



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

Notice and Agenda

Date: Thursday, December 5, 2024

Time: 5:15PM

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

Call to Order

Lee Kauftheil, Chair, Transportation Commission
Kerry Wilcoxon, Vice-Chair, Transportation Commission
Kristen Parrish, Commissioner, Parks and Recreation Commission
*VACANT, Subcommittee Member
Bradley Adame, 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

Citizens may address the members of the Paths & Trails Subcommittee during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak "Public Comment" card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be provided to the members of the Paths & Trails Subcommittee at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting's scheduled start time will be provided to members of the Paths & Trails Subcommittee. A written public comment may be submitted electronically at the following link:

<https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee>

1. **Approval of Meeting Minutes**Action
Approval of the Regular Meeting Minutes of October 3, 2024

2. **ADOT's Strategic Highway Safety Plan (SHSP) & Active Transportation Safety Action Plan (ATSAP)**Information
Representatives with ADOT will present the new Strategic Highway Safety Plan and the Active Transportation Safety Action Plan – Arizona Department of Transportation and Consultant

3. **Path Counter Program Update**Information
3rd year update on the Path Counters and data – Devin Rouhani, Planning Specialist

4. **Year in Review**Information
The 2024 year's accomplishments – Nathan Domme, Transportation Planning Manager

5. **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 Kyle Lofgren at 480-312-7839.



SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE REGULAR MEETING

**FLORENCE ELY NELSON DESERT PARK
FEN CONFERENCE ROOM
8950 E. PINNACLE PEAK ROAD
SCOTTSDALE, AZ 85251**

THURSDAY, October 3, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:22 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair -- Transportation Commission
Kerry Wilcoxon, Vice-Chair, Transportation Commission
Susan McGarry, Commissioner – Parks and Recreation Commission
Bradley Adame, Subcommittee Member (Remote)

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Nathan Domme, Transportation Planning Manager
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

Kyle Davis, a previous subcommittee member for six years, who has been elected to the Transportation Commission. He took this opportunity to discuss the extensive work that has been done on the multi-use path system and the value the city places on it. He discussed the many projects that have been completed, the future projects, grants secured, and staff's hard work and dedication to maintain and develop the paths and trails network. He looks forward to working with the subcommittee in the future.

Copper Phillips, a previous subcommittee member for twelve years who helped to design the trails, network, and preserve. Discussed the decision to move paths and trails to Transportation instead of the Recreation Department. Explained one important part was missed, being ensuring communication between the Building and Transportation Departments to ensure portions of dedicated trails are not being consumed by homeowners. An example of this situation was provided. The dedicated trails should be added to the plans and inspectors should be ensuring nothing has been built across the trail.

Mr. Lofgren advised written comments were received both in person and through the online portal and were distributed to Subcommittee Members.

1. APPROVAL OF MEETING MINUTES

Mr. Lofgren noted there is a change on page 5 sub-bullets were added to clarify the devices each discussion point included.

COMMISSIONER MCGARRY MOVED TO APPROVE THE AUGUST 1, 2024, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. SUBCOMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON; COMMISSIONER MCGARRY, SUBCOMMITTEE MEMBER ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. TRAIL PROGRAM HISTORY

Susan Conklu, Senior Transportation Planner, presented the trail program history. The benefits of using unpaved trails for nonmotorized uses include a safe place for people to travel, provides access and connectivity, and enhances the quality of life. The vision was built from a foundation of citizen driven processes that started in the 1960's with "STEP" forums that initiated the Indian Bend Wash. The Indian Bend Wash Greenbelt Flood Control Project including recognition for trails, paths, and connections on a linear park system occurred in the 1970s. Procedures and criteria for bikeways and horse trails were put in place in 1980s.

The McDowell Sonoran Preserve Commission and the Desert Preserve Task Force were formed, the Desert Foothills Character Area Plan and the Conceptual Trails Plan for the preserve were created in the 1990s. Continuing the momentum, in 2004 the Trails Master Plan was completed and adopted by the City Council and the Trails Task Force became a City Council directive which led into the development of the Paths and Trails Subcommittee. The approved 2021 and 2022 General Plan and Transportation Action Plan (TAP) have shaped paths and trails work.

In 2022, the TAP was adopted by the City Council and aligns with other documents and policies, such as the General Plan, Network Planning, and design standards. One of the important goals is to close system gaps and improve local and regional connectivity with path systems, trail corridors, and transit routes. To clarify, a path is a paved and a trail is unpaved. The plan includes the following elements: street, transit, bikeway, trail – connectivity in neighborhoods, and educate the public regarding easements, rights-of-way, and maintenance, pedestrian, and implementation.

Currently the unpaved trail network has 160 miles of existing trails with 140 miles that are planned to include 200 miles of existing trails within the McDowell Sonoran Preserve. Over the past decade the trail mileage has increased by 26%. Inventories of the trail network were completed in 2012 and 2022 which help to verify existing trails, alignments, evaluate conditions, identify any barriers, and were used to develop the current proactive, community education, maintenance trail program

There are four types of trail classifications used that are unique standards that align the trail to its environment and influence the trail width. The context of the area is matched as much as possible with the trail types and designs.

- Primary Trails – provide regional connectivity, links between residential areas, and have destinations like schools, businesses, and other significant activity areas. Generally found along canals and roads.
- Secondary Trails – provide a connection between other trail types. Often found in or along desert washes, scenic corridors, along roads, vista corridors, or between developments.
- Neighborhood Local Trails – provide access in and around neighborhood areas and connect to primary and secondary trails. Often thought of as feeder trails to the regional network but still provide close to home recreation facilities. They also serve as sidewalks in some areas, like North Scottsdale.
- Minimally Improved / Rugged Trails - Found far away from traffic as possible but in locations near existing options that comply with ADA requirements, typically near a paved path or sidewalk.

Previously trail maintenance issues were addressed through the code enforcement process or issues reported by the public. Currently there is a proactive maintenance system that includes education, social media messaging, and system wide information sharing about maintenance responsibilities. The first phase of the maintenance program involved a residential area without an HOA and community education. The second phase will include commercial properties and HOA that maintain trails. Trail rehabilitation is also part of the maintenance, projects include clearing vegetation, putting up new signs, trail construction

The focus of the historic documents and policies is to minimize the development impacts, preserve the rural and equestrian character lifestyle, stay consistent with the Sonoran Desert, and minimize impacts to the natural environment, scenic corridors, and native vegetation. The focus is on the world character type, such as the Desert Foothills Character Area.

Copper Phillips discussed with excitement the Via Dona Trail runs in front of her house and how it has become a social networking opportunity for her and her neighbors to get to know each other.

Subcommittee Members complimented and thanked staff for this presentation and their work on the paths and trails network.

3. DESERT FOOTHILLS TRAIL EXPANSION PROJECT

Nathan Domme, Transportation Planning Manager, provided an overview of the Desert Foothills Trail Expansion Project noting it is to provide unpaved trails on one side of the roadway in this neighborhood between Jomax Road and Pinnacle Vista Drive, specifically along Pinnacle Vista, 79th Street, and 77th Street with connections on Redbird Road West and East. There will be some connections to existing trails towards the McDowell Sonoran preserve to establish further connections within the existing trail network. The budget is \$80,000 funded by local sales tax.

The initial plan was defined as the “Neighborhood Connection” in the 2004 Trails Plan. In 2019 a residents requested the project due to Dust Palliative coating. The improvements were initiated in 2022, mailers went out to residents showing the project in July 2024, public meetings were held in August and September 2024. The project will be presented to the Transportation Commission in November 2024 with construction projected to start in December 2024.

The purpose of the project is to provide pedestrian, bicycle, and equestrian connections safely within the neighborhood separate from auto traffic, support and connect to citywide trail program, and maintain natural look and character. Following the Design Standards Manual an unpaved trail / sidewalk will be put on at least one side of the roadway. Cross sections will vary to fit the topography and landscaping. The policies and design standards regarding right-of-way requirements are based on space needed for street development and include unpaved or sidewalk trails. This project aligns with goals of the 2022 TAP, being complete streets and enhancing the quality of life for the community.

Trail design elements are accomplished with each trail built and include providing legal public access to areas of interest, blend with the surrounding environment, minimize impacts to adjacent landowners, require minimum levels of maintenance, etc. Many concerns have been raised regarding native plant preservation and trails are aligned to avoid disturbance and minimal effect on plants listed on the native plant registry. The project will be a 4-foot dirt trail, using native material, meander around mature vegetation, detached from edge of road, compact and stable surface, and all within the right-of-way. Trails used to be cut by boy scouts, contractors come in now with machinery to make the trails look good, stable, and long lasting.

A homeowner is responsible to clear trails adjacent to their property, such as trim plants and trees, remove thorny plants, litter, and debris, prevent erosion from drainage off the property. The city is responsible to grade and regrade trails and clear and debris caused by storms.

Mr. Lofgren read three written comments.

1. Eric Nelson, “Primary concerns that the proposed trail will pass very close to our property and result in loss of privacy for our family including our young child. Users will be able to not only see into our backyard but also potentially see into our home. We will require significant investment to improve privacy.”

2. Holly Goldstein, "The neighborhood trails are a great asset to our communities. They add value to our homes and enjoyment to our lives. Thank you for this work."
3. Dave and Gretchen Clark, "Want the trail to go through."

- Stephanie Allen discussed concerns with the trail being built in the Redbird neighborhood due to loss of privacy, loss of vegetation, and abatements. It was noted that a petition was filed by most of the homeowners asking to be excluded from this project because they are a small private neighborhood. Ms. Allen clarified that they did not ask for the trails, they asked for the dust to be alleviated because of children with allergies. 3
- Lynn Clayton discussed her opposition to the trails being built in her neighborhood noting they do not need or want the trail. Ms. Clayton noted she and her neighbors proactively requested to meet with the committee and/or city staff but were shut down.
- Madelynn Cardell discussed the need for the trails and presented data related to the number of deaths caused by pedestrians being struck by a vehicle. She also discussed the dust abatement and how the application is slick and unsafe for horse riders.
- Joan Cordell stated the trails are desperately needed.

VC – any standard trtmt able to address some of the concerns abt privacy / know vague idea / but anything the city doe to help mitigate concerns.

ND – we do not try to prevent any kind of changes to landscape / we are going to put in the appropriate network.

VC – when a trail like this goes in / any indication of / comment ppl coming in from outside the neighborhood / is there any indication / hrd before on sidewalks/ but nvr really known any validity to that concern / numbs show that would indicate ppl do come from outside the neighborhood or that traffic increases on trails/ beyond the reach of neighborhood.

ND – we are not going to exclude ppl who are walking the trail in the neighborhood/ but it is a neighborhood connection to connect to the primary and secondary routes / we don't see a massive influx of ppl walking into the neighborhood.

Subcommittee members were given an opportunity to comment and ask questions. In response Mr. Domme noted there were approximately 30 homeowners affected by this proposal. A petition in opposition was received with twelve signatures, some of which were not adjacent to the trail. To clarify the homeowner would be responsible for regular trimming of plants and making sure litter was picked up. Chair Kauftheil suggested it was a partnership between the property owner and the city in terms of trail maintenance.

Mr. Domme advised homeowners they can utilize the **AZ(?)** program to contact the city for extreme maintenance needs. Lack of a petition in favor of the project does not assume the remaining homeowners are in favor of the project. The large space to the right on the map is state owned property and the trail system current does not lead there. The trail would be built in the right-of-way adjacent to the roadway. When

constructing the trails they do everything to avoid vegetation but there are times when they must be relocated, for this project they will be able to avoid all mature vegetation. Should a trail need immediate attention the city has the equipment and personnel to respond promptly. Ms. Conklu advised the current compact stabilization prevents erosion. Mr. Domme explained this is a neighborhood connection and if we remove it, we will be setting precedence. Most of the properties have backyard fencing.

VICE CHAIR WILCOXON MOVED TO APPROVE THE UNPAVED PROJECT IN THE NEIGHBORHOOD IN THE DESERT FOOTHILLS AREA. SUBCOMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ONE (1). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, AND SUBCOMMITTEE MEMBER ADAME VOTED IN THE AFFIRMATIVE. COMMISSIONER MCGARRY VOTED IN DISSENT.

4. ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 6:37 p.m.

AYES: Chair Kauftheil, Vice-Chair Wilcoxon, Commissioner McGarry, and Subcommittee Member Adame. 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: Paths and Trails Subcommittee
From: ADOT and Consultants
Subject: ADOT's Strategic Highway Safety Plan (SHSP) & Active Transportation Safety Action Plan
Meeting Date: December 5, 2024

ITEM IN BRIEF

Action: Information and Discussion

Purpose: ADOT will introduce the new Strategic Highway Safety Plan (SHSP) & Active Transportation Safety Action Plan (ATSAP) and provide a brief presentation on the details of the plans. This is an informational item only, and an opportunity for questions and answers will follow the presentation.

Background:

Federal regulations require all states to have a Strategic Highway Safety Plan (SHSP) that provides a comprehensive framework for reducing fatalities and serious injuries on public roadways and improving the safety of Arizona's public roadways, so everyone arrives safely home is a top priority for ADOT.

As part of the Arizona Department of Transportation's (ADOT) Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP), ADOT and the SHSP/ATSAP consultant team conducted significant public outreach and key stakeholder outreach to seek input on the plan development between April 15, 2024, and September 18, 2024. ADOT and the consultant heard the following concerns for residents:

- A strong concern for improving human behavior, including promoting desired Safe Road User behaviors.
- People identified human behavior as the most significant factor to the rise in road and vulnerable road user fatalities, including aggression, distraction, inattention and speeding.
- Participants felt that greater enforcement of existing traffic laws or creating new traffic laws would be the most effective way to improve safety, followed by making roadway improvements.
- Social media messaging, billboard messaging and driver education classes are desired tactics for educating the public and improving human behavior.
- Safe Roads should be prioritized to reduce the risk of severe crashes.
- Vulnerable Road Users such as pedestrians and bicyclists would be safer with protected bicycle and pedestrian facilities and increased facilities

Strategic Highway Safety Plan (SHSP) & Active Transportation Safety Action Plan (ATSAP)

ADOT completed a five-year update of the strategic plan focused on the following emphasis areas that account for a large percentage of life-altering crashes in Arizona: human behavior; intersections; lane departure; vulnerable road users such as pedestrians and cyclists; and incidents on tribal lands. The plan details dozens of strategies, including:

- improving visibility of vulnerable road users, all other users and roadway features.
- incorporating vulnerable road users more prominently in the planning, design and programming process.
- reducing high-risk movements by drivers.
- conducting high-visibility enforcement at intersections; and
- promoting safety at crash scenes.

While Arizona's population has increased 12% since 2013, our recent safety data reveals a concerning trend. Annual traffic fatalities have increased 55%, with pedestrian and bicyclist fatalities having increased 90%. ADOT is taking action in cooperation with local, state, federal and other safety stakeholders to reverse this trend by developing the SHSP, a data-driven, multi-year safety plan that establishes a statewide vision, goal, and strategies for improving safety with the goal of reducing life-altering crashes by 20% by 2030. The plan is based on a Safe System Approach (see graphic below), which looks at all factors affecting safety and emphasizes our shared responsibility for improving safety on roadways.

SHSP Vision: Creating shared responsibility so everyone arrives safely home.

SHSP Goal: Reduce life-altering traffic crashes by 20% by 2030.

With pedestrian and bicyclist fatalities also increasing at a high rate, ADOT also developed Arizona's first Active Transportation Safety Action Plan (ATSAP), which recommends location-specific projects to improve safety for pedestrians and bicyclists where they interact with the state highway system.

Under the completed SHSP, all highway safety programs in the state can leverage resources and work together to address transportation safety issues.

Safe System Approach
(U.S. Department of Transportation)



Paths and Trails Subcommittee

December 5, 2024

ADOT's Strategic Highway Safety Plan (SHSP) & Active Transportation Safety Action Plan

Page 3

Next Steps

City of Scottsdale Staff will further evaluate ADOT's Safety Plan and how our developing Strategic Safety Action Plan can better align with the State's Plan.

Contacts:

ADOT Representative

2024 Arizona Active Transportation Safety Action Plan (ATSAP) and Strategic Highway Safety Plan (SHSP)

SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE

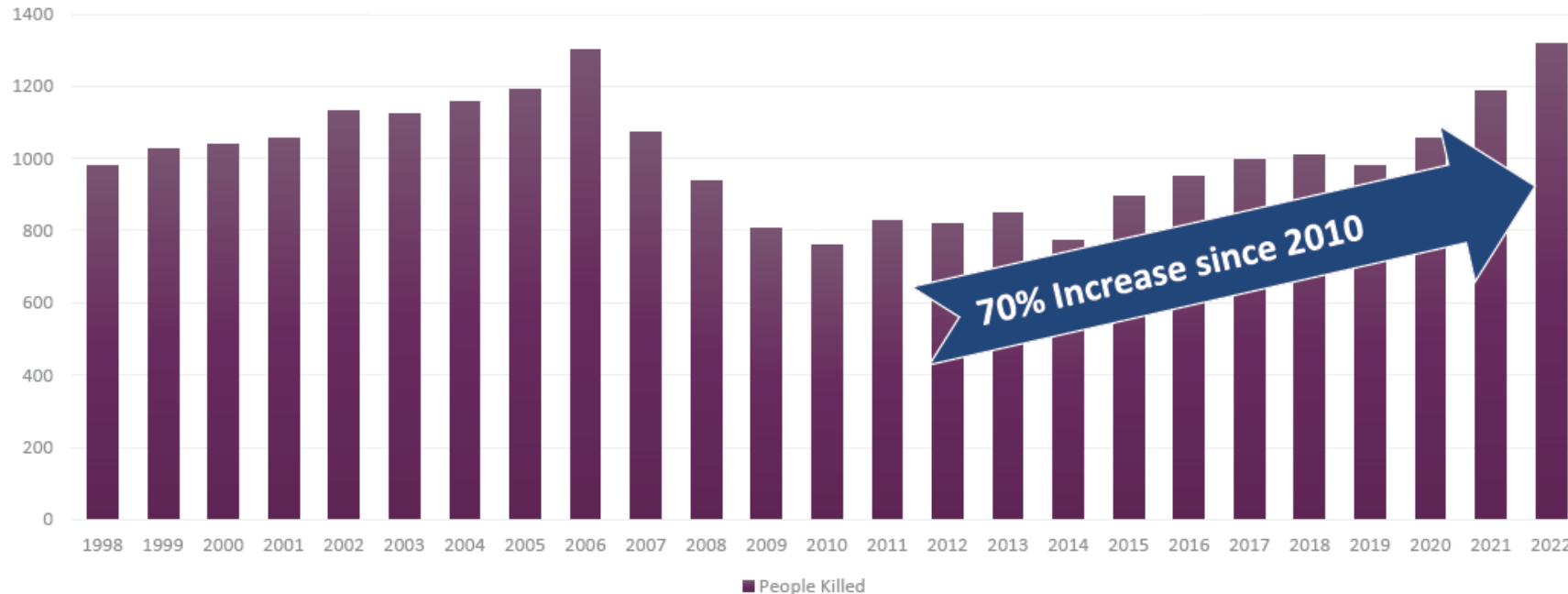
December 5, 2024



SHSP Overview



Arizona Traffic Fatalities 1998-2022*



*2022 data as of 12/4/23

- **SHSP Vision:** Creating shared responsibility so everyone arrives safely home
- **SHSP Goal:** Reduce life-altering traffic crashes by 20% by 2030

Strategic Highway Safety Plan



- Policy document with strategies for how ADOT and its safety partners can reduce fatalities and serious injuries on Arizona roadways
- Updated every five years
- Applies to all roads in Arizona
- Finalized in October 2024
- Developed in coordination with the Active Transportation Safety Action Plan (ATSAP) and the Vulnerable Road User Safety Assessment (VRUSA)



Vulnerable Road User Safety Assessment (VRUSA)

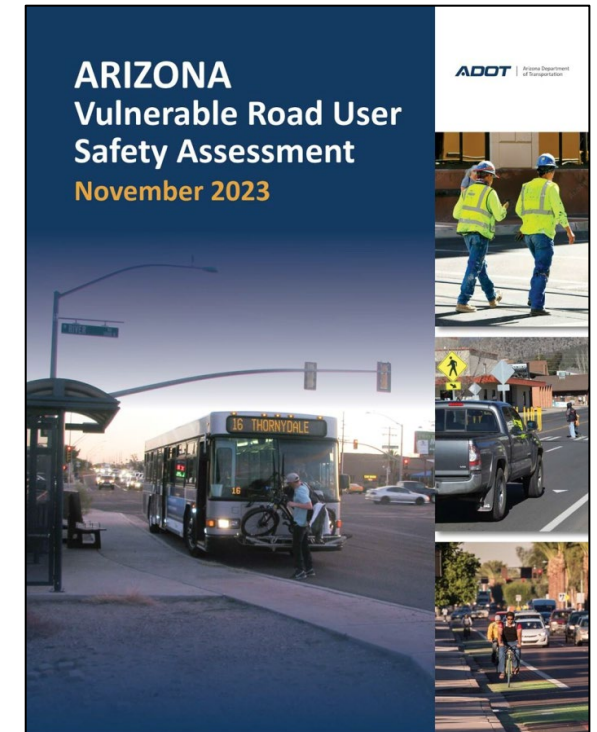


BACKGROUND

- New federal requirement to be part of SHSP
- Submitted to FHWA November 15, 2023

VRUSA OVERVIEW

- Assessed safety performance of VRUs involved in fatal and serious injury crashes in Arizona
- Developed strategies to improve safety for VRUs
- Scottsdale ranked 17th highest risk jurisdiction for VRUs in Arizona due to high bicyclist crash rates
- Incorporated into the SHSP as Appendix C
- Will update with subsequent SHSP updates



Safe System Approach



New approach that aims to eliminate fatal and serious injuries for all road users by:

- Reducing the likelihood of crashes.
- Minimizing the harm caused to those involved when crashes do occur.
- 6 Safe System Principles
- 5 Safe System Elements



Source: FHWA

SHSP Emphasis Areas



HUMAN BEHAVIOR

- Alcohol/Drug/Impaired
- Distracted/Sleepy
- Speeding/Aggressive Driving
- No Helmet/No Restraint

71%
of Fatalities



INTERSECTIONS

- Junction-Related
- Railroad Crossings

35%
of Fatalities



LANE DEPARTURE

- Ran Off Road/Overtaken
- Environmental
 - Animal
 - Rain/Snow/Ice
 - Wind/Dust

66%
of Fatalities



VULNERABLE ROAD USERS

- Pedestrian
- Bicyclist
- Worker in Work Zone

25%
of Fatalities



TRIBAL LANDS

10%
of Fatalities

Data: 2013-2022, Fatalities

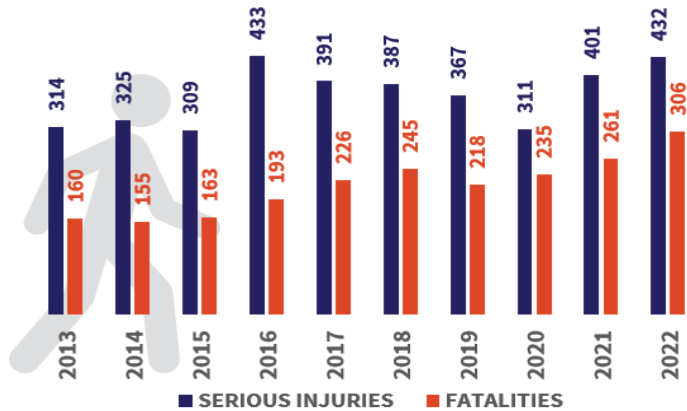
Note: The sum of percentages exceeds 100% because a crash can pertain to more than one focus area.

Vulnerable Road Users Emphasis Area

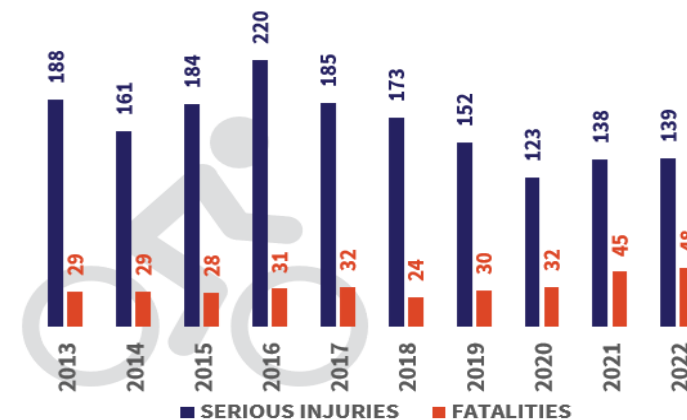


VULNERABLE ROAD USERS

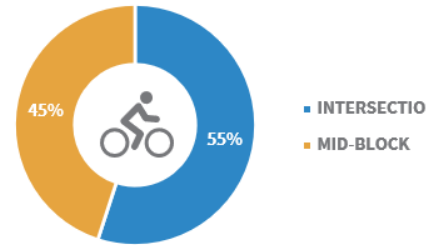
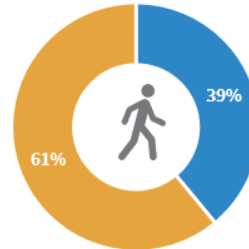
PEDESTRIAN SERIOUS INJURIES AND FATALITIES BY YEAR:



BICYCLIST SERIOUS INJURIES AND FATALITIES BY YEAR:

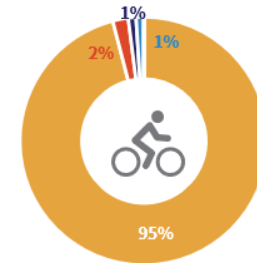
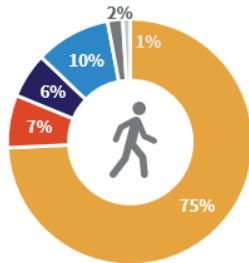


WHERE:



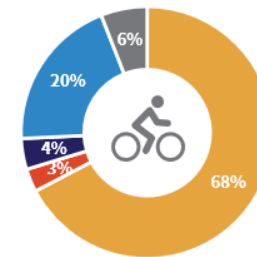
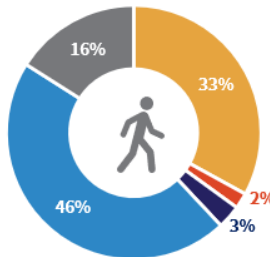
- INTERSECTION
- MID-BLOCK

WHILE:



- CROSSING THE ROAD
- TRAVELING WITH TRAFFIC
- TRAVELING AGAINST TRAFFIC
- STOPPED ON ROAD
- LYING ON ROAD
- WORKING ON VEHICLE

WHEN:








- DAYLIGHT
- DAWN
- DUSK
- DARK WITH LIGHTING
- DARK WITHOUT LIGHTING



BOTH PEDESTRIAN AND BICYCLIST FATALITIES HAVE GENERALLY INCREASED OVER THE LAST 10 YEARS, WITH PEDESTRIAN FATALITIES NEARLY DOUBLING. MOST FATAL AND SERIOUS INJURY CRASHES THAT INVOLVE PEDESTRIANS OCCUR WHEN CROSSING MID-BLOCK AT NIGHT WHILE THOSE THAT INVOLVE BICYCLISTS MOST COMMONLY OCCUR WHEN CROSSING AN INTERSECTION DURING THE DAY.

Vulnerable Road Users Emphasis Area Strategies



ID	STRATEGY	TIMEFRAME	COST/ EFFORT	LIKELY IMPACT	PRIORITY LEVEL
 SAFE ROADS					
VRU.1A	Separate VRUs from vehicles using space and time.	Long term	Medium	High	Medium
VRU.1B	Improve visibility of VRUs.	Short term	Low	Medium	High
VRU.1C	Enhance VRU connectivity.	Long term	Medium	High	Medium
VRU.1D	Incorporate VRUs more prominently in planning, design, and programming process.	Short term	Low	Medium	High
 SAFE ROAD USERS					
VRU.2A	Reduce VRU safety risks through education of pedestrians and bicyclists.	Medium term	Medium	Low	Low
VRU.2B	Promote driver education on VRU behaviors.	Medium term	Medium	Low	Low
VRU.2C	Clarify and enforce laws and policies for all road users related to VRUs.	Short term	Medium	Medium	Medium
 SAFE SPEEDS					
VRU.3A	Clarify and enforce laws and policies related to electric/micromobility devices.	Short term	Medium	Low	Low
VRU.3B	Utilize context-appropriate speed limits.	Medium term	Medium	Medium	Medium
 SAFE VEHICLES					
VRU.4A	Promote early implementation of automated detection of VRUs by vehicles.	Medium term	Low	Medium	Medium
VRU.4B	Support, through the provision of information, programs that incentivize lower weight and height vehicles.	Medium term	Low	Low	Low
 POST-CRASH CARE					
VRU.5A	Promote safety at crash scenes.	Short term	Medium	High	High
VRU.5B	Improve VRU crash and trauma data collection and sharing.	Medium term	Medium	Low	Low
VRU.5C	Improve crash and trauma data-sharing with VRU advocacy groups.	Short term	Low	Low	Medium

Vulnerable Road Users Emphasis Area Detailed Strategies (Sample)



VRU.1A	Separate VRUs from vehicles using space and time.			
	<p>Description: Develop infrastructure projects that provide separation of VRU from vehicular traffic in either space or time. For separation of space, these efforts may include linear improvements (such as sidewalks or bicycle lanes) or spot treatments (such as channelized islands or bridges). For separation of time, these efforts may include enhanced crossings for VRUs, intersection traffic signal timing, or school crossing guards. Consider implementing quick-build demonstration projects (temporary infrastructure changes) to test impacts of VRU-related improvements.</p>			
	<p>4E Category: Engineering</p>	<p>Stakeholder Lead: Local , Regional, and State DOTs</p>	<p>Timeframe: Long term</p>	<p>Cost/Level of Effort: Medium</p>
	<p>Potential Output Measure: # of Locations Modified</p>	<p>Likely Impact: High</p>	<p>Priority Level: Medium</p>	<p>Potential Funding Sources: HSIP, Federal, Regional, Local</p>
VRU.1B	Improve visibility of VRUs.			
	<p>Description: Develop infrastructure projects that improve the visibility of VRUs. At intersections and along segments, these efforts may focus on overhead lighting, static warning signs, activated flashing beacons, or other methods that provide drivers a warning. Infrastructure efforts may also include curb bulbouts or other features that place pedestrian and bicyclists in a better line of sight. In active work zones and traffic incidents, the use of appropriate reflective gear, traffic control devices, and physical barriers can improve worker/responder safety.</p>			
	<p>4E Category: Engineering</p>	<p>Stakeholder Lead: Local , Regional, and State DOTs</p>	<p>Timeframe: Short term</p>	<p>Cost/Level of Effort: Low</p>
	<p>Potential Output Measure: # of Locations Modified</p>	<p>Likely Impact: Medium</p>	<p>Priority Level: High</p>	<p>Potential Funding Sources: HSIP, Federal, Regional, Local</p>

SHSP Implementation



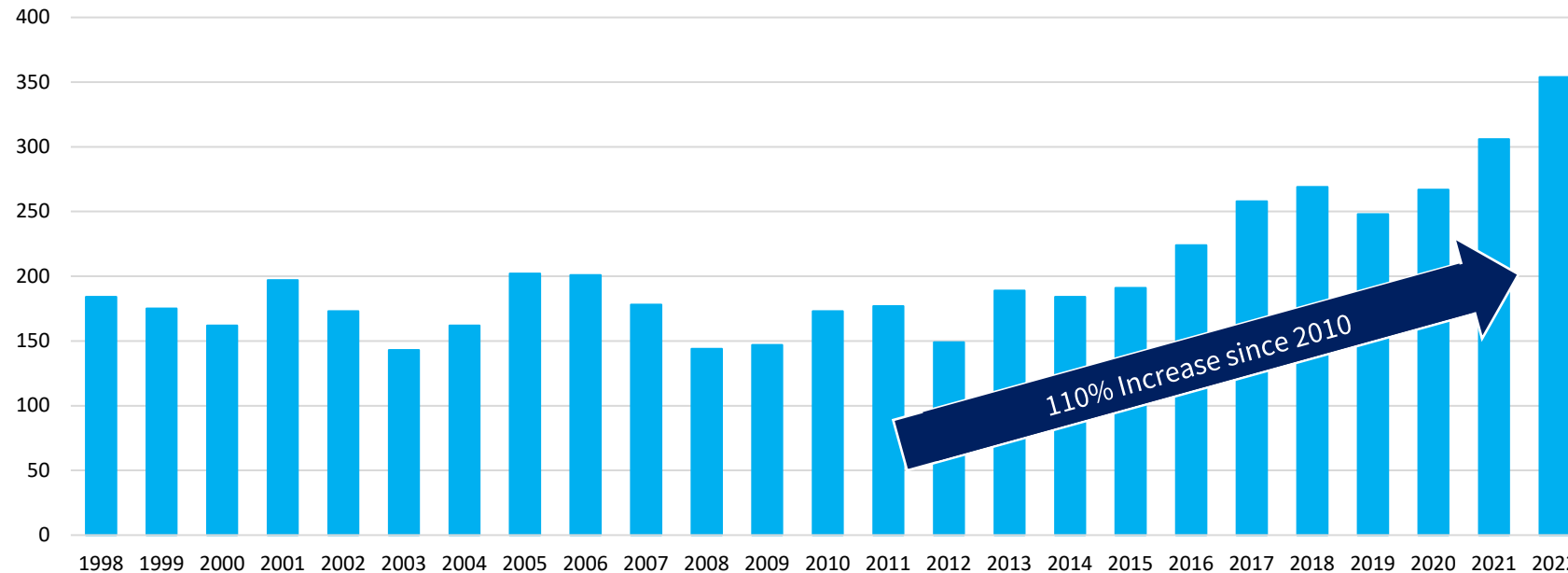
- Develop implementation teams for each SHSP emphasis area
- Invite agencies, Tribes, and stakeholders to be part of each SHSP emphasis area team
- Meet virtually quarterly for the next 5 years
- All safety partners invited to participate
- Develop action plans for strategies
- Track and evaluate outputs and outcomes
- Refine strategies as needed
- Be an advocate for implementation of SHSP strategies

Let me know if you would like to be part of the Vulnerable Road Users Emphasis Area Team or any of the other Emphasis Area Teams!!

ATSAP Overview



Arizona Vulnerable Road User Fatalities, 1998-2022

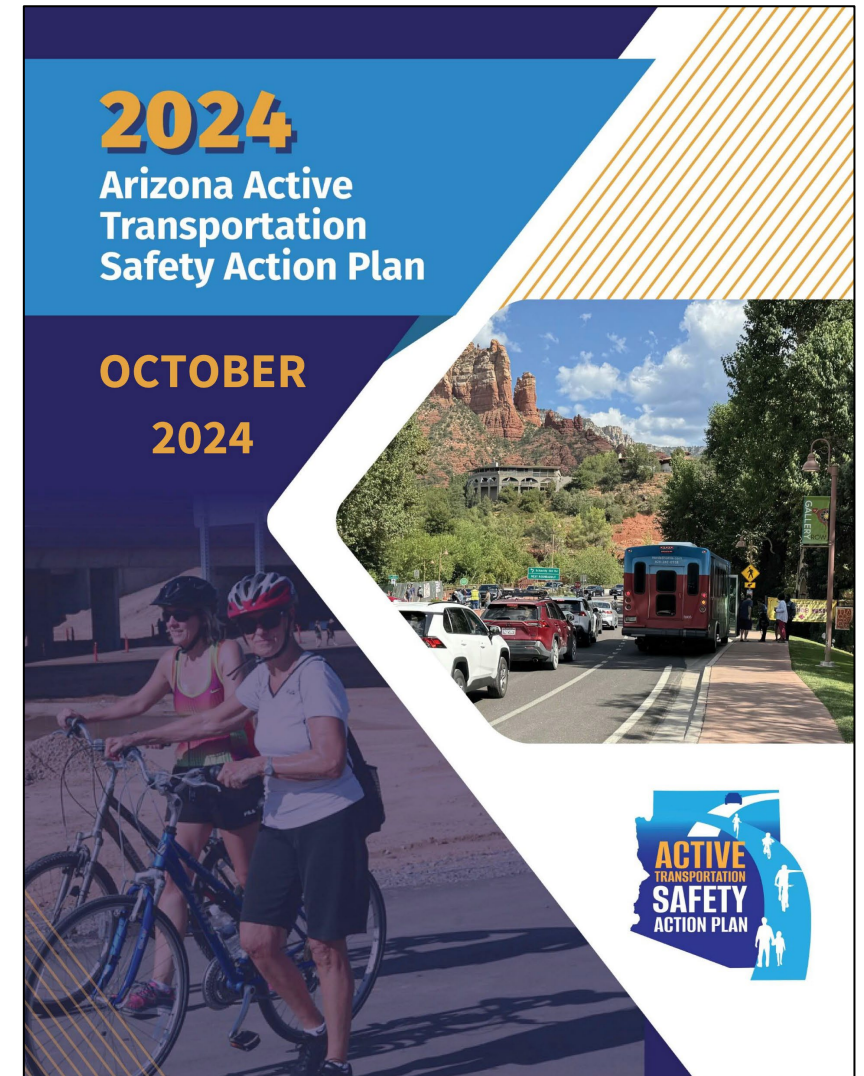


- **ATSAP Short-term Goal:** Reduce life-altering crashes involving pedestrians and bicyclists on the State Highway System by 20% by 2030.
- **ATSAP Long-term Goal:** Eliminate all life-altering crashes involving pedestrians and bicyclists on the State Highway System.

Active Transportation Safety Action Plan



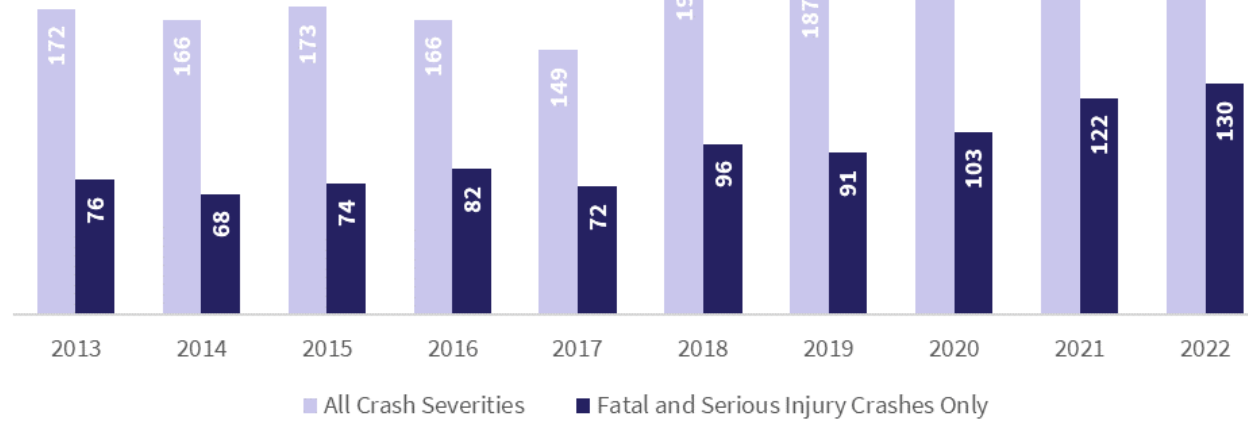
- Plan identifies specific projects and estimated costs for recommended pedestrian and bicyclist improvements
- Focuses on the State Highway System (SHS) only and where the SHS intersects local agency streets
- Finalized in October 2024
- Developed in coordination with the Strategic Highway Safety Plan (SHSP) and the Vulnerable Road User Safety Assessment (VRUSA)



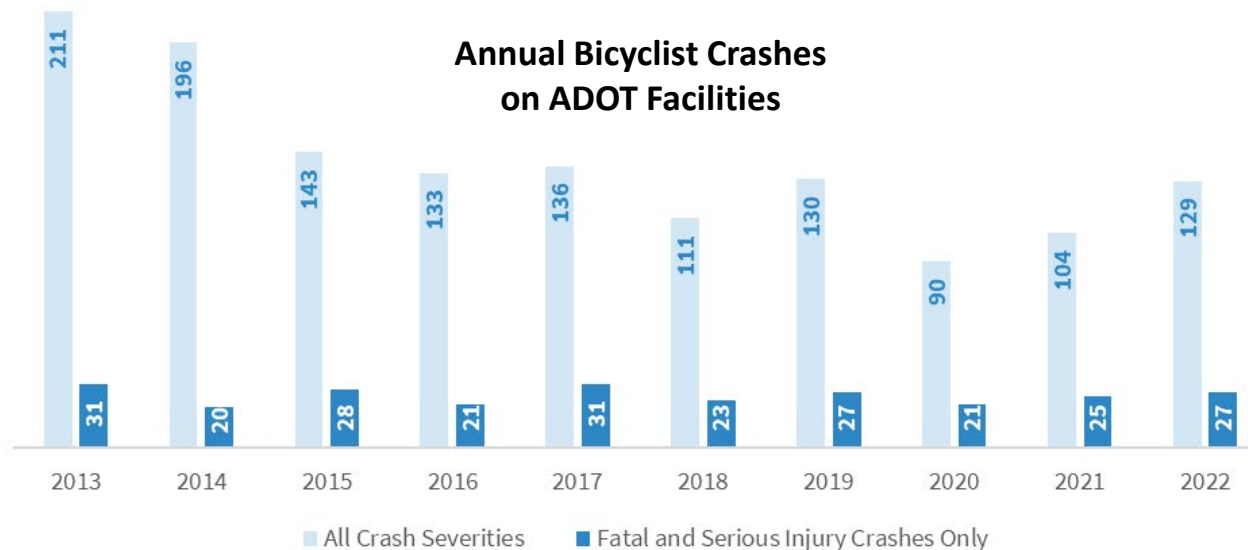
ADOT Facility Pedestrian and Bicyclist Crash Data



Annual Pedestrian Crashes on ADOT Facilities



Annual Bicyclist Crashes on ADOT Facilities



Priority Locations and Countermeasures



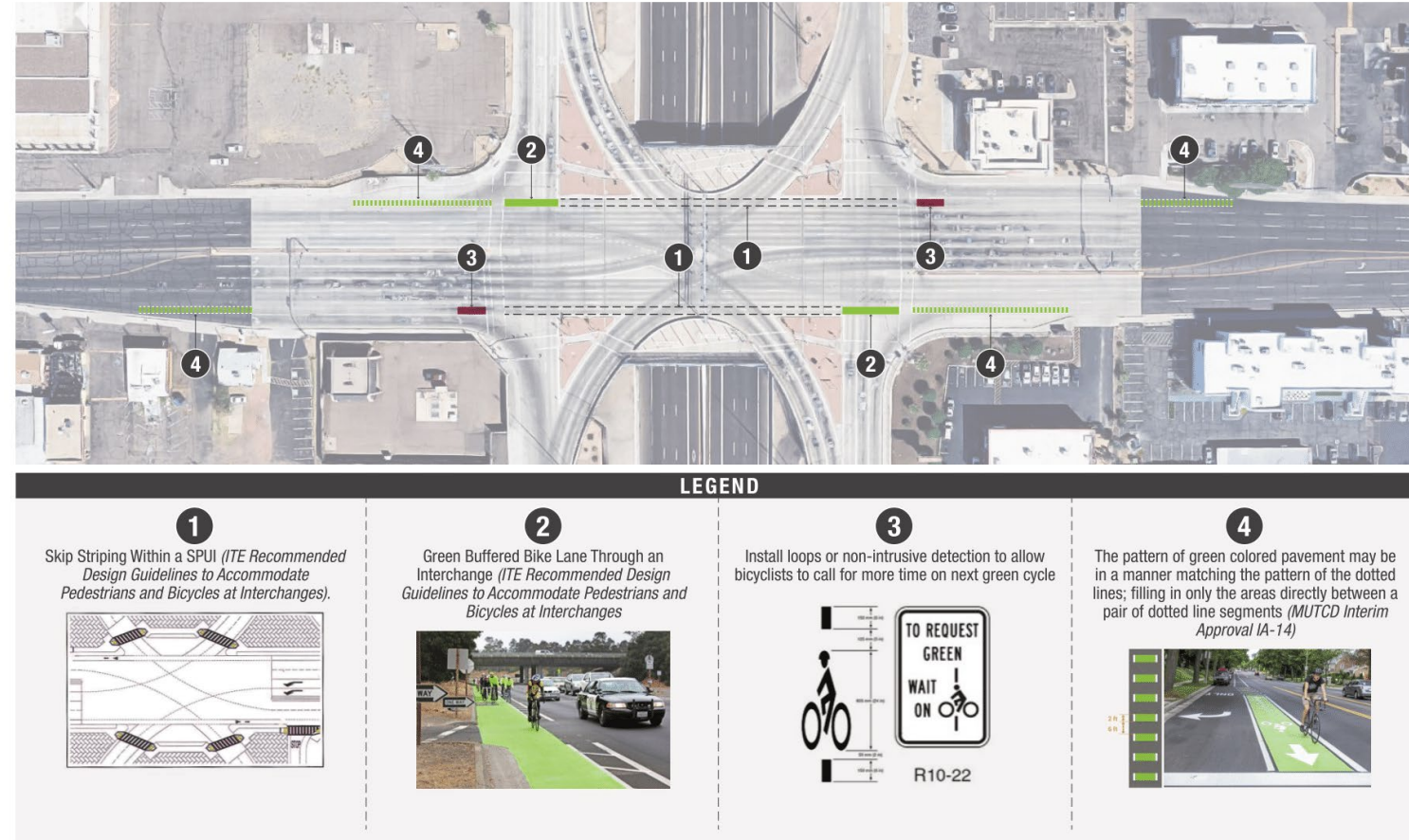
- 26 Priority Locations
- Countermeasures and Cost Estimates
- Crash Modification Factors
- Potential Funding Sources

Priority Location	County	Route Number	Route Name	Mile Post Start	Mile Post End	Corridor Length	Countermeasure Planning-Level Cost Estimate
PL-1	Pima	SR-77	Oracle Rd	69.5	77	7.5	\$4,657,000
PL-2	Maricopa	Phoenix Area SPUI Interchanges (I-10: 7th Street; I-17: Camelback Road, Bethany Home Road, Glendale Avenue, Northern Avenue, Dunlap Avenue; SR-51: Indian School Road; SR-101: Bell Road, Guadalupe Road; SR-202: 24th Street, 32nd Street, Scottsdale Road)					\$16,368,000
PL-3	Maricopa	Phoenix Area Diamond Interchanges (I-10: Dysart Road, 67th Avenue, 51st Avenue, Baseline Road; I-17: Thomas Road, Indian School Road, Peoria Avenue, Union Hills Drive, Cactus Road, Deer Valley Drive; US-60: Power Road, Signal Butte Road; SR-101: Elliot Road, Broadway Road, Southern Avenue, University Drive; SR-202: McClintock Drive)					\$18,169,000
PL-4	Coconino	B-40	Route 66	195.5	199.91	4.41	\$3,884,000
PL-5	Maricopa	US-60	Grand Ave	157.5	160	2.5	\$4,732,000
PL-6	Navajo	SR-73	Chief Ave	333	340.5	7.5	\$1,342,000
PL-7	Mohave	SR-95	Highway 95	243	250	7	\$1,040,000
PL-8	Pima	SR-86	Ajo Way	168	171.63	3.63	\$1,513,000
PL-9	Maricopa	SR-87	Country Club Dr / Arizona Ave	170.2	172.57	2.37	\$1,293,000
PL-10	Maricopa	US-60	Grand Ave	152	157.5	5.5	\$11,612,000
PL-11	Navajo	SR-260	Highway 260	349	355	6	\$4,002,000
PL-12	Maricopa	US-60	Grand Ave	144	152	8	\$3,669,000
PL-13	Mohave	SR-95	Highway 95	235	239	4	\$8,349,000
PL-14	Graham	US-70	Thatcher Blvd	332.5	342	9.5	\$2,288,000
PL-15	Coconino	SR-89A	Milton Rd	401.95	403.18	1.23	\$965,000
PL-16	Coconino	US-180	Humphreys St / Fort Valley Rd	215.44	217	1.56	\$1,038,000
PL-17	Gila	SR-87	Beeline Highway	251	255	4	\$850,000
PL-18	Yavapai	SR-89A	Highway 89A	369.5	374	4.5	\$578,000
PL-19	Yavapai	SR-69	Highway 69	287	296	9	\$10,005,000
PL-20	Pinal	SR-387	Pinal Ave	0	2.5	2.5	\$2,224,000
PL-21	Navajo	US-60	Deuce of Clubs	340	342	2	\$479,000
PL-22	Yavapai	SR-260	Highway 260	206.48	209	2.52	\$1,669,000
PL-23	Maricopa	US-60	Wickenburg Way	107	112.5	5.5	\$457,000
PL-24	Coconino	B-40	Route 66	193.25	195.5	2.25	\$179,000
PL-25	Gila	US-60	Broad St / Ash St	247.5	251.5	4	\$670,000
PL-26	Navajo	SR-264	Highway 264	378	381.5	3.5	\$1,070,000
						Total	\$103,102,000

Policy Recommendations



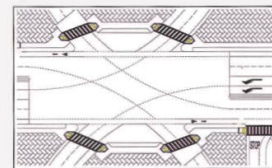
- Planning-to-Programming (P2P) safety prioritization
- Pedestrian- and bicyclist-friendly interchanges
- Updates to the ADOT Roadway Design Guidelines
- Signaling channelized right-turn lanes
- Legislative recommendations
- Targeted education and enforcement campaigns
- Implementing SHSP VRU Emphasis Area strategies



LEGEND

1

Skip Striping Within a SPUI (ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges).



2

Green Buffered Bike Lane Through an Interchange (ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges)



3

Install loops or non-intrusive detection to allow bicyclists to call for more time on next green cycle



4

The pattern of green colored pavement may be in a manner matching the pattern of the dotted lines; filling in only the areas directly between a pair of dotted line segments (MUTCD Interim Approval IA-14)



ATSAP Recommendations



Near-Term Recommendations

1. Implement countermeasures for Priority Locations 1 through 15
2. Leverage the Vulnerable Road Users Emphasis Area Team as part of the Arizona Strategic Highway Safety Plan to help implement the ATSAP
3. Adopt pedestrian/bicyclist-friendly design standards for Single Point Urban Interchanges (SPUIs) and Diamond Interchanges
4. Update the ADOT Roadway Design Guidelines
5. Adopt legislative recommendations

Long-Term Recommendations

1. Implement countermeasures for Priority Locations 16 through 26
2. Signalize channelized right-turn lanes
3. Identify additional funding sources to implement ATSAP countermeasures

Visit azdot.gov/safetyplan for more information on the ATSAP, SHSP and VRUSA!



Open Discussion



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**Thank
you!**

Scottsdale Strategic Transportation Safety Plan (STSP)

The plan recently kicked off with the consultant team.

Potential features of the Plan will establish a safety culture tailored to Scottsdale that demonstrate a commitment to safety.

1. An Education Component (public safety messaging)
2. An Enforcement Component
3. Evaluation tools to monitor progress
4. Workforce Safety in the Right-of-way
5. Build off of our program successes

Our goal would be to reduce the likelihood of traffic crashes resulting in fatal or serious injuries.



SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Paths and Trails
From: Devin Rouhani, Planning Technician
Subject: Path Counter: Third Year Data Review
Meeting Date: December 5, 2024

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide a review of pedestrian and bicycle counts taken at nine permanent counter locations over one year between April 1, 2023, and March 31, 2024. This review will also compare the data to the previous year's data.

Background:

In late 2018, Scottsdale added an EcoCounter with the Crosscut Canal Bridge and Path south of McDowell Road. This device counts bicyclists and pedestrians and includes the direction of travel. The data is automatically uploaded to the EcoCounter website, where Transportation staff can access the data and run reports.

In April 2021, Scottsdale added eight additional permanent bike and pedestrian counters throughout the non-motorist network. Four were added to the Indian Bend Wash Greenbelt between McKellips Road and McCormick Parkway, and four were added around key locations off the greenbelt (see Attachment 1).

Now that all 9 counters have been deployed in the field for 3 years, we are able to complete analysis of usage by mode, month, day of the week and time of day. Due to the locations of the counters, we are also able to compare usage along the Indian Bend Wash Greenbelt to usage at non-Greenbelt sites. And finally make a comparison between the second year April 2022 to March 2023 and the third Year April 2023 to March 2024.

Information:

Full Network Numbers

The activity along the paths for the second year totaled 1.24 million users in the year's span and is detailed in Figures 1 and 2. This was a decrease of 80,443 users from last year. Usage was still weighted more towards cyclists, with 672,986 trips making up 54% of the total. The remaining 573,528 trips were taken by pedestrians. Since the previous year there was a shift towards a higher percentage of pedestrians overall. This is strongly based on the non-greenbelt pedestrian activity. The Greenbelt counter sites have significantly more activity than the non-Greenbelt sites, with 61% of the usage. The rankings for individual sites were slightly different, showing Indian School still at the number 1 site, followed by Vista Del Camino and McCormick Parkway as the top 3.

Figure 1
Total Counts from April 2023 to March 2024

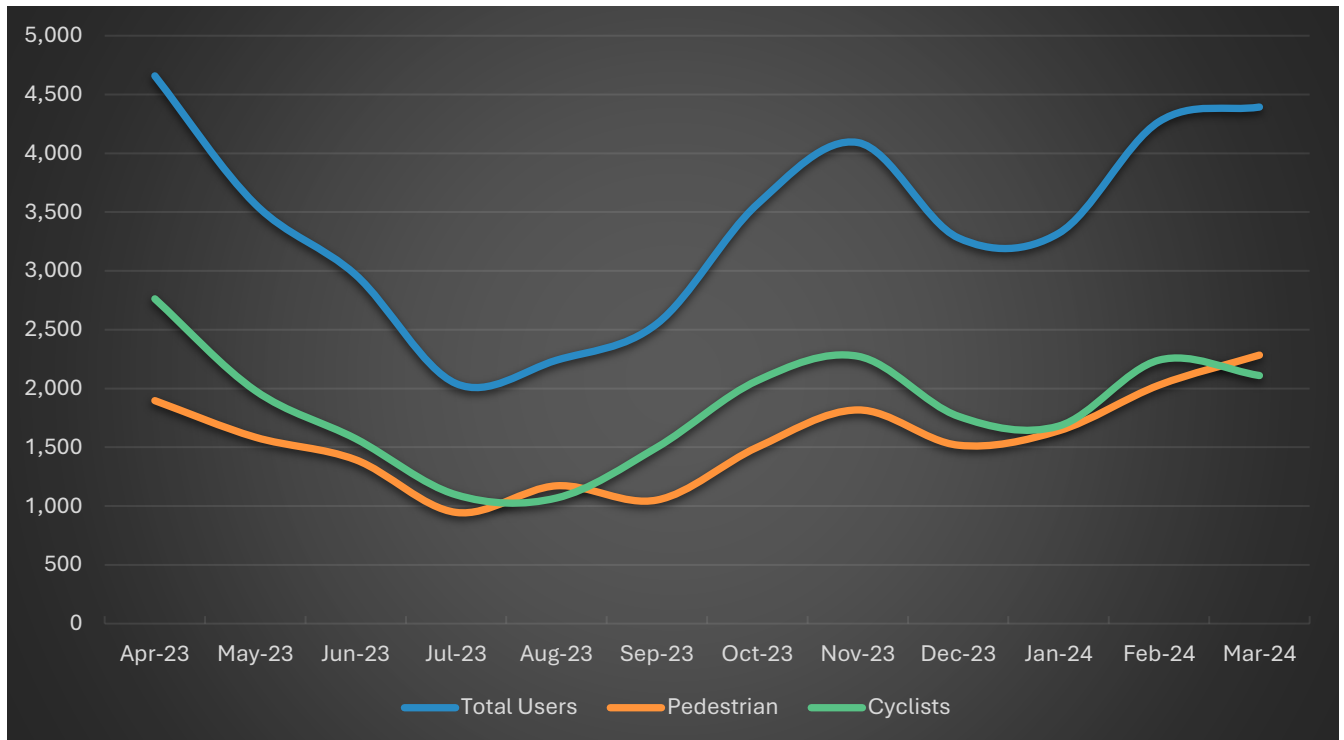
	Total Counts	Percentage of Total
All Activity	1,246,514 (80,443 Less)	100%
Total Bike	672,986	54% (58% Last Year)
Total Ped	573,528	46% (42% Last Year)

Figure 2
Total Counts by Counter Location

Site	Total (2024)	Total (2023)	Bikes (2024)	Bikes (2023)	Ped (2024)	Ped (2023)
Green Belt Sites	762,232	887,664	445,507	501,689	316,725	385,975
Vista Del Camino Park	186,727	175,254	132,091	133,876	54,636	41,378
Indian School	308,265	315,220	193,672	201,441	114,593	113,779
Chaparral Park	119,588	230,771	40,135	67,373	79,453	163,398
McCormick Parkway	147,652	166,419	79,609	98,999	68,043	67,420
Non-Greenbelt Sites	484,282	439,293	227,479	268,992	256,803	170,301
Crosscut Canal Bridge	104,464	29,052	24,881	18,713	79,583	10,339
Arizona Canal/84 th	102,931	111,990	72,252	80,087	30,679	31,903
Pima Path south of Indian Bend	72,857	77,935	60,155	66,176	12,702	11,759
Upper Camelback Wash	128,653	136,525	32,753	63,902	95,900	72,623
Sweetwater Avenue	75,377	83,791	37,438	40,114	37,939	43,677

The graph below in Figure 3 tracks total network monthly activity for the last year. There is high activity during the seven months of the year (Spring and Winter months). As expected, a sharp decrease occurs in the summer. Like the previous year, there was a decrease in activity for December related to a drop-in bike activity at all locations during the holiday season.

Figure 3
Total Network Monthly Activity from April 2023 to March 2024

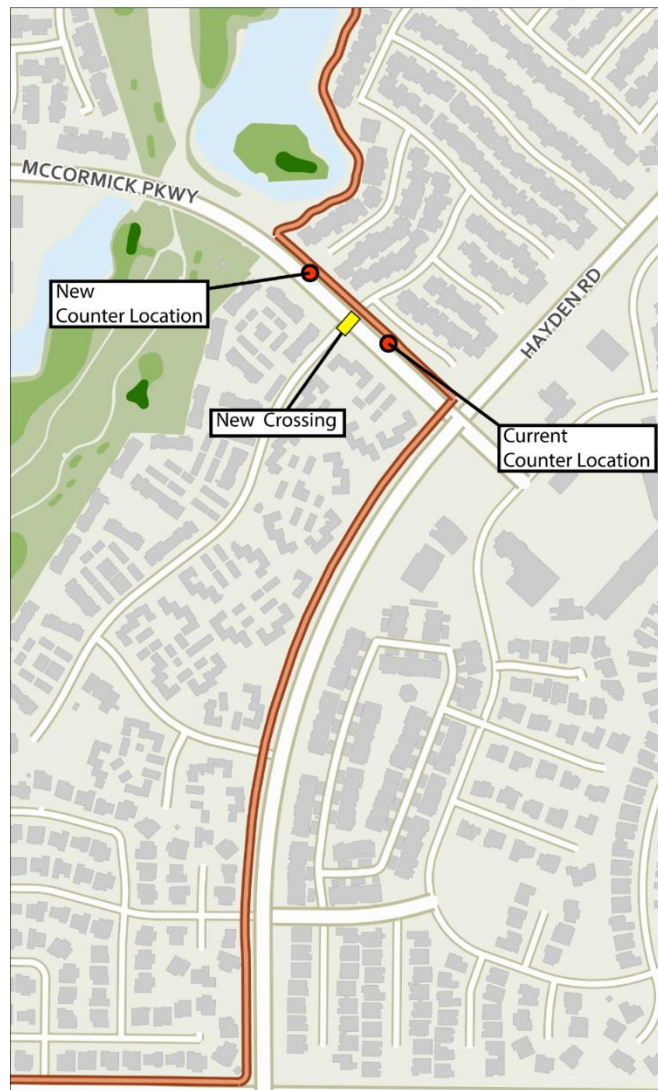


Cholla Neighborhood Bikeway

Moving McCormick Location

The McCormick Parkway counter location is in a location that is missing a large portion of the activity. As shown in figure 10, staff observed a consistent cut through bicycle and pedestrian traffic by passing the counter in order to cross McCormick Pkwy faster than going to the traffic signal. Transportation Staff will place a new crossing at that location in the near future. Along this staff will move the counter to the west. This will give us an opportunity to compare the numbers and determine how active this location is and how much of the count has been missing.

Figure 10
McCormick Counter Location



Maintenance and Downtime:

Staff has had growing maintenance requirements with the ecocounters. The pedestrian pyro sensor has routinely had downtime in several locations. This is due to two factors; overhead wires and pyro sensors wearing out. Staff will continue to monitor if additional counters are necessary with the current maintenance requirements.

Continuing Steps:

Staff will continue to study the counts regularly and manually upload the data at each location monthly. Staff will use the data in the 2027 bicycle friendly community application and to help prioritize future path renovations.

Attachments:

[Attachment 1](#): Map: EcoCounter Sites

Staff Contact: Devin Rouhani, 480-312-7724, Drouhani@scottsdaleaz.gov

Bicycle and Pedestrian Counts 3rd year April 2023 – October 2024

Paths and Trails Sub Committee

December 5, 2024



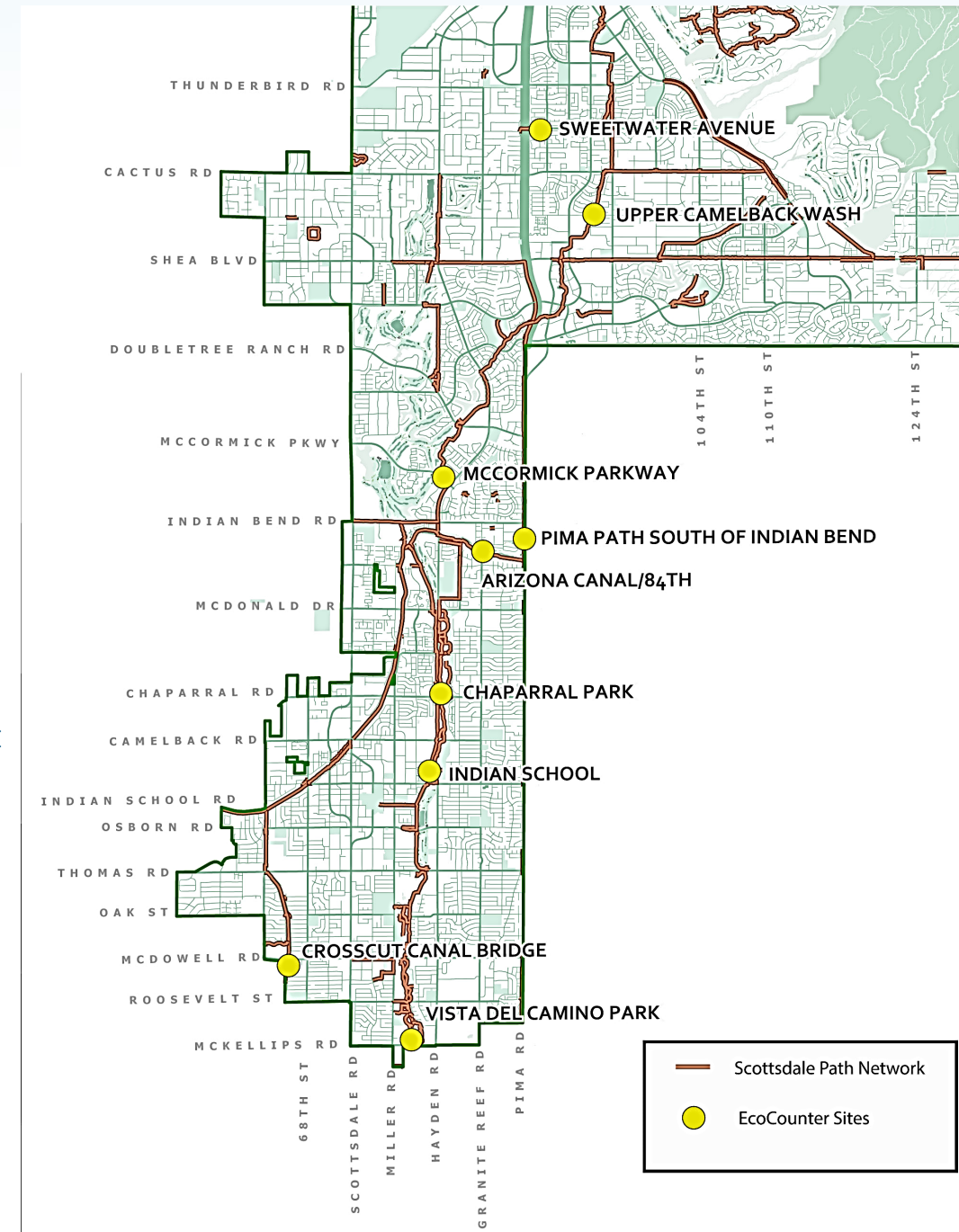
Permanent Counter Locations

Nine Sites

- Greenbelt
 - Vista Del Camino Park
 - Indian School Park
 - Chaparral Park
 - McCormick Park
- Non-Greenbelt
 - Crosscut Canal Bridge
 - Arizona Canal/84th Street alignment
 - Pima Path – south of Indian Bend Road
 - Upper Camelback Wash/Cholla Street
 - Sweetwater Avenue – east of Loop 101



Eco-Counter Permanent Post



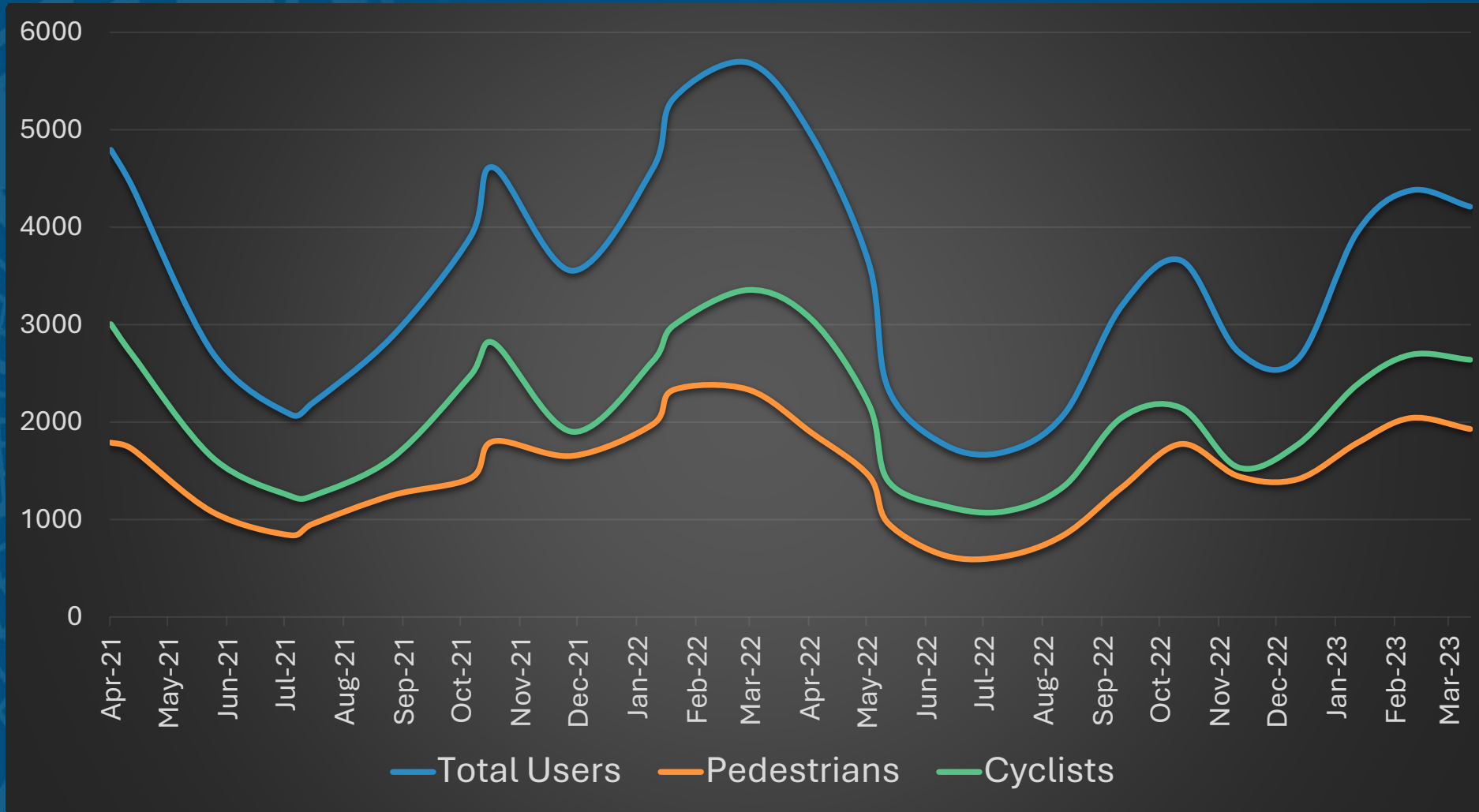
Why We Collect

- Grant applications
 - Bicycle Friendly Community
- Census vs Path Counter data
 - Census shows low bike *commuter* volumes
 - Counters show strong *recreation* volumes
- Data validates resident usage of the path system and path improvements

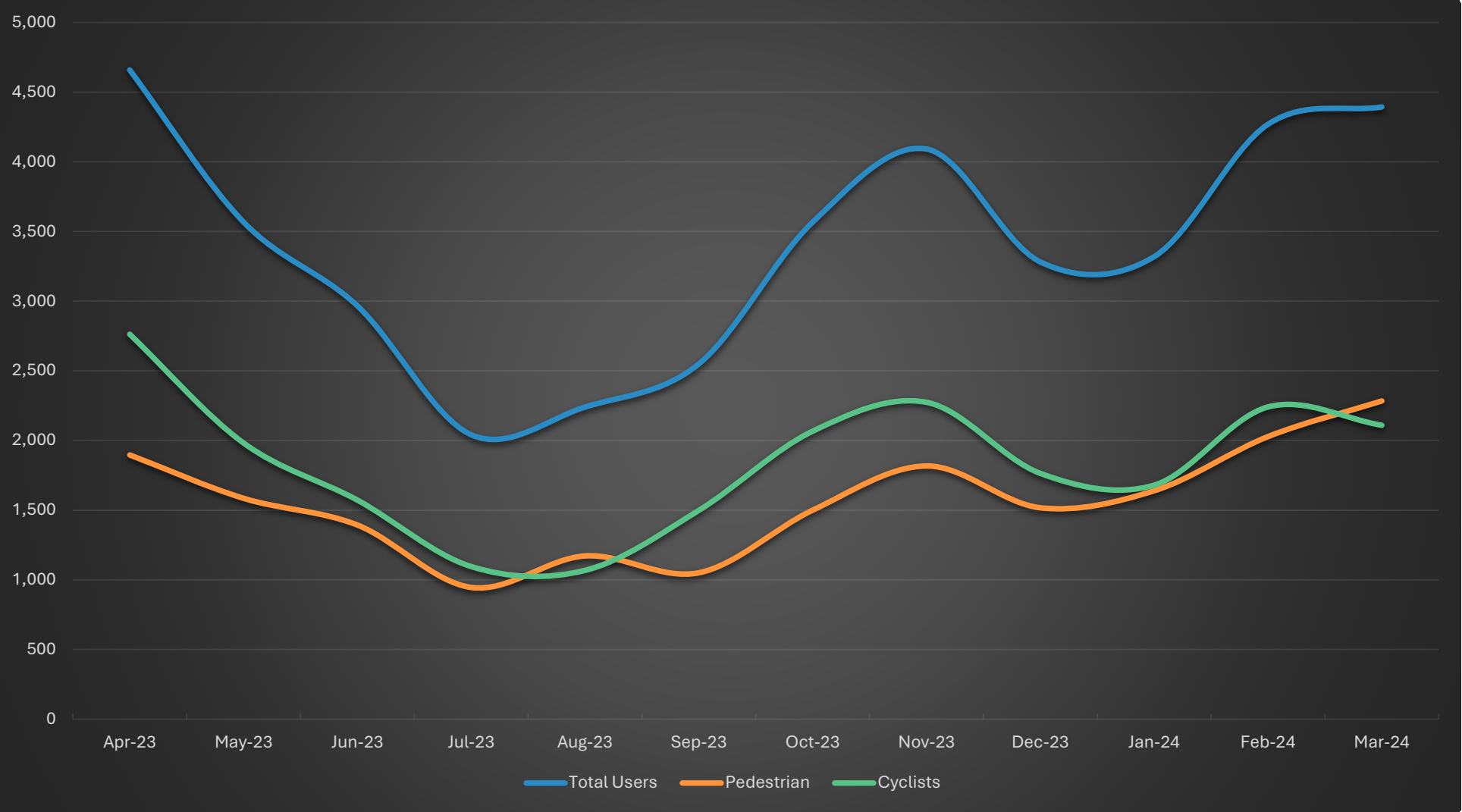
Yearly totals

Year	Average Total Counts	Percent of Bikeways	Percent of Pedestrians
2022	1,420,000 users	59%	41%
2023	1,320,000 users	58%	42%
2024	1,246,000 users	54%	46%

2023 Average Monthly Activity

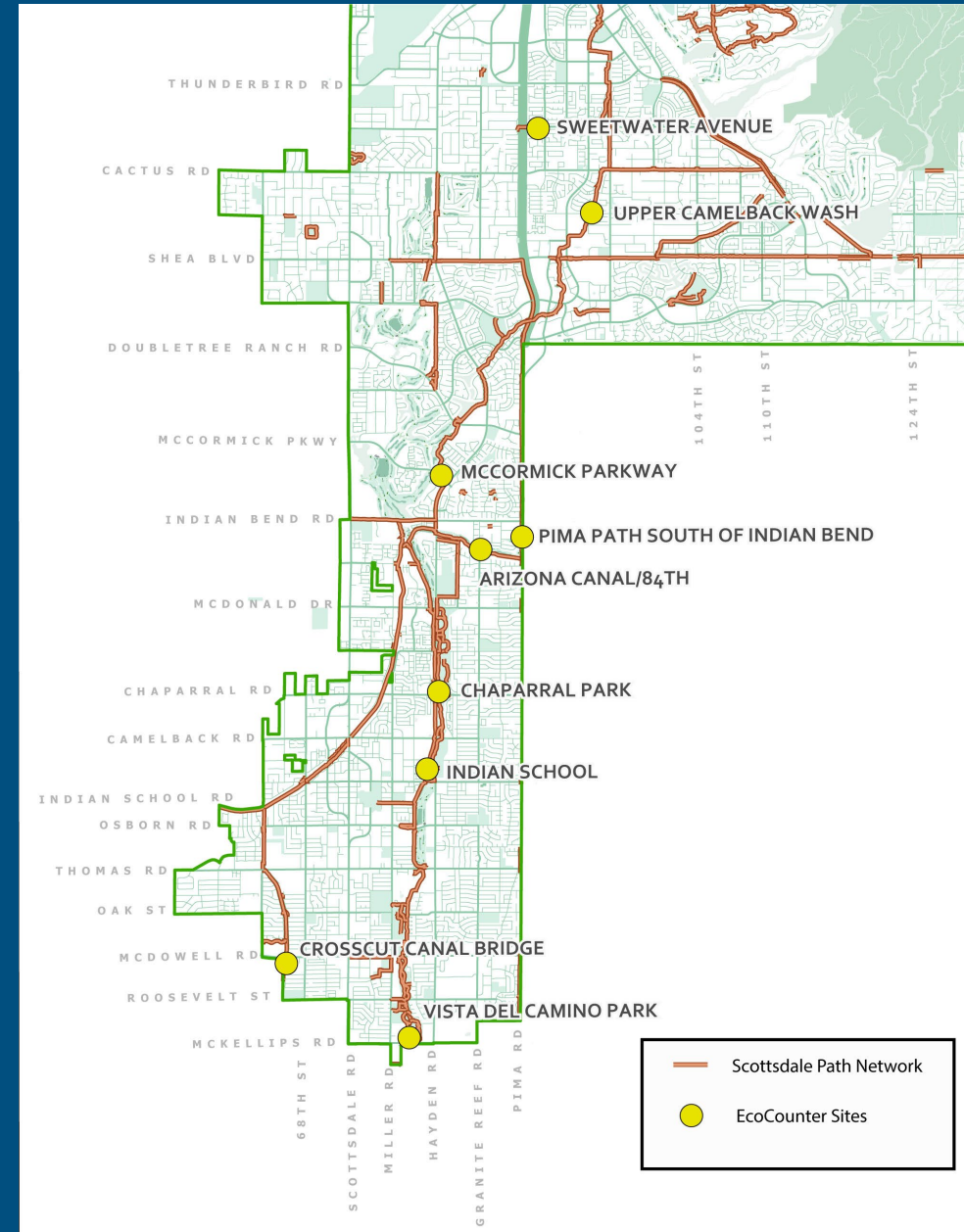


2024 Average Monthly Activity



Total Per Locations

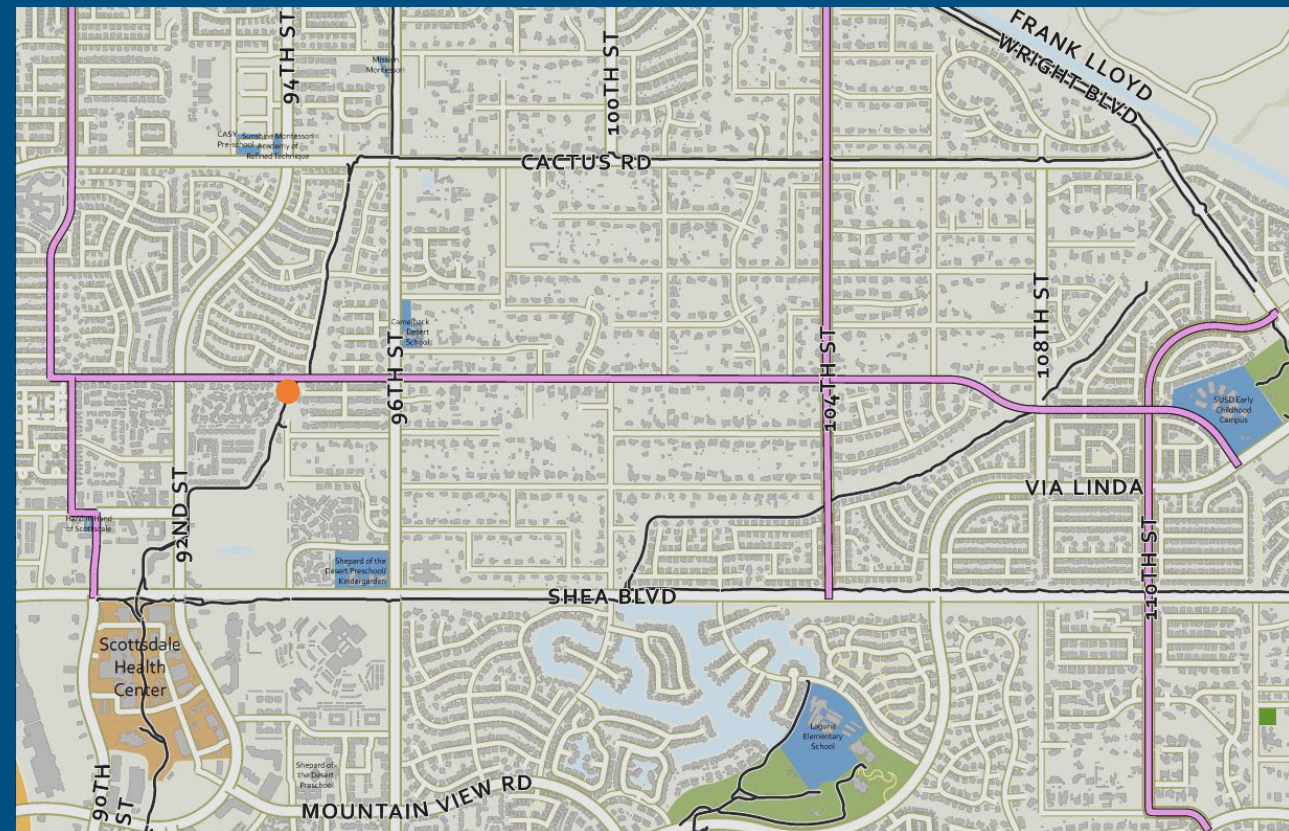
Year	Average Total Counts	Cyclist Percentage	Pedestrian Percentage	Downtime for Ped Count
Vista Del Camino Park*	510	71%	29%	3 months (January to March)
Indian School	844	63%	37%	
Chaparral Park*	327	34%	67%	4 months
McCormick Parkway	404	54%	46%	
Crosscut Canal Bridge*	285	24%	76%	3 months
Arizona Canal/84 th *	281	70%	30%	12 Days
Pima Path south of Indian Bend	199	83%	17%	
Upper Camelback Wash	352	25%	75%	
Sweetwater Avenue	206	50%	50%	



Cholla Neighborhood Bikeway

- High Pedestrian Activity Counter
- Could Bicycle Activity increase after establishment of Bikeway

Average Daily Activity	
Cholla: 92 nd to 96 th	1,200 Vehicles Per Day
Upper Camelback Counter	352 bikes and pedestrians a day
Bike and Pedestrian activity is 30% of vehicle activity	
Bike and Pedestrian are Split 75/25 at the counter	



McCormick Parkway Crossing and Counter

- Users cross just west of the signal at Hayden and McCormick Parkway.
- Staff will:
 - Add new crossing.
 - Relocate the counter to the west.
 - Monitor the change in activity.
 - Proposed Multi-Use Path Project on the South.



Maintenance and Down Time

Counter Down Time

- Crosscut Canal
 - Connection issues due to overhead wires
 - 83 days – no ped counts
- Az Canal
 - Connection issues due to overhead wires
 - 17 days – no ped counts
- Vista Del Camino
 - Expired pyro sensor (replaced)
 - 75 days – no ped counts
- Chaparral
 - Expired pyro sensor (not replaced yet)
 - 205 days – no ped counts
 - 84 of those – no cyclist counts

Pedestrian Counter

- Pyro Sensor Replacements
- Overhead Wires

Battery Replacements

- All Sites Replaced June 2024

Going Forward

- Continue data collection
 - Discuss alternatives to collect data
- Use data in 2027 Bicycle Friendly Community application
 - Help prioritize future path renovations
- Place additional counters
 - Move McCormick counter

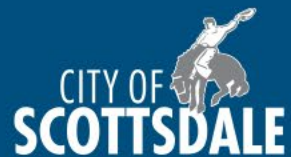
A large saguaro cactus stands in the foreground of a desert landscape at sunset. The sun is positioned behind the cactus, creating a bright starburst effect. The sky is filled with colorful clouds in shades of orange, yellow, and blue. In the background, there are silhouettes of mountains and some sparse vegetation.

Questions?

Active Transportation Improvements in 2024

Paths & Trails Subcommittee

December 5, 2024



Completed Improvement and Studies

Major Roadway Projects Completed: 3 projects

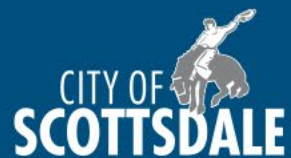
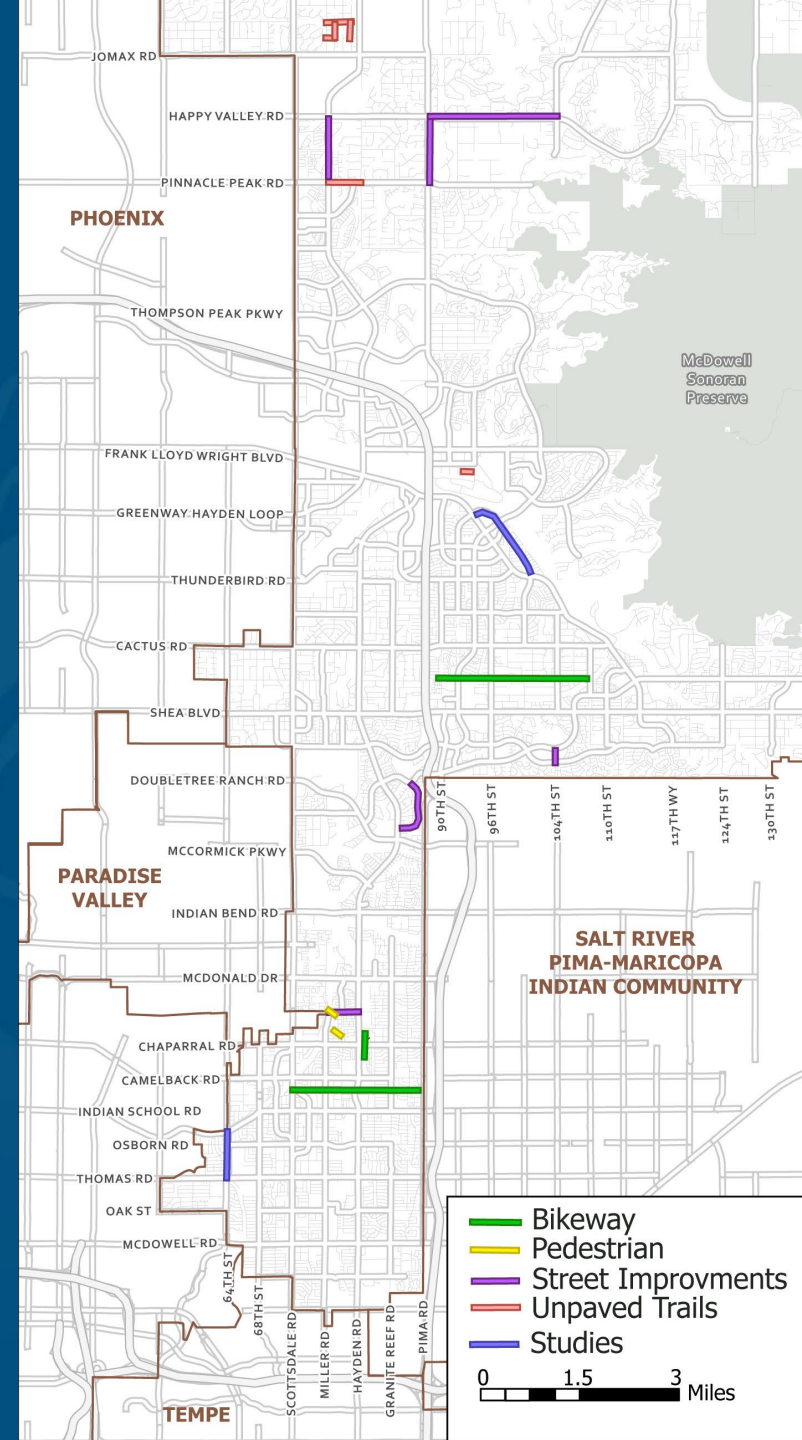
Active Transportation Studies: 2 studies

New Bike Lanes Added: 2.14 miles

New Sidewalks: .17 miles

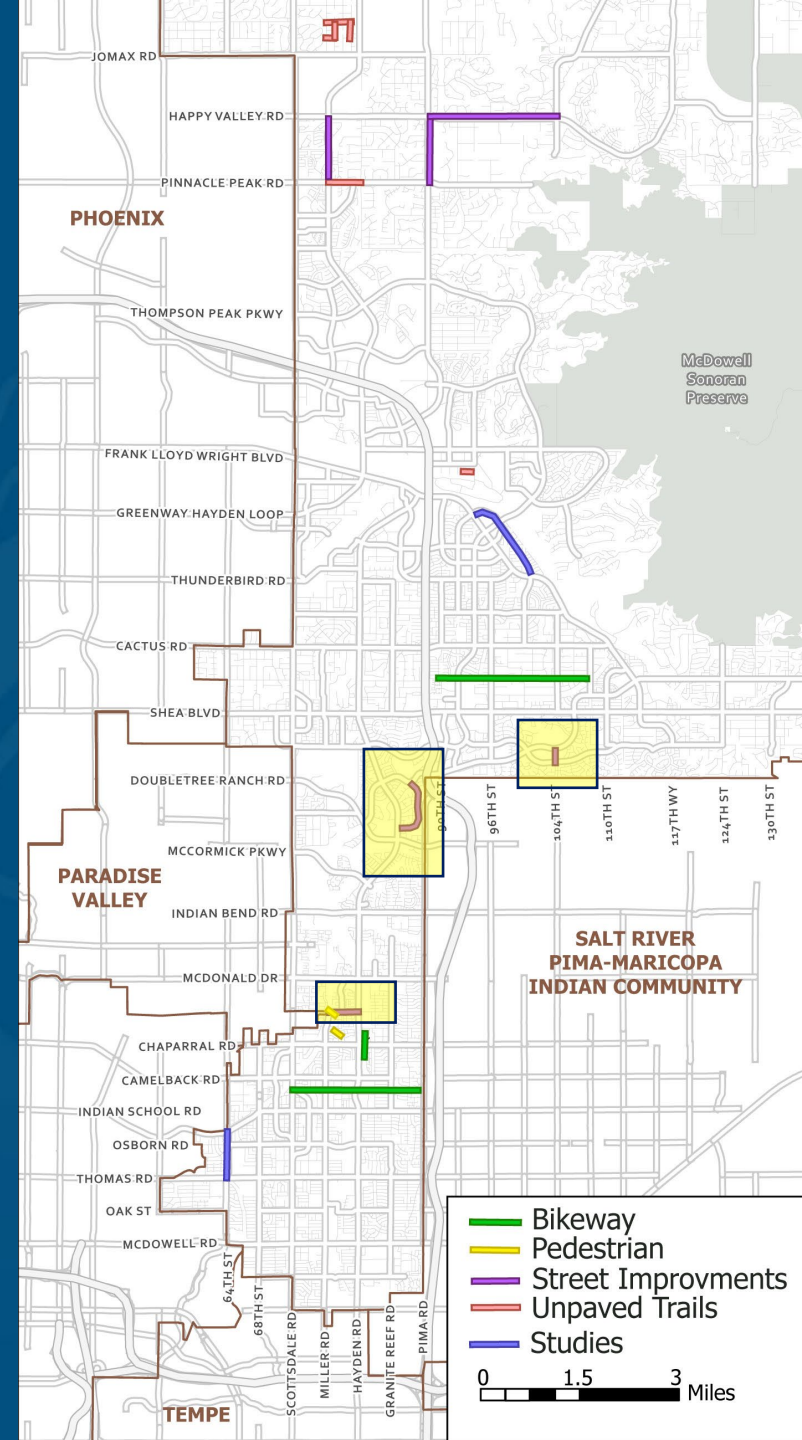
Shared Use Paths: .14 miles

Trails: 2 miles



Street Improvements: Repaving and Restriping

- Jackrabbit Rd: Buffered Bike Lane
- 104th St: Removal of TWLTL and Buffered Bike Lanes
- Royal Palm – 87th St from Hayden To Via Linda: Buffered Bike Lanes



Repaving and Restriping Program Improvements

- Coordination between Street Ops, Traffic Engineering and Transportation Planning
- Modify Lanes where possible to current standards
- Add Buffer Bike Lanes

104th St



Jackrabbit Rd

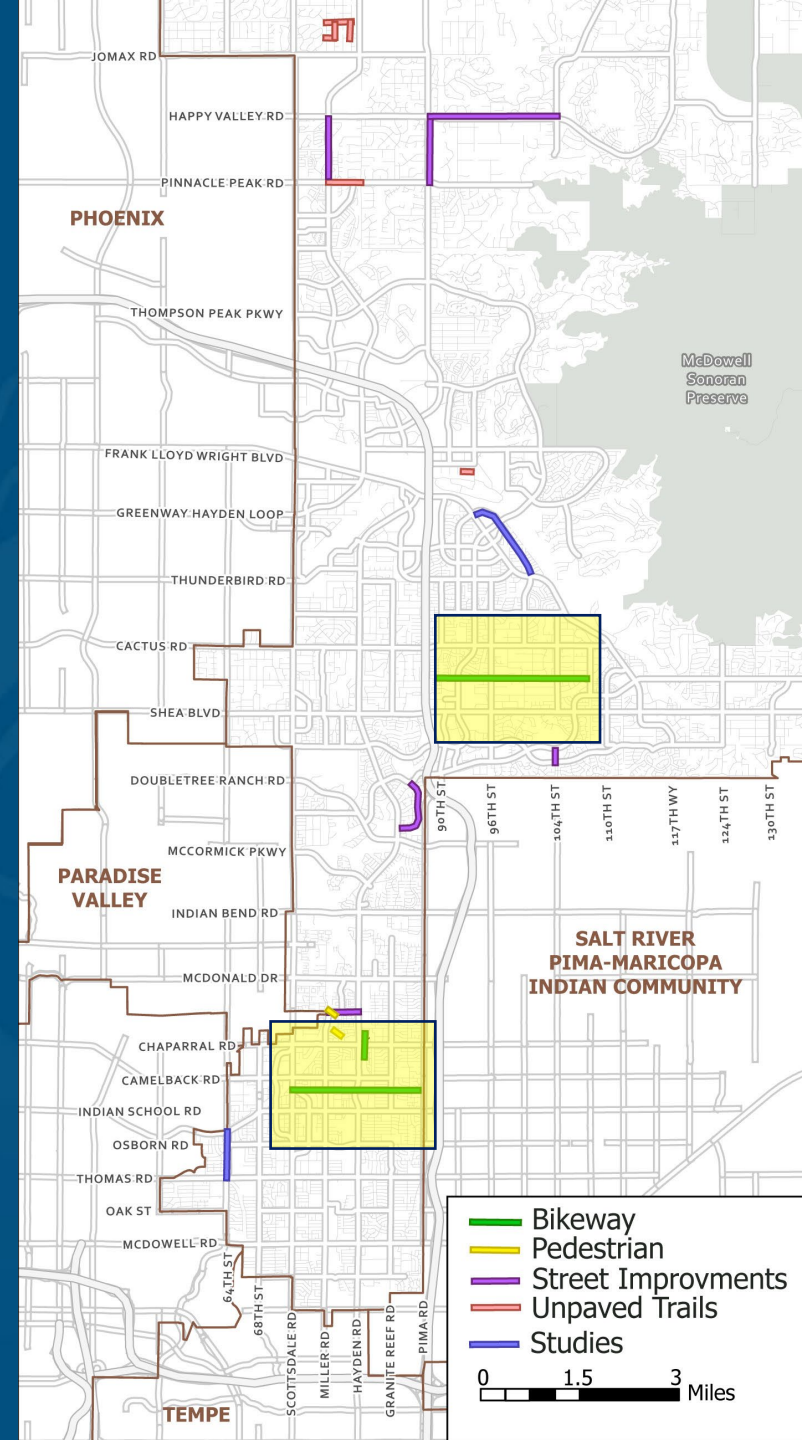


Royal Palm/87th St



Bikeways Studies and Improvements

- Cholla Rd Neighborhood Bikeway Study
- Glen Rosa Neighborhood Bikeway Study
- Chaparral Underpass



Bikeway Improvements

Chaparral Underpass

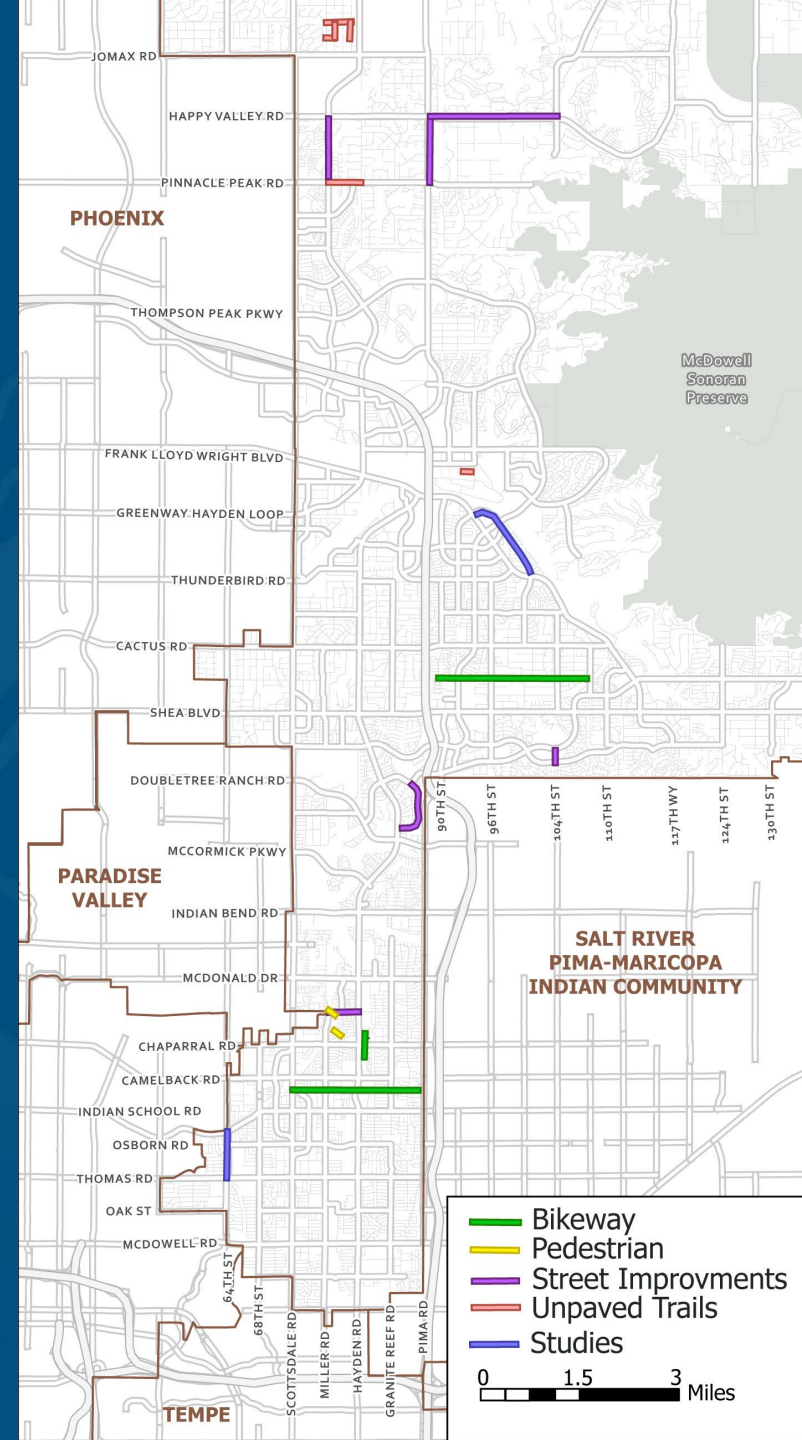


Cholla Rd

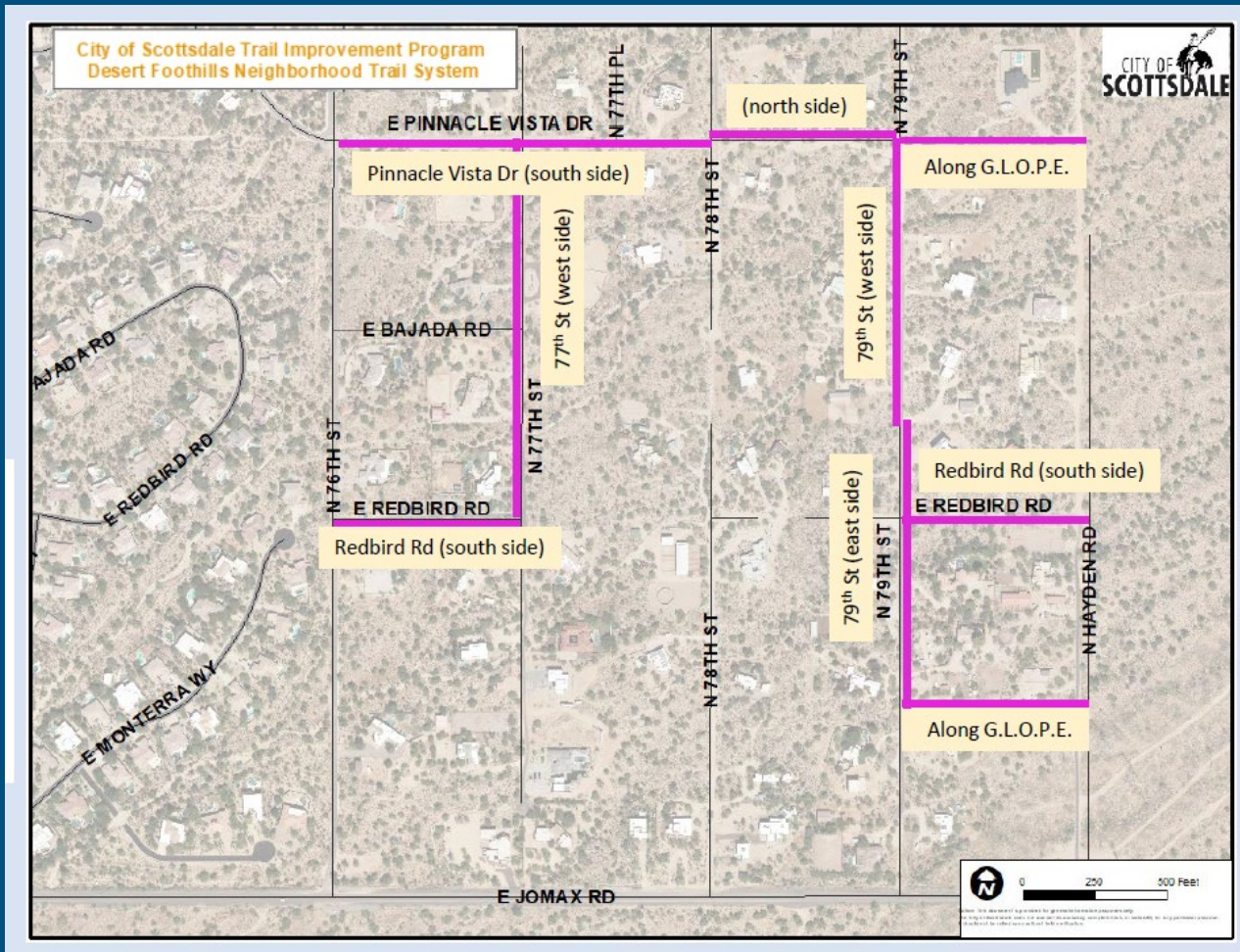


Trails Map

- Pinnacle Peak Rd: Hayden Rd to 78th St Trail Rehabilitation
- 94th St and Bahia Dr (Westworld) Trail Rehabilitation
- Desert Foothills Trail System

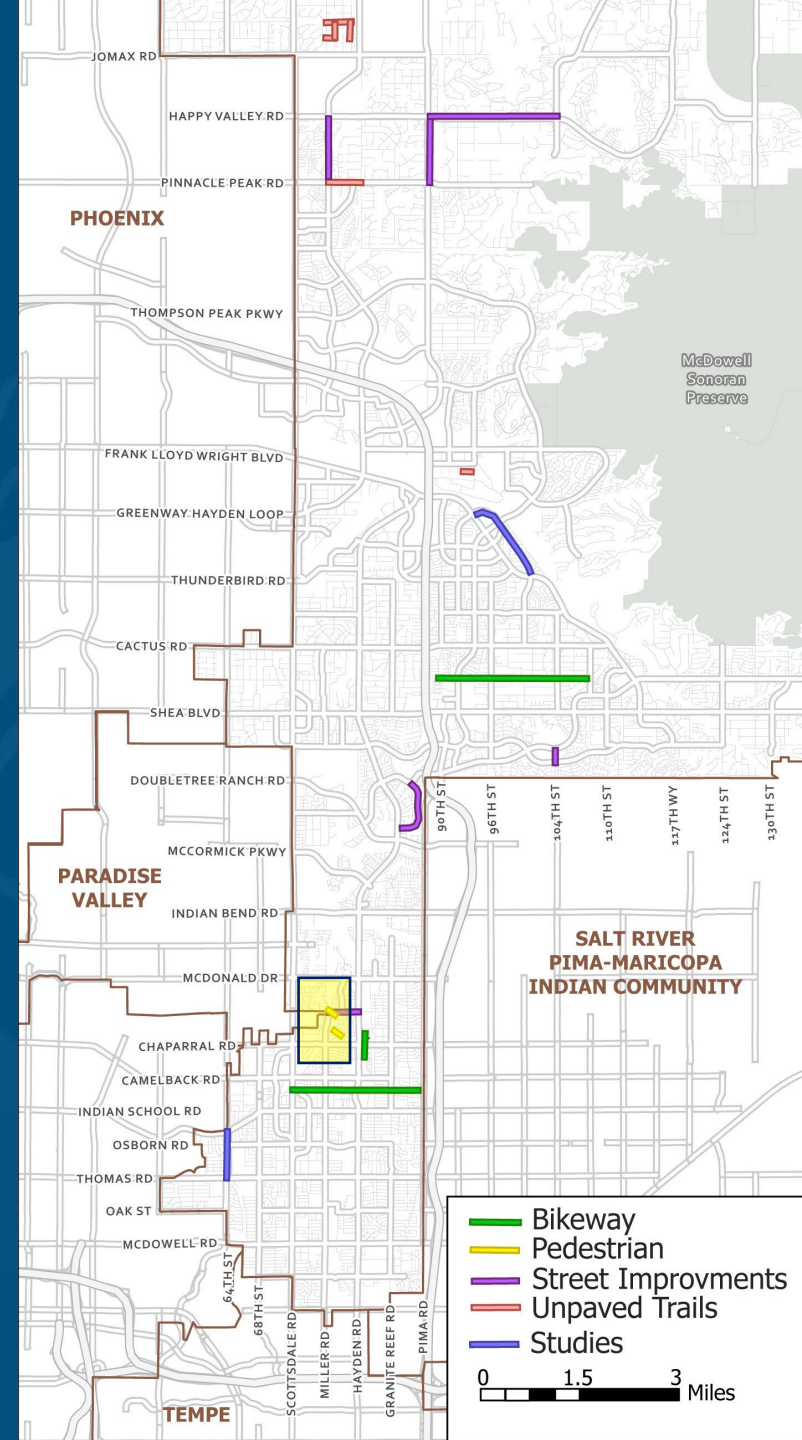


Trail Improvements



Pedestrian Improvements

- Sidewalk Gap at Villa Montera
- Jackrabbit/Miller Pedestrian Crossing



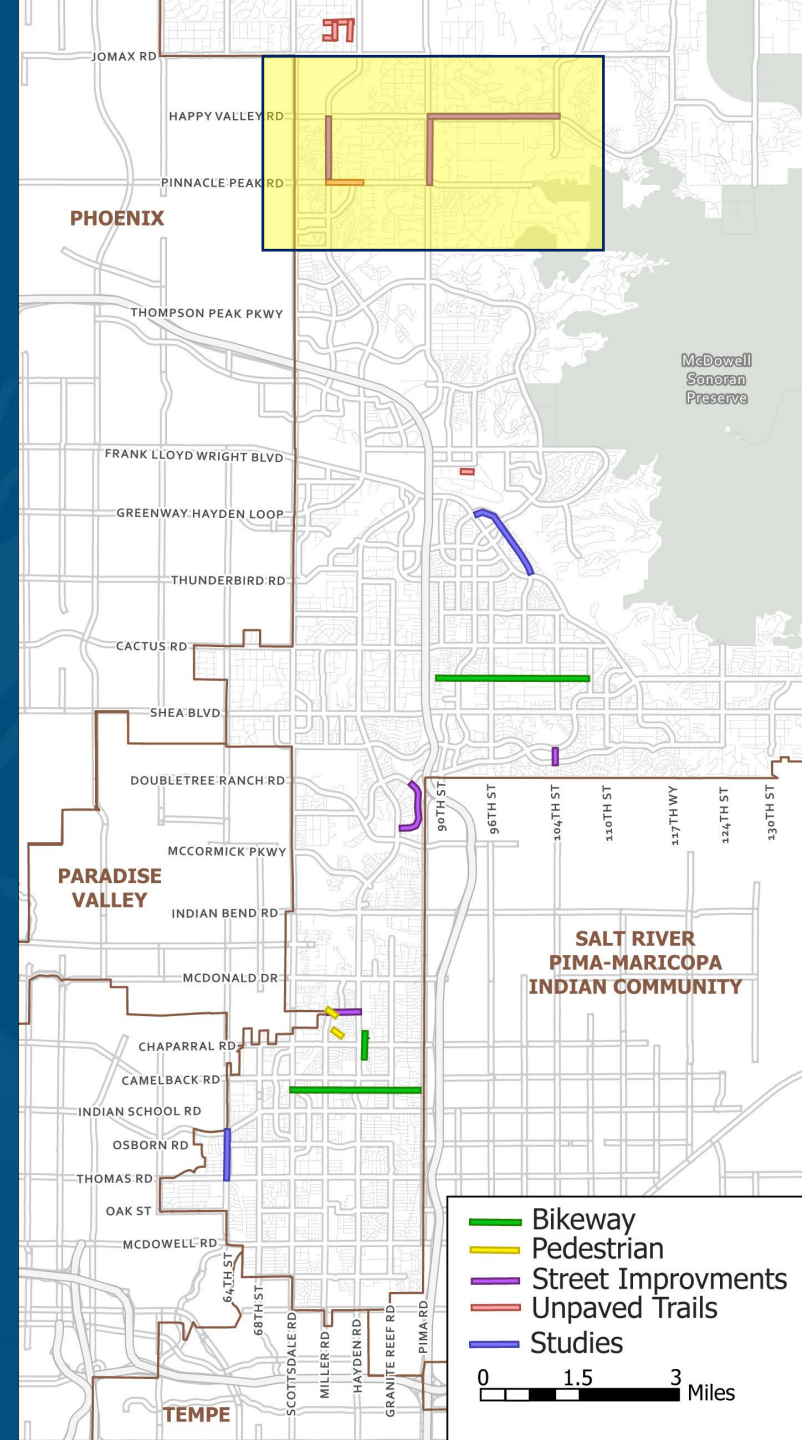
Miller/Jackrabbit

- Controlled Pedestrian Crossing
- Connects Neighborhood to Shared Use Path along the Canal



Completed Major Roadway Projects

- Pima Rd: Pinnacle Peak to Happy Valley
- Happy Valley: Pima Rd to Alma School
- Hayden Miller Bridge: Pinnacle Peak to Happy Valley



Pima Rd: Pinnacle Peak to Happy Valley & Happy Valley: Pima Rd to Alma School

- 4-6 Travel Lanes
- Sidewalks
- New Bike Lanes
- Shared Use Path



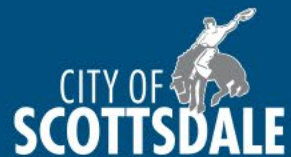
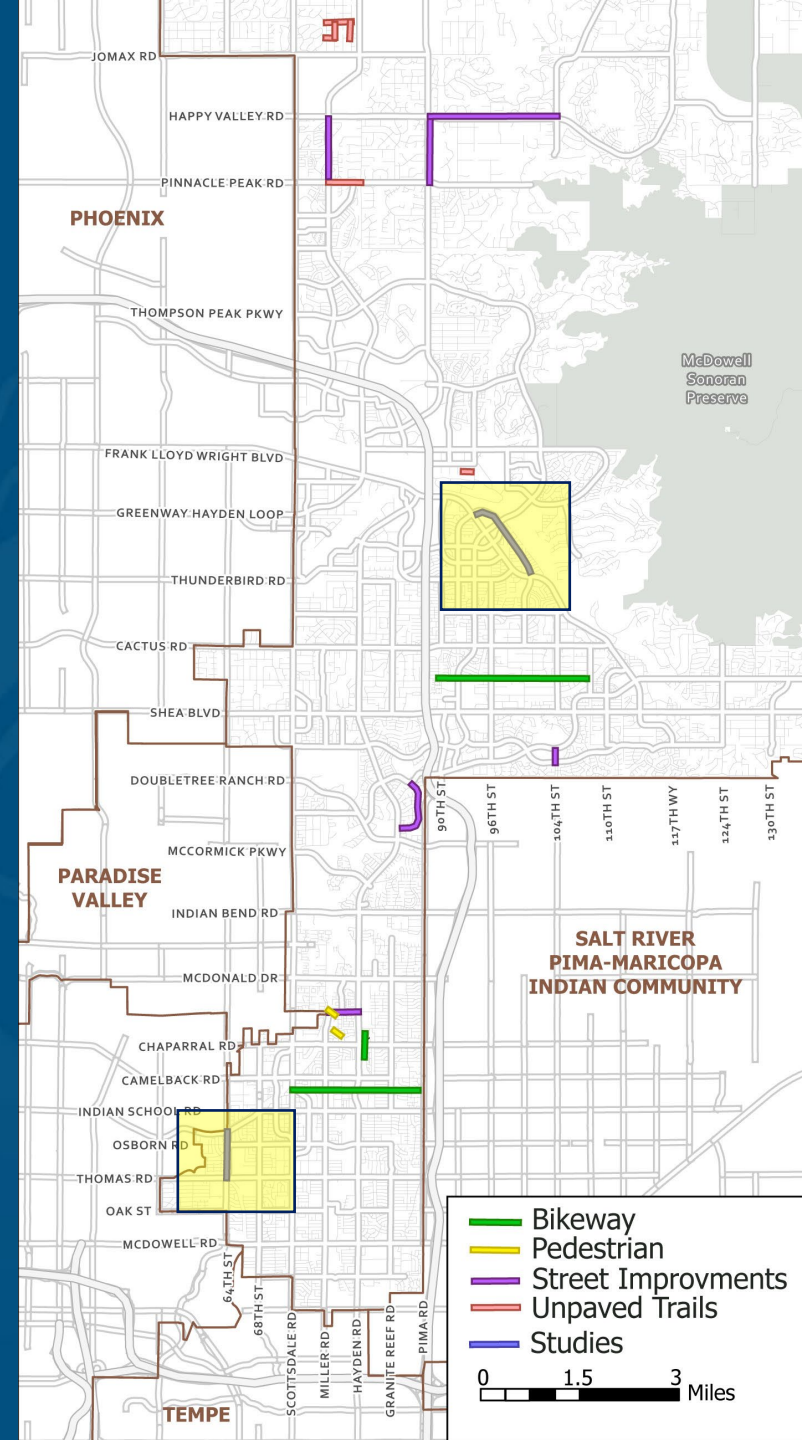
Hayden/Miller Bridge

- New Bridge
- 4 Travel Lanes
- Protected Sidewalks
- Buffered Bike Lanes



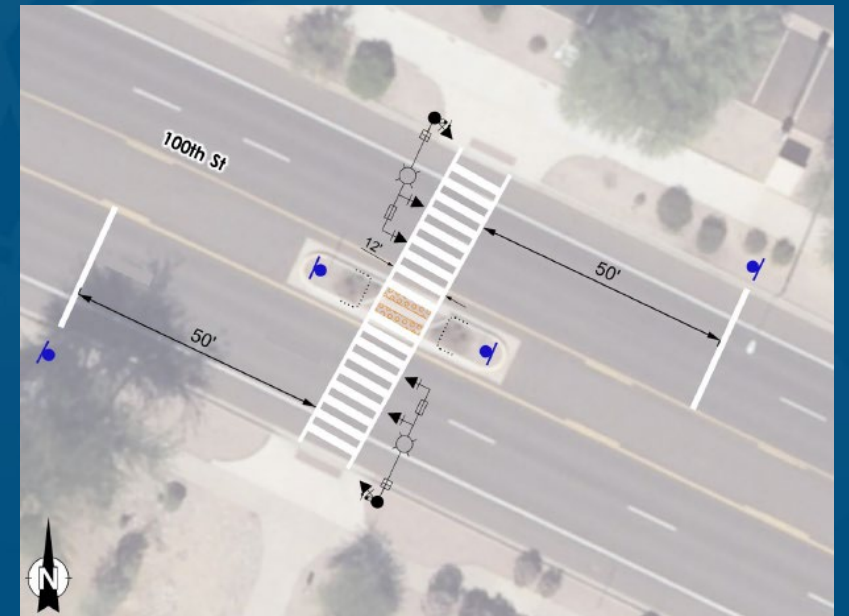
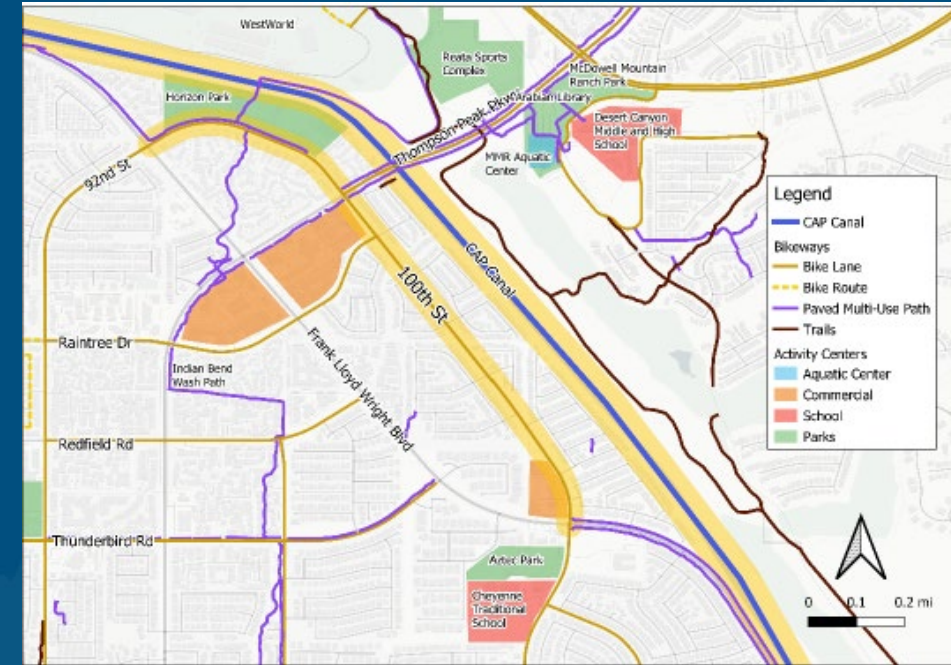
Map of Completed Studies

- 100th St: Frank Lloyd Wright Blvd to Frank Lloyd Wright Blvd
- 64th St and Thomas
- 64th St and Indian School



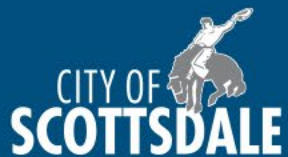
100th St Improvements

- Shared Use Paths along CAP Canal
- 100th St Improvements
 - Sidewalk improvements
 - Pedestrian Crossing



64th and Thomas/Indian School

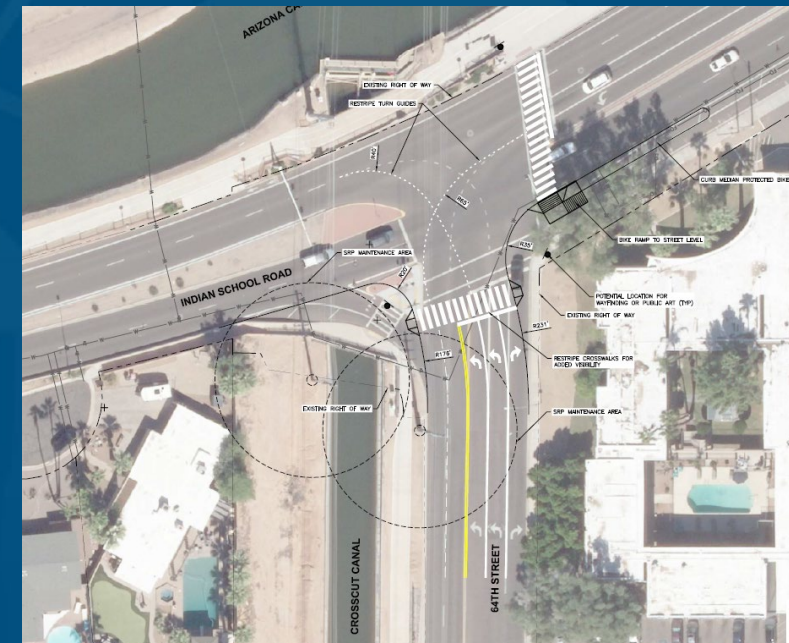
- Intersection Improvements for:
 - Pedestrian and Bike Movement to the Shared use Path
 - Pedestrian and Bike Safety
 - Slow Traffic Speeds in the intersections



64th and Thomas



64th and Indian School





Questions
and
Discussion