



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

**Notice and Agenda**

**Date:** Thursday, June 5, 2025

**Time:** 5:15 PM

**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
Robert Marmon, Vice-Chair, Transportation Commission
Amy Arnold, 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://ww2.scottsdaleaz.gov/boards/transportation-commission/paths-and-trails-subcommittee>

1. [Welcome Commissioner Arnold and Commissioner Marmon](#)
2. [Approval of Meeting Minutes](#) .....Action  
*Approval of the Regular Meeting Minutes of April 3, 2025*
3. [Electric Bicycles and Shared-Use Path Speed Limits Study](#).....Information  
*Information on a proposal for a study on e-bike usage and speed limits along Indian Bend Wash Path – Susan Conklu, Senior Transportation Planner*
4. [Jackrabbit Protected Bike Lane](#) .....Information and Possible Action  
*Update on the Jackrabbit Road Protected Bike Lane Pilot Project – Greg Davies, Senior Transportation Planner*
5. [Projects and Programs Update](#).....Information  
*Update on Department Projects and Programs – Nathan Domme, Senior Transportation Planning Manager*
6. [Subcommittee Identification of Future Agenda Items](#) ..... Discussion  
*Subcommittee members may identify items or topics of interest for future Subcommittee meetings\_*
7. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Susan Conklu at 480-312-2308. 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 Susan Conklu at 480-312-2308.



## **DRAFT 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, April 3, 2025**

#### **CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 5:16 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

#### **ROLL CALL**

**PRESENT:** Kerry Wilcoxon, Vice-Chair – Transportation Commission  
Vacant, Commissioner – Parks and Recreation Commission  
Sarah Hecht, Subcommittee Member  
Bradley Adame, Subcommittee Member

**ABSENT:** Lee Kauftheil, Chair – Transportation Commission

**STAFF:** Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner  
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**

SUBCOMMITTEE MEMBER ADAME MOVED TO APPROVE FEBRUARY 6, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES. SUBCOMMITTEE MEMBER HECHT SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). VICE-CHAIR WILCOXON AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

## **2. TRAIL PROGRAM OVERVIEW AND UPCOMING TRAIL PROJECTS**

Greg Davies, Senior Transportation Planner, presented and discussed the Trail Improvement Program and upcoming trail projects. The presentation began with a review of the development of the Neighborhood Trail Program, which evolved from horse trails to bikeways and pedestrian trails. Bicycles became a State-required component of the City's General Plan and is also incorporated into the Transportation Master Plan.

The development of the Ad Hoc Trails Task Force in 2009 started the prioritization and implementation program. The City has remained in the implementation phase for almost 20 years, continuing to build an extensive network with 163 active miles of trails. The Transportation Action Plan calls for another 132 miles of trails to be constructed over the next 50 years.

The Trail Improvement Program is solely funded by the 0.2 percent transportation sales tax that was approved by the voters in 1989 and has no sunset. Annually, \$200,000 is collected to construct or reconstruct a 1.5-mile high-quality trail. All capital improvement programs are reviewed annually to determine project prioritization.

Trail improvement projects are identified through various avenues including resident requests, staff, the 2024 Gap Analysis report, the 10-year Transportation Action Plan, the City's General Plan, the City's Capital Improvement Plan, and standalone capital projects. Currently, there are 11 projects along with the present costs identified to be completed in FY26 and FY27 that promote system connectivity and are evenly dispersed throughout Scottsdale.

Transportation staff will be working with neighborhoods, homeowners associations, and adjacent entities to coordinate trail projects, while continuing to expend yearly funding provided for the Trail Improvement Program. The goal is to spend the funds down in the Capital Improvement account. The trail system is not going away, and the equestrian component is reviving from a boarding and training perspective

Committee members were given an opportunity to ask questions. In response, Mr. Davies explained the Gap Analysis for paved paths and trails conducted in February 2024 depicted approximately 30 gaps or disconnection in the paths and trails. Desert Foothills, a large parcel in northern Scottsdale within the parameters of Jomax Road and Pinnacle Vista, would allow users to get to the preserve with the need to navigate one gap from 84<sup>th</sup> Street and Dynamite Road.

Currently, the City does not have data on equestrian trail usage and would only be able to obtain that data on-site with manual counts. The equestrian industry is moving toward training and boarding off the Mountain View Trail at 124<sup>th</sup> Street and Shea Boulevard. The trails are being constructed with ten-foot clearance and a palliative surface. Mr. Davies reiterated that the sole source of funding is the 0.2 sales tax, and neither federal funding nor alternative funds are sought for trails. The Trail Maintenance Program, implemented to rejuvenate trails, was discussed, and it was noted that the revised code indicates property owners are responsible for maintaining the trail. He shared the transportation department's willingness to collaborate and work with residents to bring the trails back to useful conditions.

SUBCOMMITTEE MEMBER ADAME MOVED TO RECOMMEND THAT THE TRANSPORTATION DEPARTMENT PROCEED WITH THE TRAIL IMPROVEMENT PROJECTS FOR FY26 AND 27. SUBCOMMITTEE MEMBER HECHT SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). VICE-CHAIR WILCOXON AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

### **3. LOCAL AREA INFRASTRUCTURE PLANS**

Nathan Domme, Transportation Planning Manager, presented and discussed the Local Infrastructure Plans (LAIPs). LAIPs are a guide for implementing neighborhood-specific infrastructure in the northern area of Scottsdale. The residents have basic infrastructure with low density, rural environments, dirt roads, no concrete elements, no curb cutter, natural drainage, and minimal trail connectivity. The goal is to define space for roads, trails, and connectivity. Every parcel of land should have access by equestrian, bicycle, walking, and auto traffic.

Mr. Domme noted there are a series of development and redevelopment requests submitted for single-family parcels in the northern area. Planned services is a guide used by staff when reviewing development proposals, land divisions, and single-home construction to determine right-of-way space and/or trail system easements. The intent is to maintain the rural equestrian character in the northern neighborhoods as encouraged by property owners while providing and maintaining connectivity.

The list of current LAIPs was reviewed, and Mr. Domme noted they are the key tool in requesting the abandonment of General Land Office (GLO) easements that were sectioned off in the early 1900's to maintain access points. These requests can generate negotiations depending on location, because the City may need to maintain a portion of the GLO to meet the 20- to 25-foot right-of-way requirements for roads and trails. The key component to the LAIP is access, ensuring that all parcels have a feasible connection to a right-of-way. Land rights are obtained to allow a present and future comprehensive and connected trail network.

LAIPs adhere to plans and values, and they compliment the expected outcomes for maintaining the network and connections in the Transportation Action Plan. Although LAIPs have been utilized for 15 to 20 years, are important, and proven to be a useful resource, they have not been adopted by the Council or a commission. The department feels it is a good time to perform a formal update that includes obtaining community input, including development of a request process for variances or alterations to a LAIP like the Neighborhood Speed Management Program. Obtaining signatures of residents to alter a LAIP would generate a formal review process by City staff.

The City will bring a consultant on board to assist in conducting public outreach on LAIPs and work toward establishing a formal request process. Once the LAIPs are updated and the request process is in place, presentations will be made to the Transportation Commission and the Paths and Trails Subcommittee for approval.

Subcommittee members were given an opportunity to ask questions. In response, Mr. Domme explained the dust palliative program is used on the dirt roads within the northern area of Scottsdale. There is federal funding in place to pave several roads this spring in this area. Currently, it seems the residents would prefer dust palliative treatment with dirt trails on the side for equestrian travel. Residents within LAIPs typically want different things, and the City wants to provide the lifestyle they want.

SUBCOMMITTEE MEMBER ADAME MOVED TO RECOMMEND THAT THE TRANSPORTATION DEPARTMENT CONTINUE DEVELOPING THE LOCAL AREA INFRASTRUCTURE LOCATIONS. SUBCOMMITTEE MEMBER HECHT SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). VICE-CHAIR WILCOXON AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSIDENTING VOTES.

#### **4. PROJECTS AND PROGRAMS UPDATE**

Greg Davies, Senior Transportation Planner, provided an overview and discussed the following projects:

- Los Gatos Trail was a resident request completed three weeks ago that provides access from Pima Path.

- Jomax Trail provides a connection from Pima Road to Pinnacle Peak Park, part of the McDowell Sonoran Preserve. This trail was established in 2005 and is being brought back.
- Reata Wash Single Track Trail enhancement, that connects Westworld through the Reata Wash.
- Alameda Road and Scottsdale Road had two small trails built within the right-of-way, which was a request from a resident in the Bocara subdivision.
- Asher Hills Trail is a very high-use trail in the Pinnacle Peak, Ranchos Neighborhood that was realigned in preparation for pavement of the roadway.
- Pinnacle Peak Trail is a high-use trail that goes from Hayden Road to 78<sup>th</sup> Street and was rehabbed in response to a resident's request.
- Desert Foothills Neighborhood Trails System is currently under construction with an anticipated completion date at the end of April 2025.

Susan Conklu, Senior Transportation Planner, noted the City of Scottsdale is celebrating the 13<sup>th</sup> year of being a gold-level bicycle-friendly community by the League of American Bicyclists. Events in April for Bike Month were reviewed, including Cycle the Arts and Bike to Work Day.

Subcommittee members were given an opportunity to ask questions. In response, Ms. Conklu explained how and where the events are advertised and promoted, including the City's webpage, social media, and Valley Metro.

## **5. ADJOURNMENT**

With no further business to discuss, being duly moved by Subcommittee Member Adame and seconded by Subcommittee Member Hecht, the meeting adjourned at 6:51 p.m.

AYES: Vice-Chair Wilcoxon and Subcommittee Members Adame and Hecht. NAYS: None

SUBMITTED BY:  
eScribers, LLC

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

# SCOTTSDALE PATHS & TRAILS SUBCOMMITTEE REPORT



**To:** Paths & Trails Subcommittee  
**From:** Susan Conklu, Senior Transportation Planner  
**Subject:** E-bikes and Shared-Use Path Speed Limits Study  
**Meeting Date:** June 5, 2025

## ITEM IN BRIEF

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**Action:** Information

### Background

The Indian Bend Wash (IBW) Greenbelt is an example of blending flood control with recreation and green space. The IBW path system stretches for 11 miles, running north-south through the heart of Scottsdale. It follows the natural path of the Indian Bend Wash, which used to be a flood-prone area. In the 1970s, instead of building concrete flood channels, the city transformed the wash into a continuous park system that manages stormwater and is interconnected with a shared-use path system that allows walking, biking, and running from Shea Blvd to Tempe Town Lake.

E-bikes have exploded in popularity over the past few years, and their constant appearance on shared-use paths reflects that shift. They have created both excitement and concern on shared-use paths. E-bikes can attract people who wouldn't normally ride bicycles, but many residents have voiced concerns about the conflicts with pedestrians and traditional cyclists on the path system.

E-bikes are categorized into 3 classes:

- Class 1: Pedal-assist only (no throttle), with a helper motor cuts that off at 20 mph
- Class 2: Throttle-on-demand, but also cuts off motor power at 20 mph
- Class 3: Pedal-assisted only, but the motor cuts off at 28 mph. These are prohibited on sidewalks, paths and trails.

While E-bikes are widely seen as an acceptable alternative transport, their growth requires new rules and regulations and infrastructure updates.

### Current regulations for e-bikes and e-scooters using the multiuse multi-use path system

The city of Scottsdale allows only Class 1 (pedal-assist up to 20 mph) and Class 2 (throttle up to 20 mph) e-bikes and e-scooters on the paths and sidewalks.

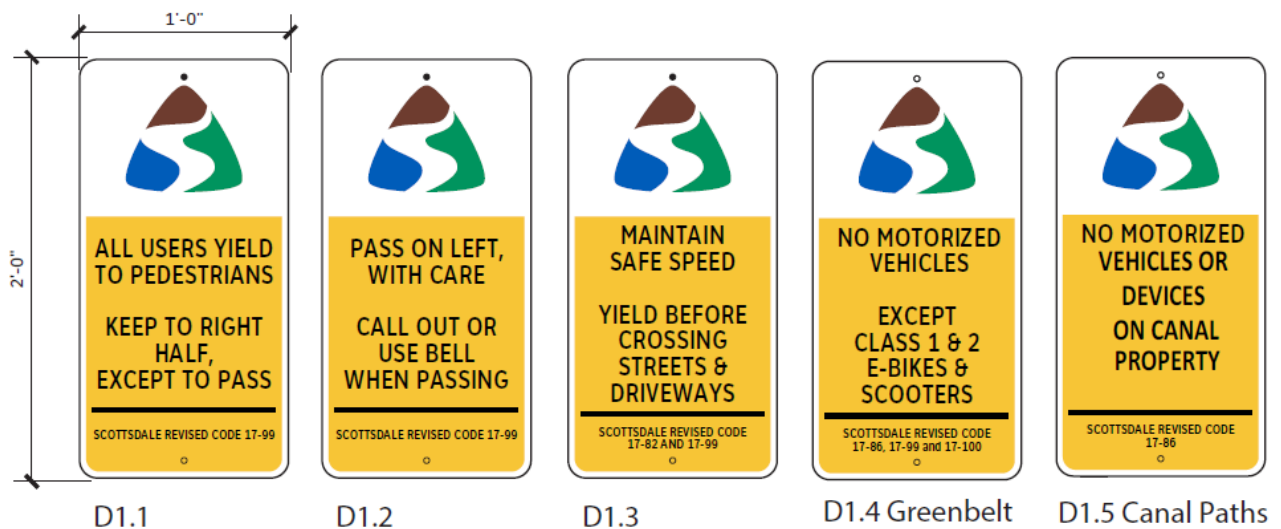
Scottsdale City Ordinance Number 4372 was adopted in November 2018 to regulate the parking and operation of bicycles, electric bicycles, stand-up electric mini-scooters, and other devices, collectively known as micromobility devices. Micromobility devices include any small, low-speed, human, or electric-powered transportation devices that people use to get to and from a destination, according to the Federal Highway Administration (FHWA). Ordinance No. 4372 requires that micromobility users follow the same rules traditionally used for bicycles, including yielding to pedestrians, obeying traffic control devices, and using reasonable and prudent speed.

Scottsdale City Ordinance No. 4372 currently prohibits electric bicycles (e-bikes) Class 3 and above, including motorized bikes, from using paths or sidewalks. Class 3 e-bikes are pedal-assisted bikes that can reach speeds of 28 MPH.

### Current Efforts on E-bikes

Wayfinding and Regulatory Signage Staff recently implemented 200+ new and improved directional and wayfinding signage along the Indian Bend Wash Path between Thomas Road and Indian Bend Road. The new signage includes regulatory information such as “Bikes Yield to Pedestrians,” “Keep Right Except to Pass,” and which types of motorized vehicles are allowed on paths.

*See signage example below*



The next phase of this project will be implemented south of Indian Bend Road on Pima Path, Arizona Canal Path, and Crosscut Canal Path. Future phases of the signage program will expand to areas from Indian Bend Road to Shea Boulevard, and Shea Boulevard to the WestWorld area. When the future park improvements are implemented south of Thomas Road, the path signage will be included.

Widening the Paths Staff has an ongoing effort to widen the 40-year-old shared-use paths. Sequenced in segments, the improvements will widen the path along the Indian Bend Wash from 8-feet to 10 or 12-feet. This will provide better separation between all users along the path system. The next segment will be widened from Earll Drive to 3<sup>rd</sup> Street, currently under construction.

On-street Bike Network Improvements Transportation staff are continually looking to improve and expand our on-street bike network which is key to alleviating some of the conflicts on the shared-use path system. These enhancements of the on-street bike network allow for an alternate route for people who wish to ride at faster speeds and have more experience. To some, rider’s speed, convenience, and directness are more important factors in route selection. If these alternatives are available, these experienced and faster riders will use them. In addition, the on-

street bike network also helps to make the necessary safe and convenient connections to and from the canal and shared-use paths.

Ongoing Outreach Transportation staff is conducting continual outreach efforts to inform the public about the regulations and laws on the canal and shared-use paths as well as alternate routes on streets for people who wish to ride at faster speeds. *Transportation staff are also reaching out to the Police department for assistance with additional outreach and targeted enforcement on the path network.* The goal is to promote the rule that all users must travel at a safe speed and yield to pedestrians. In congested areas, cyclists and e-bike riders are currently expected to slow down to pedestrian-safe speeds (typically around 10-15 mph)

### **Possible inclusion of a Speed Limit**

The city of Scottsdale is beginning to explore the implementation of speed limits on its shared-use paths in response to the growing popularity of e-bikes. According to the city of Scottsdale Traffic Engineering records, speed limits on the shared-use paths have never been evaluated. As more riders turn to e-bikes for recreation and commuting, concerns have emerged about the speed differences between motor-assisted bikes and traditional cyclists or pedestrians sharing the same paths.

With usage increasing across Scottsdale's extensive path network, city staff are now considering new regulations aimed at balancing safety and access. The overall goal is to ensure that the paths remain safe and enjoyable for all users while accommodating the rise of e-bikes. E-bike users are usually the main focus of speed regulation on these paths because they can easily exceed safe speeds in mixed traffic. Speed limits on shared-use paths (paths for pedestrians, runners, cyclists, etc) vary depending on local regulations, but some general patterns exist.

- Typical speed limits range from 10 to 20 mph.
- 10 – 15 mph is standard in areas with high pedestrian traffic or limited visibility. This should include underpasses with a reduced speed.
- With fewer conflicts, 15 – 20 mph might be allowed in more expansive, straighter sections.

Under Arizona State Law, local governments have the authority to set speed limits based on safety and engineering studies that are reasonable and safe (Arizona Revised Statutes Title 28, Article 6, Section 28-703), as well as regulate the speed of vehicles in public parks, regulate the operation of bicycles, and regulate electric bicycles and electric standup scooters (Arizona Revised Statutes Title 28, Article 2, 28-627).

### **Study Segment**

City staff are preparing to launch a speed limit study and possible pilot project on a section of the Indian Bend Wash Path between Chaparral Road and Indian School Road. The segment is approximately 1-mile in length and runs parallel to Hayden Road on both sides of the road, generally following a north-south direction. This shared-use path gives access to a variety of roadside development, including single and multi-family residential housing, commercial buildings and restaurants, and parks as well as east-west bike lanes and routes.

Currently, there is no posted speed limit along the path corridor. There are traffic signals at the Indian School Road, Camelback Road, and Chaparral Road intersections with Indian Bend Wash, but all three have grade-separated crossings for path users who do not wish to cross the intersections.

The study will review current path conditions, current travel speeds, and user experiences to help determine the need and possible appropriate speed limits. Staff will use guidance from AASHTO, MUTCD, and similar cities while evaluating this.

#### Relevant Guidelines:

- The American Association of State Highway and Transportation Officials (AASHTO) “Guide for the Development of Bicycle Facilities,” (5<sup>th</sup> Edition, Chapter 6) highlights shared-use path (SUP) design considerations:
  - A) Sufficient width for social interaction,
  - B) Sufficient width to accommodate both existing and anticipated user volumes and mixes during peak periods of use, as defined by the Level of Service (LOS)
    - a. LOS also considers the average typical user speeds, such as:
      - i. Adult bicyclists, 12.8-MPH
      - ii. In-line skaters, 10.1-MPH
      - iii. Child bicyclists, 7.9-MPH
      - iv. Runners, 6.5-MPH
      - v. Pedestrians, 3.4-MPH
- The Manual on Uniform Traffic Control Devices (MUTCD), published by the USDOT and the FHWA, says that the following other factors may be considered when determining speed limits:
  - A) Road surface characteristics, shoulder condition, grade, alignment, and sight distances;
  - B) The pace speed;
  - C) Roadside development and environment;
  - D) Parking practices and pedestrian activity;
  - E) Crash experience for at least a 12-month period;

While the MUTCD is typically used to determine appropriate speed limits on streets and roads, the MUTCD defines all standards for traffic control devices on all streets, highways, and pedestrian and bicycle facilities and shall therefore be used as a general guideline in this study.

#### **Challenges and Considerations**

There is no one-size-fits-all approach to addressing transportation-related challenges. The above criteria, as well as arguments for and against bicycle speed limits, and examples and solutions from other municipalities should all be considered to reach a conclusion.

#### **Arguments For Speed Limits**

- **Safety & Conflict Reduction:** Similar to standard streets and roadways, pedestrians, children, the elderly, and those with disabilities all fall into the category of vulnerable road users. Setting speed limits for cyclists may help reduce the severity of collisions and the frequency of near-miss collisions.
- **Intent:** Indian Bend Wash, the Arizona Canal, and other paths within Scottsdale's transportation network are shared use to promote all modes of active transportation and recreation, which includes walking and running. If cyclists are consistently traveling at high speeds, it may discourage pedestrian use which undermines the entire purpose of a shared-use path.
- **Legal Proactiveness & Precedence:** Setting a speed limit for bicycles could be a proactive measure to reduce liability issues for the city of Scottsdale and could set an example and precedence for nearby municipalities, such as Phoenix and Tempe, that may be struggling with similar safety issues in their own transportation networks.
- **Enforcement Difficulties:** Distinguishing between different E-bike classes (Class 1, 2, 3) is tricky without close inspection, making enforcement challenging. Paths often rely on user self-regulation, which can be inconsistent.

#### **Arguments Against Speed Limits**

- **Enforcement Feasibility:** Effectively enforcing speed limits on SUPs will be difficult and resource intensive. Law enforcement has many other responsibilities, such as enforcement on streets and roadways, where vehicle speeds are much higher and potentially more dangerous than bicycle speeds, responding to emergencies, and investigating criminal activity.
- **Impracticality:** Setting a universally appropriate speed limit is challenging due to the varying levels of cyclists, the diverse uses of the path, and the varying grades and conditions along shared-use paths. Additionally, many cyclists do not have a speedometer. A dynamic speed feedback sign (DSFS) and/or speed radar technologies may be a solution to this, but cost-effectiveness would need to be considered.
- **Lack of Data & Evidence:** Similar to vehicle collisions and conflicts with pedestrians and cyclists, bicycle-bicycle and bicycle-pedestrian collisions and near-misses are largely underreported. This does not imply that crashes do not occur; rather, what is missing is accessible opportunities to report these types of incidents.

#### **Other Municipalities**

- Boulder, Colorado currently has courtesy speed limits for all micromobility users. The current posted speed limit on the city's multi-use paths is 15-MPH.
- Harris County, Texas had a posted speed limit of 10-MPH in Terry Hershey Park in 2020 but removed the signs and replaced them with signs about trail etiquette and safety requirements.
  - Many other municipalities opt for this option.
- Phoenix, Arizona has recently set an age minimum of 18-years to legally ride an E-bike but has not set specific speed limits for micromobility users yet.

- Tempe has started in introducing Speed Limit Signs (20 mph) on the Shared-Use Paths. Their ordinance Sec. 19-214 states “When traveling on a multi-use path, an electric bicycle or non-human powered vehicle may not be operated at a speed in excess of twenty (20) miles per hour.”

**Figure 1: Aerial View of Indian Bend Wash between Indian School Road and Chaparral Road**



**Draft Study**

The purpose of this study is to determine whether posting speed limits along the shared-use paths in the city of Scottsdale is warranted. Following this is determining the appropriate speed limit.

Methodology:

This study will utilize both AASHTO and MUTCD guidelines to evaluate the necessity of speed limits on Scottsdale’s shared-use paths. The justification requires evaluation of the following factors:

- Path Design and Geometry
  - Path width
  - Sightlines
  - Grades and terrain
  - Surface/pavement conditions
  - Obstacles and features
- Traffic Volume Characteristics
  - Pedestrian use
  - Cyclist use
  - Peak use
- Surrounding Environment and Context
  - Nearby land use
  - Transit and parking characteristics
- Safety History
  - Collision data, including near-misses
  - Speed data
  - User feedback

Traffic Volume Characteristics

Bicycle counts include all micromobility devices, such as bicycles, inline skates, skateboards, and scooters. The terms “bicyclists” and “cyclists” are used to refer to all path users that are not pedestrians.

Indian Bend Wash from Indian School Road to Chaparral Road experiences high pedestrian and cyclist activity. The volume data along Indian Bend Wash is collected at two (2) locations for 24-hours a day; one is utilized within this study segment, at Indian School Road. Traffic counts were collected from December 31, 2024 to March 31, 2025; peak cyclist volume occurred on March 2, 2025, and the peak pedestrian volume occurred on March 9, 2025. **Tables 1 and 2** shown below are summaries of the traffic volume characteristics.

**Table 1: Pedestrian Traffic Volume Counts along Indian Bend Wash**

Segment Location	Total Pedestrian Traffic Volume	Average Daily Pedestrian Traffic Volume	Peak Count (March 9, 2025)
<b>Indian Bend Wash,</b> Indian School Road to Camelback Road	<b>38,690</b>	<b>502</b>	<b>751</b>

**Table 2: Bicycle Traffic Volume Counts along Indian Bend Wash**

<b>Segment Location</b>	<b>Total Bicycle Traffic Volume</b>	<b>Average Daily Bicycle Traffic Volume</b>	<b>Peak Count (March 2, 2025)</b>
<b>Indian Bend Wash,</b> Indian School Road to Camelback Road	<b>53,797</b>	<b>699</b>	<b>1,351</b>

As shown in Tables 1 and 2, there are typically more cyclists that use the shared-use path along this segment.

Surrounding Environment and Context

Roadside Development: Indian School Road to Camelback Road

- Indian School Park and Lake, Circle K gas station, McDonald’s, Indian School Park Playground, Volleyball Courts, Baseball Fields, and Tennis Courts
  - Apartments are adjacent, but not immediately accessible to the segment due to walls and fencing

Roadside Development: Camelback Road to Chaparral Road

- Camelback Park, Club SAR, Chaparral Lake, Chaparral Plaza
  - Apartments are adjacent, but not immediately accessible to the segment due to walls and fencing

Transit and Parking Characteristics

- Valley Metro bus stops for the following routes allow for connectivity to the segment:
  - Route 81 along Hayden Road (Stop #13379, Stop #15183, Stop #15182, Stop #15107, Stop #18273, and Stop #15181)
  - Route 41 along Indian School Road (Stop #12760 and Stop #12753)
  - Route 50 along Camelback Road (Stop #13386)
- Scottsdale Trolley 68CM (68<sup>th</sup> Street/Camelback) serves this area along Hayden Road, Camelback Road, and Indian School Road
  - The Scottsdale Trolley 68CM shares many of the same stops listed above for Valley Metro’s buses
- Parking lots available at:
  - 4289 Hayden Road
  - 4244 N Hayden Road
  - Near 8100 E Camelback Road
  - 8055-8079 E Camelback Road
  - 8015 E Glenrosa Avenue

- On-street parking allowed on the south side of Glenrosa Avenue

### **Update**

Transportation & Infrastructure staff presented this to the Transportation Commission at the May 15, 2025 meeting. Discussion included enforcement, cooperation and coordination with other cities in Maricopa County, separate biking and walking paths, the existing ordinance that regulates electric bicycles and related devices, timing for the study, and location for the study.

The Transportation Commission recommended 7-0 to staff to conduct a study on E-Bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road, as well as a 2<sup>nd</sup> location on the Indian Bend Wash Path between Via Linda and the Loop 101.

### **Next Steps**

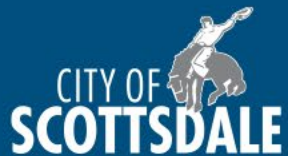
Based on the data collected and analyzed, arguments for and against, and all other considerations listed in this study, staff will determine a recommendation on the effectiveness of a speed limit on the shared-use paths in the city of Scottsdale. This is based on a variety of reasons. It is highly recommended that this study be reevaluated in one (1) year. The Transportation and Infrastructure Department needs to collect data regarding safety issues, collisions and near-misses, and speeds of shared-use path users for a more thorough and comprehensive study to be completed.

**Contact:** Susan Conklu, Senior Transportation Planner, [sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov), (480) 312-2308

# Electric Bicycles and Shared-Use Path Speed Limits Study

Paths & Trails Subcommittee

June 5, 2025



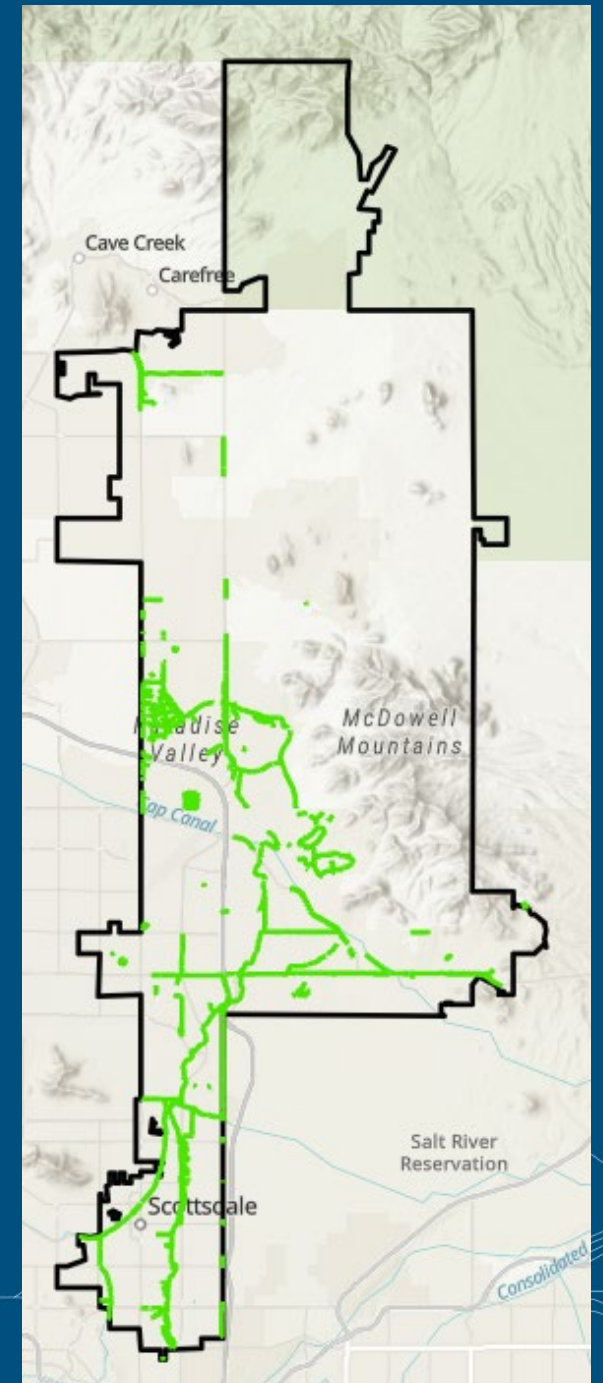
# Multi-Use Paths

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.



# Multi-Use Paths

- Striping to indicate two-way traffic
- Signage with destination, directional, path identity, and safety information
- Shared use – bicyclists must yield to pedestrians and pass on left, users must keep to the right half
- Standard width to accommodate all users



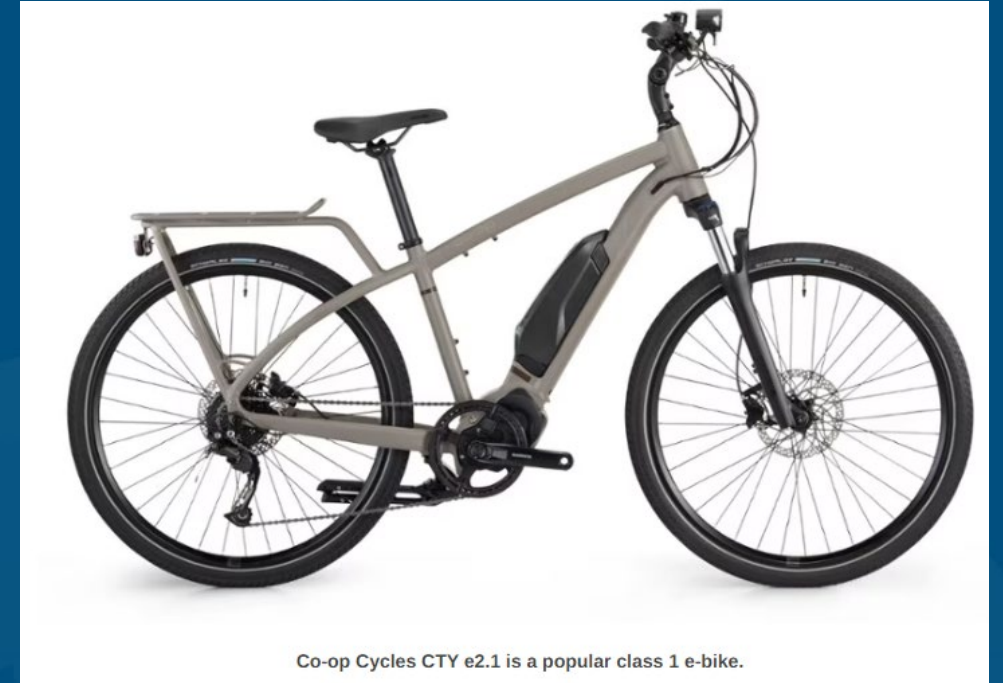
# Growing Types of Motorized Devices

- Gas powered bicycles
- Electric scooters
- Electric bicycles – Class 1, 2, 3
- Segways
- Motorized skateboards/ Onewheels
- Electric unicycles - Uniwheels
- Electric motorcycles and dirt bikes
- Motorized play vehicles
- Types and numbers of devices are increasing, including the maximum speeds



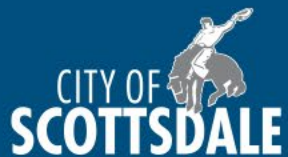
# Electric Powered Devices with Functioning Pedals Allowed on the Path

- Class 1 Bicycle
  - Motor Assist only with pedaling
  - Motor Assist stops at 20 MPH
  - Less than 750 Watts
- Class 2 Bicycle
  - Motor Assist W/O Pedaling
  - Motor Assist Stops at 20 MPH
  - Less Than 750 Watts



# Electric Powered Devices with Functioning Pedals Prohibited on the Path

- Class 3 Bicycle
  - Motor Assist with or W/O pedaling
  - Motor Assist Stops at 28 mph
  - Less than 750 Watts
- E-Bicycle that exceed 28 mph or more than 750 Watts
- Can Only Be Used on Roadways and Bike Lanes



Most moped-style ebikes, such as the Ride1UP Revv 1 pictured above, fall into the unclassified category and offer speeds of 30+ mph.

# Electric Powered Devices w/o Functioning Pedals Allowed on the Path

- Electric Personal Asst. Mobility Device
  - Has 1 wheel or 2 non-Tandem Wheels
  - Top Speed 15 mph
  - Self Balancing & Carries only 1 person
- Electric Stand-up Mini Scooter
  - Has Floorboard and Handlebars
  - Max Speed 20 MPH
  - 75 Pounds or Less



# Electric Powered Devices w/o Functioning Pedals Prohibited on the Path

- Motor Driven Cycle (M.D.C)
  - 2 or 3 wheels
  - Motor is 5 hp or 3.7 kilowatts or less
  - Doesn't fit moped or Electric Scooter/Bicycle Definitions
- Motorcycle
  - 2 or 3 wheels
  - Motor is more than 5 hp or 3.7 kilowatts
  - Has A Seat
- Can Only Be Used on Roadways & Motorcycle Endorsement Required



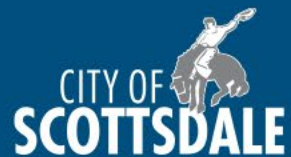
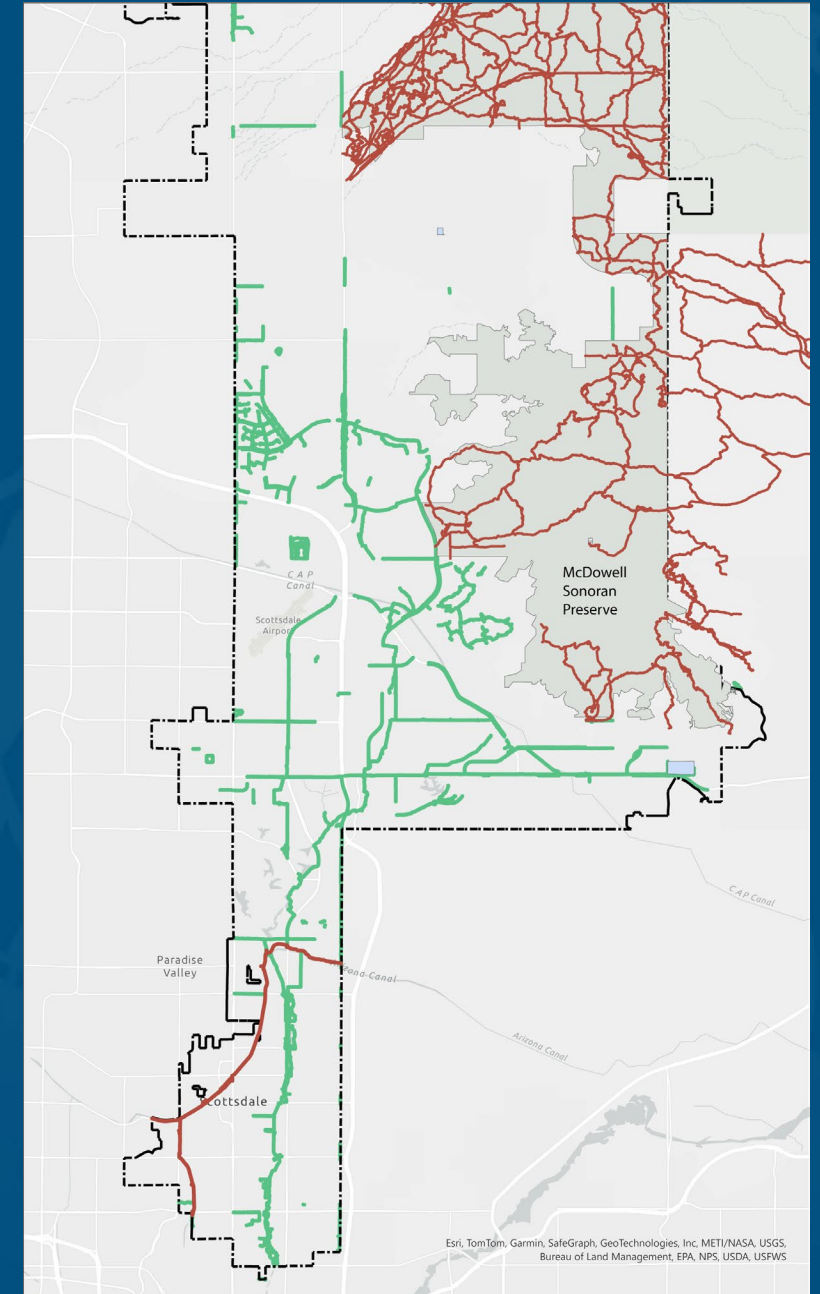
# Electric Powered Devices on Path

## Not Allowed Locations

- Canal Paths
- McDowell Sonoran Preserve Trails
- Non-Preserve Trails

## Allowed Locations

- Sidewalks
- Multi-Use Paths
- Side Paths
- On-Street Network



# Steps Taken to Improve Path System

# City Code Recent Updates

## Ordinance No. 4372

Adopted by City Council on November 13, 2018, amending the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters.

Allows Class 1 and 2 electric bicycles and stand-up electric mini-scooters on paths and sidewalks (Sec. 17-99), but they are prohibited on streets with 40 MPH speed limits or greater.

Require same rules for people riding bicycles, e-bikes and scooters: yield to pedestrians, obey traffic control devices, and use reasonable and prudent speed.

Riders can be cited for reckless riding, failure to yield, ignoring a traffic control device and riders of electric devices can be cited for operating under the influence.

Class 3 electric bicycles, gas-powered bicycles, and other motorized devices such as skateboards are not allowed on sidewalks and paths.

No motorized devices are allowed on the canal system, neighborhood trails, nor the McDowell Sonoran Preserve.

More information:

<https://www.scottsdaleaz.gov/codes-and-ordinances/bikes-scooters>



# On-Street Network

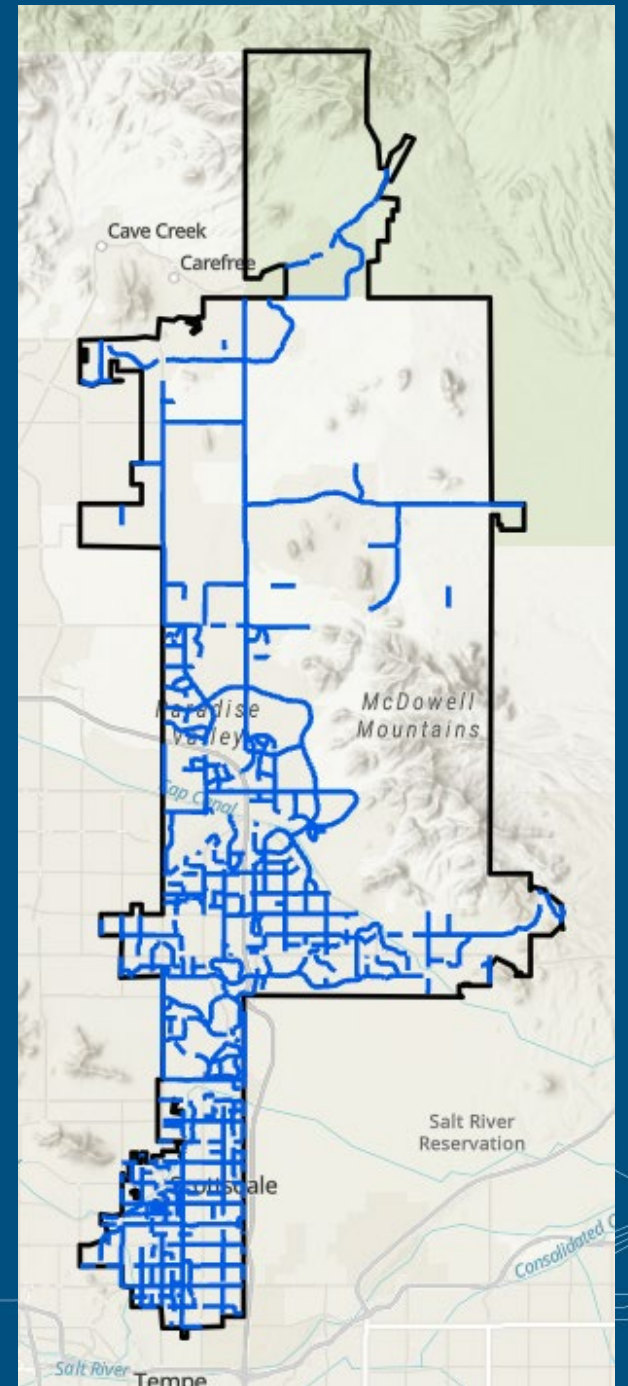
The on-street bike network is the key to alleviating some of the bike/pedestrian conflicts on the paths and sidewalks.

Streets allow for a direct route for people who wish to ride at faster speeds, including those with more experience.

Speed, convenience and directness are important factors for routes

If the on-street bikeways are available and seamless, faster riders will use them.

Additionally, the on-street bike network helps people connect to and from the paths.



# Path Wayfinding and Regulatory Signage

Transportation and Streets recently implemented new and improve directional and wayfinding signage on Indian Bend Wash Path from Thomas Road to Indian Bend Road.

- 200+ signs were installed along 7-miles of paths
- Including regulatory information such as “Bikes Yield to Pedestrians,” “Keep Right Except to Pass,” and information on motorized device use.

Next phase: Arizona Canal, Crosscut Canal and Pima paths south of Indian Bend Road.

Future phases: north of Indian Bend Road extending to WestWorld area as well as pairing with planned park improvements south of Thomas Road.



# Path Widening Projects

- Remove segments of 40-year old concrete path and replace with current standards (10-12-foot wide)
- Phasing in segments along Indian Bend Wash
- Provides better separation between all users and both directions of travel.
- Next segment is underway between Earll Drive and 3<sup>rd</sup> Street.

*Camelback  
to Glenrosa  
After –  
completed  
September  
2022*



*Camelback  
to Glenrosa  
In Progress*



# Ongoing Outreach

Transportation and Streets staff are conducting continual outreach efforts to inform the public about the regulations and laws on the multi-use paths as well as alternate routes on streets for people who wish to ride at faster speeds.

Here are some other ideas that staff is moving forward in messaging efforts:

- Police Bike Unit and Park Rangers

- Bicycle Safety Brochure

- Discover Scottsdale's Urban Oasis system map



# Scottsdale Police Department

We have reached out to the Police department for assistance with targeted enforcement on the path network, including the Police Bike Unit and Park Rangers.

Our department has worked with the PD Bike Unit and newly formed Scottsdale PD Park Rangers on several occasions including:

- Our [Slow Down Scottsdale](#) safety video series
- Discover Scottsdale's Urban Oasis multiuse path photo shoot
- Tour de Scottsdale staff table
- Bike to Work Day

We are also considering a follow-up multiuse path safety video with PD focused on e-bicycle users.



# Bicycle Safety Brochure

A Bicycling in Scottsdale brochure or rack card was recently distributed to bike stores and bike rental companies and community centers.

The card promotes the city's bicycle network, affiliation with the League of American Bicyclists, and provide information about riding E-Bikes in Scottsdale.



## e-Bikes in Scottsdale Plug Into a Safe Ride



Scottsdale is a gold-level bicycle friendly community and invites all cyclists to enjoy the city's extensive path and trail network. The rising popularity of e-bikes gives visitors and residents entirely new ways to travel in and around Scottsdale. More than 1.5M people use the city's path and trail system each year. We want all our system users - bicyclists, pedestrians, and equestrians - to enjoy a safe ride through Scottsdale's popular Old Town area and the surrounding Sonoran-desert landscape.

Where you are going, and what kind of bike you own or rent are important considerations. Not all e-bikes are the same, maximum speed limits determine where it is safe and legal to ride an e-bike in Scottsdale. As a cyclist, you are responsible for knowing the top speed of your e-bike and how to safely operate the bike in high-pedestrian areas. Please refer to the guidelines below when planning your next adventure.

### Scottsdale Paths and Trails Network

	Manual Bike	e-bike 20 MPH Max Speed Limit Pedal Assist and Throttle Operation	e-bike 28 MPH Max Speed Limit Pedal Assist and Throttle Operation
City Sidewalks	✓	✗	✗
Multiuse Path System	✓	✓	✗
Unpaved Trail Network	✓	✗	✗
On-street Bike Lanes and Designated Routes	✓	✓	✓
McDowell Sonoran Preserve	✓	✗	✗

## Salt River | Central Arizona Project Canal Systems

	Manual Bike	e-bike 20 MPH Max Speed Limit Pedal Assist and Throttle Operation	e-bike 28 MPH Max Speed Limit Pedal Assist and Throttle Operation
AZ Canal Path	✓	✗	✗
Crosscut Canal Path	✓	✗	✗

### Rider Assist

-  Bikes yield to pedestrians.
-  Set a reasonable speed for your surroundings.
-  Protect your head, wear a helmet.
-  Unplug, listen for other system users and enjoy nature.
-  Obey Traffic Laws and Do not Drink and Ride.
-  Follow traditional traffic patterns on paths and roadways.
-  Pass on the left with care.



Scan for complete information about Biking in Scottsdale.



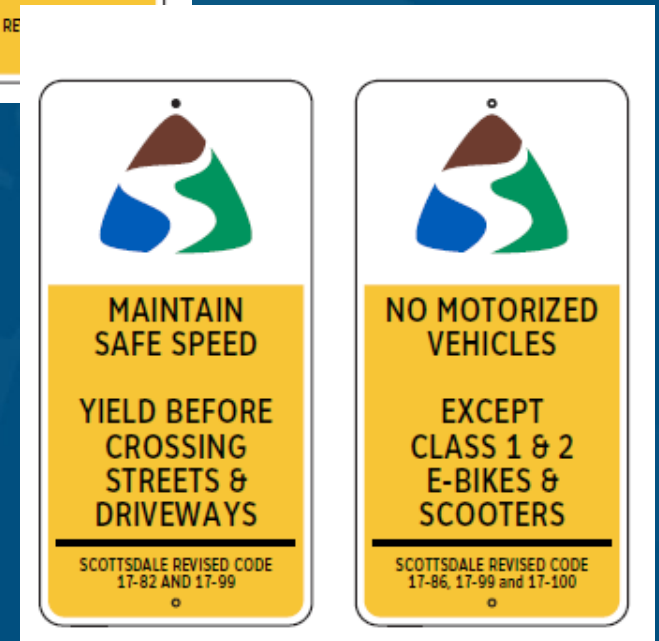
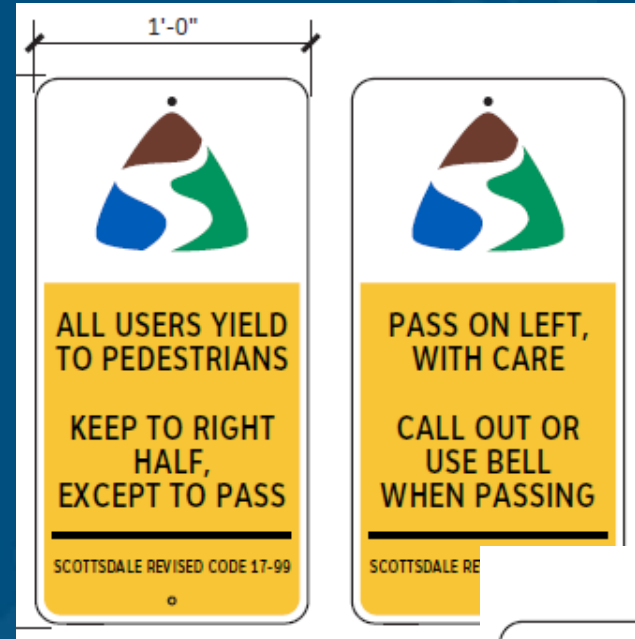
# Speed Limit Study on Indian Wash Path

# National Averages typical path user speeds:

- Class 1 and 2 E Bikes, top out at 20-MPH
- Adult manual bicyclists, 12.8-MPH
- In-line skaters, 10.1-MPH
- Child bicyclists, 7.9-MPH
- Runners, 6.5-MPH
- Pedestrians, 3.4-MPH

Study will show speeds of IBW Path Users

# Speed Limits Vs Path Etiquette Signage



# Transportation Commission

- Transportation & Infrastructure staff presented this item at the May 15, 2025 meeting
- Discussion included enforcement, coordination with other cities, separate biking and walking paths, existing regulations, timing and location for the study
- The Transportation Commission recommended to staff 7-0 to conduct a study on E-Bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road and add a second location on the Indian Bend Wash Path between Via Linda and the Loop 101

# Next Steps: Study & Pilot Location

- Staff will conduct the Study and possible Pilot at:
  - The Indian Bend Wash between Chaparral Rd and Indian School Rd
  - Indian Bend Wash between Via Linda and the Loop 101



# Next Steps: Study & Pilot Location

- Methodology for Evaluating Possible Speed Limit
  - Path Design and Geometry
  - Traffic Volume Characteristics
  - Surrounding Environment
  - Safety History
  - Existing Speeds



Questions  
and  
Discussion

# SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



**To:** Paths and Trails Subcommittee  
**From:** Greg Davies, Senior Transportation Planner  
**Subject:** Jackrabbit Road Protected Bike Lane Pilot Project  
**Meeting Date:** June 5, 2025

## ITEM IN BRIEF

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**Action:** Information and Possible Action

### **Purpose:**

Provide information and request action on whether to move forward with the Jackrabbit Road protected bike lane pilot project.

### **Background:**

During the 2022 Transportation Action Plan (TAP) development, the Transportation Commission and the City Council determined that enhancing safety and testing new concepts/technology was the third highest priority for future transportation system investments. A regularly used method for testing new ideas is the development of pilot projects. Staff identified three potential locations to consider for implementing a pilot project that uses a moderate physical barrier to further buffer/protect cyclists using on-street bike lanes. On December 6, 2022, the Paths & Trails Subcommittee recommended Jackrabbit Road from Hayden Road to Miller Road as the pilot project location. Protected bike lanes can also support the TAP's goal of becoming a Platinum Level Bicycle Friendly Community by creating on-street cycling facilities that would be functional for a broader range of cycling abilities.

### **Protected Bike Lane Pilot Program:**

Regionally, cities are integrating protected bike lane facilities to achieve the following objectives:

- Expand the range of ages and abilities willing to ride a bicycle on roadways
- Increase the comfort level of interested but concerned bicyclists (the largest population) with the installation of on-street protected bike lanes
- Increase safety for bicyclists and pedestrians
- Provide an alternative on-street facility other than sidewalks and shared-use paths for bicyclists

According to the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, protected bike lanes are separated from general-purpose travel lanes with both a buffer and a vertical element, such as a median, curb, or flexible delineators. Converting an existing constrained bike lane to a protected bike lane can be expected to reduce motor vehicle-bike crashes by over 50 percent.

Jackrabbit Road from Hayden Road to Miller Road exhibits several characteristics that make this location favorable for a protected bike lane pilot project:

- 1) Usage was the highest, based on tube counts compared to the two other candidate locations
- 2) This roadway segment connects the Indian Bend Wash Path and the Arizona Canal Path (both classified as primary paths in the TAP).
- 3) Jackrabbit Road is designated as a Neighborhood Bikeway in the TAP, and this segment is the only portion of the bikeway that has a speed limit above 25 miles per hour.

- 4) There are existing concerns about vehicular speeds in this corridor.
- 5) The installation of a Rectangular Rapid Flashing Beacon (RRFB) in July 2024 to improve pedestrian and bicycle access at the Miller Road/Jackrabbit Road curved intersection.

Figure 1 shows a field setup of the K71 flexible posts manufactured by Zumar Industries Inc.

**Figure 1**  
**Jackrabbit Road: Field Setup – K71 Flexible Posts**



The existing roadway features (see Figure 2) for Jackrabbit Road from Hayden Road to Miller Road include:

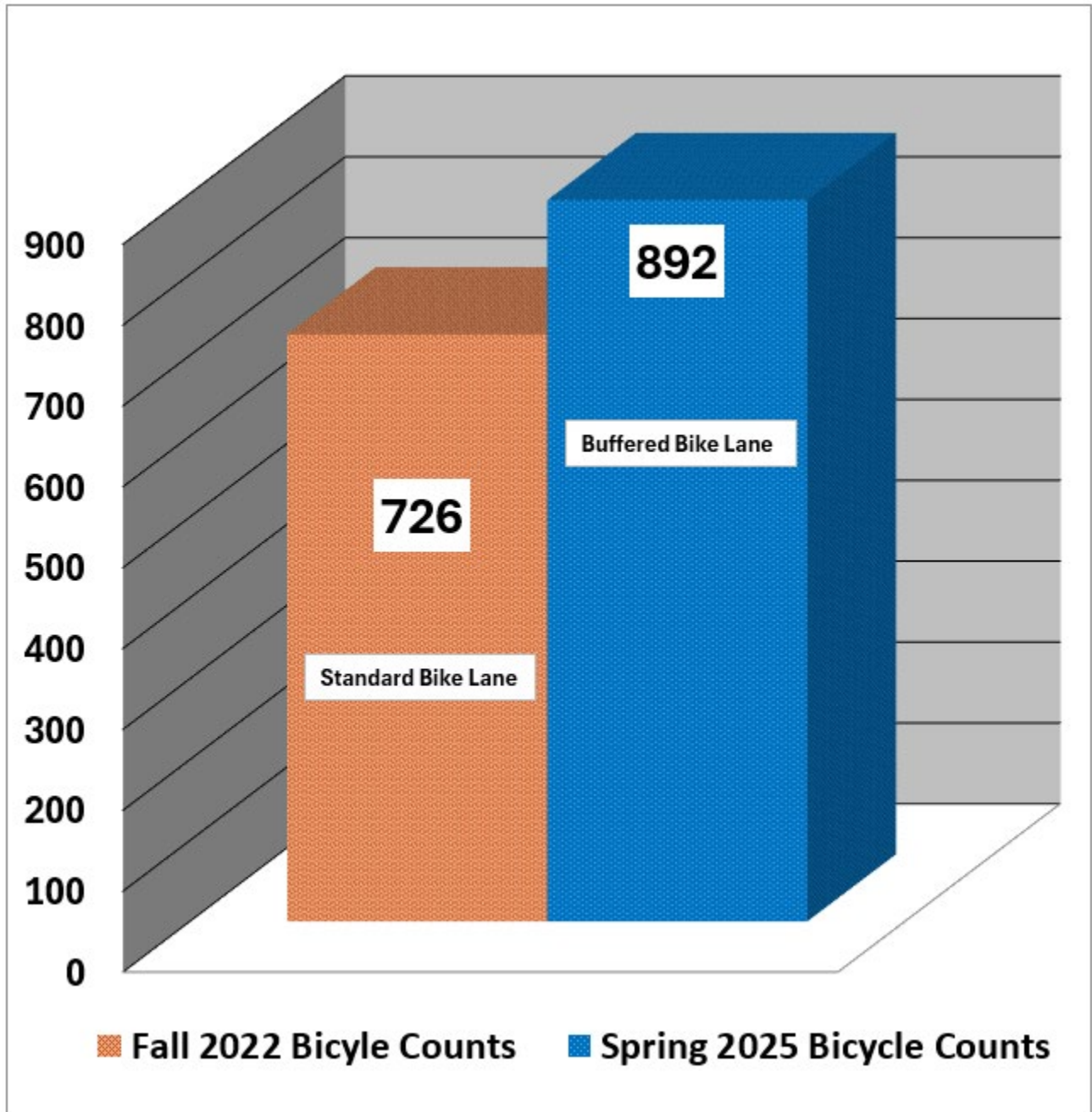
- 37' of roadway width from curb to curb
- 10.5' travel lanes (one lane in each direction)
- 5' bike lane
- 3' painted buffer
- Minor Collector
- Speed limit of 30 mph

**Figure 2**  
**Jackrabbit Road: Hayden Road to Miller Road**  
**Existing Roadway Features**



As with any pilot project the collection of data is used to substantiate findings. In the effort to identify the pilot project location, bicycle counts were collected on Jackrabbit Road in Fall of 2022. The recommendation of Jackrabbit Road from Hayden Road to Miller Road as the pilot project location from the Paths & Trails Subcommittee in December 2022 triggered the installation of buffered bike lanes in July 2024. Bike counts were then conducted again in April 2025 to assess any difference between a standard bike lane and a buffered bike lane. Findings include a slight increase once the buffered bike lanes were installed (see Figure 3).

**Figure 3**  
**Jackrabbit Road: Hayden Road to Miller Road**  
**Bidirectional Bicycle Counts**



**Next Steps:**

If approved by the Paths & Trails Subcommittee and the Transportation Commission, the next step would be to establish a job order contract to install the K71 flexible posts.

Bike counts and speed measurements would be taken again after the barriers have been in place for a reasonable period of time to assess any changes in usage and driver behavior that might be

attributable to the barriers. Any impacts related to roadway maintenance would also be assessed. There is existing available budget in the Buffered Bikeways CIP project to fund the pilot.

**Requested Action:**

Staff are requesting that the Paths & Trails Subcommittee recommend to the Transportation Commission the installation of K71 flexible posts to establish a protected bike lane pilot project on a segment of Jackrabbit Road from Hayden Road to Miller Road.

**Continuing Steps:**

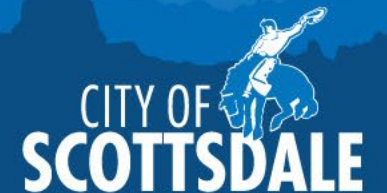
Presentation to the Transportation Commission in Summer 2025.

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**Staff Contact:** Greg Davies, 480-312-7829, [gdavies@scottsdaleaz.gov](mailto:gdavies@scottsdaleaz.gov)

# Jackrabbit Road Protected Bike Lane Pilot Project

Paths & Trails Subcommittee  
June 5, 2025



TRANSPORTATION & INFRASTRUCTURE

# Transportation Action Plan Guidance

- ***TAP Guiding Policy***

- Transportation Network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities

- ***Bicycle Element***

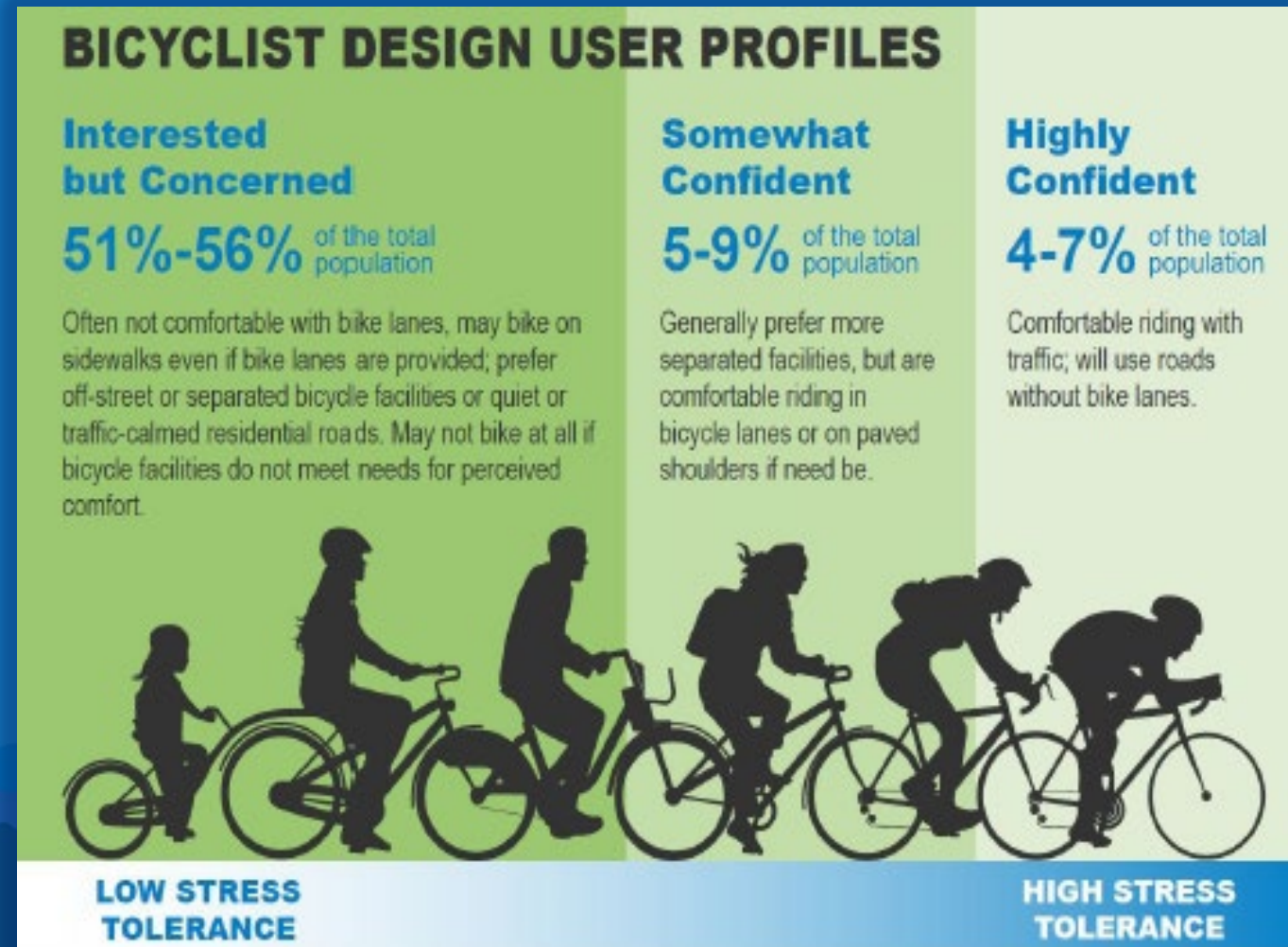
- Goal to Achieve Platinum Level in the Bicycle Friendly Community Program

- ***Implementation Program***

- Testing New Concepts and Technology is 3<sup>rd</sup> highest priority for Transportation investments

# Why consider protected bike lanes?

- Can expand range of ages and abilities willing to ride bikes on the street
  - Increased comfort level
  - “Interested but concerned”
- Already in use in other communities around the region and country
- Increased safety for both cyclists and pedestrians
- Help to move cyclists and electric vehicles to the street from crowded sidewalks and multi-use paths



# What is a protected bike lane?



Field setup on Jackrabbit west of 79<sup>th</sup> Way

- Features
  - Minimum 5' bike lane preferred
  - Minimum 2.5' painted buffer preferred
  - Physical barrier
- Lateral separation plus the raised physical feature provides additional comfort to the bicyclist and more information for drivers

# Jackrabbit Road Bike Lanes Hayden Road to Miller Road

- Existing Roadway Features
  - 37' curb to curb
  - 10.5' foot travel lanes
  - 5' bike lane
  - 3' painted buffer
  - Minor Collector
  - Speed Limit 30 mph

Before



After



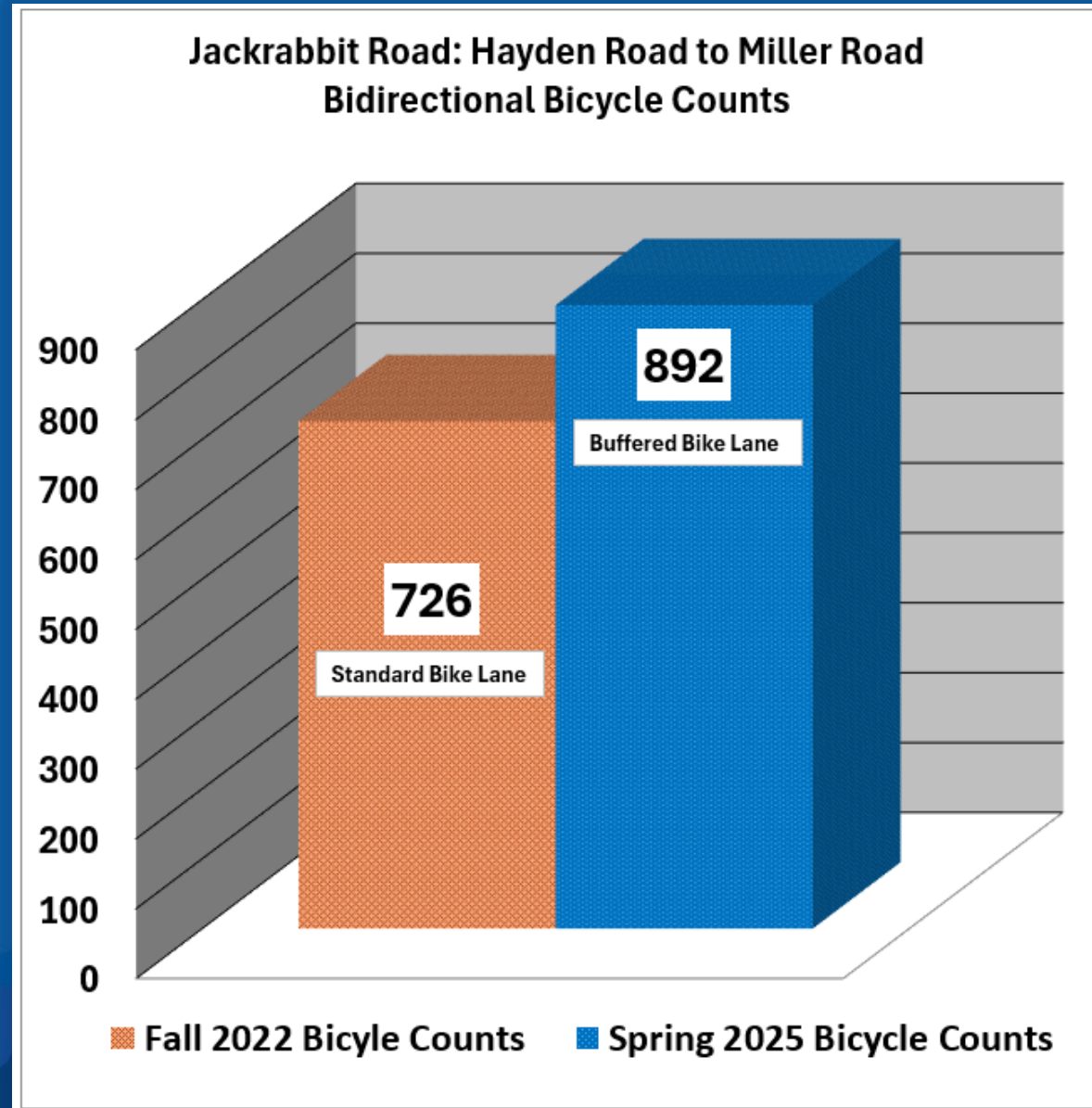
# Bicycle Counts Data Outcome

## Friday – Monday Bidirectional Counts

- Fall 2022 Oct/Nov  
Standard Bike Lane
- Spring 2025 \*April\*  
Buffered Bike Lane

**\*NOTE\***

65% of Bicyclists heading  
Westbound to AZ Canal



# Pilot Project Location Characteristics

## *Jackrabbit Road – Hayden Road to Miller Road*

- Highest bike counts compared to other potential locations:
  - Via Linda: Via de Ventura – Hayden Road
  - 96<sup>th</sup> Street: Thunderbird Road – Redfield Road
- Connects Indian Bend Wash Path with Arizona Canal Path
  - Both paths designated as Primary in the TAP
- Designated Neighborhood Bikeway
  - Only segment of a bikeway with speed limit above 25 mph
- Concerns about vehicular speeds
- Scottsdale Trolley Route MLHD



# Implementation Steps

✓ 1. Bike Counts Prior to Buffered Bike Lanes – Oct/Nov 2022 = 726

✓ 2. Paths & Trails Subcommittee Recommends Jackrabbit Road: Hayden to Miller Road identified as pilot location on 12/6/22

✓ 3. Buffered bike lanes installed July 2024

✓ 4. Bike Counts Post Buffered Bike Lanes – April 2025 = 892

✓ 5. Barrier type K71 Selected for Pilot Location

6. Install barriers [NEXT STEP]

7. Count bike usage after installation to determine additional impact

8. Assess maintenance impacts

9. Make recommendations on future use or possible removal

10. Template for implementation of similar safety improvements

# Staff Requested Action to Paths & Trails Subcommittee

*Paths & Trails Subcommittee recommend to the Transportation Commission the installation of K71 flexible posts to establish a protected bike lane on a segment of Jackrabbit Road between Hayden Road to Miller Road.*

# TENTATIVE FUTURE AGENDA ITEMS

Rev. 05-29-25

\*All Items Subject to Change\*

## PATHS & TRAILS SUBCOMMITTEE

**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*
- **77<sup>th</sup> Street Emergency Access** .....Information  
*Update on the 77<sup>th</sup> Street Emergency Access Project – Satanay Hallac, Senior Transportation Planner*
- **Thompson Peak Parkway Bridge Project**.....Information  
*Update on the Thompson Peak Parkway Bridge CIP Project – Satanay Hallac, Senior Transportation Planner*
- **Transportation Planning Studies**.....Information  
*Update on design and feasibility studies – Nathan Domme, Senior 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*
- **Strategic Transportation Safety Plan** .....Information  
*Presentation on the draft Strategic Transportation Safety Plan – Nathan Domme, Senior Transportation Planning Manager*
- **Path Counters**.....Information  
*Update on the automated path counters – Greg Davies, Senior Transportation Planner*
- **Projects and Programs Update**.....Information  
*Update on current projects and programs including recent accomplishments– Nathan Domme, Senior 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*
- **Cactus Trail Fence Project** .....Information  
*Update on the fence along the Cactus Trail – Greg Davies, Senior Transportation Planner*
- **Bicycle Friendly Community Update**.....Information  
*Update on the Bicycle Friendly Community Program and Progress towards next application –Susan Conklu, Senior Transportation Planner*
- **Projects and Programs Update**.....Information  
*The years accomplishments – Nathan Domme, Senior Transportation Planning Manager*