



APPROVED AS AMENDED

SUMMARIZED MINUTES

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

**ONE CIVIC CENTER
AGAVE CONFERENCE ROOM
7447 E INDIAN SCHOOL RD.
SUITE 205
SCOTTSDALE, AZ 85251**

THURSDAY, December 5, 2024

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:15 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
Kristen Parrish, Commissioner – Parks and Recreation Commission

ABSENT: Bradley Adame, Subcommittee Member

STAFF: Devin Rouhani, Planning Specialist
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Nathan Domme, Transportation Planning
Satanay Hallac, Senior Transportation Planner
Kyle Lofgren, Staff Coordinator

PUBLIC COMMENT

There were no members of the public who wished to speak on public comment and there were no written comments.

1. APPROVAL OF MEETING MINUTES

Mr. Lofgren and Mr. Davies addressed changes on page 5.

VICE-CHAIR WILCOXON MOVED TO APPROVE OCTOBER 3, 2024, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER PARRISH SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). CHAIR KAUFTHEIL, VICE-CHAIR WILCOXON, AND COMMISSIONER PARRISH VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. ADOT'S STRATEGIC HIGHWAY SAFETY PLAN (SHSP) & ACTIVE TRANSPORTATION SAFETY ACTION PLAN (ATSAP)

Jacob Pruit, State Traffic Safety Manager for the Arizona Department of Transportation (ADOT), presented and discussed the Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP), noting vehicular collisions have increased by approximately 70 percent since 2010. The Governor's Strategic Plan includes a plan to reduce fatal and serious injury collisions by 20 percent by 2030. The SHSP was developed using data research with a focus on the specific needs of Arizona. Through this process the term "life altering traffic crashes" was developed because it encompasses serious injuries and fatalities which alter the lives of everybody involved in a traffic crash. The vision created a shared responsibility that everyone arrives safely at home, meaning everybody using the public highways is responsible for making that happen.

The SHSP is a policy document that was finalized and approved by the Federal Highway Department in October 2020, and it is updated every five years under federal guidelines with the purpose of adopting strategies on how ADOT and the safety partners can reduce fatalities and serious injuries on Arizona roadways. The ATSAP focuses on the State highway system and was developed in coordination with other safety related documents including the Vulnerable Road User Safety Assessment (VRUSA), a new federal requirement of the SHSP that focuses on bicycle and pedestrian safety. Scottsdale is rated as the 17th highest risk area in Arizona due to high bicyclist crash rates.

Mr. Pruit explained they incorporated the Federal Highway Safe System approach, which is a combination of principles and elements designed to make sure there are no gaps in coverage. ADOT is working with the state on communication capabilities to more quickly contact law enforcement and first responders to get assistance to crash scenes.

The crash data was broken down into five emphasis areas that better serve Arizona's

current needs: human behavior, lane departure, intersections, vulnerable road users,

and Tribal lands. The first emphasis area review began on November 17th for vulnerable road users to determine where and how crashes are occurring. Over 80 strategies were developed that included an estimated timeframe, cost/effort, likely impact, priority level, and funding sources. The SHSP implementation of emphasis

areas are living documents that are used to ensure identified emphasis areas and

strategies come to fruition and to reduce fatal and serious collisions. If a subcommittee member is interested in becoming a member of this committee, they can speak to Vice-Chair Wilcoxon, who is presently on the committee.

ATSAP was developed in coordination with the SHSP and VRUSA and finalized in October 2024. It identifies specific strategies and projects for improving safety for pedestrians and bicyclists on or interacting with the State Highways System (SHS). It had a 110 percent increase since 2010 due to a variety of factors with a short-term goal of reducing it by 20 percent by 2030 and a long-term goal of eliminating life-altering crashes. Crash data on ADOT facilities was analyzed with 26 priority locations identified throughout the state, which did not include Scottsdale. The analysis included countermeasures and cost estimates, crash modification factors, and funding sources.

Mr. Pruitt reviewed and discussed the policy recommendations and ATSAP recommendations to improve safety for pedestrians and bicyclists.

Mr. Pruitt clarified they are cognizant of the absolutes changing as the population grows in Arizona. ADOT is the repository for all highway systems, including having complete jurisdiction over some tribal roads, and obtaining crash data is sometimes difficult. Staff will look into Vice-Chair Wilcoxon's question on how close Scottsdale trends are to Statewide trends and provide him an answer. Mr. Domme noted the Loop 101 project addressed some concerns related to identifying and continuing bike facilities to cross traffic. Vice-Chair Wilcoxon suggested putting bike lanes across the ADOT facilities when able. Mr. Davies discussed the bicycle signal detection program and loops. Mr. Pruitt explained that, although 20 percent does not seem to be a large number, it is only over a five-year period whereas increases were over a 14-year period. Mr. Domme noted sometimes the infrastructure needed for improvements can take three to four years to complete as well. Mr. Pruitt clarified that all crash data over the past 10 years was compiled then separated into categories, and these were the leading causes. It is currently unknown who ranks first in pedestrian and bicyclists' life-altering crashes.

Mr. Pruitt discussed yearly network screens and road safety assessments of all serious injury and fatality collisions using a multidisciplinary approach, further discussing the need to balance securing crash scenes and getting traffic moving again to prevent additional fatal crashes. Work is being done on collecting analytics from cell phones related to hard braking. Part of the strategic plan is to increase the partnership with the Tribal lands to increase their reporting on crashes for a more accurate number. Channeling is defined as moving traffic in a different direction or different way. A discussion ensued related to what may have affected the data during certain years,

including different types of vehicles. Vice-Chair Wilcoxon advised although these trends are alarming, it is happening nationwide, and Arizona is at the forefront of traffic safety.

Susan Conklu, Senior Transportation Planner, shared information about the Scottsdale Strategic Transportation Safety Plan that will tie into the ADOT SHSP and ATSAP that were previously reviewed. This plan recently kicked off and is expected to be a 12 to 18-month process.

Commissioner Parrish suggested removing “low-cost” safety strategies within the plan.

3. PATH COUNTER PROGRAM UPDATE

Devin Rouhani, Planning Specialist, presented an overview of the path counter program. There are currently nine counter locations that have been in place for three years which have provided a steady flow of data. The data assists with grant applications like the Bicycle Friendly Community, comparable data, census data, and validates path usage. Over the past three years, an average of approximately 1.3 million people used the paths with the majority being bicyclists.

The pattern of usage shows a decrease in the summer months with a slight uptick in the fall, an increase in the winter, and a slight downward turn in the spring heading into the summer. The totals revealed a decline in 2024 because of missing data due to maintenance issues. The counters at Vista Del Camino and Chaparral needed replacement of their pyro sensors, which count pedestrians; Del Camino has been replaced and Chaparral is waiting for parts. Another area of concern was the AZ Canal where a piece of tinfoil had to be added to stop the interference from overhead wires.

Mr. Rouhani reviewed the plan to add curb ramps to the Cholla Neighborhood Bikeway, which could increase usage, the new McCormick Parkway Crossing, and relocation of the counter to the west. The maintenance plan was also reviewed, including the approximate downtime for the pedestrian counters.

Next steps include continuing to collect data and possibly switching to Eco counters, using collected data for the 2027 Bicycle Friendly Community application, prioritizing path renovations, and installing additional counters.

Discussion ensued regarding collecting and breaking down data to show who is using the paths to commute to work either by walking or biking. New counters will be placed in locations that will be good sources of data collection. Chair Kauftheil stated this presentation should emphasize data was missing, further suggesting the utilization of volunteers to collect data from the counters. Lastly, he suggested moving the counter at Del Camino to the tip of the convergence to capture all those using the path. A discussion ensued regarding data collection through the Strava app.

4. YEAR IN REVIEW

Nathan Domme, Transportation Planning Manager, presented an overview and discussed the following safety improvements:

- ▶ Completed improvement and studies

- 3 major roadway projects completed
- 2 active transportation studies
- 2.14 miles of new bike lanes added

- .17 miles of new sidewalks
- .14 miles of shared use paths
- 2 miles of trails
- ▶ Street Improvements: Paving and Restriping

- ▶ Bikeways Studies and Improvements
- ▶ Trails Map
- ▶ Pedestrian Improvements
- ▶ Completed Major Roadway Projects
- ▶ Map of Completed studies

Mr. Domme confirmed the final recommendation for the 100th Street improvement project did not incorporate lane reductions. There is a right-of-way issue that prevents a bike lane to be added for a quarter-mile section heading south on 64th Street. Mr. Davies explained Scottsdale does not have a sidewalk analysis; however, there was an attempt years ago to map out all the sidewalks using GIS. A discussion ensued regarding obtaining a gap analysis report for sidewalks with Mr. Davies noting this could be done in-house. Vice-Chair Wilcoxon noted the next question would be how to prioritize addressing any gaps. Ms. Conklu explained the east side of Chaparral Tunnel is not part of the high flow, and a drainage study is being done for the west side and other path locations that have ponding water issues.

5. ADJOURNMENT

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:35 p.m.

AYES: Chair Kauftheil, Vice-Chair Wilcoxon, and Commissioner Parrish. 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>**