to the no center lane cross section



# Bicycle Element – early concepts

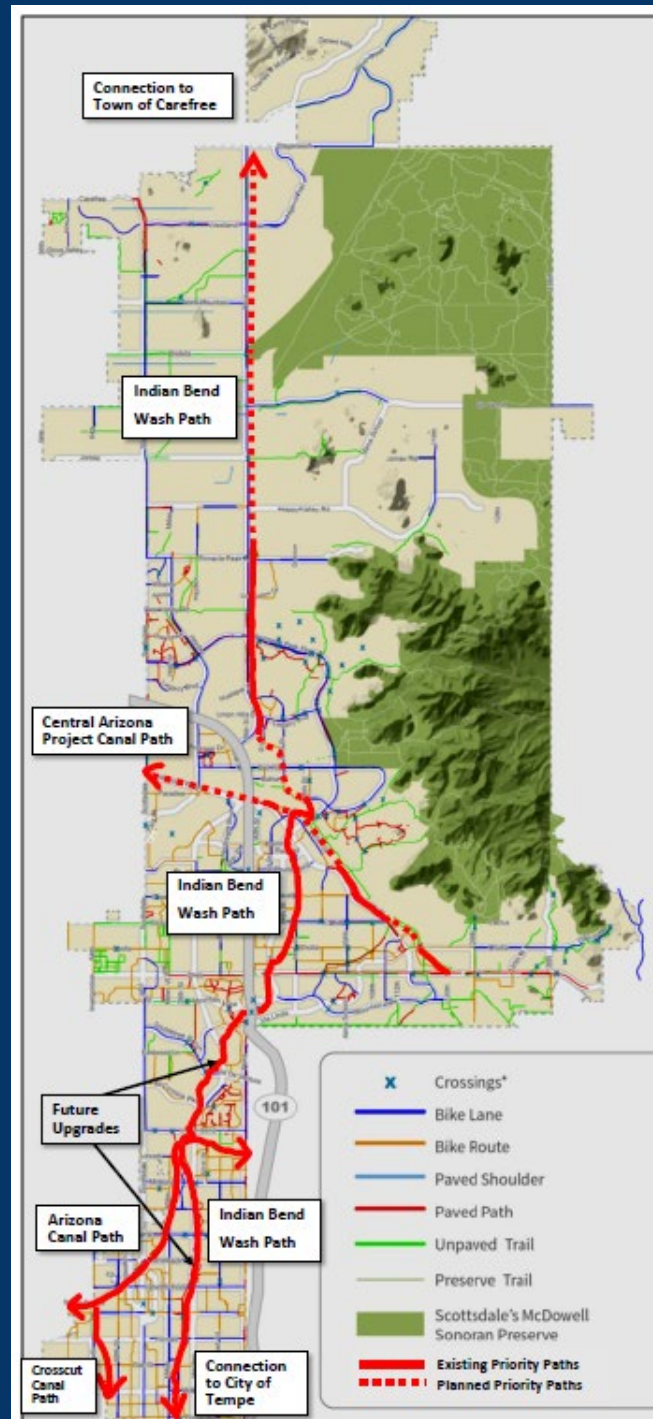
**SCOTTSDALE**

# Priority Paths

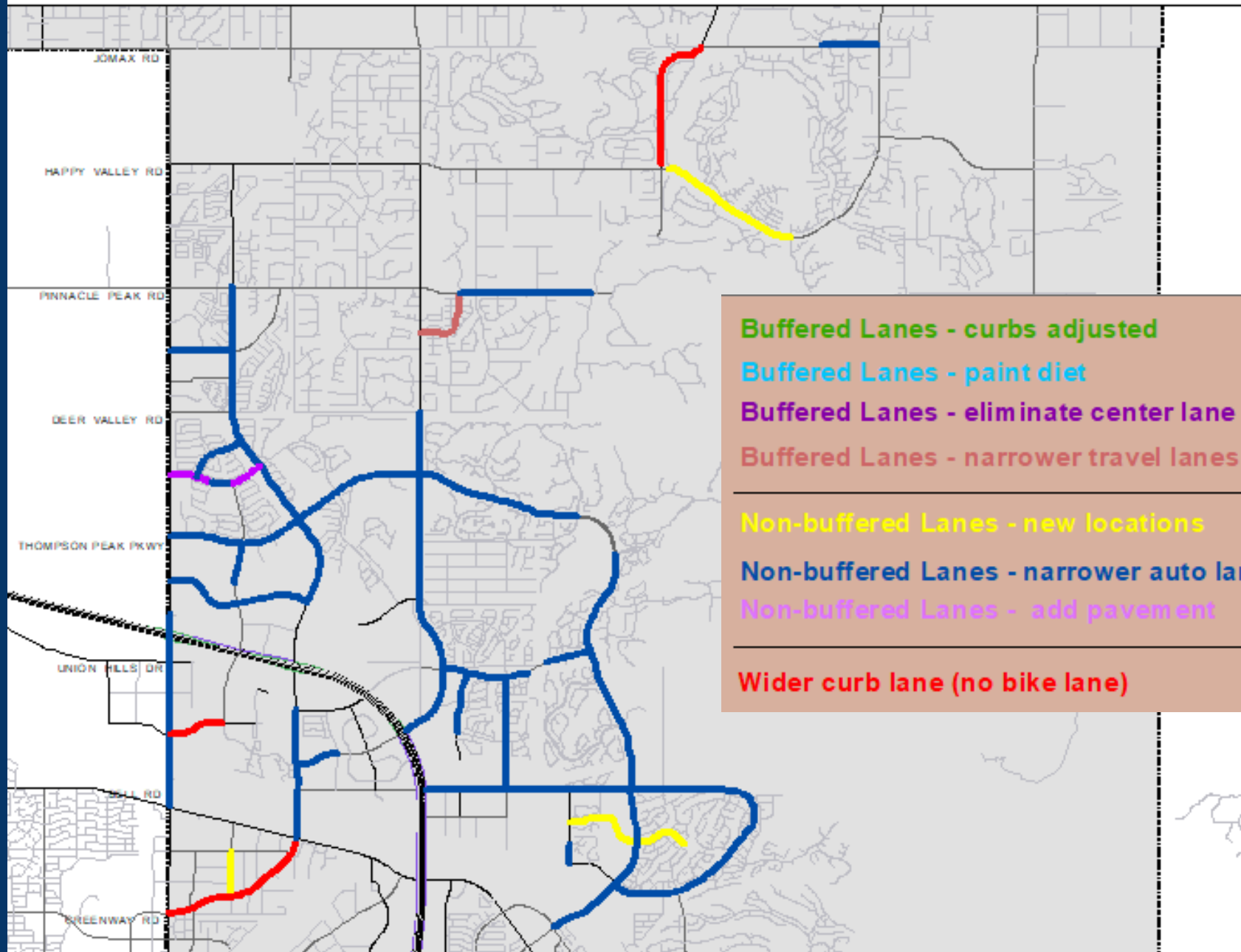
- Indian Bend Wash
- Cross Cut/Arizona Canal
- Central Arizona Project Canal

# Secondary Paths

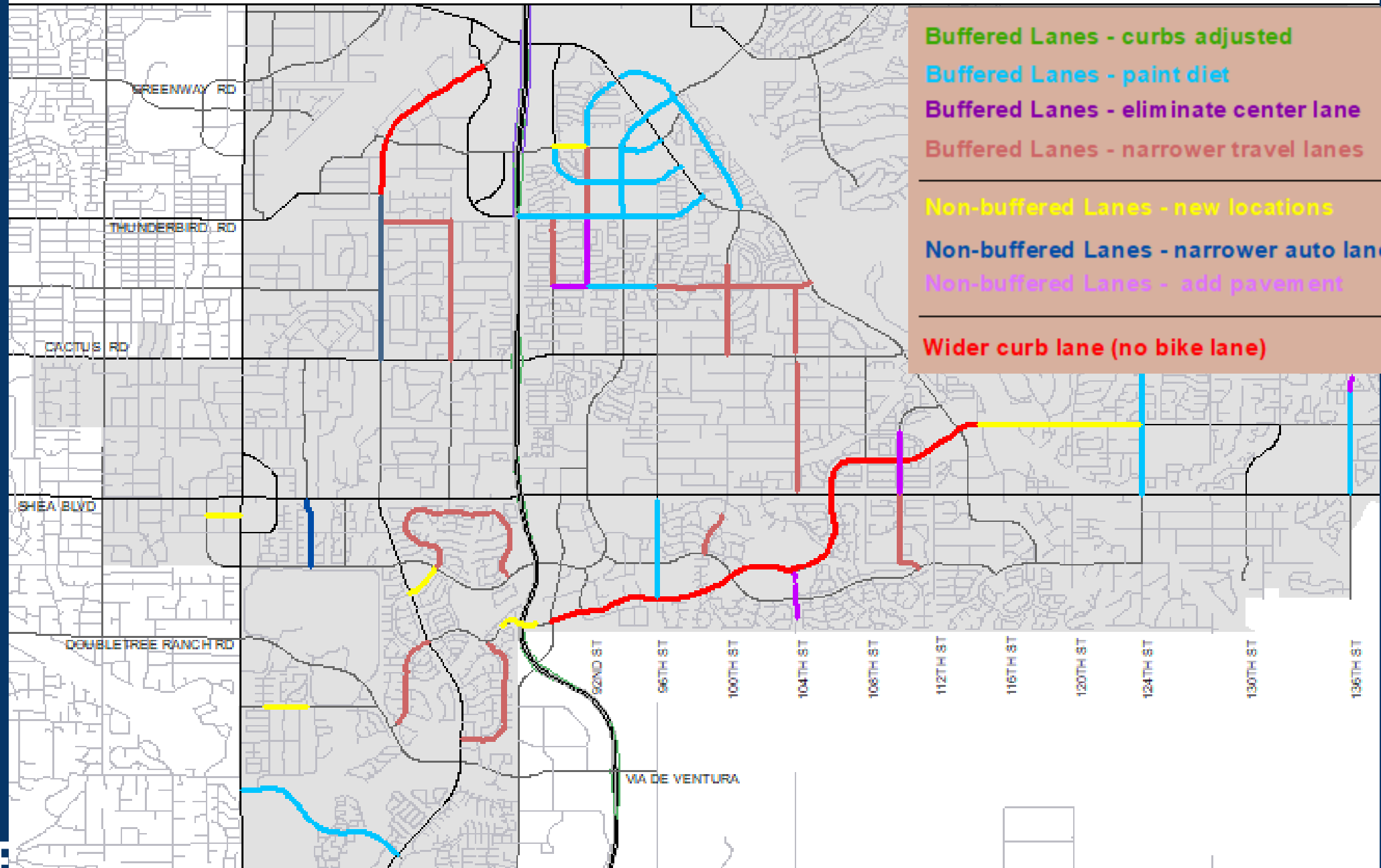
- Offset from key roadway corridors



## Future Bike Lane Restripe Concepts by Type - portion of North Area



# Future Bike Lane Restripe Concepts by Type - Central Area

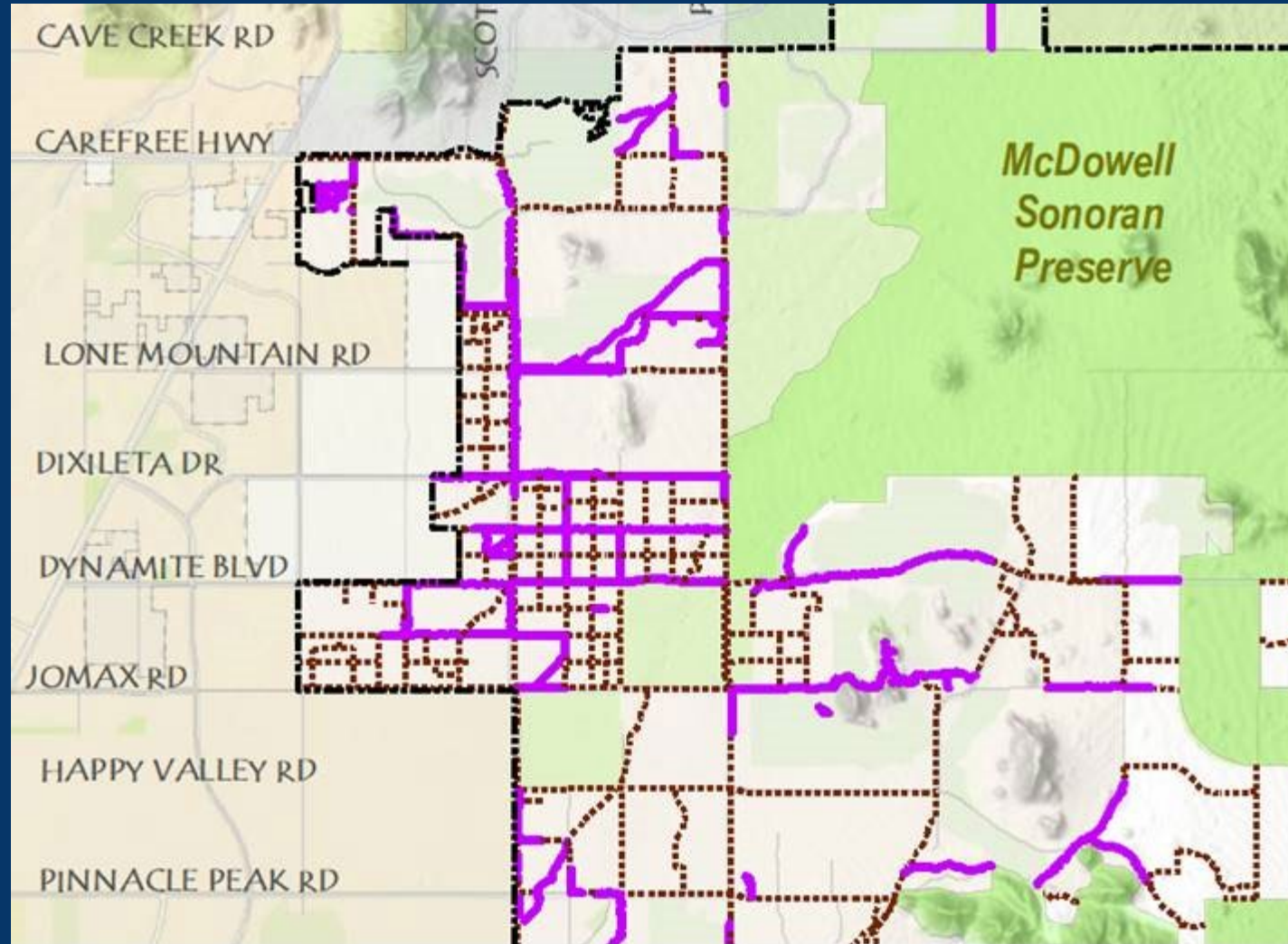


A photograph of two people riding horses on a dirt path in a desert landscape at sunset. The person on the left is wearing a maroon shirt and a cowboy hat, riding a brown horse. The person on the right is wearing a blue plaid shirt and a helmet, riding a white horse. In the background, there are saguaro cacti, yellow trees, and a mountain range under a sky with orange and blue clouds. A mailbox with the number 12032 is visible on the right side of the path.

# Trails Element – early concepts

## Key Focus Areas

- Completing connections to the McDowell Sonoran Preserve
  - Significant portion is complete
- Filling in gaps in neighborhood trail systems
  - Especially where no sidewalks are in place



# Discussion



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Path and Trails Subcommittee  
**From:** Susan Conklu, Senior Transportation Planner  
**Subject:** Trail Maintenance Outreach Plan  
**Meeting Date:** April 6, 2021

## ITEM IN BRIEF

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**Action:** Presentation and discussion

### **Purpose:**

Provide information on the trail maintenance outreach plan

### **Background:**

In 2020, a resident requested the city improve communication with property owners about trail maintenance along the approximately 150 miles of unpaved trails outside the McDowell Sonoran Preserve. Trails exist in city right-of-way or on easements dedicated to the city on private property. In some locations, properties that hold public easements are owned by homeowners associations while others are owned by individual property owners.

As is the case with sidewalks, maintenance of trails is the responsibility of the adjacent property owner, per Scottsdale Revised Code, Chapter 47. Section 47-47 (Attachment 1) states, "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." Section 47-47 also states, "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 is the mechanism for enforcing removal of encroachments. ScottsdaleEZ is a common way for residents or city staff to report issues to Code Enforcement.

The Scottsdale Design Standards and Policies Manual (DS&PM) Chapter 8-3 covers Non-Paved Trails including maintenance information, which is provided in Section 8-3.6, pages 573, 590-592 (Attachment 2):

<https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Design/DSPM/DSPM+2018.pdf>

Staff drafted a communication plan to inform, educate, and facilitate property owners to fulfill their responsibility to maintain trail easements that run through or are adjacent to their property.

The plan includes possible outreach methods such channels as local media, social media, city communications (e.g., news feed, Update newsletter, utility insert, Scottsdale Video Network), the Paths & Trails webpage, and targeted mailing. The draft plan also includes coordination with Citizen Service staff to develop an engagement program.

Another component of the plan will include a way for property owners to locate any trails that are on their property, look up who is responsible for the maintenance of those trails, find the specific requirements for maintenance, report a problem on a trail, and sign up for e-news updates.

### **Update:**

Transportation staff provided an update to the Path and Trails Subcommittee at the December 8, 2020 meeting. Discussion included the trail maintenance responsibilities and requirements, ScottsdaleEZ, and components of the draft trail maintenance outreach plan.

Transportation staff created a schedule for implementing the communication plan including near term and long term ideas. Meetings with Citizen Services and Scottsdale Video Network staff were held recently.

**Next Steps:**

Transportation staff will draft the script for the video and produce the video tentatively in April. Staff will prepare the webpage text and content for publishing by early June. The plan will be publicized with a web article, social media posts, utility insert article, and Scottsdale Update newsletter by mid-June. Targeted outreach will remain an option to promote the webpage and address trail issues.

**Attachments:**

Attachment 1: Scottsdale Revised Code, Section 47-47

Attachment 2: DS&PM Section 8-3.6

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**Staff Contact:** Susan Conklu, 480-312-2308, [sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)

Sec. 47-47. - Right-of-way maintenance.

- (a) For purposes of this section, the owner of property adjacent to the right-of-way includes the occupant of the property.
- (b) Before the city issues a letter of acceptance for public improvements, the owner of property adjacent to the right-of-way shall maintain the adjacent right-of-way to the centerline.
- (c) 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, including:
  - (1) Mowing and trimming plants and trees,
  - (2) Weeding,
  - (3) Replacing dead plants,
  - (4) Removing litter and debris, and
  - (5) Sweeping.
- (d) 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.
- (e) Routine property maintenance in the right-of-way using hand tools does not require city authorization. Property maintenance using trucks and large mechanical equipment in the right-of-way requires written city authorization.
- (f) Except as authorized in writing by the city, the owner of property adjacent to the right-of-way shall maintain the following:
  - (1) The adjacent right-of-way from the back of the curb, edge of the pavement or edge of the city-maintained dirt road or dirt shoulder, to the property line on all street frontages, where the right-of-way has been dedicated in fee to the city; and
  - (2) The right-of-way, from the back of the curb, edge of the pavement or edge of the city-maintained dirt road or dirt shoulder to the right-of-way boundary, where the right-of-way has been created by easement.
  - (3) The adjacent alley from the edge of the property line to the centerline of the alley.
  - (4) The sidewalk.
  - (5) The multi-use path and trail.
- (g) The city may maintain the right-of-way, or any portion of the right-of-way, specified in (f) above, including contracting with other persons for maintenance. The city's obligation to maintain the right-of-way, or any portion of the right-of-way, specified in (f) above, shall be in writing.
- (h) The city is not obligated to maintain right-of-way that has not been improved to city improvement standards.
- (i) The maintenance of drainage easements on private property is controlled by Scottsdale Revised Code, Chapter 37.

(Ord. No. 4113, § 1(Res. No. 9551, Exh. A, § 1), 12-9-13, eff. 7-1-14)

## VEGETATION CLEARANCE

8-3.301

Vegetation clearance is the removal of vegetation within specified clearing limits; refer to Section 8-3.200 for specifications for each trail classification. The primary goal is to provide the specified clearance while maintaining the maximum amount of vegetation and the natural characteristics of the area. Trails shall be aligned to prevent disturbance to plants identified in the Native Plant Ordinance. The trail should be aligned to avoid large-scale removal of native plants not covered by the Native Plant Ordinance.

When branches must be removed, pruning shall comply with ANSI Standard #A300, otherwise known as the 3-cut pruning method:

- A. One partial cut from the underside of the branch 6 to 8 inches from the trunk,
- B. A second cut from the top of the branch above the first cut to remove the branch, and
- C. The third cut to remove the stub.

Be sure not to cut into the branch collar, as this will damage the tree and slow the healing process. Chemical sealants should not be applied to native trees. Cholla and prickly pear cacti should be trimmed at the segment joints. Plants that must be completely removed should be cut as close as possible to the ground surface and dispersed in areas not clearly visible from the trail, or completely removed from the site. Refer to Figure 8-3.4.

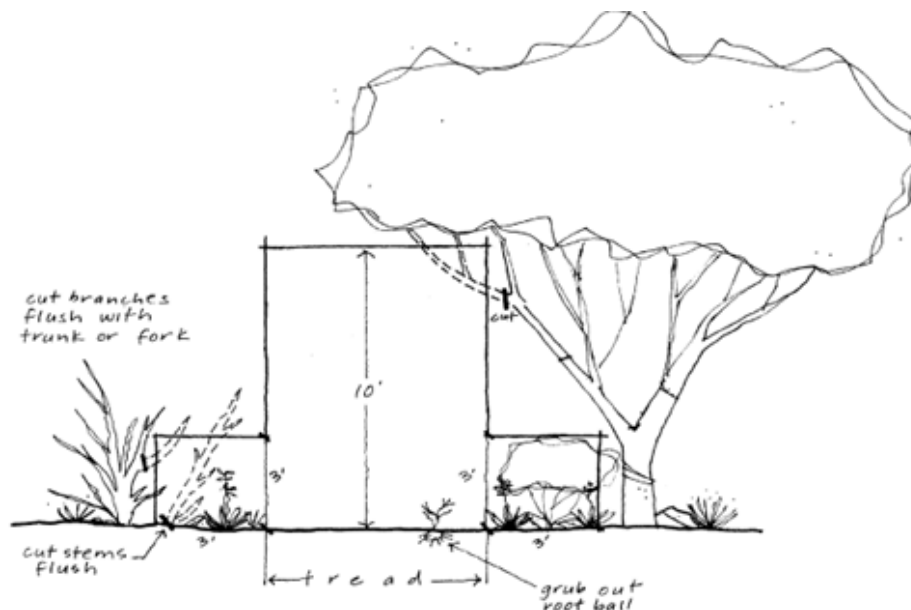


FIGURE 8-3.4 VEGETATION CLEARANCE

## SURFACE WATER CONTROL

8-3.302

The proper control of surface water is a crucial element in trail design, construction and maintenance. Improper control will most likely have a negative effect on the surrounding environment and will result in damage to the trail that can be very expensive to repair. The need for surface water control structures depends on many

## TRAIL MAINTENANCE

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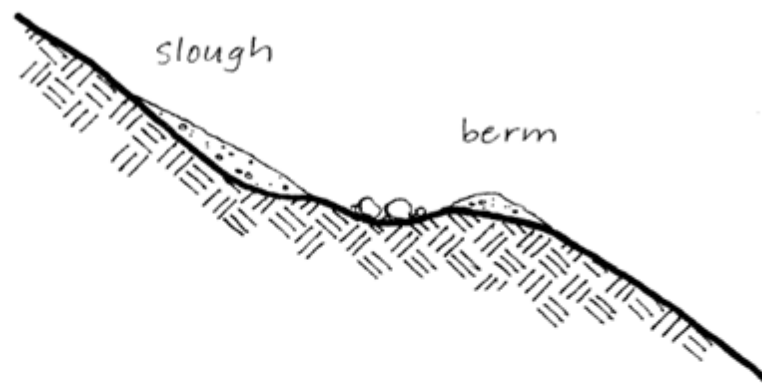
8-3.600

### A. Slough and Berm Removal

Slough (pronounced “sluff”) is material that has moved downhill from the backslope and been deposited along the uphill edge of the tread. This process causes trail users to travel along the outside edge of the trail. The tread eventually narrows and moves downhill from its original location resulting in an unsafe situation. The slough must be removed to reestablish the proper backslope. The excess material may be used to fill holes in the trail tread and re-establish the outslope, or to build up the downhill side of waterbars.

Berm is soil that has built up on the downhill edge of the trail tread. Berm prevents water from flowing off the side of the trail and allows water to channel down the trail causing erosion. A berm may also cause nuisance water to pool on the trail surface resulting in soil saturation. Saturated soil is damaged easily and forces trail users to detour around the area causing the trail to widen. Berms should never be constructed intentionally and should be eliminated whenever present. Refer to Figure 8-3.20 on the following page.

Before Reconstruction



After Reconstruction

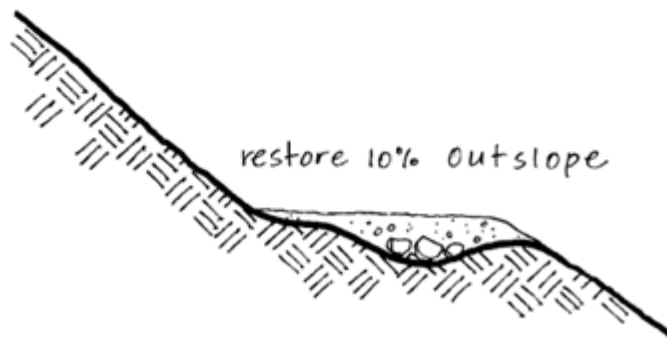


FIGURE 8-3.20 SLOUGH AND BERM REMOVAL

**B. Vegetation Clearance Maintenance**

All plants encroaching on the vegetation clearance limits for the trail classification must be cut back. Branches should be cut close to the main stem without cutting into the branch collar. Plants being removed must be cut flush with the ground and stumps must be removed to prevent safety hazards. All plants growing within the trail tread must be grubbed out.

Trails within landscaped areas may be sprayed with herbicide. All removed plant material must be scattered in a location not visible from the trail.

**C. Tread Maintenance**

In addition to slough and berm removal, the remaining trail tread should be restored to its original design condition. All loose rocks, rock points, stumps and roots protruding from the trail surface should be removed. All holes should be filled to create a smooth, obstacle-free trail tread. Maintaining a proper outslope is critical to the long-term condition of the trail.

**D. Drainage Maintenance**

Special attention should be directed to the maintenance of drainage structures. These structures are extremely important in protecting the trail from erosion. If

they are not maintained properly, the trail will be prone to erosion and may become unsafe for public use and require extensive amounts of labor to repair. All repairs to drainage structures must restore them to their original standard construction specifications.

**E. Special Structure Maintenance**

Structures such as waterbars, culverts, switchbacks, retaining walls, desert wash crossings, overpasses and bridges, etc. are rather expensive and labor intensive to construct. Proper maintenance will prolong the life of the structures and help prevent safety hazards. Structures should be inspected annually, and maintenance performed as needed. All repairs to special structures must restore them to their original standard construction specifications.

**F. Sign Maintenance**

Sign maintenance includes replacing missing or damaged signs and assuring the accuracy of the information on the signs, as conditions may change over time. All signs that are damaged, weathered, or for any other reason do not serve their intended purpose should be repaired or replaced according to the sign standards described in this manual.

# Trail Maintenance Outreach Plan

Transportation Commission  
Paths & Trails Subcommittee  
April 6, 2021



# Background

- 150 miles of existing non-Preserve trails
- 189 miles of planned trails
- City right-of-way
- Easements
- 2020 citizen request for improved communication between city and property owners

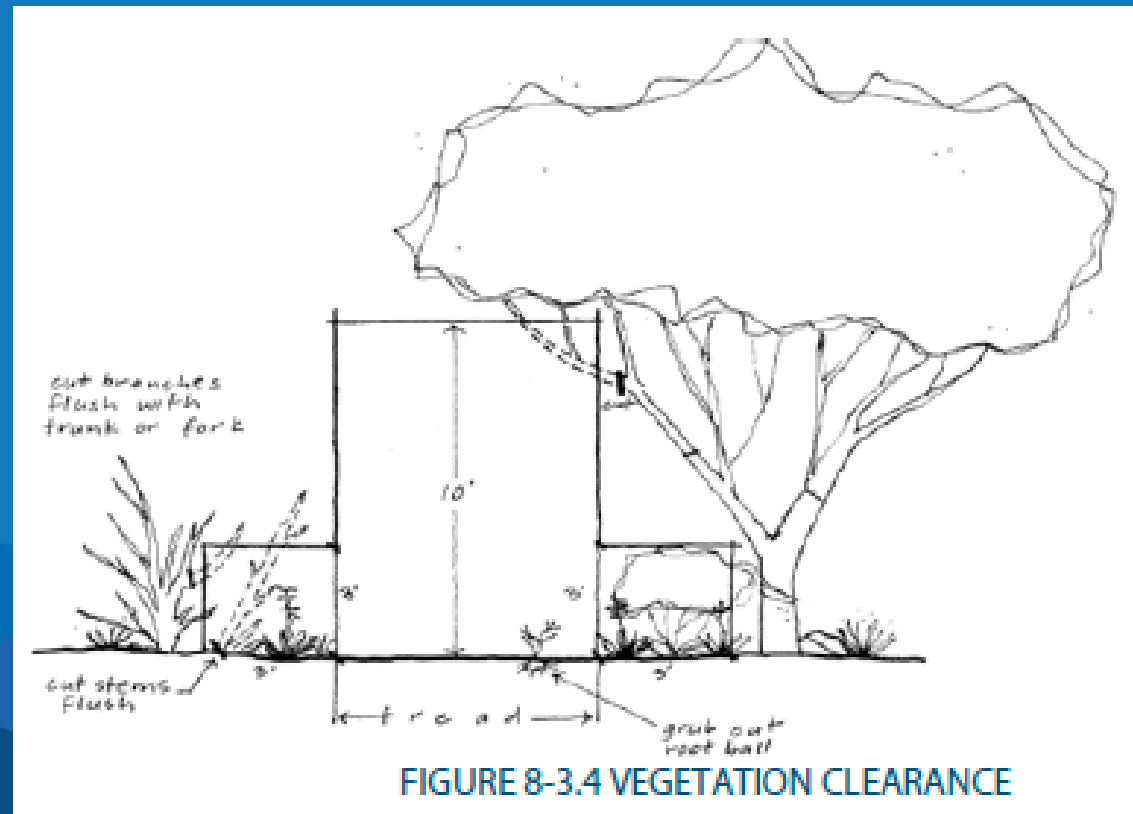


# Maintenance Responsibility

- Scottsdale Revised Code, Chapter 47. Section 47-47:
- “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.”
- Citizens and city staff may report issues through ScottsdaleEZ

# Trail Maintenance Information

- Scottsdale Design Standards and Policies Manual:
  - <https://www.scottsdaleaz.gov/design/DSPM>
  - Chapter 8-3 Non-Paved Trails



# Communication Plan

- Local media
- Social media
- City communications
  - News feed, Scottsdale Update, utility insert, Scottsdale Video Network
  - Path and Trails webpage
  - Targeted mailing
  - Coordination with Citizen Service staff

# Update

- December 8, 2020 Path and Trails Subcommittee meeting
- Created a schedule for implementing the communication plan
  - Near term
  - Long term
- Met with Citizen Services and Scottsdale Video Network staff



# Next Steps

- Video
- Webpage
- Publicize
  - Web article, social media, utility insert, Scottsdale Update
- Targeted outreach as needed



# Trail Maintenance Outreach Plan

Transportation Commission  
Paths & Trails Subcommittee  
April 6, 2021

# TENTATIVE FUTURE AGENDA ITEMS

Rev.3-23-2021

## TRANSPORTATION COMMISSION

### MEETING DATE: April 15, 2021

### REPORTS/PRESENTATIONS DUE APR 8

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes March 18, 2021*
- **Special Meetings for Transportation Action Plan**..... Action  
*Approval of meeting dates and times presented*
- **Neighborhood Traffic Management Policy Update** ..... Action  
*Update revised policy – Sam Taylor, Traffic Engineer*
- **Pedestrian Hybrid Beacons (HAWKS) overview including the McCormick-Stillman Underpass Presentation and Discussion**  
*Provide an overview on the Pedestrian Hybrid Beacons (HAWKS) including the McCormick-Stillman Underpass – Kiran Guntupalli, Traffic Engineer Principal*
- **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: May 20, 2021

### REPORTS/PRESENTATIONS DUE May 13

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes February 18, 2021*
- **Miller Road Bridge and Flood Control Project** .....Presentation and Discussion  
*Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager*
- **70<sup>th</sup> Street Neighborhood Bikeway Study** ..... Action  
*Presentation of the 70<sup>th</sup> Street Neighborhood Bikeway study findings – Susan Conklu, Senior Transportation Planner*
- **Old Town Bicycle Master Plan** ..... Action  
*Presentation of the Old Town Bicycle Master Plan recommendations – Susan Conklu, Senior Transportation Planner*
- **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*
- **Assist Business' during CIP Construction**.....Presentation and Discussion  
*Discussion on working with local business' during Capital Improvement Projects – Dave Lipinski, City Engineer*
- **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.*
- **Pedestrian Crossing Policy** ..... Action



*Draft policy for Commission review – Sam Taylor, Traffic Engineer*

- **Median Opening Analysis**.....**Presentation and Discussion**  
*Reviewing data for “pork Chop” median openings compared to standard median openings – David Smith, Traffic Engineer Senior*
- **New Project Development** .....**Presentation and Discussion**  
*Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager*
- **Vacant Land** .....**Presentation and Discussion**  
*Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager*
- **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, Traffic Engineer Principal*
- **Shea and 124<sup>th</sup> Street Underpass** .....**Presentation and Discussion**  
*Update on underpass – Greg Davies, Transportation Planner Senior or David Meinhart, Transportation Planning Manager*
- **Downtown Trolley**.....**Presentation and Discussion**  
*Update on trolley usage – Ratna Korepella*
- **General Plan Update**.....**Presentation and Discussion**  
*Update on general plan – Erin Perreault*
- **Bus Ridership and the Transit System**.....**Presentation and Discussion**  
*Update on bus ridership and the Transit System – Ratna Korepella*
- **Transportation Action Plan** ..... **Action**  
*Presentation of the Transportation Action Plan recommendations - presented by David Meinhart*
- **Transit System Evaluation Recommendations**..... **Action**  
*Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella*
- **Bicycle and Related Devices Ordinance**..... **Action**  
*Presentation of the amended Bicycle and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner*
- **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*
- **Update on MAG Prop 400E** .....**Presentation and Discussion**  
*Update on MAG Prop 400E – MAG staff*
- **Research Performed on Cool Pavement** .....**Presentation and Discussion**  
*Presentation on research performed on cool pavement and locations where it is used around Scottsdale – ASU Professor Kamil Kaloush, PhD, MS, BS*
- **Pilot Locations of Cool Pavement**.....**Presentation and Discussion**  
*Discussion on potential high impact pilot locations – Shayne Lopez, Paving Manager*
- **Approval and Funding Process of Projects Related to the Transportation Action Plan**...**Presentation and Discussion**  
*Discuss the approval and funding process of projects related to the Transportation Action Plan– David Meinhart, Transportation Planning Manager*

## **PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: June 1, 2021**

**REPORTS DUE May 25, 2021**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes of April 6, 2020*
- **Arizona Canal Public Art**.....**Information**  
*Update on the proposed public art along the Arizona Canal Path – Susan Conklu, Senior Transportation Planner*
- **Path Counter Data**.....**Information**  
*Update on the path counter data for pedestrians and bicyclists – Susan Conklu, Senior Transportation Planner*
- **Other Transportation Projects and Programs Status**..... **Information**  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items**.....**Discussion**  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings*  
*Planner*

**MEETING DATE: August 3, 2021**

**REPORTS DUE July 27, 2021**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes of December 8, 2020*
- **Other Transportation Projects and Programs Status**..... **Information**  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings*

### **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*