



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

Notice and Agenda

Date: Thursday, February 6, 2025

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
Sarah Hect, 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 December 5, 2024

2. **Approval of Paths & Trails Subcommittee Annual Report**.....**Action**
Approval of the Annual Report for 2024 – Paths & Trails Subcommittee

3. **Transportation Action Plan (TAP) Shared** **Information**
Information on Shared Use Paths Goals and Future Projects in the Transportation Action Plan – Nathan Domme, Transportation Planning Manager

4. **CAP Canal Shared Use Path Project**.....**Action**
Approval of CAP Canal Shared Use Path – Susan Conklu, Senior Transportation Planner

5. **Projects and Programs Update**.....**Information**
Update on Department Projects and Programs – Nathan Domme, Transportation Planning Manager

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 Kyle Lofgren at 480-312-7839.



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
Manager 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 Pruitt, 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. Pruitt 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>**



2024 Annual Report

Paths & Trails Subcommittee

Prepared by Kyle Lofgren, Senior Management Analyst on January 30, 2025

Approved by the Paths & Trails Subcommittee on February 6, 2025

Web Site Address: [https://www.scottsdaleaz.gov/boards/transportation-](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

[commission/paths-and-trails-subcommittee](https://www.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee)

Number of Meetings Held: 6

Public Comments: 15

Major Topics of Discussion / Action Taken:

- Approval of the Paths & Trails Subcommittee Annual Report: Action; Approved 4-0.
- Changing the meeting date of the Paths & Trails Subcommittee: Action; Approved 4-0.
- Path and Trails Network Gap Analysis: Information and Action; Approved 4-0.
- Results from Bicycle Friendly Community Resident Feedback Questionnaire: Information.
- TAP Implementation: Information.
- Projects and Programs Update: Information.
- Los Alisos Trails Discussion: Information, Discussion and Possible Action; Approved 4-0.
- Federally and Regionally Funded Studies and Plans: Information.
- Subcommittee Identification of Future Agenda Items: Discussion.
- Los Alisos Trails Follow Up Discussion: Information, Discussion and Action; Approved 5-0.
- Bike Month Recap: Information.
- Bicycle Detection at Traffic Signals: Action; No action taken.
- Yearly Programmatic Capital Projects and CIP Update for Nonmotorized Improvements: Information.
- Motorized Devices on Paths: Information.
- Update the Location for the October Meeting: Discussion and Action; Approved 4-0.
- Trail Program History: Information.
- Desert Foothills Trail Expansion Project: Action; Approved 3-1.
- ADOT's Strategic Highway Safety Plan (SHSP) and Active Transportation Safety Action Plan (ATSAP): Information.
- Path Counter Program Update: Information.
- Year in Review: Information.

Current Member Attendance:

Member Name	Title	Present	Absent	Recused	Service Dates
Kent B. Lall	Chair	1	0	0	January to February
Lee Kauftheil	Vice-Chair then Chair	6	0	0	January to December
Kerry Wilcoxon	Transportation Commissioner then Vice- Chair	4	1	0	April to December
Kyle Davis	Subcommittee Member	3	0	0	January to June

Bradley Adame	Subcommittee Member	3	2	0	January to December
Susan McGarry	Parks & Recreation Commissioner	4	1	0	January to October
Kristen Parrish	Parks & Recreation Commissioner	1	0	0	December to December

** Note Lee Kauftheil replaced Kent B. Lall as Chair. Kerry Wilcoxon filled Lee Kauftheil's Vice-Chair role. Kristen Parrish replaced Susan McCarry's role when her term ended.*

Subcommittees: Background: The Paths & Trails Subcommittee (formerly known as the Trails Sub-Committee) was formed on March 18, 2010 as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consisted of two Transportation Commissioners who are appointed by the Transportation Commission Chair, and two non-Commission members who are appointed by City Council. The Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails outside of the boundary of Scottsdale's McDowell Sonoran Preserve.

The Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

Ethics Training: Yes. Online ethics training was completed by all Commissioners and Subcommittee Members prior to their first meeting of the year on February 6, 2025.

Selected Officers: Yes. At the Transportation Commission meeting on February 15, 2024, Lee Kauftheil was selected to be Chair and Kerry Wilcoxon was selected to be Vice-Chair.

Reviewed Bylaws/City Code: Yes. As noted above, the Trails Sub-Committee at their meeting of December 6, 2013, and the Transportation Commission at their meeting of December 19, 2013, recommended that the City Council adopt a revised Ordinance No. 4148. At the City Council meeting of April 29, 2014, the Council adopted the Revised Ordinance No. 4148 that primarily changed the name of the Trails Sub-Committee to the "Paths & Trails Subcommittee" and increased the membership of the Paths & Trails Subcommittee to include a Parks & Recreation Commission representative.

Anticipated Key Issues: N/A.

Future Significant Work Products: Reviewing and providing input to city staff for items that will move through the Paths and Trails Subcommittee onto the Transportation Commission as action items.

Upcoming Opportunities, Challenges, or Outcomes: Further implementation of the Transportation Action Plan (TAP) initiatives.

Additional Comments/Recommendations: N/A.

Report Approved on: February 6, 2025.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Paths and Trails
From: Nathan Domme, Transportation Planning Manager
Subject: Transportation Action Plan Shared-Use Path
Meeting Date: February 6, 2025

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide a review of content in the Transportation Action Plan related to Shared Use Path Planning in the City of Scottsdale. This information includes Goals and Policies in the Bikeway Element as well as identified projects in the Implementation Section.

Background:

The 2022 Transportation Action Plan (TAP) is an update to the 2016 Transportation Master Plan and a continuation of transportation planning in Scottsdale that has occurred since the early 1990s. Goals and objectives have remained consistent throughout these plans and support the Scottsdale General Plan. The General Plan “recognizes the primary role of the automobile, but also fully integrates other modes, such as public transit, air travel, bicycling, and walking” (General Plan 2035, p. 151).

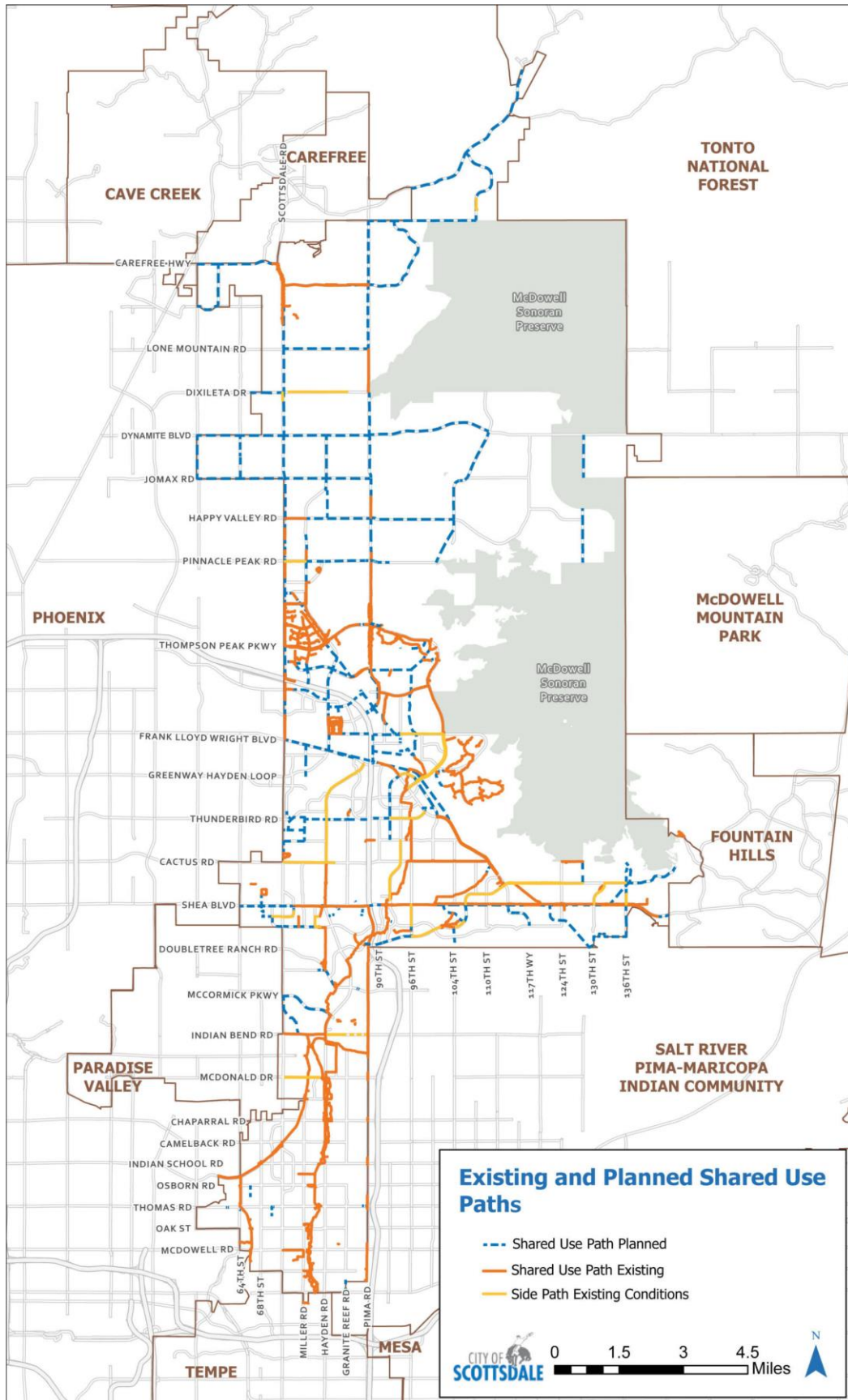
The Transportation Action Plan 2022 (TAP) is a culmination of these past planning efforts alights with approved policies, network planning and design standards. The Complete Streets Policy provides connectivity for all travel modes including trails. The plan also includes the goal to “Close system gaps and improve local and regional connectivity with path systems, trail corridors and transit routes.”

The TAP is divided into five transportation elements and an implementation program. Within each element section you’ll find relevant goals, policies, performance measures, classifications, figures, and ongoing data collection. The Bikeway Element includes goals to expand access to the shared use path system. The implementation section has identified several shared use path projects that will enhance the network.

Language in the TAP related to Shared Use Paths

The existing and planned shared use path network is shown below. These paths link to the on-street network while providing connectivity to a wider range of bicyclists. They also feature grade-separated crossings in many locations. Segments are prioritized for construction based on three criteria: the potential demand in the vicinity of the corridor, the existing bicycling conditions on parallel roadways and the potential for connections to the city’s existing bicycle network. The availability of grant funding is also considered.

The TAPs main goal for Shared use paths is to provide access to a shared use path within ½-mile of all residences, unless privately owned property or natural terrain make it impractical.



Primary Shared Use Paths

Three primary shared use paths serve as the spine and main linkages throughout Scottsdale: the Indian Bend Wash (IBW) Path, the Crosscut Canal Path/Arizona Canal Path and the Central Arizona Project (CAP) Canal Path. Each provides local and regional connectivity and is a high priority for implementation. More details on the three primary paths are provided below and shown in Figure B-4:

Indian Bend Wash (IBW) Path:

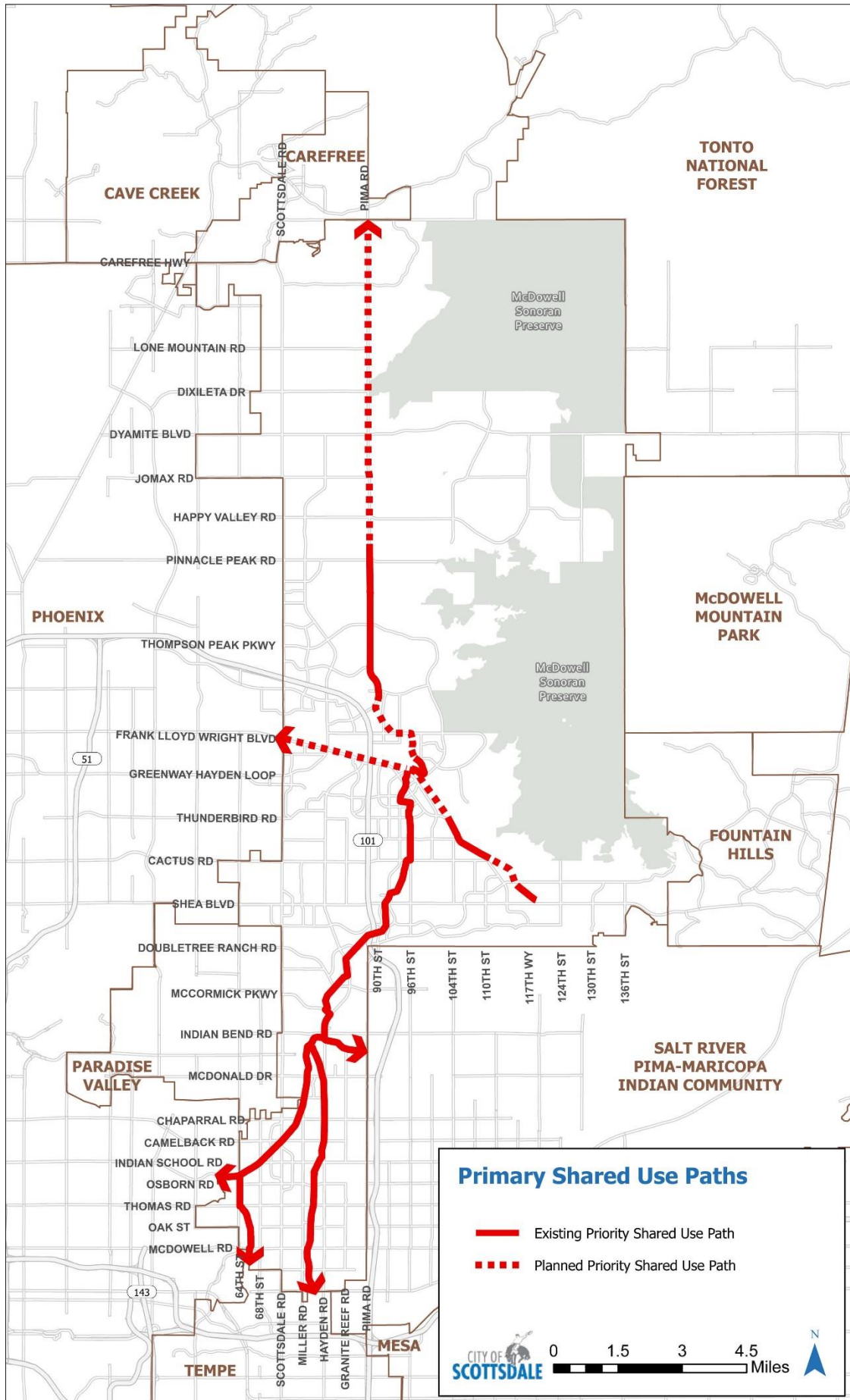
The IBW path runs north/south and links to the city of Tempe and the town of Carefree. Approximately 15 miles of path exist from McKellips Road to the WestWorld area, which is the approximate center point of the IBW Path. The northern section is approximately 13 miles long, of which 3.5 miles is constructed between Trailside View and Pinnacle Peak Road, while the rest is planned.

Crosscut Canal Path/Arizona Canal Path:

The 1.8-mile Crosscut Canal Path connects to a path in Tempe and to the 5.8-mile Arizona Canal Path, which connects to Phoenix and the Salt River Pima Maricopa Indian Community. Both canals are paved throughout Scottsdale.

Central Arizona Project (CAP) Canal Path:

As part of a regional planned path, Scottsdale's 9.2-mile planned path runs along the south side of the CAP Canal, primarily along adjacent developed land. Approximately 2.2-miles of the path are complete east of Loop 101 along the Frank Lloyd Wright Blvd. corridor. This path connects to city of Phoenix and the Salt River Pima-Maricopa Indian Community.



Implementation Section

There will always be a finite level of resources available to meet current and future transportation system needs. Therefore, a program to prioritize new transportation infrastructure projects, programs and services must also consider the requirements necessary to preserve, maintain and operate/optimize the existing transportation system.

The following list of ranked priorities will be used to guide transportation system investments:

1. Preserve/Maintain/Optimize existing infrastructure.
2. Meet Americans with Disabilities Act, Air Quality, Water Quality and other regulatory requirements.
3. Enhance safety and test new concepts/technology.
4. Provide transit service with minimum 30-minute frequency.
5. Develop capital projects with funding from outside sources.
6. Develop capital projects that are funded only by the city and prioritize non-motorized access.

The following factors, in addition to cost, will guide transportation investment in specific Capital Improvement Plan (CIP) projects and programs:

- Condition and maintenance cost of existing assets
- Safety and/or regulatory compliance requirements
- Citizen input
- Expected usage levels (current and projected)
- Connection to regional networks
- Completion of a network gap
- Coordination with new development
- Connection to transit service
- Recommendation in a regional plan
- Expansion of non-auto options

Below is the list of Projects Identified as Shared Use Path Future Projects:

Shared Use Paths Project/Program List

Project/Program Name	Description
Indian Bend Wash Shared Use Path Expansion - McKellips Road to Shea Boulevard	Redesign and widening/reconstruction of the Indian Bend Wash shared use path system between McKellips Road and Shea Boulevard (approximately 10 miles). The improvements will meet current design standards for width, slope and accessibility that were not in place when most of the pathway was built in the 1970s and 1980s. Impacts to the usability of the path due to adjacent irrigation and ponded stormwater will be addressed and a new bridge will be required at the Osborn Road crossing. Improved accommodations for cyclists at the two remaining signalized roadway crossings, Indian Bend Road and McCormick Parkway are also needed. Phase I is funded in the FY 22-26 CIP.
Pima Shared Use Path - Roosevelt to McDowell	Reconstruct and widen approximately 0.7 miles of existing 8' path that is in poor repair. The new width will be 10'. It is expected that the path will continue south when the Salt River Pima-Maricopa Indian Community extends Pima Road to the Curry Road alignment.

Shared Use Paths Project/Program List

Project/Program Name	Description
CAP Path and Trail	Complete the CAP Trail shared-use path between Scottsdale Road and 124th Street. The project will include an 8-10' concrete path and grade-separated crossings at Thompson Peak Parkway, Via Linda and Shea Boulevard. Approximately 2.3 miles of the 8.3-mile corridor have been constructed by the city or adjacent landowners. The 3 grade separated crossings will pass under existing bridges. A separate proposal for a Loop 101 overpass bridge has also been developed.
WestWorld Area Path and Trail Connections	Construct approximately 5.5 miles of 10' shared use path and 6-8' trail that link the upper Indian Bend Wash Path System to the McDowell Mountain Preserve, the north Pima Road Path and Thompson Peak Park. Grade-separated crossings will connect to existing drainage structures at Thompson Peak Parkway and Bell Road and to buried tunnels at Pima Road and Hayden Road.
Shea Boulevard Shared Use Path - 142nd Street to Eagle Mountain Parkway	Construct a 10' wide shared use concrete path, handrail, and new guardrail along curb on the south side of Shea Boulevard from the existing section of shared use path at 142nd Street east to Eagle Mountain Parkway in Fountain Hills. Partnership with Fountain Hills is required.
Shea Boulevard Shared Use Path Gap Connections	Complete approximately 4.6 miles of 8-10' shared use path gaps along the south side of Shea Boulevard between 64th Street and 142nd Street. Approximately 4.4 miles of 8' shared use path separated from back of curb has been constructed over the past several decades by adjacent development and/or the city. There is not sufficient space on street to add bike lanes by narrowing travel lanes.
CAP/Loop 101 Bike and Pedestrian Bridge	A concept for the Loop 101 overpass bridge was developed using a MAG design assistance grant in 2014. This structure, including approaches, is approximately 2000 feet long and is separate from the CAP Path & Trail project.
Bicycle/Pedestrian Bridge at Loop 101 and Union Hills	Construct a new bicycle/pedestrian bridge across the Loop 101 on the former Union Hills Road alignment and approximately 0.6 miles of 10' shared use path from Loop 101 to Pima Road. An underpass at Pima Road to connect to the Indian Bend Wash Path extension may also be constructed.
Indian Bend Wash Northwest Branch - Scottsdale Road to Indian Bend Road	Construct a new 10' shared use path connecting Scottsdale's Indian Bend Wash Path to an existing bridge where Scottsdale Road crosses the northwest branch of Indian Bend Wash (approximately 1.1 miles). This connection is part of a proposed Regional Conduit identified in MAG's 2020 Active Transportation Plan.

Staff Contact: Nathan Domme, 480-312-2732, Ndomme@scottsdaleaz.gov

Implementation Section

TAP Shared Use Path Goals, Objectives and Projects

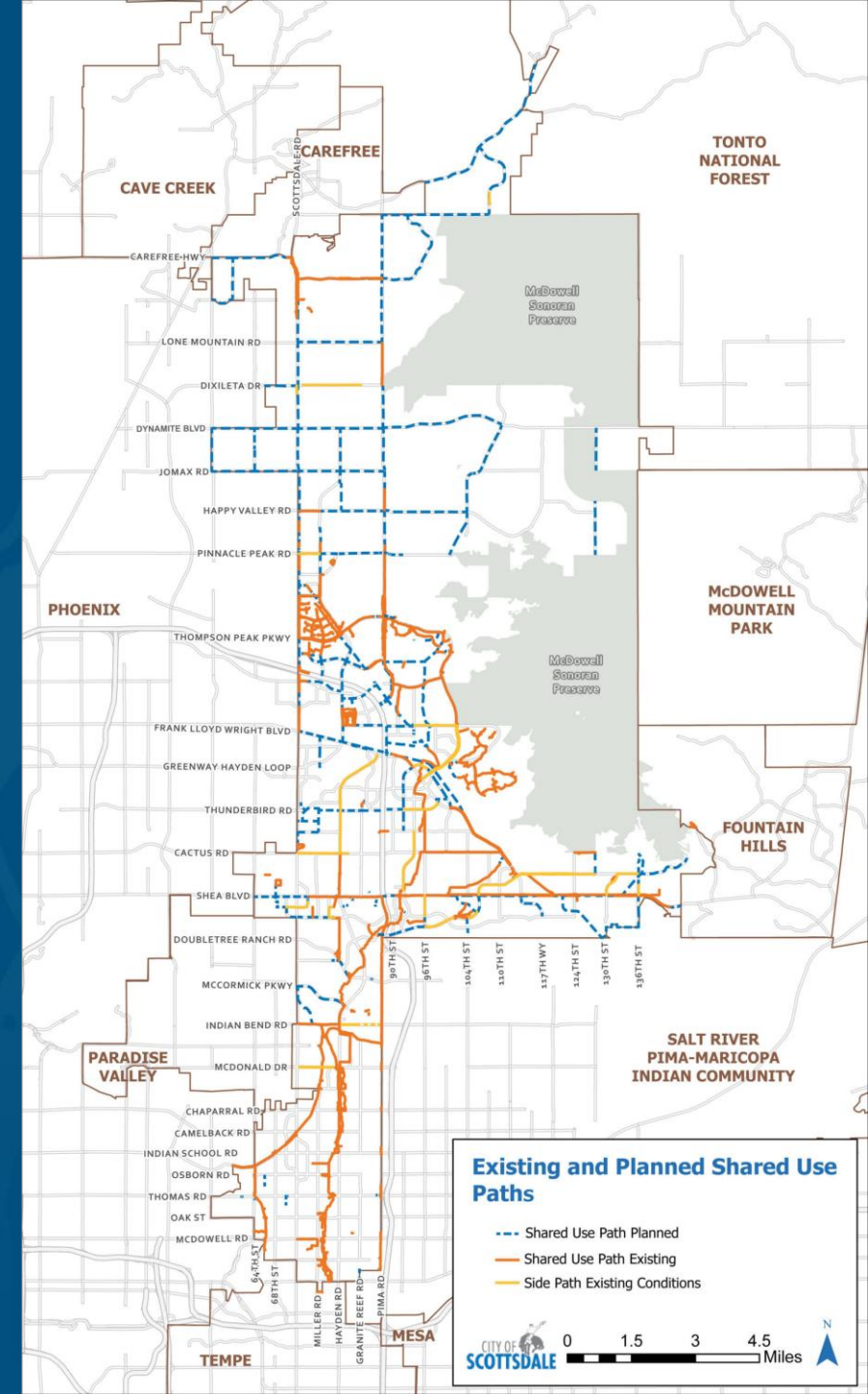
Paths & Trails Subcommittee

February 6, 2025



Existing Shared Use Path Network

- 2008 TMP – 61 miles of Shared Use Paths
- 2022 TAP – 129 miles of Shared Use Path
- Since the TAP Staff redefined 25 miles of existing Side Paths
 - Totaling 150 miles of a Shared Use Path Network
- 110 miles Paths Shared Use Paths



Shared Use Paths

- A paved pathway
- Exclusive use of active transportation
- Two-way movement (general indicated with yellow center line)
- Separated from roadway infrastructure
- Standard width to accommodate all users
- Signage with destination, directional, path identity, and safety information



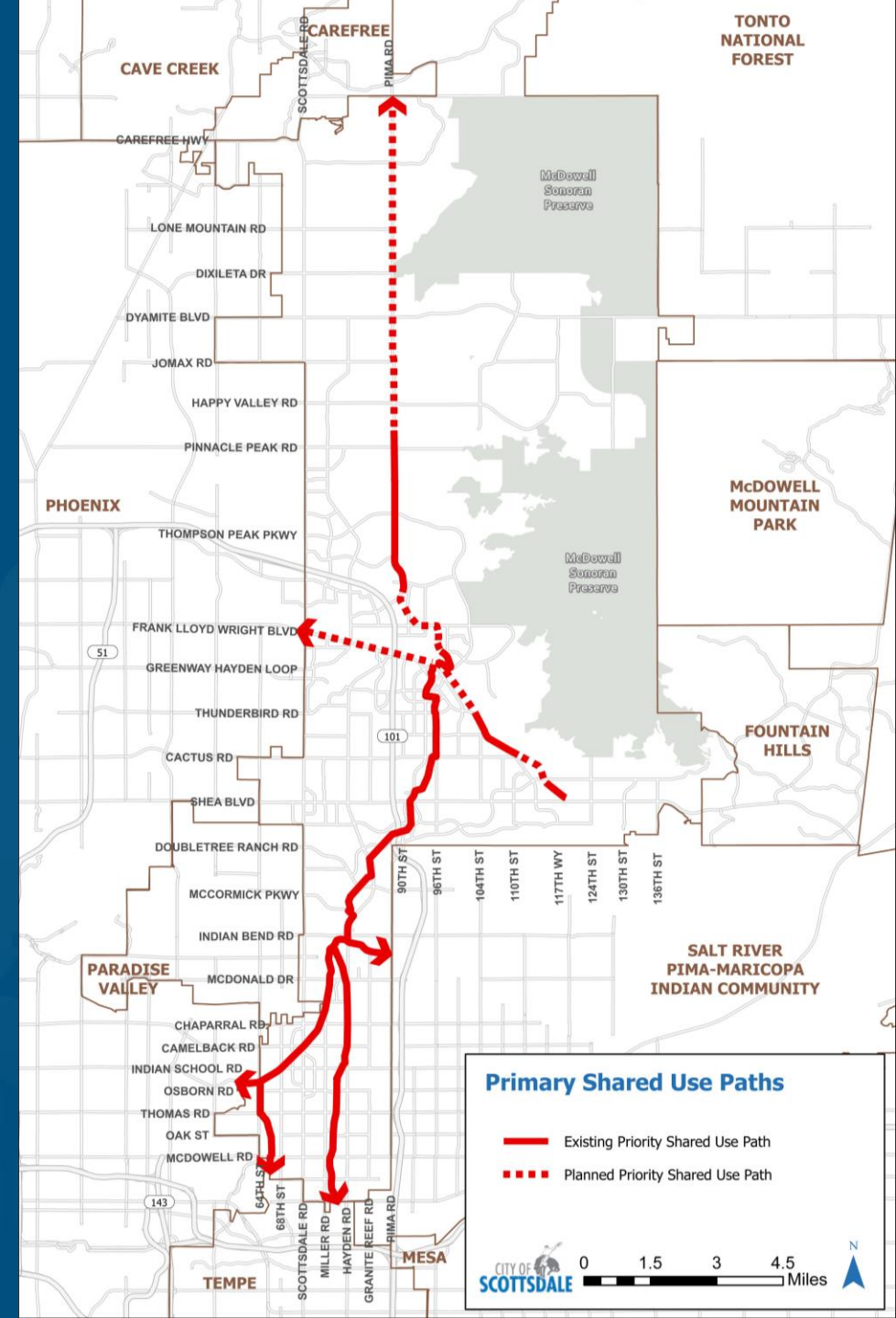
Side Paths (Street Adjacent)

- 8ft or 10ft path
 - Exclusive use of active transportation
 - Two-way movement (general indicated with yellow center line)
 - Back of curb to street
-
- Standard width to accommodate all users
 - Signage with destination, directional, path identity, and safety information



Primary Shared Use Paths

- Three primary shared use paths serve as the spine and main linkages throughout Scottsdale:
 - Indian Bend Wash (IBW) Path
 - Crosscut Canal Path/Arizona Canal Path
 - Central Arizona Project (CAP) Canal Path



Goals and Performance Measures

TAP Goal

- Provide access to a shared use path within ½-mile of all residence, unless privately-owned property or natural terrain make it impractical

Policies

- Construction Priorities: Completion and renovation of the three primary shared use paths.
- Wayfinding: Implement a cohesive wayfinding system directing people to and along shared use paths

Performance Measures

- Mileage of complete shared use paths

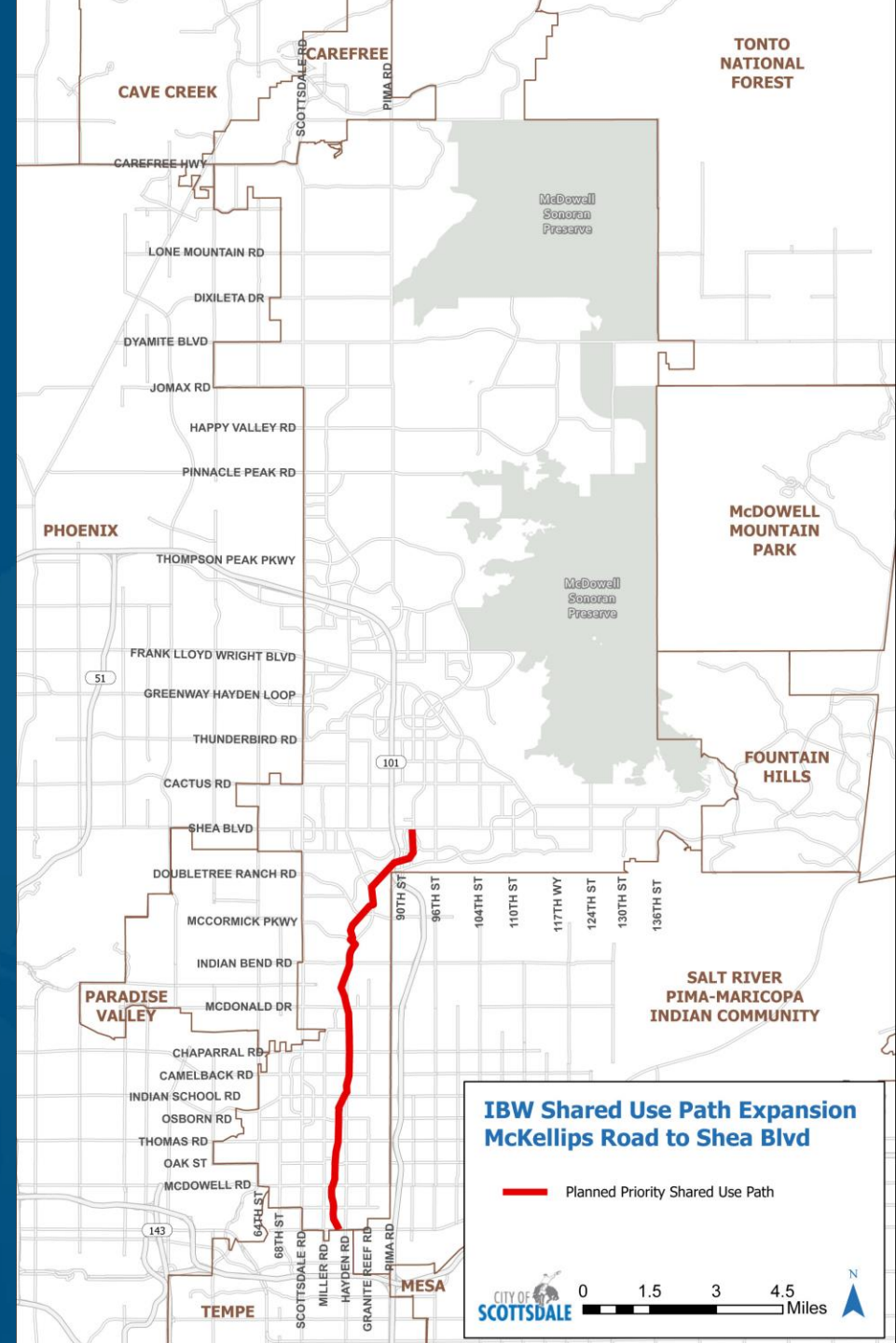


Long Term Projects in the TAP

- Indian Bend Wash Shared Use Path Expansion – McKellips Road to Shea Blvd
- Pima Shared Use Path – Roosevelt to McDowell
- CAP Canal Path and Trail – Under Design
- WestWorld Area Path and Trail Connections
- Shea Blvd Shared Use Path 142nd St to Eagle Mountain Parkway
- Shea Blvd Shared Use Path Gap Connections
- CAP/Loop 101 Bike and Pedestrian Bridge
- Bicycle/Pedestrian Bridge at Loop 101 and Union Hills
- Indian Bend Wash Northwest Branch – Scottsdale Road to Indian Bend Road

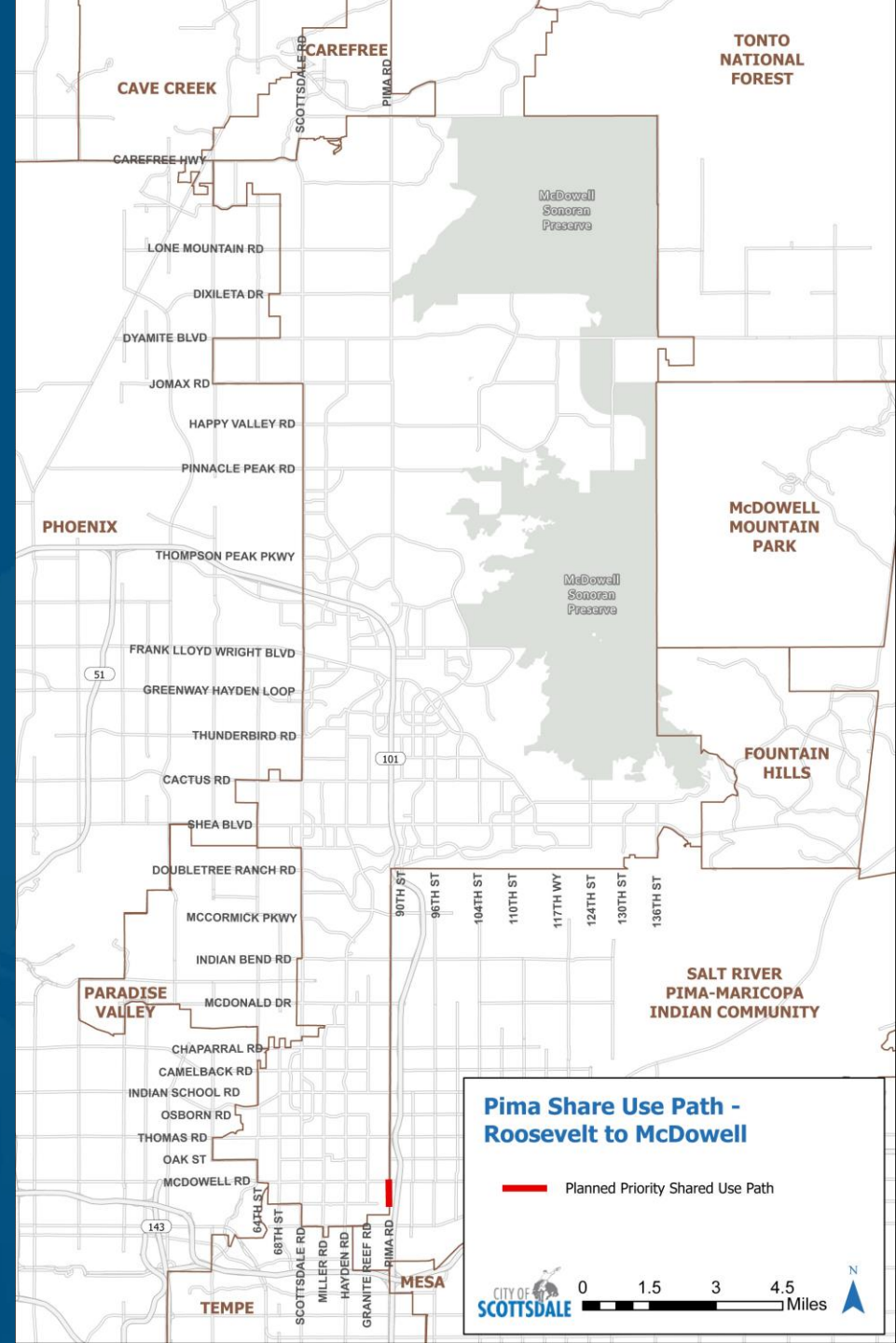
IBW Shared Use Path Expansion – McKellips Road to Shea Blvd

- 10 miles
- Reconstruct and Widen
- Meet current design standards for
 - width,
 - slope and
 - accessibility.
- New bridge at Osborn road crossing
- Improved accommodations at signalized intersections



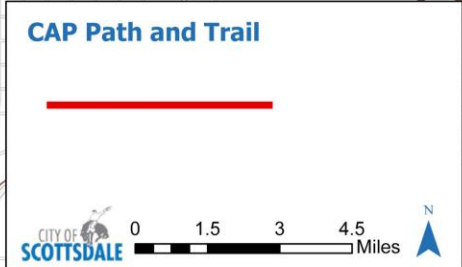
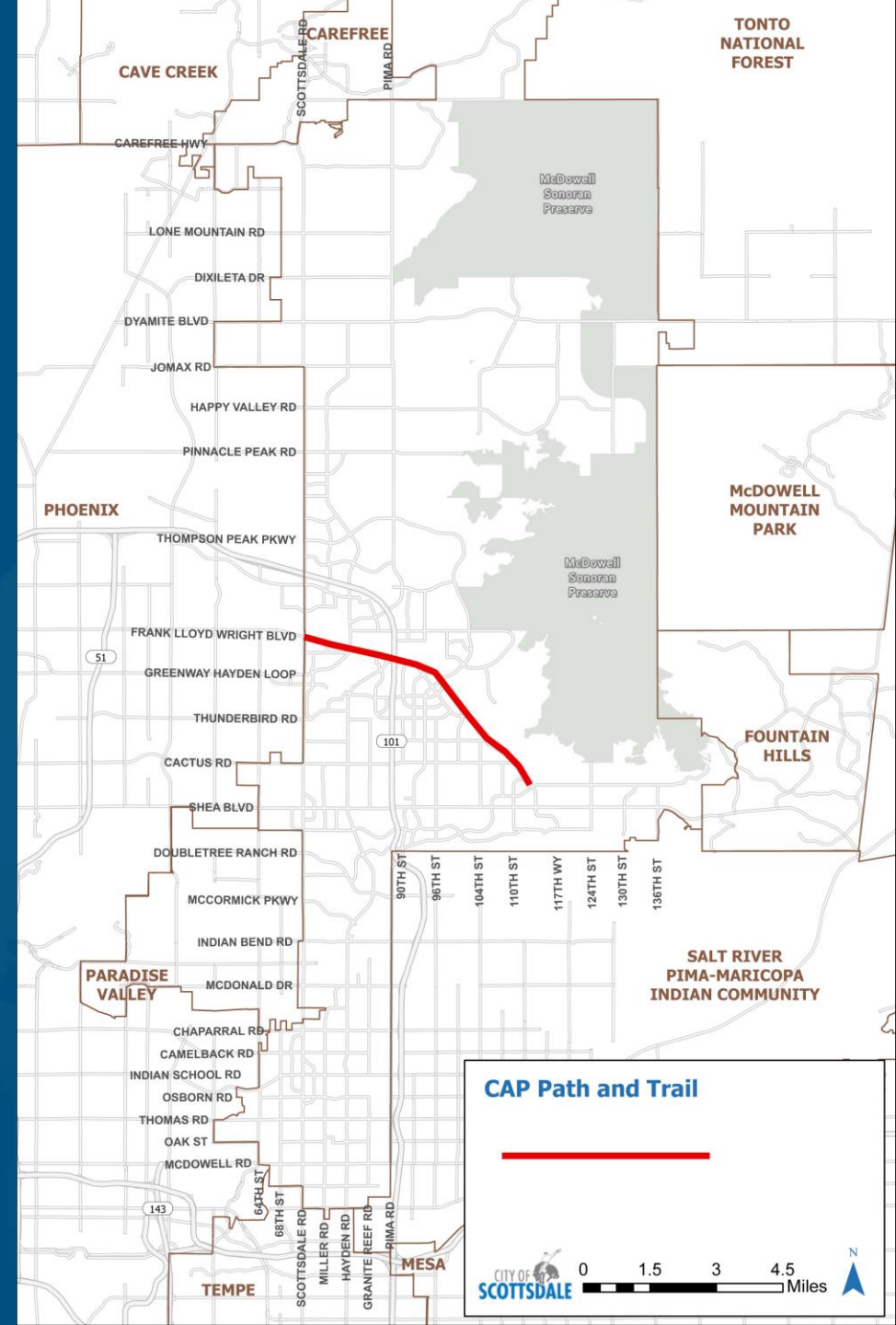
Pima Shared Use Path – Roosevelt to McDowell

- 0.7 miles
- Reconstruct and Widen
- Meet current design standards for
 - width,
 - slope and
 - accessibility.
- Possible Future connection to Curry Road (SRP-MCP Construction)



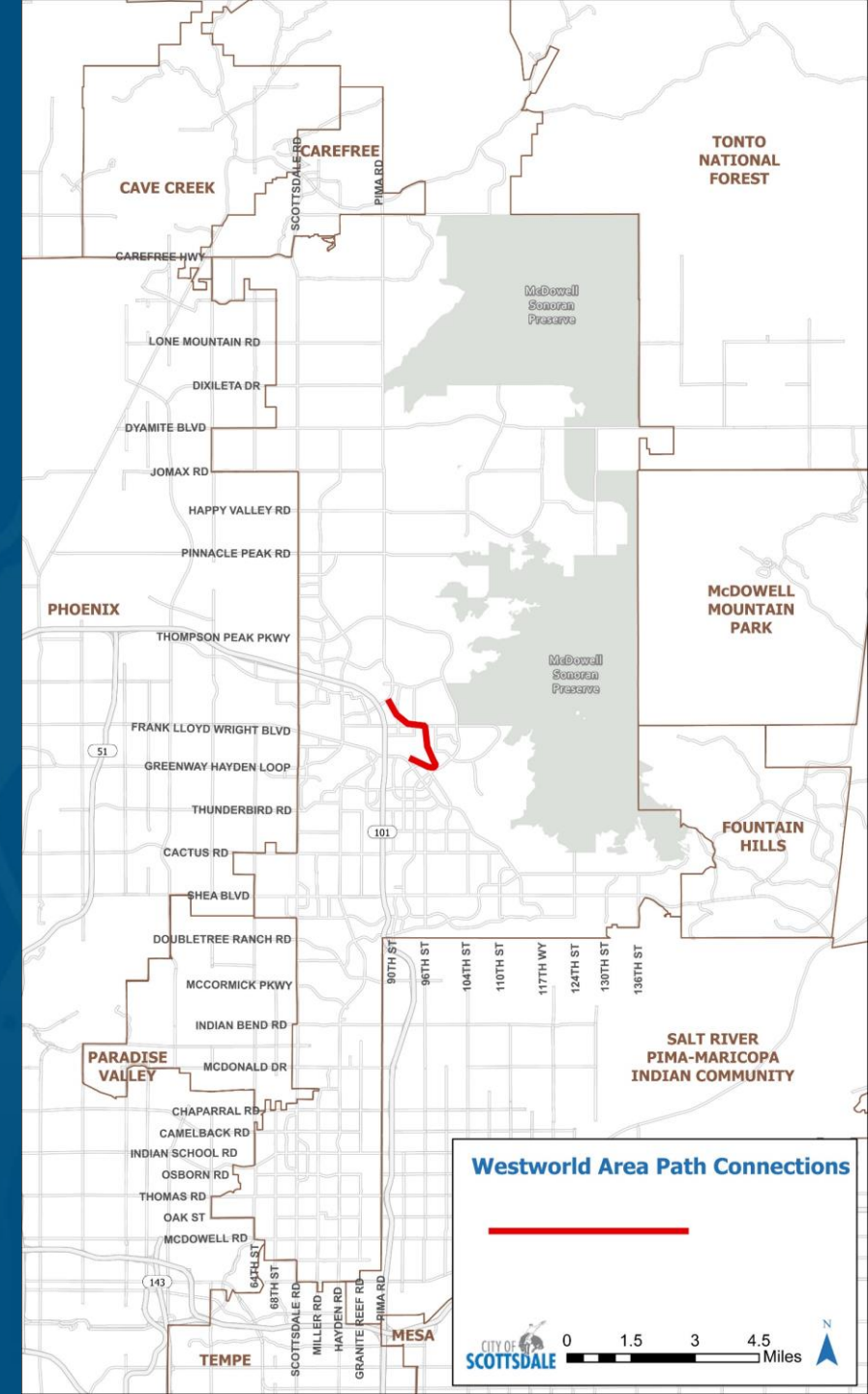
CAP Canal Path and Trail

- 2.3 miles of 8.3 corridor as been constructed
- New Shared Use Path
- Grade separated crossing at:
 - Existing Bridges
 - Thompson Peak Parkway
 - Via Linda
 - Shea Blvd



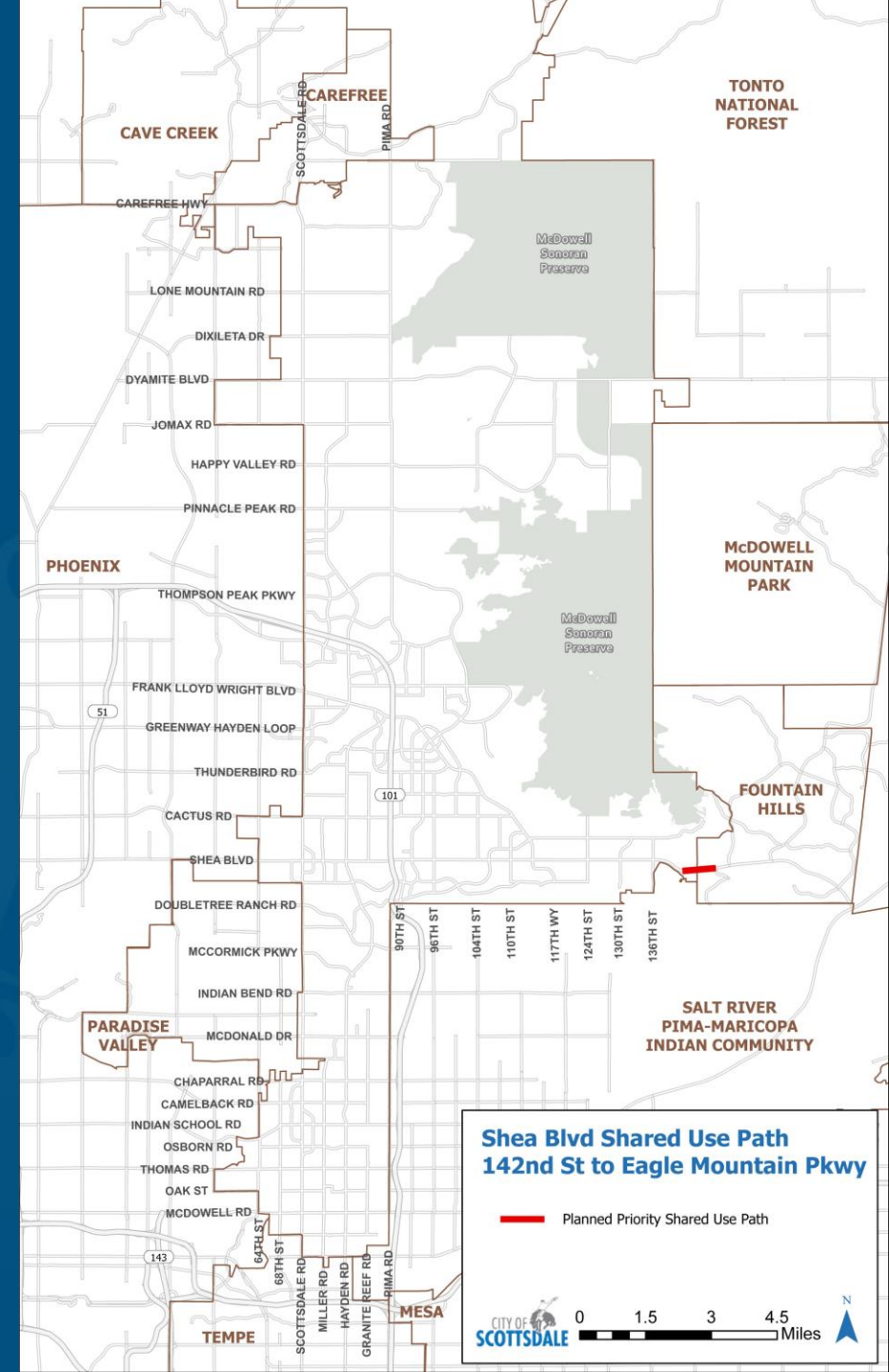
Westworld Area Path Connections

- 5.5 miles
- New Shared Use Path
- Grade-Separated crossings
 - Pima Road
 - Thompson Peak Parkway



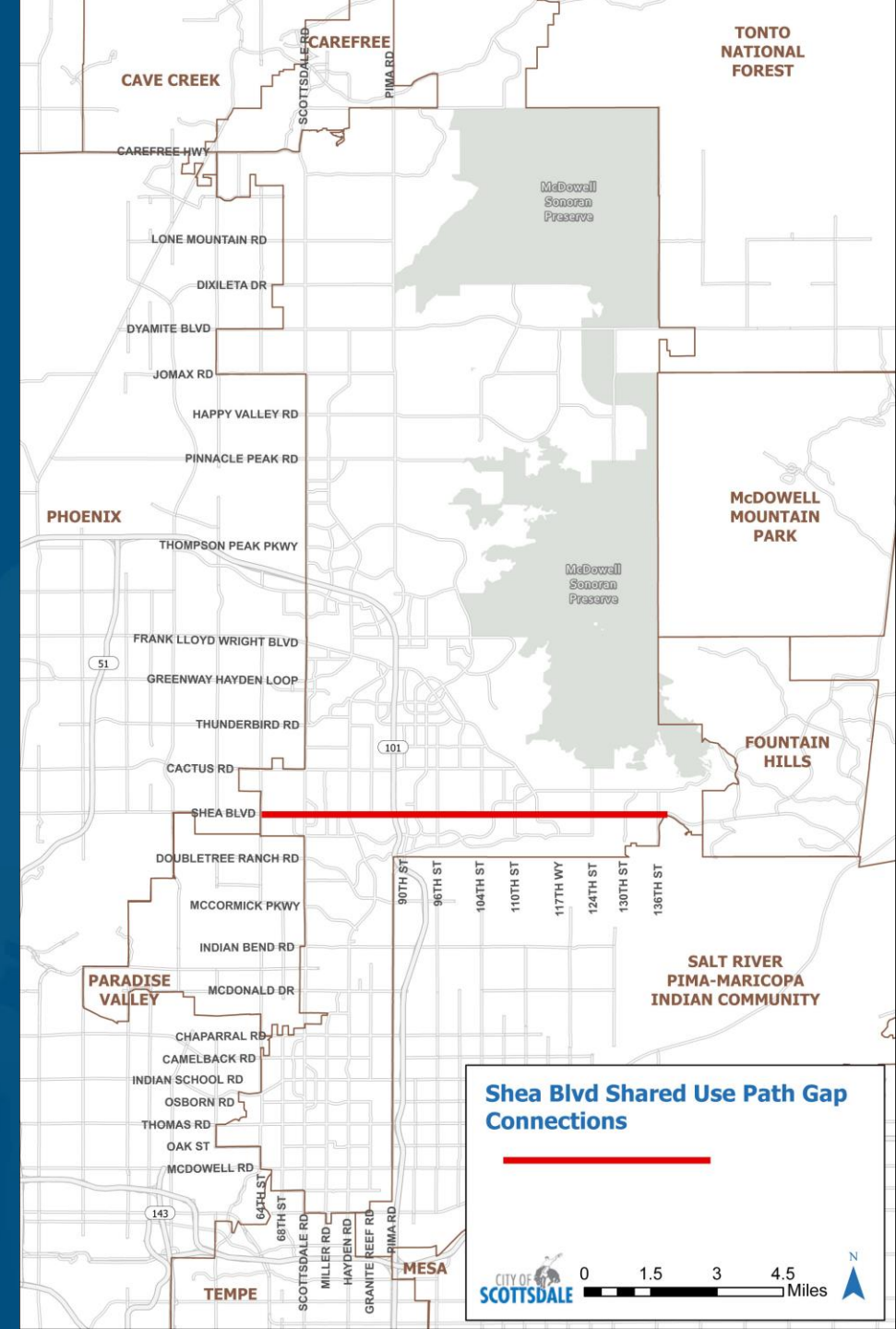
Shea Blvd Shared Use Path 142nd St to Eagle Mountain Parkway

- Short connection
- New shared use path
- Connection Scottsdale to Fountain Hills
- Partnership with Fountain Hills



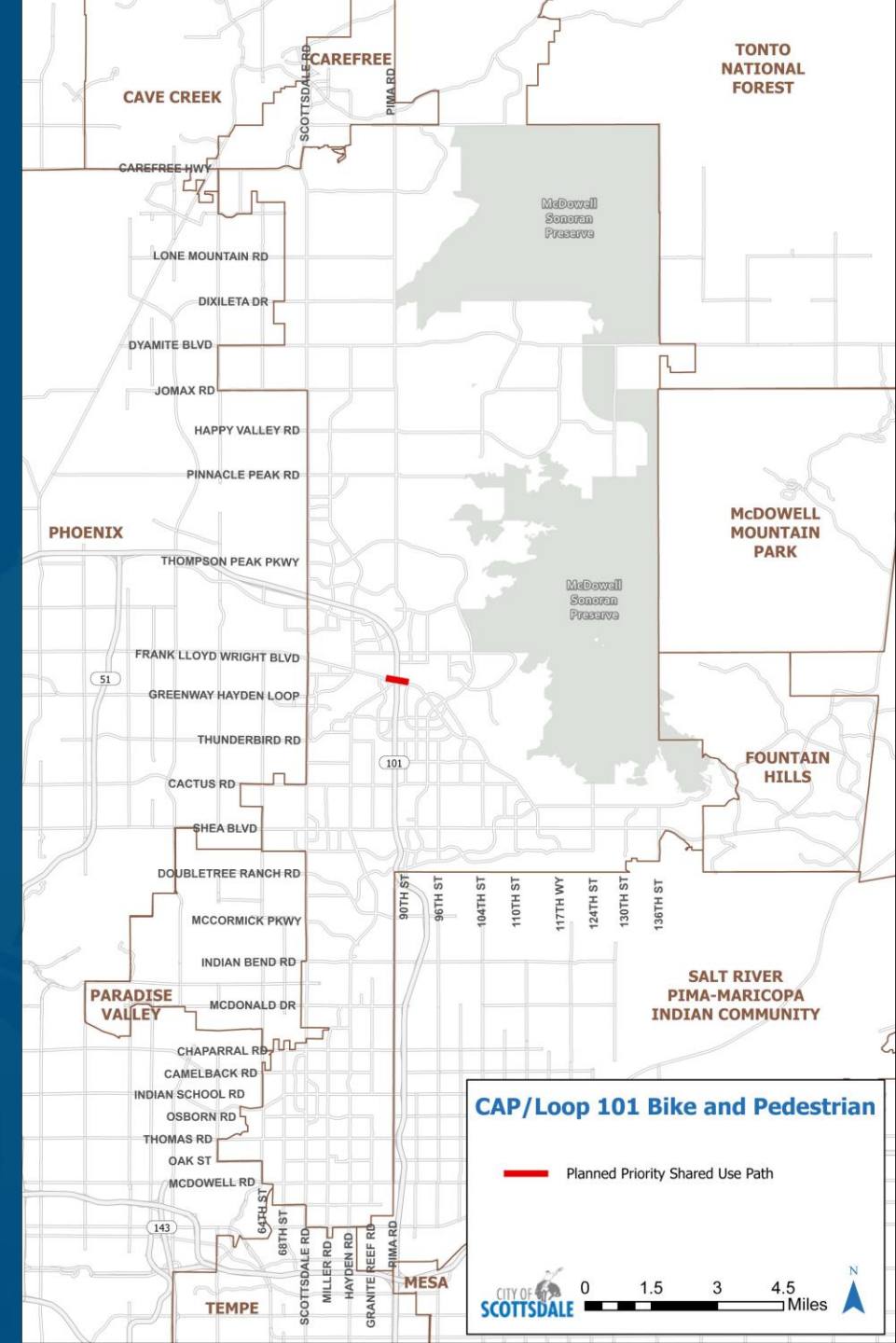
Shea Blvd Shared Use Path Gap Connections

- 4.6 miles of gaps
- Fill gaps along Shea between 64th and 142nd
- Not sufficient space on street to recommend narrowing travel lanes



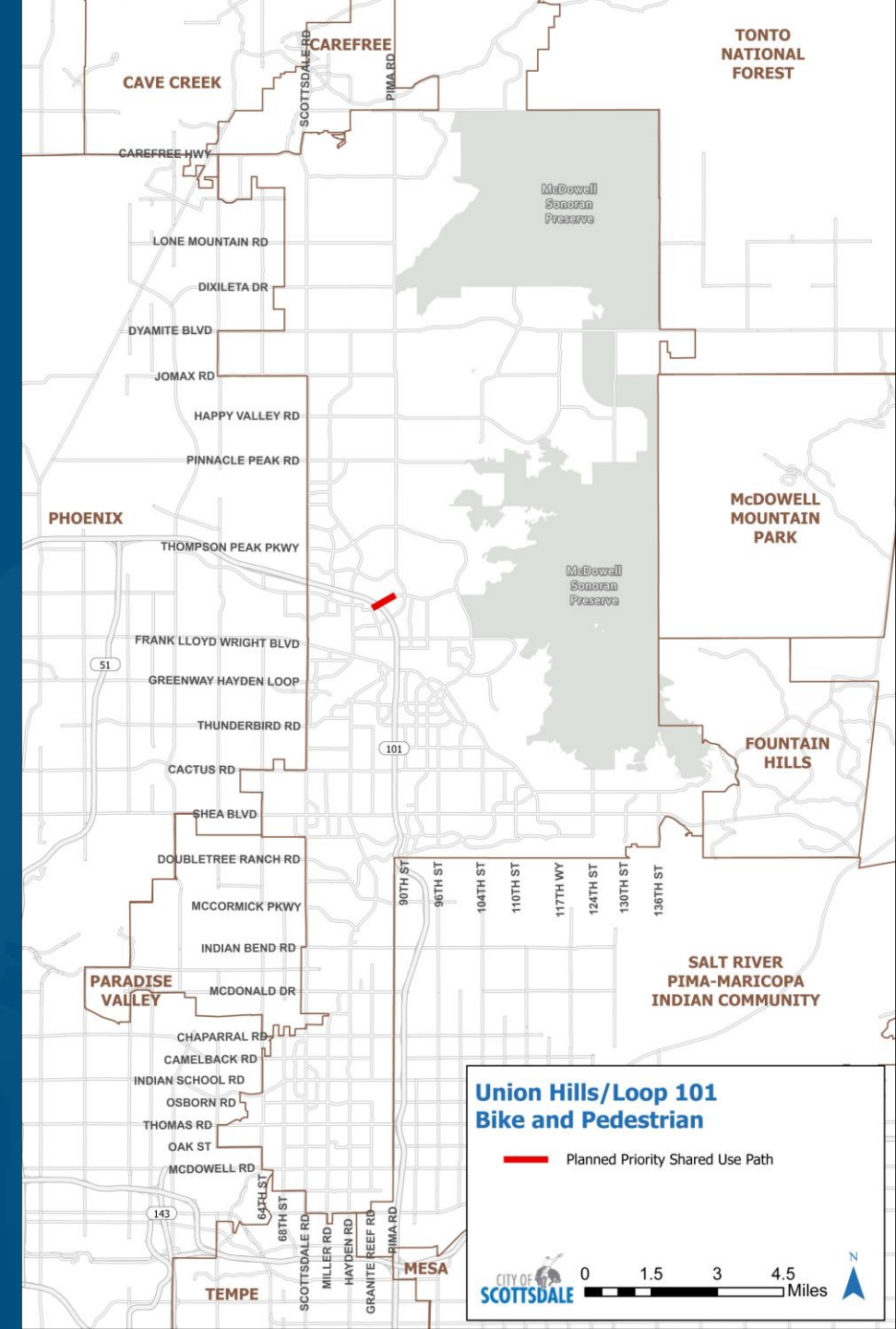
CAP/Loop 101 Bike and Pedestrian Bridge

- 2000 Ft
- Overpass bridge over Loop 101
- Key connection for the CAP Canal Path



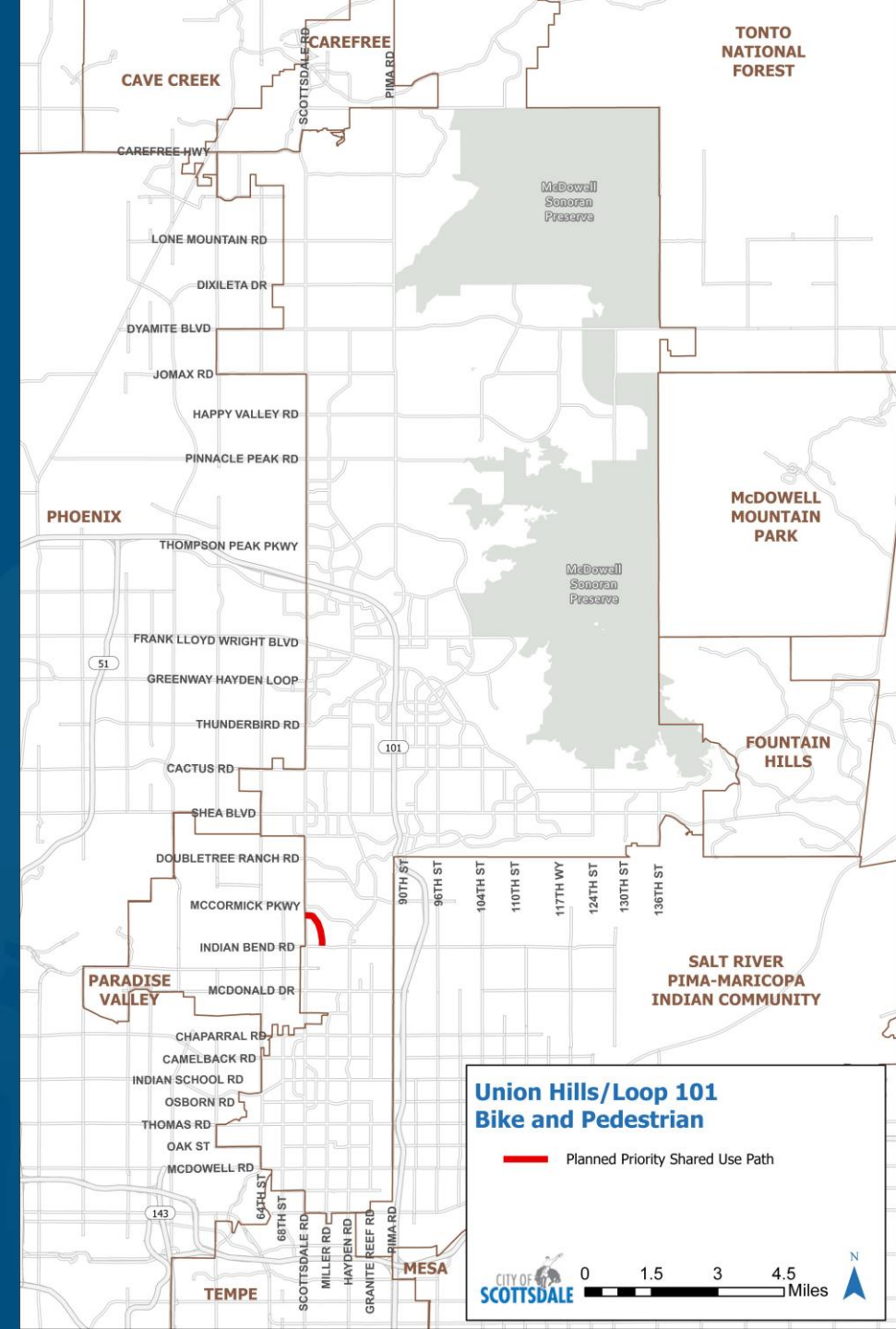
Bicycle/Pedestrian Bridge at Loop 101 and Union Hills

- Overpass bridge of Loop 101
- Key connection for the Airpark to DC Ranch and North Scottsdale



IBW Northwest Branch – Scottsdale Rd to Indian Bend Rd

- 1.1 miles
- New Shared Use Path
- Regional Connection



Grade Separated Crossing Improvements

- A grade-separated crossing is a bridge, underpass or tunnel that allows nonmotorized traffic to avoid any interaction at street crossings.
- Grade-separated crossing should be required with new construction where major roadways cross a trail or path.



Chaparral Underpass: Number 113 in the city

Transportation Project Development Priorities

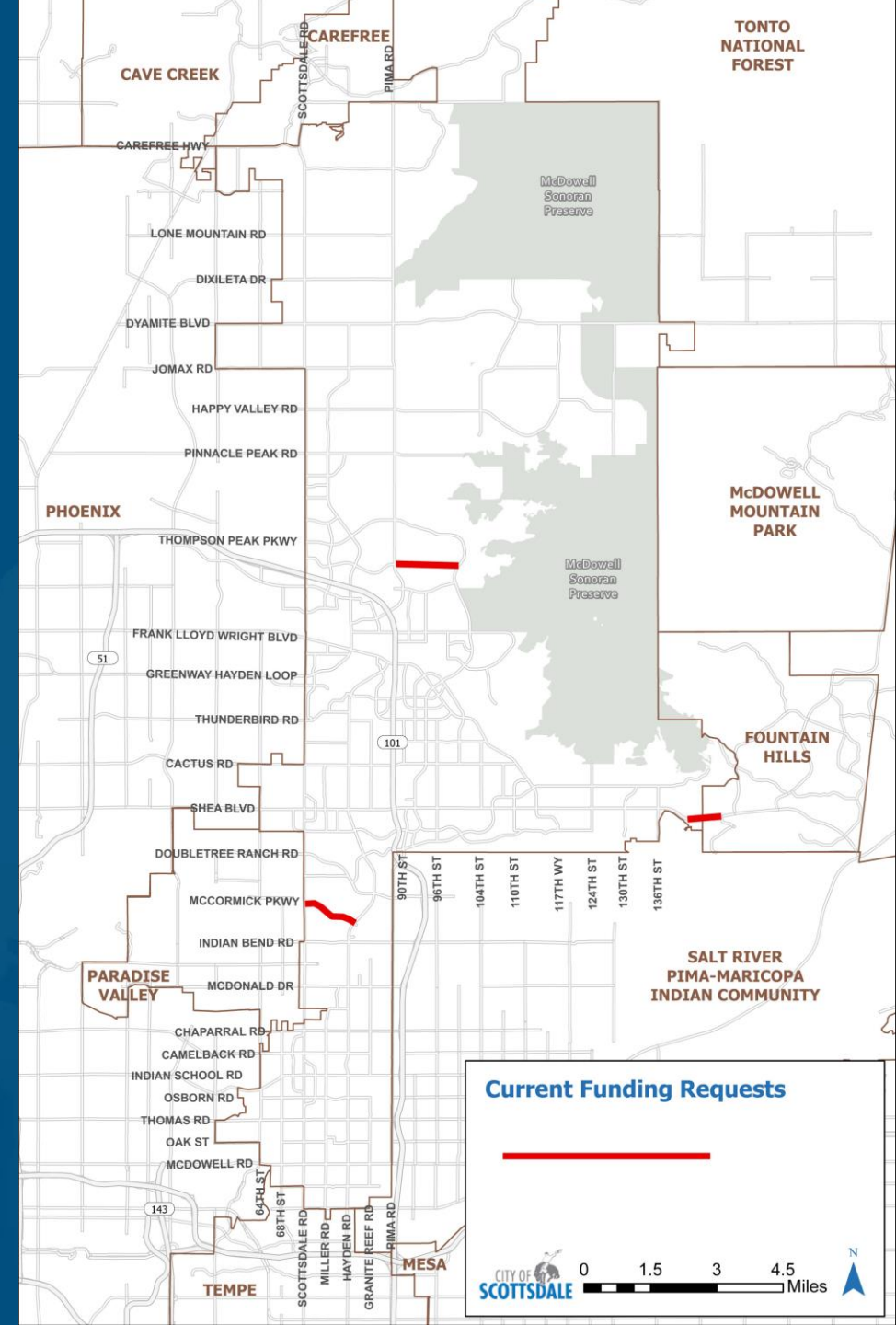
1. Preserve/Maintain/Optimize existing infrastructure
2. Meet Americans with Disabilities Act, Air Quality, and other regulatory requirement
3. Enhance safety and test new concepts/technology
4. Provide transit service with minimum 30-minute frequency
5. Develop capital projects with funding from outside sources
6. Develop capital projects that are funded only by the city and prioritize non-motorized access.

Capital Improvement Plan (CIP) Projects and Programs Investment Factors

Condition and Maintenance cost of existing assets	Safety and/or Regulatory compliance Requirements	Citizen Input	Expected usage levels (current and projected)	Connection to regional networks
Coordination with new development	Connection to transit service	Recommendation in a regional plan	Completion of a network gap	Expansion of non-auto options

Next Steps

- Three Funding Requests
 - McCormick Parkway Southside from Scottsdale Rd to Hayden
 - Expected usage levels
 - Shea 142nd to Fountain Hills boundary
 - Connection to regional networks
 - Hualapai Dr from Pima Rd to Preserve
 - Citizen Input





Questions
and
Discussion

SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT

To: Paths & Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Central Arizona Project Canal Project
Meeting Date: February 6, 2025



ITEM IN BRIEF

Action:

Action

Background:

In 2022, Transportation Staff submitted a grant application for the Central Arizona Project (CAP) Canal Path between Scottsdale Road and Northsight Blvd for construction in 2025. This is part of the Primary Shared Use network and a regional connection to our neighboring communities. The project aligns with the goals of the Transportation Action Plan (TAP). It is included in the TAPs Bikeway and Implementation Elements. It meets several of the goals and policies, including:

- Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.
- Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.
- Provide access to a shared use path within ½-mile of all residences, unless privately owned property or natural terrain make it impractical.
- Maintain and enhance the current bike transportation network to meet current design standards.

The multi-use paths provide a safe space for family use along the multi-use path system that accommodate users including walkers, runners, bicyclists, and other mobility devices. The path has been designed for recreational use including bike riding, but it is also used for transportation. Typically, recreational bike users avoid roads and prefer to be away from traffic.

Paths accommodate a wide range of skill levels; from the least skilled bicyclists (including young children learning to ride) while still being of interest to the most skilled. Paths are typically striped to indicate two-way traffic. Signage provides destination, directional, path identity and safety information along the network. As these paths are shared-use, bicyclists must yield to pedestrians and pass on the left. All users must keep to the right half of the paths.

Central Arizona Project (CAP) Canal Path Project:

This project is on the south side of the CAP Canal and north side of Frank Lloyd Wright Boulevard, from Scottsdale Road to Northsight Boulevard. The path ties to the existing pedestrian improvements east of Northsight Boulevard and the existing path network.

This project will provide non-motorized connectivity where there are no bike lanes or sidewalks on the north side of the street. It will connect to bus stops, existing north/south bike lanes and routes along a 6-lane major arterial with 45 mph speed limit. There are four existing signalized crossings, including two crossings over the CAP Canal with existing paths/sidewalks. The project will connect to three north/south bike lanes and 26 bus stops in an area with major trip generators and destinations for all modes.

The project consists of a 1.8-mile concrete bicycle and pedestrian path and associated access ramps, relocation and improvement of bus stops (Route 170), landscape restoration, wayfinding signage and regrading.

- Improves safety, connectivity, and quality of life for residents using the expanded path system.
- Helps with circulation to and from area events such as the WMPO and nearby businesses.

This project is within the Greater Scottsdale Airpark area which contains the largest industrial-zoned area within the City of Scottsdale with over 50,000 employees. Additionally, it is the location of some of the largest special events attended in the city, such as the Waste Management Phoenix Open (600,000+ attendance), WestWorld area (280,000 annual visitors) with events including the Barrett Jackson Auto Auction and the Arabian Horse Show. The Promenade commercial center is adjacent to the project. Sonora Village Shopping Center, Kierland Commons, Scottsdale Quarter and Scottsdale 101 are within 1.0- mile from the project. All are major shopping, dining, and entertainment destinations with residential components.

Design Considerations:

Public access is restricted to areas outside the chain-link fence that runs along the CAP Canal. Vegetation exists throughout the project area, mostly concentrated along the curb. The slope and cross slope vary in the buildable area for the path and impact drainage. Existing bus stops, traffic signal equipment, and street lights also impact the path design.

The team has evaluated various widths, including a 10-foot and 8-foot wide path as well as a 6-foot wide sidewalk. The design must follow Americans with Disabilities Act (ADA) requirements, the Design Standards and Policies Manual, and the AASHTO Guide for the Development of Bicycle Facilities. Approximately 2/3 of the project length slopes toward the canal. However, path improvements must be made to slope and drain stormwater toward the roadway. This will require grade changes and retaining or curb walls with new fencing in these locations.

The evaluation of path widths included impacts to existing vegetation, as shown in the figure below. The chosen design of an 8-foot-wide path and 2-foot shoulders will preserve as much vegetation as possible. This will provide a more comfortable space for path users and act as a buffer between the path and adjacent vehicular traffic, as well as shade. This is consistent with minimum standards and exists on many segments of existing paths in the citywide network. Areas with higher use and volumes typically have 10-12-foot-wide paths.

EXISTING VEGETATION DISTURBANCE ESTIMATE									
	Trees			Shrubs			Saguaro		
	Removal	Remain	Total	Removal	Remain	Total	Removal	Remain	Total
ORIGINAL 8' PATH	29	93	122	115	238	353	8	11	19
9' & 10' PATH / ADJ FENCE	30	92	122	131	222	353	9	10	19
8' PATH / ADJ FENCE	2	120	122	25	328	353	2	17	19

Budget and Funding:

The project is currently funded in the fiscal year 2024/25 Capital Improvement Plan (CIP) with the Congestion Mitigation and Air Quality (CMAQ) grant and Transportation 0.2% Sales Tax as the funding sources. The funding breakdown is shown below:

CURRENT FUNDING SOURCES FOR CONSTRUCTION				
Project	Type of Grant	Federal Grants	Transportation 0.2% Sales Tax Local Match	Total
CAP Canal Path	CMAQ	\$ 2,372,025	\$ 0	\$ 2,372,025
	Local Funds	\$ 0	\$ 207,378	\$ 207,378
		\$ 2,372,025	\$ 207,378	\$ 2,579,403

The project is currently at 60% design. Staff have had meetings with representatives from Central Arizona Project and Bureau of Reclamation to discuss the project.

Next Steps:

The city needs to work with the Bureau of Reclamation for a Recreational Land Use License Agreement and the Central Arizona Water Control District for a Construction Period License. This will require additional design coordination and review and City Council approval. This will be an approximately 6-month long process. Transportation and Streets staff requested MAG approval of a first-time construction deferral from Fiscal Year 2025 to Fiscal Year 2025. MAG Regional Council approval is scheduled for the February 26, 2025 meeting. Staff will continue coordinating with the Bureau of Reclamation and Central Arizona Project for the appropriate licenses and approvals. Staff will also work with the Arizona Department of Transportation (ADOT) on an Intergovernmental Agreement for construction management.

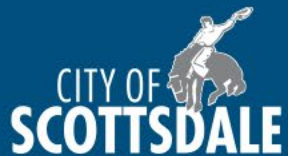
Staff Contacts:

Susan Conklu, 480-312-2308, SConklu@ScottsdaleAZ.gov

Central Arizona Project Canal Path

Paths & Trails Subcommittee

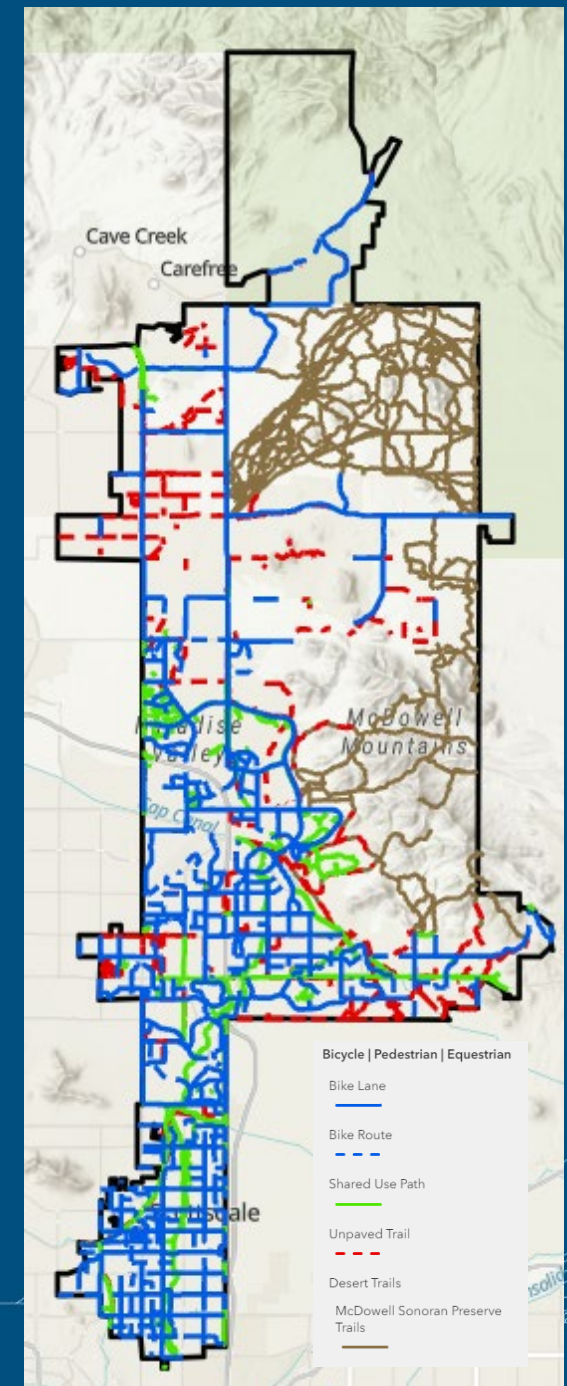
February 6, 2025



Transportation Action Plan 2022

Bikeway Element Goals:

- Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.
- Implement education, encouragement and data collection programs to increase bike usage and improve bike safety.
- Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.
- Provide access to a shared use path within ½-mile of all residences, unless privately owned property or natural terrain make it impractical.
- Maintain and enhance the current bike transportation network to meet current design standards.



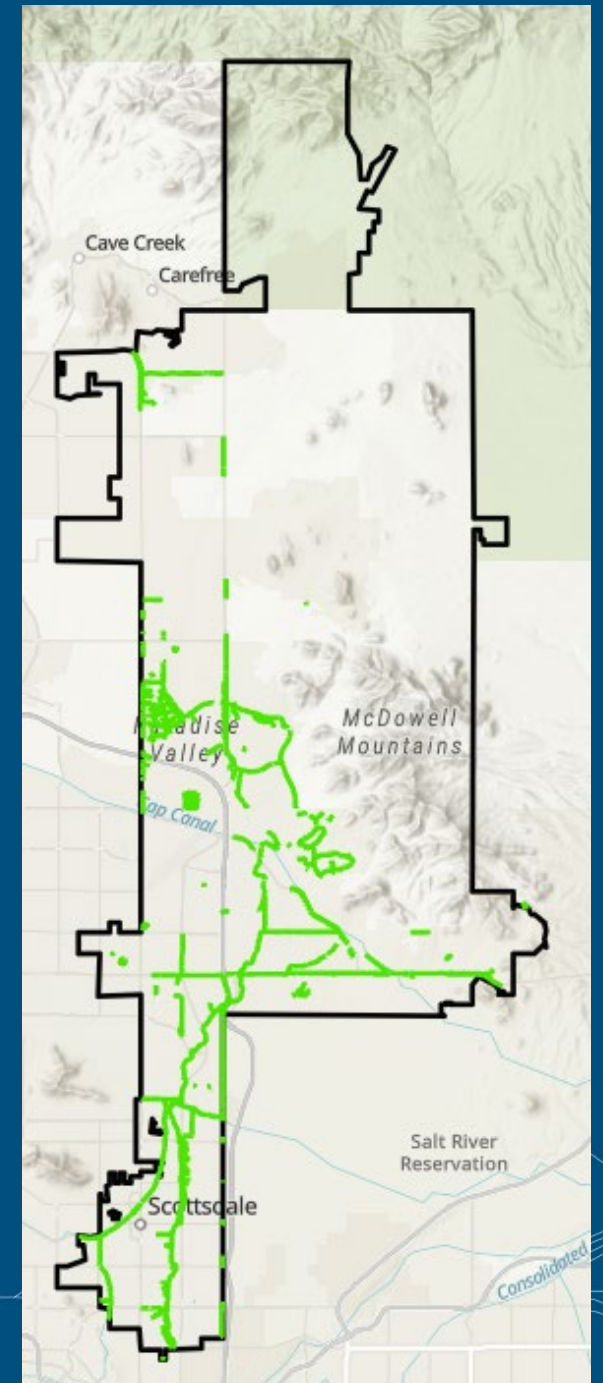
Multi-Use Paths

Provide a safe space for family use along the multi-use path system that accommodate users including walkers, runners, bicyclists, and other mobility devices.

The path has been designed for recreational use including bike riding, but it is also used for transportation.

Typically, recreational bike users avoid roads and prefer to be away from traffic.

Paths accommodate a wide range of skill levels; from the least skilled bicyclists (including young children learning to ride) while still being of interest to the most skilled.



Primary Shared Use Paths

Three primary shared use paths serve as the spine and main linkages throughout Scottsdale. Each provides local and regional connectivity and is a high priority for implementation.

Indian Bend Wash (IBW) Path

Crosscut Canal Path/Arizona Canal Path

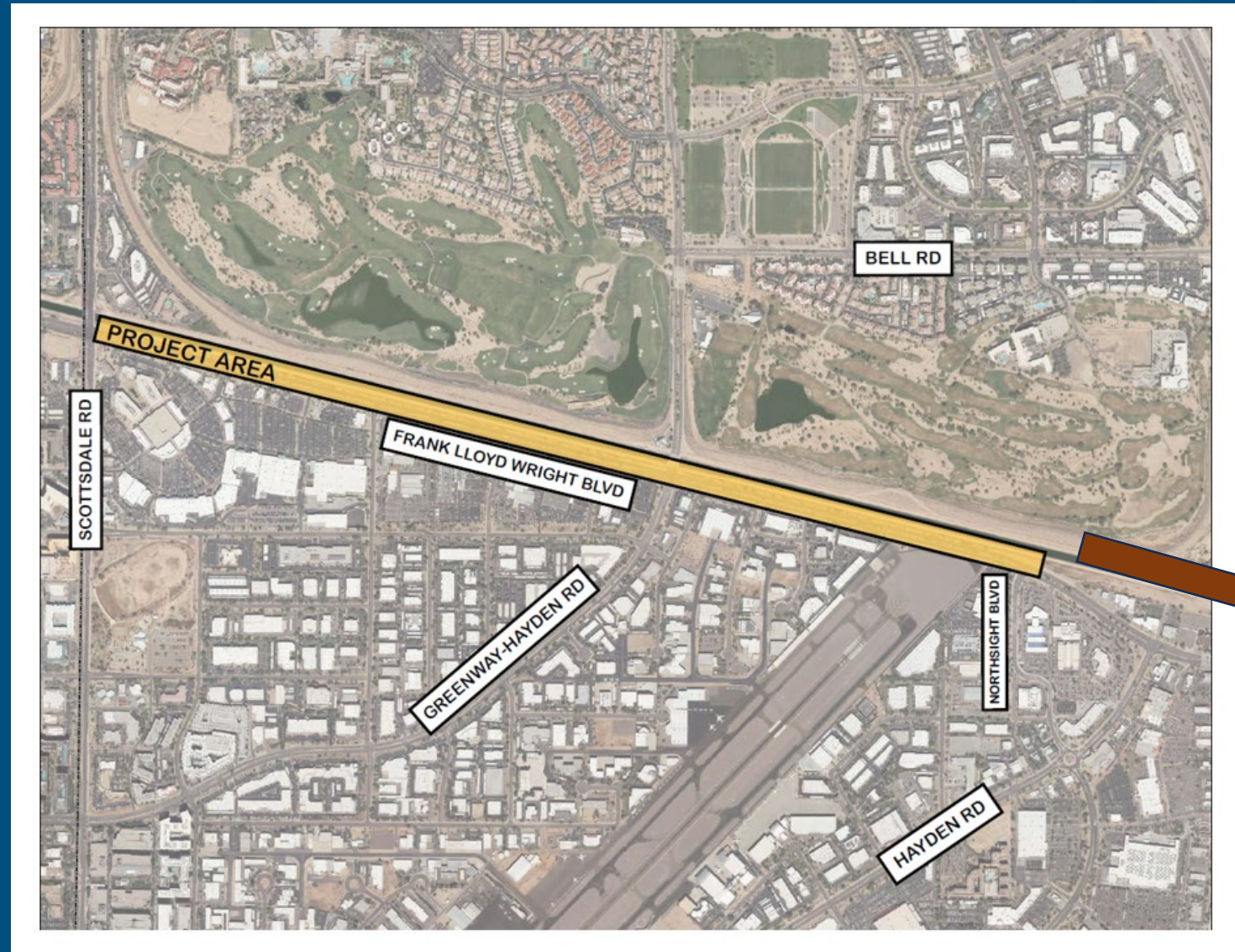
Central Arizona Project (CAP) Canal Path



Central Arizona Project (CAP) Canal Path

Location

- South side of the Central Arizona Project Canal and the north side of Frank Lloyd Wright Boulevard from Scottsdale Road to Northsight Boulevard
- Ties to the existing pedestrian improvements east of Northsight Blvd.
- Ties into the existing path network



Purpose

The project consists of a 1.8-mile concrete bicycle and pedestrian path and associated access ramps, relocation and improvement of bus stops (Route 170), landscape restoration, wayfinding signage and regrading.

- Improves safety, connectivity, and quality of life for residents using the expanded path system.
- Helps with circulation to and from area events such as the WMPO and nearby businesses.



Existing Conditions



Existing Conditions



Design Factors

Constraints impacting the path design

- Existing vegetation
- Slope and cross slope
- Drainage
- CAP Canal fence
- Bus stops Relocations
- Traffic signal equipment
- Street lights

Concepts with 10-foot, 8-foot path and 6-foot wide sidewalk were evaluated

Slope Toward the CAP

- 2/3 of the project length slopes toward the canal
 - New Improvements cannot cause runoff into the canal
 - Path improvements must slope and drain towards the roadway
 - Reducing the grade will require retaining wall or curb wall and new fence on north side

Existing vegetation

EXISTING VEGETATION DISTURBANCE ESTIMATE									
	Trees			Shrubs			Saguaro		
	Removal	Remain	Total	Removal	Remain	Total	Removal	Remain	Total
ORIGINAL 8' PATH	29	93	122	115	238	353	8	11	19
9' & 10' PATH / ADJ FENCE	30	92	122	131	222	353	9	10	19
8' PATH / ADJ FENCE	2	120	122	25	328	353	2	17	19

The chosen design includes 8-foot-wide path with 2-foot shoulders

- Existing fence where cross slopes lower toward the road
- New fence with retaining wall or curb wall where cross slopes lower toward canal
- Minimizes impact to vegetation buffer compared to a wider path
- Consistent with minimum standard and many segments of existing paths in the network

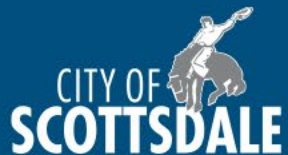


Budget for Construction

Funding Source	Adopted Budget
Federal Grant	\$2,372,025
Transportation 0.2% Sales Tax	\$207,378
Total	\$2,579,403

Required budget appropriation exists in the adopted FY 2024/25 budget for the Central Arizona Project (CAP) Canal Path project (TJ01) capital project.

\$2,372,025 of that is to be funded by the acceptance of the CMAQ grant. The rest is funded by Transportation 0.2% Sales Tax.



Next Steps

MAG approval of first-time deferral from FY 2025 to FY 2027 – Regional Council agenda February 26, 2025

Coordination with BOR and CAWCD for license

ADOT Intergovernmental Agreement (IGA) for construction management





Questions
and
Discussion

Requested Action

Recommend City Council approve the CAP Canal Path project



TENTATIVE FUTURE AGENDA ITEMS

Rev. 01-30-25

All Items Subject to Change

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April 3, 2025,

REPORTS/PRESENTATIONS DUE: March 27, 2025

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of February 6, 2025
- **Prioritize Trail Projects** Action
Present Trail Projects and Prioritize their future implementation
- **Jackrabbit/Miller Pedestrian Crossing and Protected Bike Lane Pilot Project** Action
Information on upcoming Protected Bike Lane Pilot and of the type of protection devices installed –
- **Projects and Programs Update**.....Information
Project and Programs Update – Nathan Domme, Transportation Planning Manager

MEETING DATE: June 5, 2025,

REPORTS/PRESENTATIONS DUE: May 22, 2025

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of April 3, 2025
- **Design Standards & Policy Manual Update** Action
Information on Design Standards & Policies Manual and Action to recommend the changes to the DSPM – Greg Davies, Senior Transportation Planner
- **LAIPS Review**..... Action
Update on the Path Counters and data – Devin Rouhani, Planning Specialist
- **Projects and Programs Update**.....Information
Project and Programs Update – Nathan Domme, Transportation Planning Manager

MEETING DATE: August 7, 2025,

REPORTS/PRESENTATIONS DUE: July 24, 2025

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of June 5, 2025
- **Projects and Programs Update**.....Information
The years accomplishments – Nathan Domme, Transportation Planning Manager

MEETING DATE: October 2, 2025,

REPORTS/PRESENTATIONS DUE: September 18, 2025

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of August 7, 2025
- **Projects and Programs Update**.....Information
The years accomplishments – Nathan Domme, Transportation Planning Manager

MEETING DATE: December 4, 2025,

REPORTS/PRESENTATIONS DUE: November 20, 2025

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of October 2, 2025
- **Projects and Programs Update**.....Information
The years accomplishments – Nathan Domme, Transportation Planning Manager