



**APPROVED**  
**SUMMARIZED MINUTES**

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

**ONE CIVIC CENTER**  
**7447 E. INDIAN SCHOOL ROAD, SUITE 205**  
**SCOTTSDALE, AZ 85251**  
**TUESDAY, APRIL 5, 2022**

**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  
Kent Lall, Commissioner – Transportation Commission  
William Levie, Subcommittee Member

**ABSENT:** Kyle Davis, Subcommittee Member  
Teresa Kim Hayes-Quale, Commissioner – Parks and Recreation Commission

**STAFF:** Kyle Lofgren, Staff Coordinator  
Kiran Guntupalli, Principal Traffic Engineer  
Susan Conklu, Senior Transportation Planner  
Dave Meinhart, Transportation Planning Manager  
Greg Davies, Senior Transportation Planner  
Cristina Lenko, Public Information Officer

**PUBLIC COMMENT**

There were no public comments.

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

Chair Anderson called for modifications and approval of the minutes. One correction was made.

SUBCOMMITTEE MEMBER LALL MOVED TO APPROVE THE MINUTES OF FEBRUARY 1, 2022 MEETING AS AMENDED. CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBERS LALL AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **2. FEDERAL HIGHWAY ADMINISTRATION PROVEN SAFETY COUNTERMEASURES**

Kiran Guntupalli, Principal Traffic Engineer, stated that the purpose of this presentation is to provide information from the Federal Highway Administration (FHWA) regarding proven safety countermeasures for bicycle and pedestrian activity for discussion and potential application in the City of Scottsdale. The FHWA has published 28 proven countermeasures, with eight of these specifically noted to improve safety for pedestrians and bicyclists.

Bicycle lanes have been included in the standard street cross sections for arterial and collector streets since 1991. The standard bicycle lane width has been widened from four to five feet. The City has been actively installing bicycle lanes via pavement overlay projects and small capital projects for the past ten years. This includes removal of travel lanes and installing buffered bike lanes. The FHWA data shows that installing bike lanes can reduce collisions by up to 49 percent on four-lane undivided collectors and 30 percent on two-lane undivided collectors and local roads.

Installing enhanced crosswalk components at intersections can improve pedestrian safety. Using high-visibility crosswalk markings can reduce pedestrian collisions by up to 40 percent. Intersection lighting can reduce pedestrian collisions by up to 42 percent. Adding advance yield or stop markings and signs can reduce pedestrian collisions by up to 25 percent. Traffic engineering staff utilize these applications for locations where enhanced pedestrian crossings are provided, such as Pedestrian Hybrid Beacons (PHB) and Reflective Rapid Flashing Beacons (RRFB).

Road diets refer to a reduction in the number of vehicle travel lanes, typically accomplished by removing travel lanes and adding a center turn lane, on-street parking, and/or bike lanes. Transportation staff have been actively removing center turn lanes and adding bicycle lanes or buffered bicycle lanes. This provides a better environment for bicycling and pedestrians and improves safety by providing separate bicycle facilities.

Chair Anderson asked about the percentage of roads for which the City has utilized a road diet approach, where one or two lanes are removed and bike lanes are added. Dave Meinhart, Transportation Planning Manager, stated that the City has a little over 1,000 lane miles of roadway classified as minor collector and above. It is estimated that fewer than 30 miles have seen removal of a travel lane or center turn lane. There are approximately 70 miles in the Action Plan.

Mr. Guntupalli stated that providing a raised median with a refuge area for pedestrian crossings can reduce pedestrian collisions 46 percent. Pedestrian refuge islands, which also provide a safe area between travel directions, can reduce pedestrian collisions by 56 percent. In Scottsdale, raised medians are included in the standard street cross sections for arterials and major collectors, and pedestrian refuge islands are used for pedestrian crossing enhancement.

RRFBs are signs with flashing beacons installed at midblock pedestrian crossings to increase driver awareness of pedestrian activity. The signs are activated by pedestrians when they want to cross a street. They are also used at pedestrian crossing locations on multi-lane roundabouts. Studies show that the RRFBs can reduce pedestrian collisions by up to 47 percent. The signs increase yielding rates by up to 98 percent. They are only recommended on streets with speed limits less than 40 miles per hour, however. Traffic engineering staff have been installing these signs at appropriate locations since they were approved for use by the Manual on Uniform Traffic Control Devices (MUTCD).

Chair Anderson asked whether RRFBs are typically installed in school areas. Mr. Guntupalli confirmed that they are used in school zones and residential areas.

Mr. Guntupalli stated that PHBs provide traffic control for midblock pedestrian crossings on higher volume and higher speed roadways where there is demonstrated pedestrian crossing demand. The City has actively been installing PHBs for pedestrian crossing locations since they were included in the MUTCD in 2009. There are currently nine active PHBs in Scottsdale, with two more under construction. The PHBs reduce pedestrian collisions by 55 percent, with a total collision reduction of 29 percent and a reduction of serious and fatal collisions by 15 percent.

Chair Anderson asked how long these have been being constructed, noting that he has only seen them at one location at 70th Street adjacent to Chapparral High School. Mr. Guntupalli stated that they are not installed at all available locations, as the more of them that are installed, the higher likelihood there is that people will ignore them. They are typically installed in high demand areas, such as Camelback and Scottsdale Road.

Mr. Guntupalli stated that providing sidewalk facilities for pedestrians to walk outside of vehicle lanes can reduce pedestrian collisions by 65 to 89 percent. Paved shoulders along streets without sidewalks can reduce pedestrian collisions by 71 percent. The City's sidewalks have evolved over time to require wider sidewalks and to emphasize separating sidewalk from the back of curb adjacent to higher volume and higher speed streets.

Visibility of pedestrians and bicycles at intersections is important for safe crossings during nighttime conditions with low visibility. Streetlights are typically provided at signalized intersections. This improves safety and reduces crashes by approximately 42 percent. The City provides streetlights along urban and suburban arterial and collector street corridors and at major intersections. There are limits to how much street lighting can be provided due to costs, maintenance, and a preference for dark skies in rural areas of the city.

Photo enforcement is utilized to address safety concerns associated with high travel speeds and red light running. There are eleven fixed camera locations, two mobile vans and two towers. The vans are often used along collector streets where there is higher pedestrian and bicycle activity. The two towers are primarily utilized near school crossings and park sites. One study showed a reduction of speeding in school zones up to 63 percent with photo enforcement.

There has been a great deal of research recently which documents that lowering the speed of a vehicle at impact with a pedestrian or bicyclist is directly proportional to injury severity. Studies show that approximately 90 percent of pedestrian survive a collision with a vehicle traveling at 20 miles per hour; 60 percent of pedestrian survive a collision with a vehicle traveling at 30 miles per hour and only 20 percent of pedestrian survive a collision with a vehicle traveling at 40 miles per hour. Variable speed limits are used in locations where there is an expectation that roadway

conditions will change drastically with activity levels. Some efforts to modify the criteria to determine speed limits are taking place on a national level, reducing the emphasis on the recorded 85th percentile speed. Traffic Engineering staff support this effort and consider the reduction of current speed limits during all speed limit studies.

Commissioner Lall asked if the City monitors actual reduction and if so, how often this occurs. Mr. Guntupalli stated a bicycle pedestrian collision summary is completed on annual basis. This is conjunction with analysis of locations and road safety assessments.

### **3. BICYCLE EDUCATION PROGRAM**

Susan Conklu, Senior Transportation Planner, stated that education is included as one of the “5 Es” in measuring the City’s bicycle-friendly status with the League of American Cyclists.

The program evaluates a community by examining five categories (the “5 Es”):

- Engineering & Construction
- Education
- Encouragement & Events
- Enforcement
- Evaluation & Planning

Scottsdale provides education to its residents regarding path and road sharing via the City’s webpage as well as in printed materials and active transportation maps. A review of the webpage was provided. The Bicycle and Related Devices ordinance clarifies and regulates how these devices may be operated and parked. The update was adopted by City Council in November of 2018. In terms of additional education, signage and markings provide assistance for location identification for travelers. New wayfinding signage and other informational signage will be installed on Indian Bend Wash Path this summer. The plan for additional education, to include updated graphics and guidelines for maps, webpage and events was reviewed.

Chair Anderson asked about the possibility of placing kiosks at key locations with the brochures. Ms. Conklu stated that typically, there are two downtown ambassador carts during the high season. They did not go out this past year, however they are typically provided with brochures. Brochures are also placed in City building and atriums map cases.

Mr. Meinhart introduced new public information officer, Cristina Lenko, Public Information Officer, who is assisting with preparing new materials. He noted that the current focus is on education regarding expected behaviors, particularly on the path system.

Commissioner Lall asked whether a dividing line is used for paths of 10 to 12 feet. Mr. Meinhart stated that the goal is to always stripe primary paths. The Indian Bend Wash path system is striped all the way from Tempe to WestWorld. The Arizona Canal Path is striped the entire way. Pima Path is striped in all locations.

#### **4. BIKE MONTH UPDATE**

Ms. Conklu provided a brief history of Bike Month, which takes place annually in April. Valley Metro partners with Valley cities and promotes regional events through its webpage and printable materials. A Bike Month challenge is offered to various groups to compete for prizes. Valley Metro provides T-shirts for Bike Month. Scottsdale has organized its own events, including Cycle the Arts and Bike to Work Day. An overview of these City events was provided. In 2020, in-person events were cancelled. In 2021, in lieu of in-person events, the City offered a self-guided option. Over 90 people downloaded the self-guided map throughout the year and 15 people sent in bike selfies to request a free T-shirt.

Details for recent Cycle the Arts 2022 program event were reviewed:

- Promoted in Phoenix New Times and Scottsdale Independent
- Sunday April 3rd
- 8.6-miles long, 13 art stops
- 130 attendees registered, with 93 in attendance
- Volunteers from Scottsdale Transportation, Scottsdale Arts, Old Town Ambassadors and bicycling community
- Augmented Reality features
- Received T-shirts and breakfast snacks
- Promoted self-guided option

Ms. Conklu gave an overview of the route map.

Next steps in the process include:

- Bike Month debrief meeting
- Begin planning 2023 Bike Month this fall
- Cycle the Arts
- Bike to Work Day
- Bike to School Day
- Promote events widely to citizens and city employees
- Explore options for family friendly neighborhood rides

Chair Anderson asked how the participation rate this year compares to the last event prior to the pandemic. Ms. Conklu stated that attendance has varied from 40 to 85 participants.

Mr. Meinhart commented that he would like the City to explore the possibility of some shorter rides.

In response to a question from Chair Anderson, Ms. Conklu stated that the bike tour events typically last approximately 2.5 hours.

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

The following topics were identified for future agenda items:

- Update on bicycle counters

- Outreach for trail maintenance
- 124th Street and Shea underpass
- Access to Indian Bend Wash
- Upcoming meeting schedule
- Program and project updates

**6. ADJOURNMENT**

With no further business to discuss, being duly moved by Subcommittee Member Levie and seconded by Chair Anderson, the meeting adjourned at 9:51 a.m.

AYES: Chair Anderson, Commissioner Lall and Subcommittee Member Levie. NAYS: None

SUBMITTED BY:

eScribers, LLC

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