



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

Date: Tuesday, April 4, 2023

Time: 8:30 A.M.

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

Call to Order

Roll Call

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

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

Public Comment

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

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

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

- Approval of Meeting MinutesAction**
Approval of the Regular Meeting minutes of February 7, 2022

2. **Federal Highway Administration’s Safety Countermeasures** **Information**
Update on FHWA’s new safety countermeasures for pedestrians and bicyclists – Nathan Domme, Transportation Planning Manager
3. **Bicycle Friendly Communities Application Process**..... **Presentation and Discussion**
Information on the Bicycle Friendly Communities Application – 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 Kyle Lofgren at 480-312-7839. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE REGULAR MEETING

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

Tuesday, February 7, 2023

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.

ROLL CALL

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

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

PUBLIC COMMENT

There were no written or spoken public comments.

1. APPROVAL OF MEETING MINUTES

Subcommittee Member Davis noted two corrections, the first is on page 3, paragraph 5, second sentence should read: Chair Anderson ... "putting a street crossing near the bridge over the canal in this location," in place of "putting a bridge over the canal." The second change is on page 4, section 4, paragraph 4 to add a period after Salt River Project.

COMMISSIONER MCALLEN MOVED TO APPROVE THE MINUTES OF THE DECEMBER 6, 2022, MEETING AS AMENDED. SUBCOMMITTEE MEMBER LEVIE SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR ANDERSON, COMMISSIONERS LALL AND MCALLEN, AND SUBCOMMITTEE MEMBERS DAVIS AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPROVAL OF 2022 ANNUAL REPORT

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE 2022 ANNUAL REPORT. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR ANDERSON, COMMISSIONERS LALL AND MCALLEN, AND SUBCOMMITTEE MEMBERS DAVIS AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. TRAIL MAINTENANCE PUBLIC OUTREACH PROGRAM

Susan Conklu, Senior Transportation Planner, provided an update on trail maintenance and an overview of the public outreach program being developed. There are 153 miles of unpaved trails within the City right-of-way or on public easements through private property. A trail maintenance communication plan has been in the works for some time using observations and public feedback.

Trail maintenance is governed by Scottsdale Revised Code, Chapter 47, Section 47-47, which requires that the owner of property adjacent to the right-of-way shall conduct routine property maintenance to keep that property and the 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 staff may report any issues, such as obstructions and excessive vegetation through ScottsdaleEZ, which is a great mechanism to track and evaluate trail maintenance. Information related to trail maintenance can be found within the Scottsdale Design Standards and Policies Manual. There is a minimum 10-foot overhead clearance, although 12 feet is desired, and three feet on either side of the trail should have nothing taller than three feet.

The Transportation Action Plan (TAP) was adopted by City Council on April 26, 2022, and contains goals, policies, and performance measures relating to trail maintenance.

- ▶ Goal: to educate the public about the easements and maintenance responsibility associated with the trail network.
- ▶ Policy: coordinate with landowners regarding trail obstructions, removal of obstructions, and/or realignment of the trail if necessary.
- ▶ Performance: to measure and track the miles of trails that have been rehabilitated each year, which allows progress to be tracked.

Trail Maintenance Outreach Plan includes:

- ▶ Staff refining the components and schedule for the outreach program.
- ▶ This is the first development of an outreach plan, and it is a learning process.

- ▶ Staff met with Code Enforcement; Citizen Services, which manages ScottsdaleEZ, Communications and Scottsdale Video Network staff.

The last trail inventory was completed in 2012 and a current inventory of trails and trail maintenance conditions occurred between January and July 2022. With the use of current technology, staff were able to document real-time specific data. Common observations included vegetation overgrown, trail hard to see, trail sign faded, and man-made obstructions. The number and mileage of parcels adjacent to trails is also documented. 63 percent of these trails are in HOAs and commercial properties. City-owned or public agency properties account for 16 percent of the miles. Individual property owner parcels account for 21 percent of the miles, and is the group the City seeks to educate. A trail maintenance web page has been developed to explain the responsibilities of adjacent homeowners and provides a link to the interactive map showing trails, paths, bike lanes, and parks.

Presentations and updates provided to commissions include:

- ▶ June 7, 2022, Paths and Trails Subcommittee
- ▶ June 16, 2022, Transportation Commission
- ▶ June 2022, created a request form in ScottsdaleEZ that encompasses multiple things including the trail maintenance link
- ▶ October 26, 2022, Neighborhood Advisory Commission that includes many HOA representatives
- ▶ November 16, 2022, Parks and Recreation Commission

Feedback from the presentations included suggestions on how to get the word out, such as using different groups and realtors to provide an understanding of homeowner responsibilities.

Next Steps:

- ▶ Publicize: using Web article, social media, utility insert, Scottsdale Update Spring 2023
- ▶ Targeted Outreach from Transportation: Conduct a pilot outreach area through a neighbourhood trail maintenance meeting in March. A pilot project will be conducted with HOAs, commercial, and individual property owners in April or May.
- ▶ Continue sending issues to Code Enforcement as needed because Transportation would receive any complaints first.
- ▶ Work with the on-call contractor to assist with trail maintenance and determine resources and money used to complete tasks. This will aid in annual planning and prioritizing City trail maintenance.
- ▶ Create a video in April 2023, that contains this information to be publicized on the web page, Scottsdale Video Network, and YouTube channel.
- ▶ Continue to evaluate the programs success and impacts on the trail network.

Over the next several years there will be a major visible change to the appearance of trails and helping people know where to go to use them. The best way to maintain any trail is by using it.

Greg Davies, Senior Transportation Planner, stated an adopt-a-trail campaign has been discussed, but they are trying to determine if their time is better spent getting information out and communicating with property owners.

In response to Commissioner and Subcommittee Member questions, Ms. Conklu stated they do not have an automated system at this time, but can look into and communicate appropriately with property owners adjacent to the trail system. The adopt-a-trail conversation predated most of this work, and further discussions were incorporated into the communication plan development.

Mr. Davies stated the trail network in Scottsdale is a huge asset; maintaining it has been a major challenge. Staff is still considering how best to notify property owners of their responsibilities. The adopt-a-trail program is something that needs to be further investigated and hopefully implemented as a way to engage the community in trail maintenance. As part of a pilot project City staff cleaned up the Hayden and Cactus trails to show what the trail should look like based on code ordinances. Generally a few complaints, mostly related to sidewalks, are filed through ScottsdaleEZ. He undertook to provide updated statistics at the next meeting. The water bill is a great way to communicate because the message will be short and sweet.

Commissioner McAllen made several suggestions for marketing the trail maintenance, such as emailing the link through neighborhood services, post it next to parks with trail maps, the Lifestyles Magazine, and open houses for new developments.

Commissioner Lall suggested working with the Rotary Interact Club and other organizations to get assistance with the proposed adopt-a-trail program.

4. ELECTRIC BICYCLES, SCOOTERS, AND SIMILAR DEVICES

Susan Conklu, Senior Transportation Planner, provided some background on when the electric bicycles and scooters first started appearing in Scottsdale. A working group headed by the City Manager's Office developed regulations in 2018 based on complaints and observations only, as they had no best practices in place from other cities. City Council adopted an ordinance in November 2018 for bicycles and related devices, including electric bicycles and scooters, but asked staff to prepare a data report once regulations were in place.

ScottsdaleEZ was developed in March 2019 as the mechanism for filing complaints and issuing tickets. The five companies in Scottsdale have been very receptive to the use of ScottsdaleEZ and keep City staff informed of personnel changes.

Regulations limit how many devices can be parked in one location, which eliminates grouping issues, the length of time they can be there, it requires at least 200 feet spacing of other devices, and restricted areas for staging, parking, and riding. In January 2021, the Transportation Commission took over managing the regulations to keep them consistent with other transportation-related rules, and proposed to prohibit riding electric bicycles, scooters, or regular bicycles on the sidewalks in safety zones. Additional regulations implemented included limited hours of usage, mandatory parking in bike racks or designated zones, and working on parental permission for underage users. Concerns have been raised regarding the regulations and felt it was regulating people's lives too much. City Council directed staff to revise the regulations and report back.

Discussions continue regarding application fees and licensing requirements. Through the fees and licensing costs staff is hopeful it will limit the number of devices a company puts out. The only citations being issued currently are for parking violations enforced by the police department.

Regular meetings between the Transportation Commission and the companies have been occurring as well as consistent email communications. The operations and ScottsdaleEZ requests are continuing to be evaluated and staff listens to public feedback. Monthly meetings with peer cities were initiated by Phoenix and ASU to share regulations and how issues are being handled.

In response to a question from Commissioner Lall, Ms. Conklu stated she works with JC Porter at ASU who handles any issues related to bike and scooter parking on campus, as they do not allow motorized devices past the campus boundary.

Short-term solutions include:

- ▶ Update and streamline the website to educate the public on the regulations
- ▶ Continue monthly meetings and regular email communication with the companies
- ▶ Revised the restricted areas map by expanding some areas and adding slow zones; continue working with companies to make the map compatible with their geofencing program.
- ▶ Temporary restrictions were provided last week for “Super Season”
- ▶ Continue working with the Police Department and the companies

Mid-term solutions include:

- ▶ IT developed a new dashboard for City staff that is planned to be up and running within a couple of weeks.
 - This program will assist staff by showing the type of device, what company, and potentially see the devices in motion. There is a way to connect the program with the devices to let them know when they are out of compliance and will send automatic ScottsdaleEZ notifications.
- ▶ Continue working on public outreach strategies to communicate and remind people of the regulations, including the privately owned devices

Long-term solutions include:

- ▶ Update codes based on feedback from City Council
 - Minor language updates to match the state definition
 - Investigate sidewalk riding restrictions in Old Town to determine what would work best
 - Investigate parking in bike racks and/or designated areas
 - Investigate creating a license requirement to be managed through ordinances
 - Continue monitoring, evaluating, and updating everyone and bring any proposed action with regulations or other recommendations before the Paths and Trails Subcommittee, Transportation Commission, and City Council if needed. Updates to the restricted areas do not need to go before City Council, as they already allow for that.

In response to questions from the Subcommittee Members, Ms. Conklu stated companies would be required to set all devices to only go to a maximum speed within the slow zones. Although there will not be 100% compliance, they want companies to be proactive to minimize issues and to address any issues quickly. Upon witnessing an electric bicycle at the Civic Center, she immediately emailed her contact with the rental company to notify them of the issue in addition to making a report on ScottsdaleEZ. Even though it is a free market, companies are advised their performance is being evaluated and they could be cited. The City does not want to be in the business of managing these devices. Rarely have any impounds occurred, but if they did it would be done by Code Enforcement or the Police Department following the abandoned property codes. Speeding tickets or citations for operating under the influence citations could be issued by the Police Department who can be reasonable and flexible, but speeding tickets or citations for operating under the influence can be issued and operators can be fined.

Ms. Conklu continued responding to Subcommittee member questions, stating they want to continue welcoming bike riders and be a bicycle-friendly community and would not implement the bike rack parking requirement for these devices without further evaluating it and obtaining feedback from cyclists. Proposed restrictions and hours of operation are not currently enforced as they are not required. Staff have not looked at lessening or eliminating any restrictions and would have to see what other cities have done.

5. OTHER TRANSPORTATION PROJECTS AND PROGRAMS STATUS

Nathan Domme, Senior Transportation Planner, provided a brief update on projects that have been completed.

Recent additions for trail improvement and mid-block crossings:

- ▶ Ashler Hills trail: At the request of residents a guardrail was installed to help navigate the slope. The trail is wide enough for two horses to ride side-by-side, even with the guardrail.
 - Mr. Davies stated the Pinnacle Peak Ranch neighborhood reached out to the City and requested the guardrail for when their horses get spooked. The guardrail is 80 feet long and the trail is 8 feet wide.
- ▶ Mountain View Trail: Vista Mountain High School students assisted in patching up the trail. This was a great way to get all community members engaged in maintaining the trails.
- ▶ Mountain View Road, Mid-Block Crossing: A pedestrian refuge was added to provide more safety to pedestrians and bicyclist as they cross paths.

In response to Subcommittee member questions, Mr. Domme stated he is not opposed to striping, but the City traffic engineers would have to get involved. Ms. Conklu stated striping is not recommended with the installation of traffic control devices. A discussion ensued regarding the pedestrian refuge and safe crossing. Mr. Domme stated that approximately 100 bicycles and/or pedestrians cross that location on weekdays and significantly more on the weekend.

Long-term improvements that have been on the list and were completed before the Super Bowl, to put Scottsdale in a good light.

- ▶ Civic Center has reopened, and it feels more spacious and enticing.
- ▶ New crosswalks and ADA ramps were installed on Brown Avenue, 1st Avenue, and Main Street, which connects to the Civic Center.
- ▶ Brown Ave between Indian School Road and 2nd Street was repaved, including the alleys.
- ▶ Bollards were installed to limit and/or stop vehicular traffic during events in Old Town
- ▶ Lighting has been enhanced as a security measure in Old Town
- ▶ New welcome signs and improved street and parking signage were installed.
- ▶ Camelback Road sidewalks have been revamped to 8 feet. This project required relocating water meters, fire hydrants, variable speed limit and speed feedback signs, and undergrounding power lines.
- ▶ Osborn Road is nearing completion with 75% of the roundabout being operational and the south side still under construction. Completion is anticipated for this spring.

In response to Subcommittee member questions, Mr. Davies stated no complaints have been received from traffic rerouting during the Osborn Road project from the west side; however, Peaceful Valley did make some adjustments to the barricades. Mr. Domme stated he would report back on when the Osborn Road project began.

Upcoming road closures during February events include:

- ▶ Parada Del Sol Route was closed on February 4, 2023 from 8am - noon for the Parada Del Sol Trail's End Festival and parade. The City participated in the parade and advertised the free trolley service.
- ▶ Main Street to Brown Avenue will be closed from February 4 - 10, 2023 for ESPN's tailgate festivities.
- ▶ The Entertainment District will be closed from February 6 - 12, 2023 for Super Bowl and the Waste Management Open.

The first bike to school day commenced at the Boys and Girls Club at the Eldorado Community Center to Yavapai Elementary School. This event was well attended and provided an opportunity to speak with the school regarding other things they could do, such as bike skill classes and bike riding safety. April will be bike month, where residents will be encouraged to bike to their destinations, specifically on April 27th between 6:30 - 9:00 a.m. as there will be free stuff provided to encourage people to ride their bikes. More information is available on the website. April 16, 2023, will be the annual Cycle the Arts, that 13 mile ride will begin at the Center for the Arts and pre-registration is encouraged. Generally, 60 to 85 cyclists participate, and this year a family-friendly short loop will be available.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Mr. Lofgren stated the Sensagrate presentation will be moved to a later agenda and the electric bicycle, scooters, and similar device presentation will be made to the Transportation Commission later this month.

Subcommittee Member Levie suggested inviting neighboring cities to speak on projects that might benefit Scottsdale and keep the Subcommittee abreast of other interesting projects they are working on.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner McAllen and seconded by Subcommittee Member Levie, the meeting adjourned at 10:23 a.m.

AYES: Chair Anderson, Commissioner McAllen and Lall, Subcommittee Member 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 PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Nathan Domme, Transportation Planning Manager
Subject: Federal Highway Administration's Proven Safety Countermeasures
Meeting Date: April 4, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide information on the Federal Highway Administration's Proven Safety Countermeasures and the city of Scottsdale implementation of these countermeasures

Background:

Fourteen years ago, FHWA launched the Proven Safety Countermeasures initiative (PSCi) as a collection of countermeasures meant to reduced fatalities and serious injuries on the nation's roadways. FHWA's Office of Safety has updated the PSCi four times since 2008 to bring the number of safety countermeasures to 28 in total. This includes the latest nine new Proven Safety Countermeasures (PSCs) that were included in 2021. Through this update and the existing countermeasures, FHWA continues to reinforce the need to enhance safety for all road users. FHWA states "every project is an opportunity to make it safer for motorists, pedestrians, bicyclists, and all other users." The FHWA main goal is to use the Safe System Approach which recognizes that, while human beings make mistakes and crashes are inevitable, the consequences of those mistakes should not result in death or serious injury. The PSCi is an opportunity to advance Safe System infrastructure countermeasures and strategies that anticipate human error and accommodate human injury tolerances.

This 2021 iteration of proven safety countermeasures includes the following new PSCs and three of them are related to bike and pedestrian:

1. Rectangular Rapid Flashing Beacon (RRFB)
2. Crosswalk Visibility Enhancements
3. Bicycle Lanes
4. Lighting (Intersections and Segments)
5. Pavement Friction Management (High Friction Surface Treatments and Continuous Pavement Friction Measurement)
6. Wider Edge Lines
7. Variable Speed Limits
8. Speed Safety Cameras
9. Appropriate Speed Limits for All Road Users

Like previous countermeasures added to the list, these are countermeasures that are proven to be effective through sound research. FHWA reviewed and analysis more than 30 countermeasures before finalizing to the 9 above. FHWA strongly encourages transportation agencies to advance these countermeasures in their jurisdiction, "with the confidence that their implementation will reduce fatalities and serious injuries as they align with the Safe System Approach". They are countermeasures that can be implemented to improve multimodal safety and accessibility to ensure equity and can be applied to a variety of contexts including both rural roads and urban streets.

There are 5 focus areas in FHWA's Safety Countermeasures. This includes speed management countermeasures, Pedestrian/Bicyclist countermeasures, Roadway Departure countermeasures, Intersections countermeasures, crosscutting countermeasures. This presentation will be focused on the 8 Pedestrian/Bicyclist countermeasures.

Update:

The eight Pedestrian/Bicycle safety countermeasures are designed to improve safety of all users (including auto use) on the roadway but with a particular focus on the safety of bicyclist and pedestrians. They are also

for all kinds of roadways including rural, urban, high-volume freeways, two-lane State roads, and county roads. A majority of the countermeasures focus on signalized crossings and midblock crossings.

Bicycle Lanes- Bicycle Lane additions can reduce crashes up to 49% for total crashes on urban 4-lane undivided collectors and local roads. Bicycle lanes also reduce crashes up to 30% for total crashes on urban 2-lane undivided collectors and local roads.

Crosswalk Visibility Enhancements – These improvements include high-visibility crosswalks, lighting, and signing and pavement markings. They assist users in deciding where to cross. They can be implemented as standalone or combination enhancements to indicate the preferred location for users to cross. High-visibility crosswalks can reduce pedestrian injury crashes up to 40%. Intersection lighting can reduce pedestrian crashes by up to 42%. Advance yield or stop markings and signs can reduce pedestrian crashes up to 25%

Leading Pedestrian Interval - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. They have been shown to have a 13% reduction in pedestrian-vehicle crashes at intersections.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas - A pedestrian refuge island (or crossing area) is a median with a refuge area intended to help protect pedestrians who are crossing a road. Medians with a Marked Crosswalk have a 46% reduction in pedestrian crashes. Pedestrian Refuge Island have a 56% reduction in pedestrian crashes.

Pedestrian Hybrid Beacons - The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. They are shown to have a 55% reduction in pedestrian crashes as well as a 29% reduction in total crashes. Most importantly they are shown to have a 15% reduction in serious injury and fatal crashes.

Rectangular Rapid Flashing Beacons (RRFB) - RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers. RRFBs can reduce crashes up to 47% for pedestrian crashes. RRFBs can increase motorist yielding rates up to 98% (varies by speed limit, number of lanes, crossing distance, and time of day),

Road Diets (Roadway Configurations) - A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A 4-Lane to 3-Lane, Road Diet Conversions has been shown to have a 19-47% reduction in total crashes.

Walkways – A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders. Sidewalks have been shown to have a 65-89% reduction in crashes involving pedestrians walking along roadways. Paved Shoulders have a 71% reduction in crashes involving pedestrians walking along roadways.

Local Road Safety Plans - Agencies have experienced the following benefits after LRSP implementation: a 25% reduction in county road fatalities in Minnesota, a 17% reduction in fatal and serious injury crashes on county-owned roads in Washington State and a 35% reduction in severe curve crashes in Thurston County, WA.

Federal Highway Administration's Proven Safety Countermeasures

Paths & Trails Subcommittee
April 4, 2023

FHWA's Priorities in Proven Safety 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
- Speed Management



The 28 Countermeasures

- Collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries

Speed Management



Roadway Departure



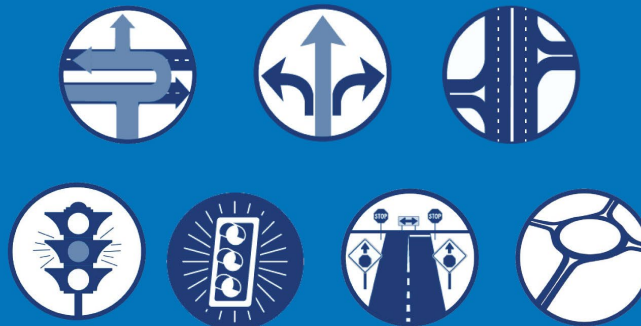
Crosscutting



Pedestrian/Bicyclist



Intersections



History and Initiative

- Since 2008 with updates in 2021 and 2017
 - Latest update including 9 new countermeasures
 - Including 3: Rectangular Rapid Flashing Beacons, Crosswalk Visibility Enhancements, Bicycle Lanes
- The “proven” part is the most important part for FHWA
 - This last process FHWA looked at more than 30 Safety measures.
- FHWA has also stated “these are proven solutions but still not seen nationally as much as they would like”.

Bike and Pedestrian Safety Countermeasures



Road Diets (Roadway Configuration)



Bicycle Lanes (New)



Walkways



Crosswalk Visibility Enhancements (New)



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB) (New)



Road Diets (Roadway Configuration)

- Provide better mobility and access for all road users
- Safety Benefits
 - Reduction of rear-end and left turn crashes due to the dedicated turn lanes
 - Fewer lanes for pedestrians to cross
 - Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, and transit stops
 - More consistent speeds

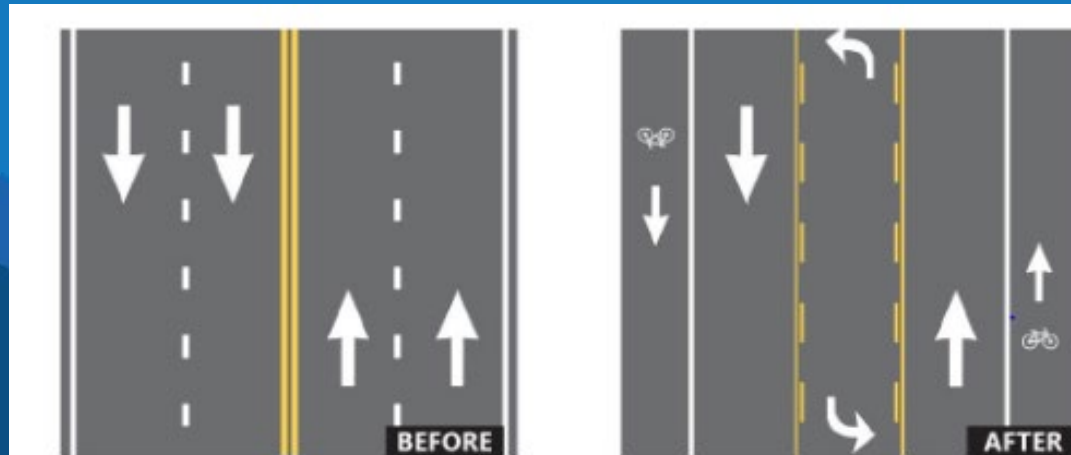


Safety Benefits:

4-Lane to 3-Lane, Road Diet Conversions

19-47%

reduction in total crashes.¹



Road Diet project in Honolulu, Hawaii.

Source: Leidos

Road Diets (Roadway Configuration)

- Examples
 - Indian School Rd: Between Phoenix Boundary and Goldwater
 - 96th: Between Shea and Thunderbird
- Future
 - 68th St: Between Indian School and Thomas
- TAP Goals
 - Many of our older street segments lack adequate sidewalks, accessible corner ramps, and bike lanes, components that are now standard with street design.



Bicycle Lanes

- Most fatal and serious injury bicyclist crashes occur at non-intersection locations.
- Standard for New or Existing Roadways
- Bicycle lane design should vary according to roadway characteristics
- FHWA suggests buffered or separated bike lanes
- FHWA states that roadways that experience decrease in lane width did not increase congestion or crashed for auto traffic



Safety Benefits:

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁶

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁶

SCC Separated bicycle lanes may provide further safety benefits. FHWA is anticipating completion of research in Fall 2022.

Bike Lanes in Scottsdale

- Number of miles of bike lanes
- Number of new bike lanes in 2022
- Examples
 - McDowell Rd Bike Lanes
- Future
 - Jackrabbit Separated Bike lane pilot study
- TAP Goals
 - Renovating infrastructure to meet modern safety and comfort standards
- DSPM
 - Bike Lanes are Standard on all roadways



Walkways

- A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair.
- Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes.



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

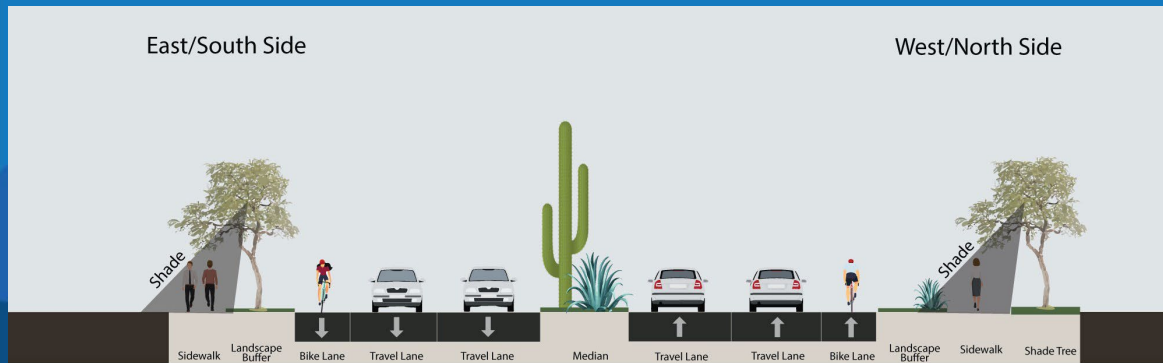
Paved Shoulders

71%

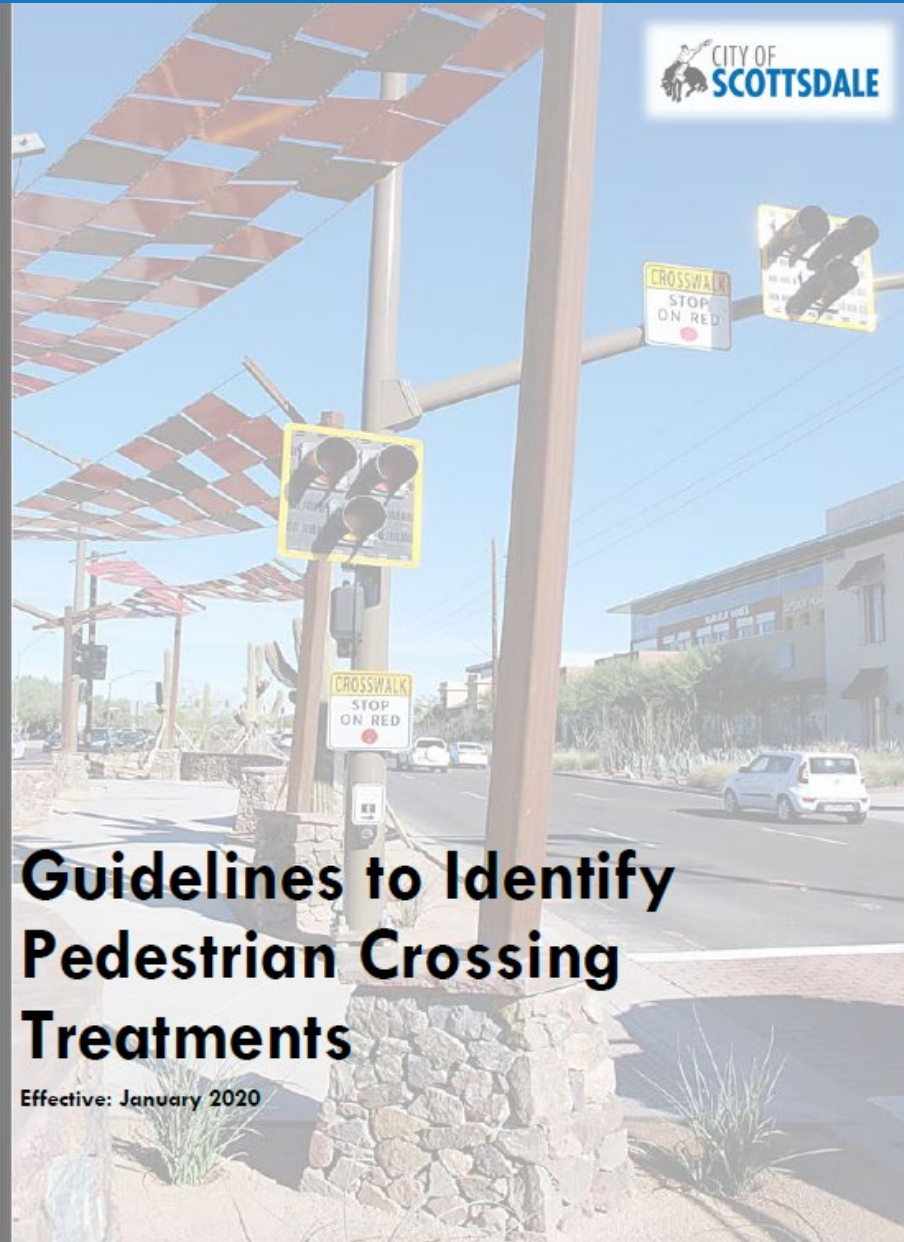
reduction in crashes involving pedestrians walking along roadways.³

Walkways in Scottsdale

- Examples:
 - Camelback Sidewalk
 - Indian Bend Wash Multi Use
 - Trails and Paths
- TAP Goals:
 - New Orientation of shade trees on streets



Pedestrian Crossing Safety Countermeasures



- Evaluation Procedure

- Step 1: Identification and Description of Crossing Location
- Step 2: Traffic Data Collection and Operational Analysis
- Step 3: Crossing Evaluation
 - High Visibility Striped Crosswalk
 - In Pavement Signage
 - Raised Crosswalk
 - Curb Extension
 - Pedestrian Refuge
 - RRFB
 - Pedestrian Hybrid Beacon
 - Traffic Signal
 - Separated Grad Crossing

Crosswalk Visibility Enhancements

- High-visibility crosswalk markings – Inlay or thermoplastic tape
- Curb extensions
- In-Street Pedestrian Crossing Sign
- Warning Sign
- Overhead Lighting



Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to¹

40%

Intersection lighting can reduce pedestrian crashes up to²

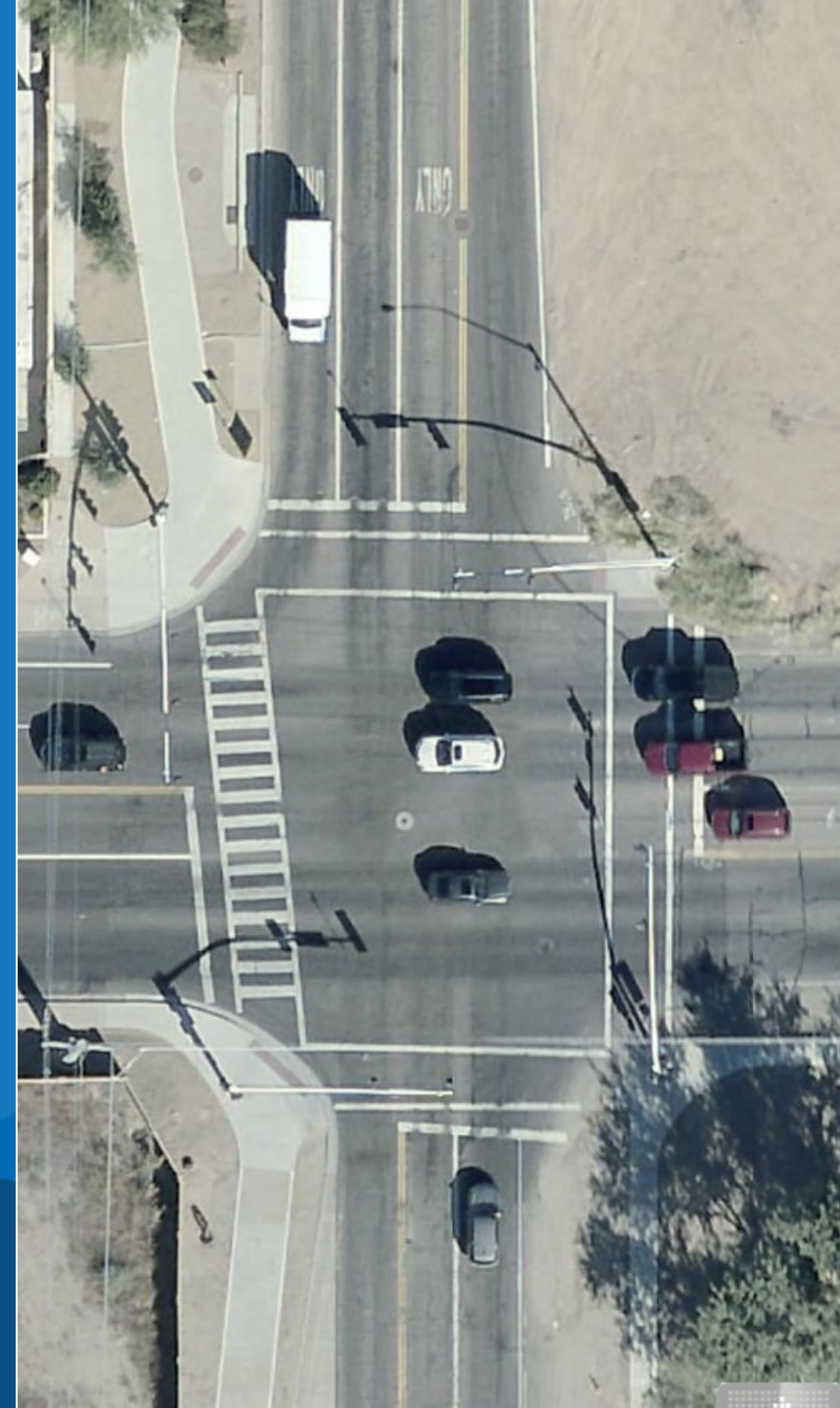
42%

Advance yield or stop markings and signs can reduce pedestrian crashes up to³

25%

Crosswalk Visibility Enhancements in Scottsdale

- Examples
 - Pima Corridor on the Multi use side
- Future
 - Jackrabbit/Miller Crossing
- Appropriate Conditions if uncontrolled
 - Posted Speed: 25 – 30 mph
 - Traffic Volume: 3,000 – 5,000 ADT
 - Less than 50 ft
 - Often used where yield compliance is a concern
 - Average Cost: \$1,500



Leading Pedestrian Interval

- A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.
- Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.
- LPIs provide the following benefits:
 - Increased visibility of crossing pedestrians.
 - Reduced conflicts between pedestrians and vehicles.
 - Increased likelihood of motorists yielding to pedestrians.
 - Enhanced safety for pedestrians who may be slower to start into the intersection.



Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.¹



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

Leading Pedestrian Interval in Scottsdale

- Examples
 - Scottsdale Rd and Camelback Rd



Median and Pedestrian Refuge Islands in Urban and Suburban Areas

- Intended to help protect pedestrians who are crossing a road
- Improve safety by allowing pedestrians to cross one direction of traffic at a time
- Locations that benefit from pedestrian refuge islands include:
 - Mid-block crossings.
 - Approaches to multilane intersections.
 - Areas near transit stops or other pedestrian-focused sites.



Safety Benefits:

**Median with
Marked
Crosswalk**

46%

reduction in pedestrian
crashes.²

**Pedestrian
Refuge Island**

56%

reduction in pedestrian
crashes.²

Refuge Islands in Scottsdale

- Examples

- Osborn Rd: East of Scottsdale Rd
- Miller Rd: North of Indian School



- Appropriate Conditions if uncontrolled

- Posted Speed: 30 – 45 mph
- Traffic Volume: 5,000 – 15,000 ADT
- Used where crossing distance, vehicular volumes, and speeds are concerns
- Often used as a first step in areas with low existing or latent pedestrian demand
- Average Cost: \$30,000

Pedestrian Hybrid Beacons

- Traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections
 - Directs motorists to come to a stop.
- Nearly 74 percent of pedestrian fatalities occur at non-intersection locations
 - Vehicle speeds are often a major contributing factor.



Safety Benefits:

55%

reduction in pedestrian
crashes.²

29%

reduction in total crashes.³

15%

reduction in serious injury and
fatal crashes.³

Pedestrian Hybrid Beacon (PHB/HAWK) in Scottsdale

- 11 currently in use
- 3 planned locations
- Examples:
 - McCormick Railroad Park
 - Camelback Saddle bag
- Appropriate Conditions if uncontrolled
 - Posted Speed: 35 – 50 mph
 - Traffic Volume: 12,000 ADT or greater
 - Typically used on arterial roads with high speeds and volumes
 - May be warranted by MUTCD guidance
 - Average Cost: \$150,000



Rectangular Rapid Flashing Beacons (RRFB)

- RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.
- Solar-powered or hard wired
- Used at uncontrolled, marked crosswalks
- Flash period initiated each and every time a pedestrian is detected



Safety Benefits:

RRFBs can
reduce crashes
up to:

47%

for pedestrian crashes.⁴

RRFBs can
increase
motorist
yielding rates up
to:

98%

S (varies by speed limit, number of lanes, crossing distance, and time of day).³

Rectangular Rapid Flashing Beacons (RRFP) in Scottsdale

- 6 currently in use
- 9 planned locations
- Examples
 - Osborn and 64th St
- Future
 - Jackrabbit/Miller
 - 68th St at Avion and 2nd
- Appropriate Conditions if uncontrolled
 - Posted Speed: 30-35 mph
 - Traffic Volume: 9,000 – 15,000 ADT
 - Often use as a first step in areas with moderate pedestrian demand
 - Often used where yield compliance is a concern
 - Average Cost: \$20,000 beacon/signing and striping only



Local Road Safety Plans

- Scottsdale will now create a Local Road Safety Plan. This is one of the first Proven Safety Countermeasures created in 2008
- The City was awarded a grant to create a new Safety Action Plan
- The City will Look to incorporate Bike and Pedestrian Safety into their future Safety Action Plan



Safety Benefits:

Agencies have experienced the following benefits after LRSP implementation:

25%

reduction in county road fatalities in Minnesota.

17%

reduction in fatal and serious injury crashes on county-owned roads in Washington State.

35%

reduction in severe curve crashes in Thurston County, WA.

Federal Highway Administration's Proven Safety Countermeasures

Questions?

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



To: Paths & Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Bicycle Friendly Community Application
Meeting Date: April 4, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the 2023 Bicycle Friendly Community application.

Background:

The League of American Bicyclists (LAB) offers the Bicycle Friendly America program for communities, states, universities, and businesses as a tool to make bicycling available for transportation and recreation. The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

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

The City of Scottsdale entered the BFC program at the Silver level in 2005 and was notably the first community without a university or college to reach that level. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. In 2015, Scottsdale was again awarded Gold. The 2015 LAB designation announcement included two other communities in the region with Mesa moving up to Silver and Tempe moving up to Gold.

Transportation staff submitted an application to LAB on August 8, 2019. The application included two attachments giving a PowerPoint overview of our program and the results of Scottsdale's public internet survey on bicycling in June and July 2019. Scottsdale received 123 responses to this survey. In September 2019, LAB conducted its own public survey of biking in Scottsdale and solicited feedback from local cyclists and advocates, which assisted with their evaluation of our application. On November 21, 2019 LAB announced the Bicycle Friendly Community Award Designations for fall 2019. Scottsdale was again awarded Gold level and received a Report Card (Attachment A). The Report Card includes Key Steps to Platinum.

Update:

On April 26, 2022, the Transportation Action Plan (TAP) was adopted by City Council. The Bikeway Element of the TAP includes a goal, policies and performance measures related to the Bicycle Friendly Community program:

Bikeway Element Goal (B-06)

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

Bikeway Element Policy B-02

Roadway Restriping: Improve on-street bike accommodation and bicyclist and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane requirements, existing pavement width and existing lane widths. This restriping protocol will typically be

applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.

Bikeway Element Policy B-03

Neighborhood Bikeways: Develop Neighborhood Bikeways on low-volume, low-speed roadways to be used by a wide range of bicyclist abilities. Improvement options should consider traffic calming and enhanced roadway crossings.

Bikeway Element Policy B-04

Wayfinding: Implement a cohesive wayfinding system directing people to and along shared use paths and Neighborhood Bikeways and to community destinations.

Bikeway Element Policy B-06

Education and data collection: Promote bicycling's benefits for health, recreation, transportation, and tourism. Evaluate bicycle usage counts on the network to establish trends and prioritize outreach and improvements.

Bikeway Element Policy B-07

Safety and Enforcement: Inform the public (motorists, bicyclists, and pedestrians) about bicycle, vehicle and pedestrian operation on streets and paths. Work with public safety staff to improve enforcement of traffic laws related to biking. Collect, analyze, and report on bicycle collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs. Support the use of grade separated crossings at barriers such as freeways and arterial roadways and along large drainageways.

Bikeway Element Performance Measure B-04

Mileage of completed shared use paths.

Bikeway Element Performance Measure B-05

Mileage of arterial and collector roadways with bike lanes.

Bikeway Element Performance Measure B-06

Mileage of completed Neighborhood Bikeways.

Bikeway Element Performance Measure B-08

Annual counts from permanent counters, mobile counters, and third-party vendors.

Scottsdale's next Bicycle Friendly Community application is up for renewal by August 30, 2023. In preparation for the new application, Transportation staff attended webinars from the League of American Bicyclists on the new questions. Staff also coordinated a Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs. Transportation staff provided an update to the Transportation Commission at the March 16, 2023 meeting. Discussion included promoting bike education in the Scottsdale Life publication from Parks and Recreation, evaluating bike behavior through the annual Travel Reduction Plan annual survey in the region, requests from businesses to increase bike parking, the evaluation for Platinum communities, and ways to mention and link to the Transportation Action Plan in the application to highlight the commitment to continuous improvement.

Next Steps:

The application preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission. Public meetings and a questionnaire will be planned for May 2023 to receive input for the application.

Attachments:

Attachment A: Scottsdale's 2019 Report Card from the League of American Bicyclists



SCOTTSDALE, AZ

TOTAL POPULATION

246,000

POPULATION DENSITY

1,340

TOTAL AREA (sq. miles)

184.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Scottsdale
High Speed Roads with Bike Facilities	36%	36%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	16%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	10%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 41K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	4.5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.1/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.4/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.9/10

KEY OUTCOMES

	Average Platinum	Scottsdale
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	0.95%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	641
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	5.24



KEY STEPS TO PLATINUM



» Continue to expand and improve Scottsdale's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria 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, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. 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 by offering more educational opportunities per year. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in

your community, allowing you to expand cycling education for youth and adults, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» 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.

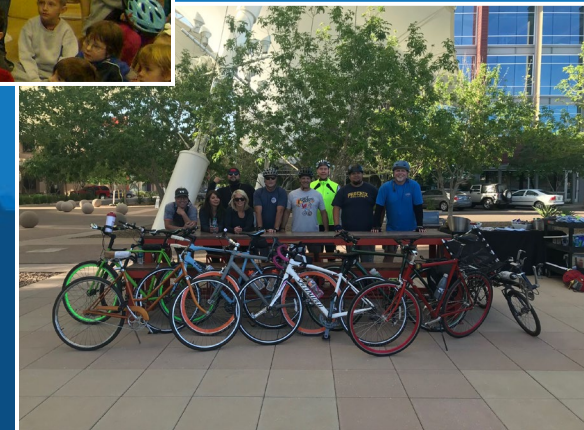
» Adopt a local comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

Bicycle Friendly Community Update

Paths & Trails Subcommittee
April 4, 2023

League of American Bicyclists (LAB)

- The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation
- Comprehensive look at the city's achievements in all of the "5 Es":
 - Engineering
 - Education
 - Encouragement/ events
 - Equity (formerly Enforcement)
 - Evaluation and Planning
- Measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Can help city compete for grants
- Can act as a tool for economic development



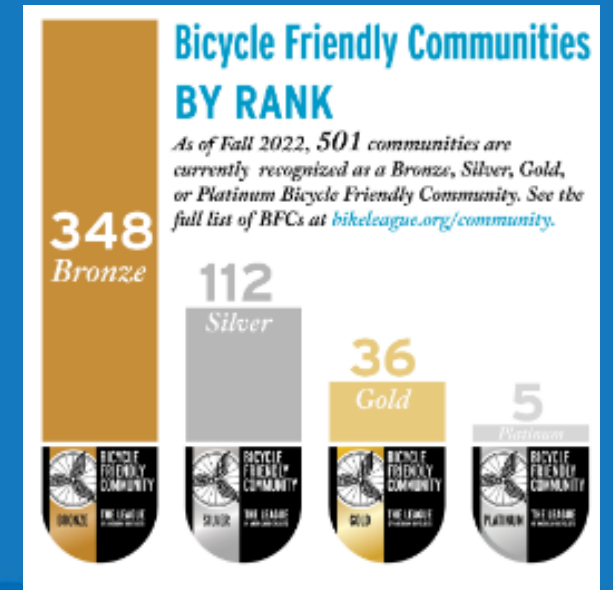
League of American Bicyclists (LAB)

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



Bicycle Friendly Communities

- Since 2015
 - the same 5 Platinum Communities
 - Boulder, Fort Collins, Davis, Portland, and Madison
 - Added 10 Gold communities totaling 34
 - Totaling 34 communities
 - Added 116 new communities to the Program
 - Totaling 488 communities
 - Around 80% of the Gold and Platinum communities have a major college campus
 - *Scottsdale was first community without a major college campus to reach silver and gold*



Update

- Scottsdale's Report Card from LAB was received in December 2019
 - Key Steps to Platinum
 - Report Cards from other communities provide ideas for improvements

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY	Average Platinum	Scottsdale
High Speed Roads with Bike Facilities	36%	36%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	16%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	10%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 41K

CATEGORY SCORES		
ENGINEERING <i>Bicycle network and connectivity</i>	4.5 /10	
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.1 /10	
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.1 /10	
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3.4 /10	
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5.9 /10	
KEY OUTCOMES		
	Average Platinum	Scottsdale
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	0.95%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	641
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	5.24

Update

- 2022 Transportation Action Plan Bikeway Element
 - Goal B-06 Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB)
 - Policy B-02, B-03, B-04, B-06, B-07
 - Performance Measure B-04, B-05, B-06, B-08

Key Steps to Platinum Level

- 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.



Key Steps to Platinum Level (Cont'd)

- Expand bicycle education opportunities for adults
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community
- 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 2020-2023

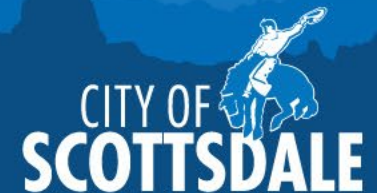
- **ENGINEERING**
 - Increase total bikeway mileage on arterial and collector roads
 - Improve biking into and within Old Town
 - Complete bike lanes on Dynamite Boulevard
 - Implement Path Wayfinding Signage
- **EDUCATION**
 - Bicycle safety for children K-12
 - Bike 101 Community Classes for adults

Additional Goals 2020-2023

- ENCOURAGEMENT/ EVENTS
 - Hold signature bike events – Open Streets Event, expand Bike Month events
- EQUITY
 - Police Bike/Ped 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

Next Steps

- Scottsdale's next Bicycle Friendly Community Application will be by August 30, 2023
- May/June 2022:
 - Webinars from the League of American Bicyclists on the new questions
 - Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs
- Transportation Commission update on March 16, 2023
- Preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission



Bicycle Friendly Community Update

Paths & Trails Subcommittee
April 4, 2023

Projects and Programs Update

Paths & Trails Subcommittee
April 4, 2023

Scottsdale Ranch Improvements

Before



After



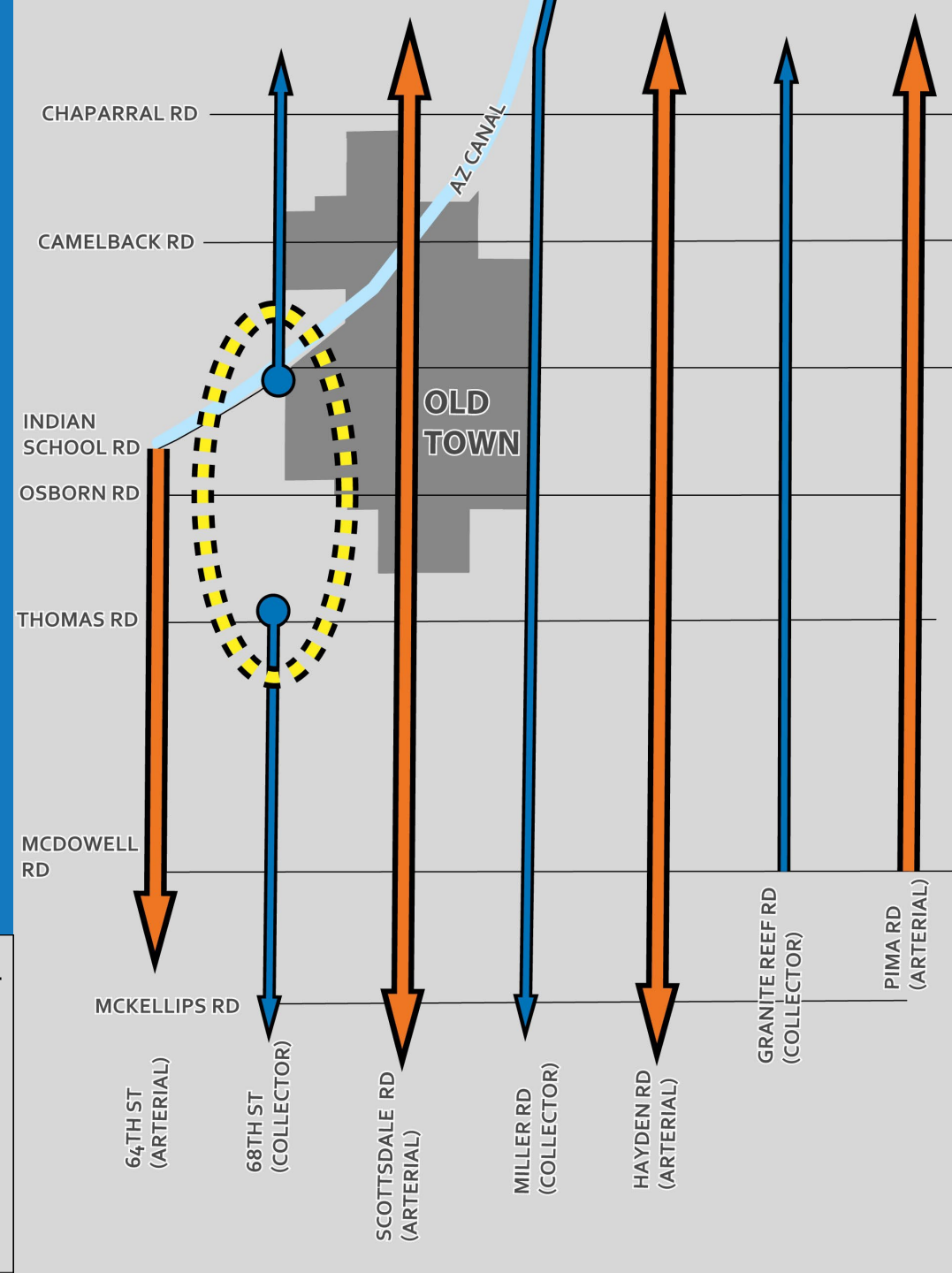
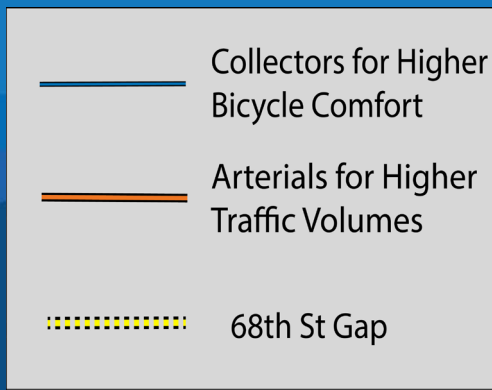
NEC Lakeview Dr / 104th Way

Senior Expo March 1, 2023



68th Street Update

- Construction Contract was approved by City Council this month.
- The corridor will fill a gap of bike lane between Indian School and Thomas



Trails

- Thunderbird Trail
- Trail Maintenance on Via Dona and 76th Street trails



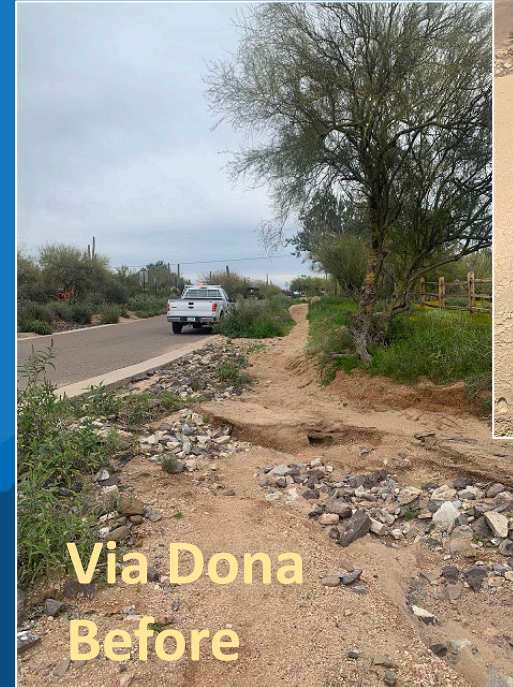
Thunderbird
After



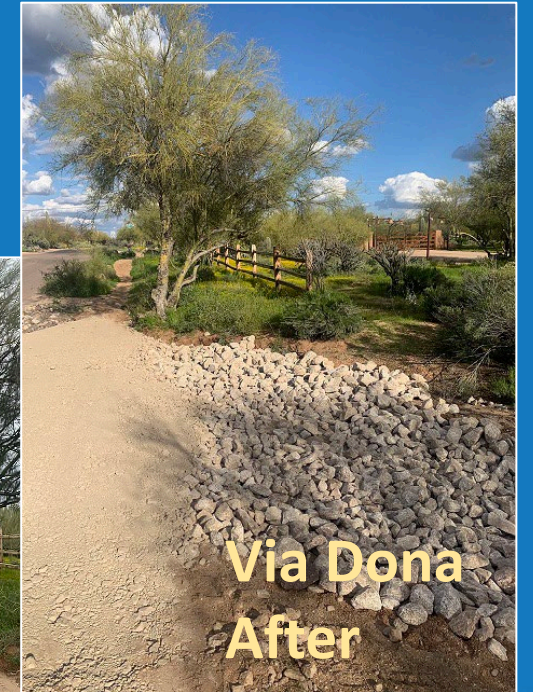
76th Street
Before



76th Street
After



Via Dona
Before



Via Dona
After

Upcoming Transportation & Streets Events

Bike Month

(Cancelled) Ride to Read

Saturday, April 1

9:30 – 11:00 a.m.

*Family-friendly 1-mile bike ride
from Mountain View Park to Mustang Library*

Cycle the Arts

Sunday, April 16

8:30 a.m. - Noon

*4 and 13-mile bike tours of the city's public
art collection - rides start at Scottsdale Center for the Arts*

Bike to Work

Thursday, April 27

6:30 – 9:00 a.m.

Various locations



Upcoming Transportation & Streets Events

Scottsdale Earth Day Celebration
Saturday, April 22 | North Corporation Yard



Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.03-02-23

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: April 20, 2023

REPORTS/PRESENTATIONS DUE April 13

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes March 16, 2023
- **Paratransit Update**.....**Presentation and Discussion**
Update Paratransit including Cab Connection, Ride-Choice, and Dial-a-Ride programs – Tom Young, Valley Metro and Joan Freeman, Transportation Representative
- **Transit System Update**.....**Presentation and Discussion**
Update on the primary items associated with the transit system post-Covid era – Ratna Korepella, Transit Manager
- **Bus Stop Lighting**.....**Discussion**
Discuss future plans to light bus stop shelters – Brendan Wagner, Transit Operations Coordinator

MEETING DATE: May 18, 2023

REPORTS/PRESENTATIONS DUE May 11

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes April 20, 2023
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager
- **Bus Stop Signage**.....**Discussion and Action**
Adding bus stop signage with bus shelter closure times – Ratna Korepella, Transit Manager
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....**Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Ed Padron, Street Operations Manager
- **CIP Update**.....**Information**
Update on capital improvement projects – Nathan Domme, Transportation Planning Manager

MEETING DATE: June 15, 2023

REPORTS/PRESENTATIONS DUE June 8

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes May 18, 2023
- **Transportation Commission Summer Schedule** Action
Decision on the 2023 Summer Meeting schedule for the Transportation Commission
- **Construction Mitigation Plan**.....**Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Roundabout Education**.....**Information**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **Bicycle and Pedestrian Count Data**.....**Information**
Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager

MEETING DATE: July 20, 2023

REPORTS/PRESENTATIONS DUE July 13

- TBD...

MEETING DATE: August 17, 2023

REPORTS/PRESENTATIONS DUE August 10

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes June 15, 2023
- **Arterial Life Cycle Program Fiscal Year 2023-2024 Update** **Information**
Updates on the changes for fiscal year 2023-2024 – Greg Davies, Senior Transportation Planner
- **Shea and 124th Street Underpass** **Information**
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Bus Stop Signage Updates**..... **Discussion and Action**
Follow up from initial presentation from staff – Ratna Korepella, Transit Manager
- **Small Cell Wireless Facilities**..... **Presentation and Discussion**
Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal

MEETING DATE: September 21, 2023

REPORTS/PRESENTATIONS DUE September 14

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes August 17, 2023
- **Pavement Cut Ordinance**..... **Presentation and Discussion**
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns**..... **Information**
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Cool Paving Results** **Information**
Information on the results from Cool Paving – Ed Padron, Street Operations Manager
- **Fiscal Impact of Distracted Driving** **Information**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Traffic Safety** **Information**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Smart City**..... **Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Expanding Maintenance Needs**..... **Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **2022 Traffic Volume and Collision Manual**..... **Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update**..... **Presentation and Discussion**

Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager

- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April 4, 2023

REPORTS/PRESENTATIONS DUE March 28

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 7, 2023
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager
- **Bicycle Friendly Communities Application Process****Presentation and Discussion**
Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**.....**Information**
A continuing overview of projects/programs – Susan Conklu, Senior Transportation Planner

MEETING DATE: June 6, 2023

REPORTS/PRESENTATIONS DUE May 30

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of April 4, 2023
- **Bicycle and Pedestrian Count Data**.....**Information**
Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager
- **Bicycle Friendly Communities Application Process Update**.....**Presentation and Discussion**
Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**.....**Information**
A continuing overview of projects/programs including Bike Month recap – Susan Conklu, Senior Transportation Planner

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager
- **Wayfinding Signage** **Information**
Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner
- **Updates from Neighboring Cities and Towns**..... **Information**
Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers