



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

Notice and Agenda

Date: Thursday, October 2, 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. **Approval of Meeting Minutes****Action**
Approval of the Regular Meeting Minutes of August 7, 2025

2. **Strategic Transportation Safety Plan**.....**Information**
Update on the Strategic Transportation Safety Plan – Nathan Domme, Senior Transportation Planning Manager

3. **Projects and Programs Update**.....**Information**
Update on design and feasibility studies – Nathan Domme, Senior Transportation Planning Manager

4. **Subcommittee Identification of Future Agenda Items** **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

5. **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, August 7, 2025

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:19 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair – Transportation Commission
Robert Marmon, Vice-Chair – Transportation Commission
Amy Arnold – Commissioner, Parks and Recreation Commission
Sarah Hecht – Subcommittee Member
Bradley Adame – Subcommittee Member

STAFF: Nathan Domme, Transportation Planning Manager
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Devin Rouhani, Planning Specialist

PUBLIC COMMENT

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

1. APPROVAL OF MEETING MINUTES

Commissioner Arnold noted changes on pages 1 and 2 of the June 5, 2025 minutes.

SUBCOMMITTEE MEMBER ADAME MOVED TO APPROVE JUNE 5, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS AMENDED. VICE CHAIR MARMON SECONDED THE MOTION, WHICH CARRIED FIVE (5) TO ZERO (0). CHAIR KAUFTHEIL, VICE CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES

2. 77th Street Emergency Access

Satanay Hallac, Senior Transportation Planner, presented and discussed the 77th Street emergency access improvements. This project will service the Penjamo residential community that consists of 49 homes populated by Yaqui families. In 1970, this neighborhood was the first location in the City of Scottsdale to use Department of Housing and Urban Renewal Development (HUD) funds to construct low-cost homes for residents displaced from the flood-prone Indian Bend Wash. Currently, only one access point exists from Roosevelt Street, which sits at a low point, and that access is blocked when there is a flood.

The purpose of the project is to design and construct a multiuse path to provide residents with ingress and egress during flooding events. The proposed emergency access will be constructed from the North 77th Street and East McKinley Street intersection to the westerly terminus of E. Pierce Street, being east of and adjacent to McKellips Lake Park within the Indian Bend Wash.

Ms. Hallac reviewed the project goals, highlighting the incorporation of residents' input, compliance with HUD funding requirements, and a sustainable design. A public meeting was held on May 15, 2025, at the Vista del Camino Park and Community Center where 30 attendees provided a lot of positive feedback. Project considerations were reviewed, and coordination between the McKellips Lake Project and adjacent homeowners was noted.

A review of the 30 percent preliminary design indicated the project is in the process of obtaining the applicable permits, including the 408 permit from the U.S. Army Corps of Engineers (USACE). The floodplain is being monitored to determine new limits and ensure the project stays out of the floodway. Ms. Hallac continued with a review of the design concept that included bollards, signage, and landscaping.

A review of the timeline and schedule showed the original concept that began in April 2019 as the 77th Street realignment concept, all the way through the 77th Street scoping in January 2025. The kickoff meeting was held in quarter 1 of 2025 and is presently at a 30 percent conceptual design phase in quarter 3 of 2025.

Committee members were given an opportunity to comment and ask questions.

- In response to Subcommittee Member Adame's inquiry into the flood risk designation for the homes, Mr. Domme advised that the homes are outside the flood zone, and the problem remains that the access point, being in the flood zone, allows no emergency access during a flood. A brief discussion ensued related to flooding history.
- In response to Vice Chair Marmon's inquiry into how often the access point is impassable, Mr. Domme explained the roadway becomes impassable during moderate and major storm events and remains so for up to half a day.
- In response to Vice Chair Marmon's inquiries, Ms. Hallac noted they are still in negotiations to determine who will be responsible for moving the bollards. Mr. Domme stated the community wants a level of control, but protocols need to be in place as well. Ms. Hallac clarified the 408 permit provides legal authority for the City of Scottsdale to alter or use federally authorized civil work projects, such as the Indian Bend Wash that was built by the USACE. Mr. Domme noted there was a preliminary discussion regarding condemning a house near 78th Street. Ms. Hallac noted the McKellip Project is redesigning their pathway to meet Americans with Disability Act standards.
- Vice Chair Marmon recommended the engineer confirm that emergency vehicles can make the turn under the overhang and fit on the roadway, proposed installing a valve or alternative preventative measures to prevent water from backing up onto Pierce Street, stated it is a difficult but doable task to install a retaining wall next to a floodway, and advocated for assurance the engineer is confident they can do it.
- In response to Commissioner Arnold's question about why the City waited until now, Mr. Domme explained this longstanding problem came to their attention in 2018 or 2019, at which time they sought funding. Mr. Davies noted the alley was previously used as an exit to mitigate the problem, but it is no longer sufficient or conducive for emergency vehicle access.
- In response to Chair Kauftheil's inquiry, Ms. Conklu discussed the purpose of planting the Chinese Pistache rather than a native tree. Mr. Domme stated this location will be closed for nine months, and alternative routes will be provided.
- Commissioner Arnold noted the numbers on the Funding Sources spreadsheet do not total \$2.8 million. Ms. Conklu advised her they will check the numbers and get back to the Subcommittee.

3. Thompson Peak Parkway Bridge Project

Satanay Hallac, Senior Transportation Planner, presented and discussed the Thompson Peak Parkway Bridge over Reata Wash project. Thompson Peak Parkway is a minor arterial road with a rural environmentally sensitive lands character designation. In 2000, DC Ranch built the eastbound bridge as a half street improvement for their development. The original design included construction of a westbound bridge by the City of Scottsdale that did not come to fruition. As part of the 2019 bonds, the City established the Westbound Bridge project. This project is presently at 30 percent design and will be funded from the 2026/27 budget.

The project goal is to construct a westbound Thompson Peak Parkway over the Reata Wash between E. Desert Camp Drive and E. Windgate Pass Drive. The configuration and aesthetics will match the existing eastbound bridge with two 12-foot travel lanes, a five-foot bike lane, and a five-foot sidewalk. A separation barrier will be installed between the sidewalk and main traffic. A noise study will be completed to determine if a noise wall or other noise mitigation is necessary. The project goals are to complete the corridor configuration, remove land reduction, increase pedestrian and cyclist safety, and provide multiuse and trail network connectivity. Upon completion of construction, the existing eastbound bridge will convert to strictly eastbound traffic, and the westbound traffic will be on the Thompson Peak Parkway Bridge.

A review of the schedule highlighted that the noise study, public meeting, and reaching 60 percent design will be completed in September 2025. 100 percent design will be met in May 2026, with construction starting in the summer or fall of 2026. The design will coordinate with DC Ranch and manage pedestrian and vehicle interaction, as well as path and trail connections.

Committee members were given an opportunity to comment and ask questions.

- Vice Chair Marmon questioned whether the bridge design or the roadway are to match. Mr. Domme advised the structures will be different with similar aesthetic features.
- In response to Vice Chair Marmon's inquiry, Mr. Domme described the City's procedure for conducting a required noise study when there is an adjustment or new construction of a roadway. The noise can be mitigated by a noise wall or landscaping depending on the decibel reading. A brief discussion ensued.
- In response to Commissioner Arnold's query as to why it took so long to work on this project, Mr. Domme discussed various factors, including other infrastructure taking precedence and funding. Ms. Conklu added that 2019 was the first time since 2000 that the bonds went to the voters.
- In response to Chair Kaufheil's inquiry regarding the barrier placement, Mr. Domme clarified the design matches standards used on the Hayden Miller Bridge, and the barrier was added for pedestrian safety. Discussion ensued regarding the bike lane width and barrier placement. As they are only at the 30 percent design phase, Mr. Domme noted, there is opportunity for change.

4. Transportation Planning Studies

Nathan Domme, Senior Transportation Planner, presented and discussed the process for feasibility studies prior to concepts becoming projects. The process starts by securing funding for the study and conducting a public meeting to obtain an understanding of the project and what the community wants. The Maricopa Association of Governments' Design Assistance Program offers a competitive application process for funding public outreach, feasibility studies for eligible projects, and consultant services.

The City of Scottsdale has six previous successful studies and currently has three studies funded through the Design Assistance Program. A detailed overview of the following concept design and public outreach was provided:

- 64th Street Crossing at Thomas and Indian School roads
- Central Arizona Project Canal / 100th Street Path
- 2nd Street Neighborhood Bikeway Study

Committee members discussed the 64th Street Crossing and accessing the multiuse path, while putting forward suggestions.

Ms. Conklu clarified how the public is made aware of open house meetings; for instance, neighborhood meetings typically only have post cards sent to the neighbors or those within the affected areas. Going forward the Subcommittee will be advised of future open house meetings, and they will notify staff if they wish to attend.

Mr. Domme reviewed the benefits of feasibility studies, including identifying challenges and fatal flaws before adoption in the Capital Improvement Plan and answering recurring questions. The conceptual design provides an estimated cost and allows the City Council a second approval of the project cost. A detailed overview of the four current studies and 12 Arterial Life Cycle Program projects under Prop 400 were provided and discussed.

In response to Vice-Chair Marmon's query regarding the 15 percent scope of work, Mr. Domme stated they determine cost, right-of-way needs, utility conflicts, and preliminary design. This was modeled from the HUD design assistance program. In response to Chair Kauftheil's question, Ms. Conklu noted the average consulting cost is \$75,000.

5. Subcommittee Identification of Future Agenda Items

Susan Conklu, Senior Transportation Planner, noted the next two meeting dates are October 2, 2025, and December 4, 2025, and she reviewed the current agenda topics.

Future topics recommended by Subcommittee members:

- Preserve Trails
- Bike Lane Gaps / Obstructions
- eBike Regulations

6. Adjournment

With no further business to discuss, being duly moved by Commissioner Arnold and seconded by Subcommittee Member Hecht, the meeting adjourned at 7:13 p.m.

AYES: Chair Kauftheil, Vice-Chair Marmon, Commissioner Arnold, 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 AND TRAILS SUBCOMMITTEE REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Strategic Transportation Safety Plan
Meeting Date: October 2, 2025

ITEMS IN BRIEF

Action: Information and Discussion

Purpose

Staff are in the process of drafting a new Strategic Transportation Safety Plan (STSP) that will guide future safety improvements across Scottsdale's transportation network. As noted at the January 2025 Transportation Commission meeting, this plan will focus on refining the existing system to reduce serious injuries and fatalities. This is an informational item only; questions and discussion will follow the presentation.

Background and History of Safety Planning

Early Foundations (2003 Streets Master Plan)

The 2003 Streets Master Plan was the first City document to identify safety as a core transportation goal, elevating it alongside capacity needs. It emphasized the Transportation Commission's role in evaluating projects through a safety lens, with public safety recognized as a key criterion for recommending capital improvements.

Key takeaway: Safety and capacity have been co-equal priorities since 2003.

Establishing Policy Direction (2008 Transportation Master Plan)

The 2008 Plan expanded safety into a dedicated policy, stating the City's objective to reduce injuries and deaths from transportation-related causes while protecting neighborhood livability and commercial vitality. The plan highlighted strategies in enforcement, education, engineering, and collision analysis. It also identified roundabouts and Intelligent Transportation Systems (ITS) as innovative countermeasures.

Key takeaway: First explicit policy goal to reduce injuries and fatalities, introducing a "3E" (engineering, education, enforcement) approach.

Data-Driven Focus (2016 Transportation Master Plan)

The 2016 update built on prior efforts and designated roundabouts as the preferred control device for intersections with one or two lanes per direction, requiring justification to retain traffic signals. It institutionalized biennial Traffic Volume and Collision Rate Reports and mandated periodic arterial and collector speed limit studies.

Key takeaway: Formal shift to data-driven safety solutions and systemic evaluation.

Refinement and Preservation (2022 Transportation Action Plan)

The 2022 TAP emphasized maintaining existing infrastructure while upgrading to modern safety standards. It called for regular collision analysis, remediation of high-frequency crash sites, and improvements to pedestrian and bicycle crossings, such as hybrid beacons, RRFBs, refuges, and improved lighting.

Key takeaway: Focus on preservation, multimodal safety, and targeted improvements.

Integration with General Plan 2035

The voter-approved General Plan's Connectivity Element reinforces safety by integrating all modes—automobile, transit, bicycling, and walking—while reducing conflict points and protecting regional corridors. Goals include designing corridors to safely move people and goods, coordinating land use and transportation, and retrofitting older infrastructure for accessibility.

Key takeaway: Aligns transportation safety with community livability and multimodal integration.

Current Standards and Practices

Scottsdale DSPM Standards

The Design Standards & Policies Manual (DSPM) empowers staff to require safety countermeasures when development is occurring in the city.

Safety Countermeasures in Current Use

Over the last two decades, Scottsdale has deployed a broad set of countermeasures, including:

- Engineering treatments: roundabouts, medians, buffered bike lanes, enhanced crosswalks, LPIs, backplates, and access management.
- Systemwide programs: road safety audits, updated speed studies, pavement friction management, and the Neighborhood Traffic Management Policy.
- Site-specific enhancements: PHBs, RRFBs, high-visibility crosswalks, delineation for curves, wider edge lines, pedestrian underpasses, and left-turn conflict reduction designs.

Key takeaway: Scottsdale has a strong track record of implementing nationally recognized safety treatments citywide.

Draft Plan Development

Common Practices Assessment

Staff and the consultant team reviewed safety plans from peer cities, regions, and ADOT to identify best practices. Common features under consideration include:

- A letter of support from the Mayor
- Adoption of the Safe System Approach
- Focus on vulnerable users
- Collision factor summaries and high-injury network analysis
- Safety countermeasure menus
- Public involvement and community safety culture

Crash Data Analysis (2019–2023)

- Vehicle crashes: 18,279 total; 376 KSI (2.1%).
- Pedestrian/bicycle crashes: 719 total; 111 KSI (15.4%).
- Combined total: 18,899 crashes; 487 KSI (2.6%)

Notably, pedestrian and bicycle crashes produce KSI rates more than seven times higher than vehicle-only crashes.

Identifying the High-Injury Network (HIN)

The consultant is mapping corridors with the highest concentration of severe crashes. Strategies will balance:

- Systemic improvements: citywide initiatives such as transit stop design, safety campaigns, enforcement programs, and updated development standards.
- Site-specific countermeasures: treatments tailored to particular corridors or intersections with recurring crash patterns.

Goal Setting and Framework

The STSP will follow the Safe System Approach, emphasizing prevention and survivability through multiple layers of protection:

- Safer Roads: design and retrofit corridors to reduce crash likelihood.
- Safer Speeds: context-sensitive speed management strategies.
- Safer People: targeted education and enforcement initiatives.
- Safer Vehicles: consideration of emerging fleet safety features.
- Post-Crash Care: improved emergency response coordination.

These strategies reflect community preferences for traffic calming and safe access while ensuring Scottsdale continues to align with national safety best practices.

Next Steps

The consultant team and City staff will continue to refine the draft STSP through:

- Finalizing the High-Injury Network analysis
- Identifying priority countermeasures for systemic and site-specific deployment
- Setting measurable safety performance goals
- Coordinating with Commission, Council, and public stakeholders

A full draft of the Strategic Transportation Safety Plan will be brought forward later in 2025 for Commission review and Council consideration.

Contacts:

Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

City of Scottsdale Strategic Transportation Safety Plan

Paths and Trails Subcommittee

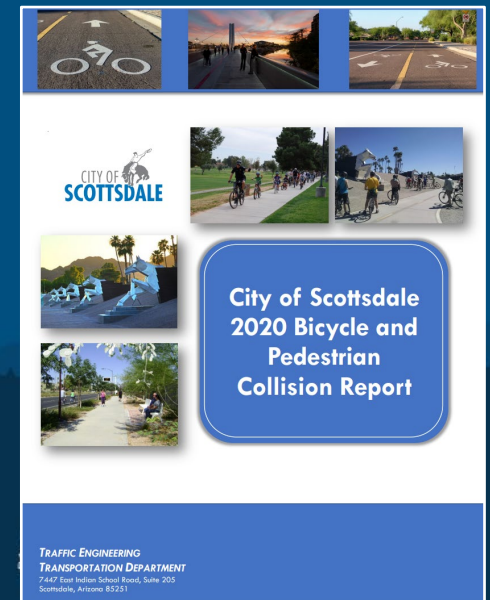
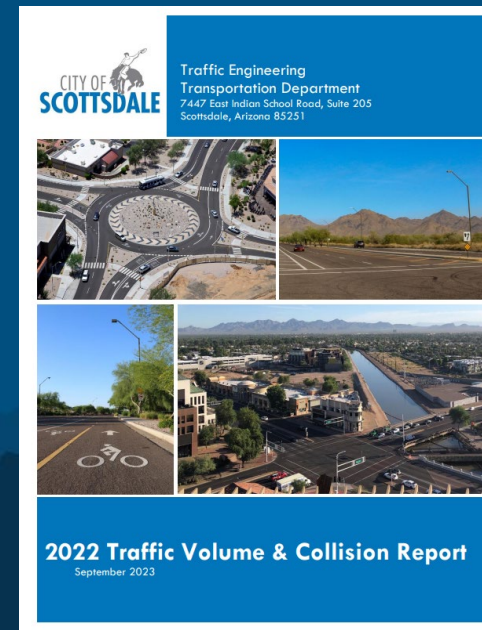
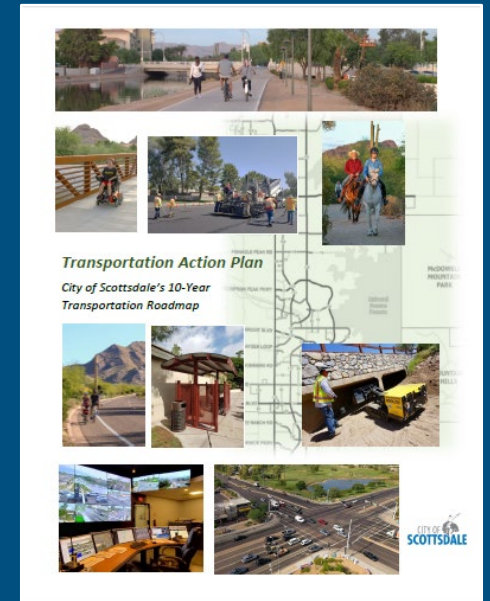
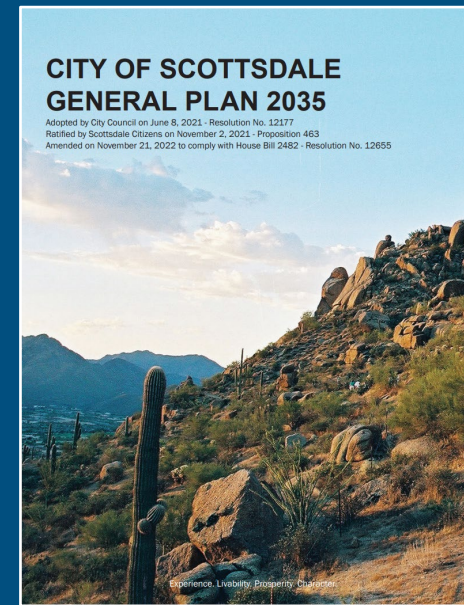
October 2, 2025



Tonight's Meeting

Proposed Scottsdale Safe Plan

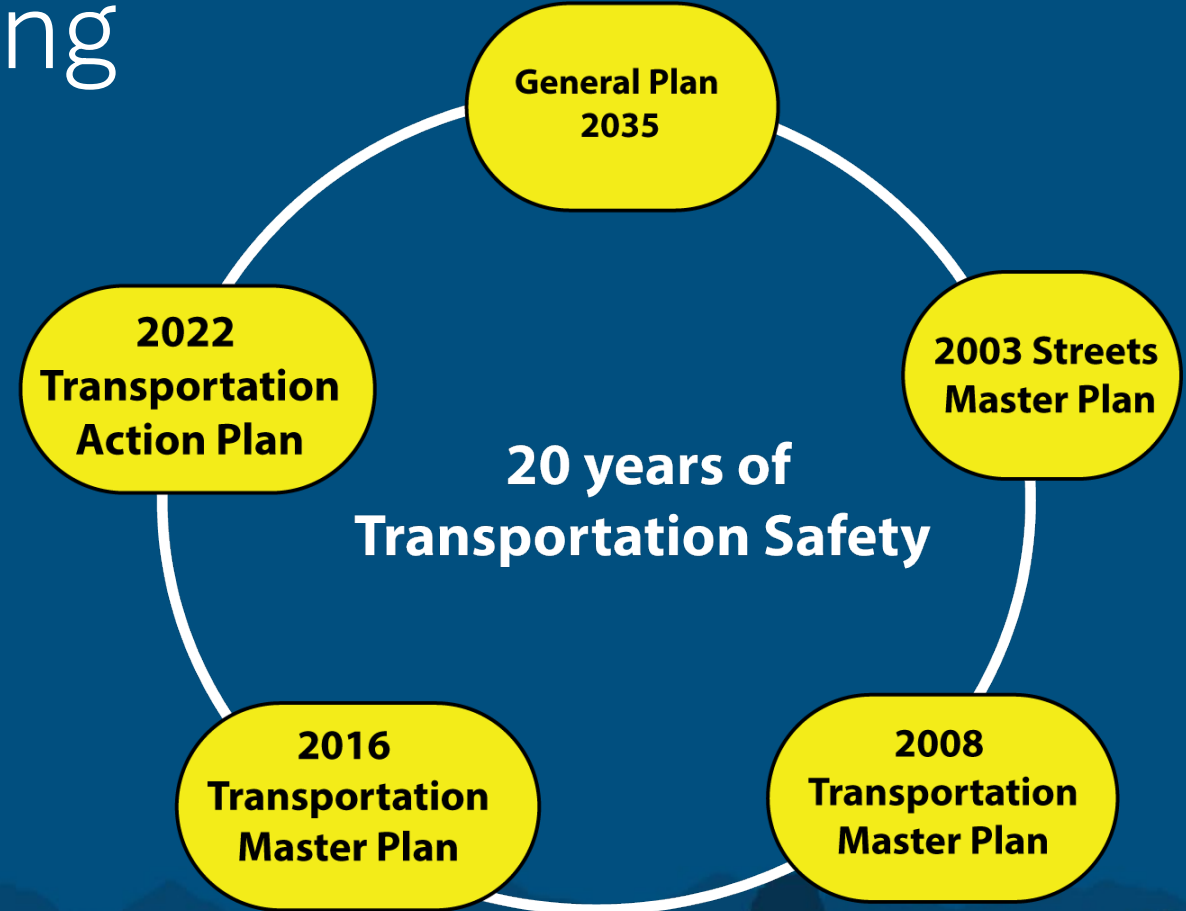
- Existing Department Practices:
 - Existing studies, plans, and policies evaluate and improve traffic safety
- Present Common Practices:
 - Similar Cities' Practices
 - ADOTs New Plans
- Plans Overline



History of Safety Planning

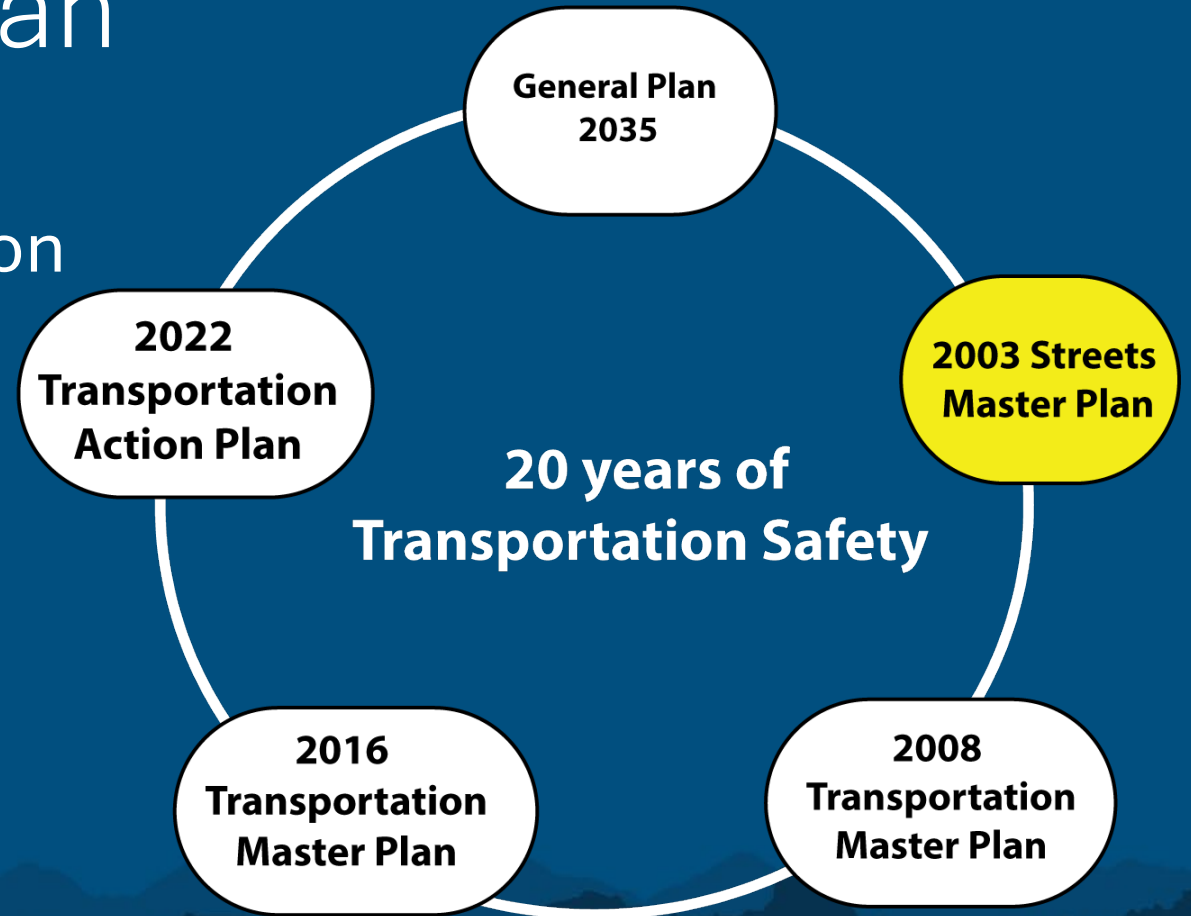
- 20 years of Safety Planning
- Common Safety Countermeasures
- Crashes Trend over 20 years

Key: Over time a common theme to reduce injuries in our transportation system



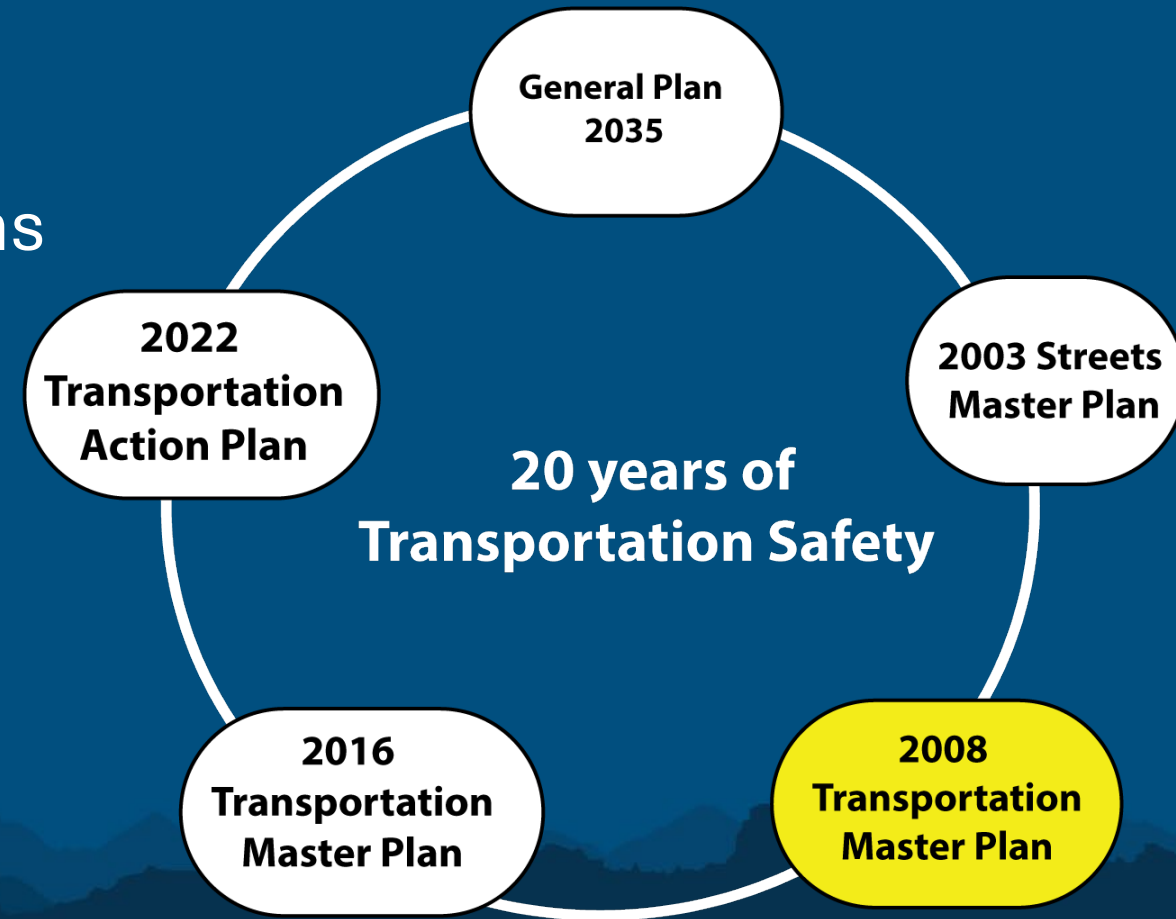
2003 Streets Master Plan

Key: Prioritizes safety with transportation system capacity



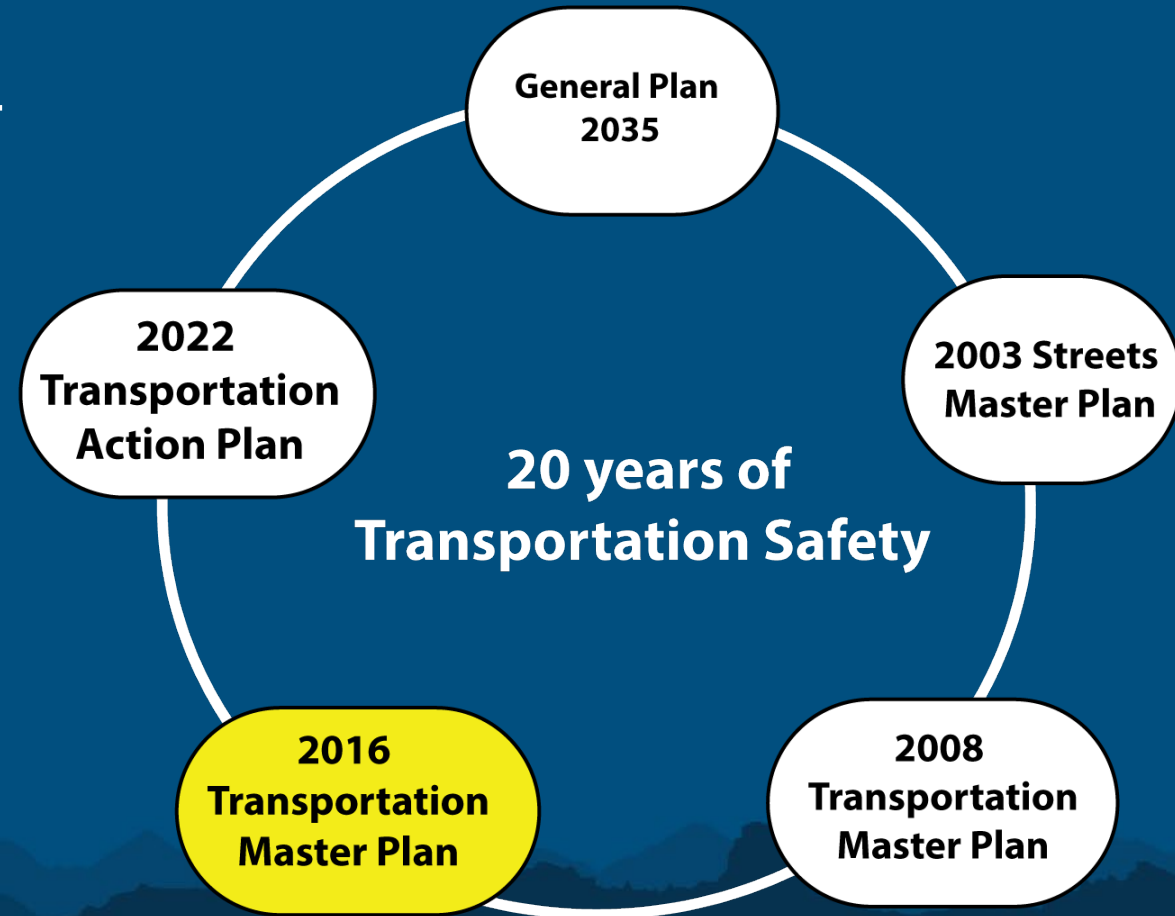
2008 Transportation Master Plan

- Safety Goal: reduce injuries and deaths from transportation-related causes.
- Identify Safety Sections:
 - Enforcement
 - Public Education
 - Engineering
 - ITS Improvements
 - Roundabouts
 - Collision Analysis
 - Safe Routes to Schools



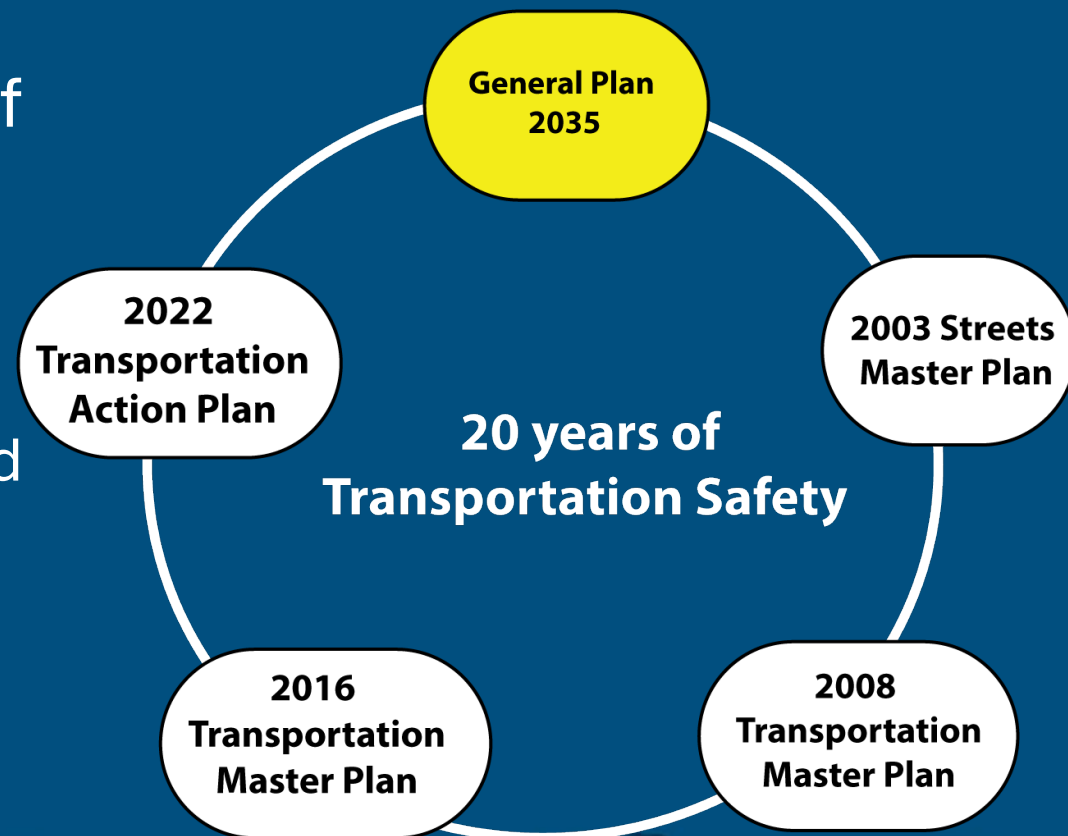
2016 Transportation Master Plan Update

- Greater importance on information for data-driven solutions
 - A Roundabouts First Policy
 - Traffic Volume and Collision Rate Report shall be prepared biennially
 - Comprehensive speed limit studies



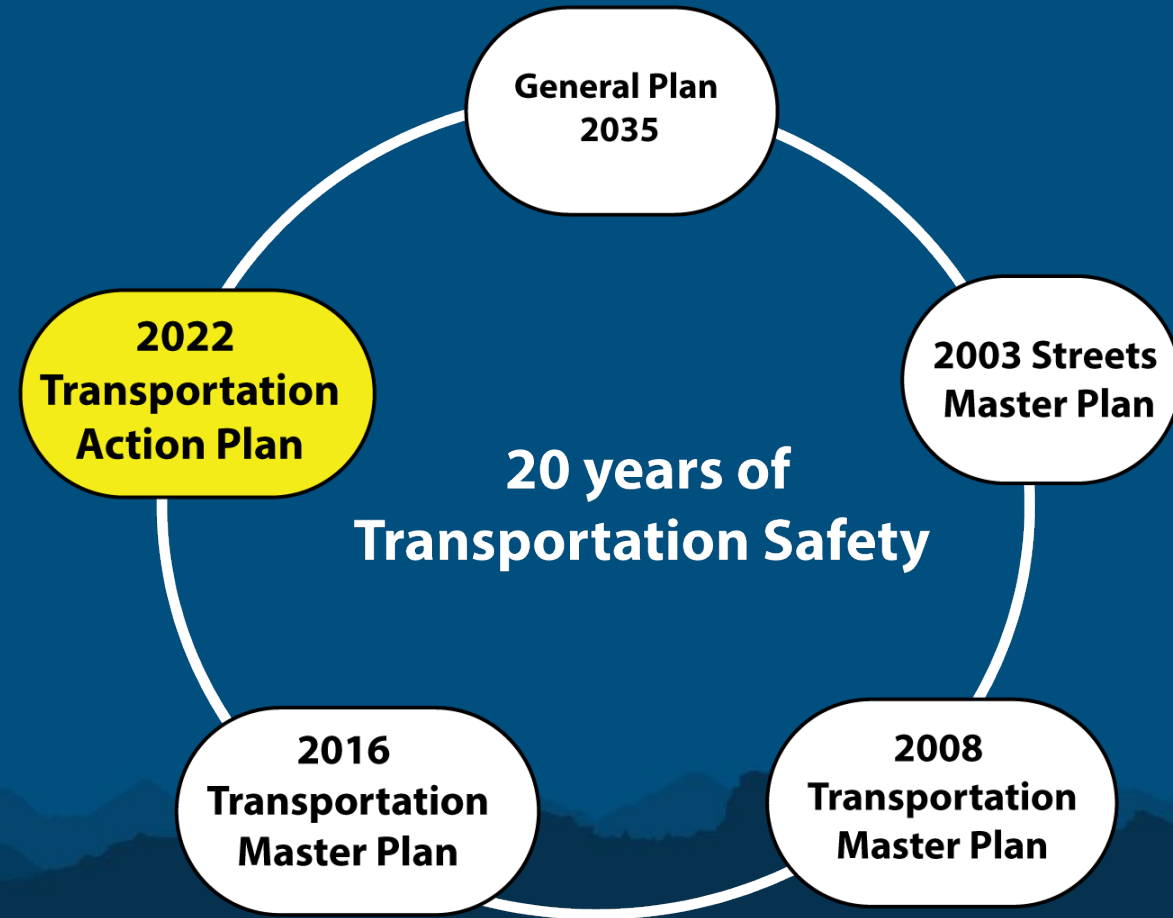
Voter Approved General Plan 2035

- General Plan recognizes the primary role of the automobile but also looks to fully integrate other modes
- Transportation Safety Goals Include:
 - Improve transportation corridors for safety and efficiency
 - Reduce conflict points between modes
 - Retrofit aging infrastructure and streets
 - create non-motorized connections



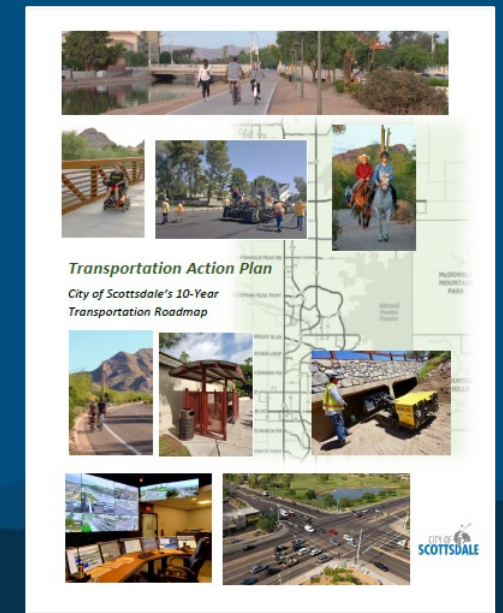
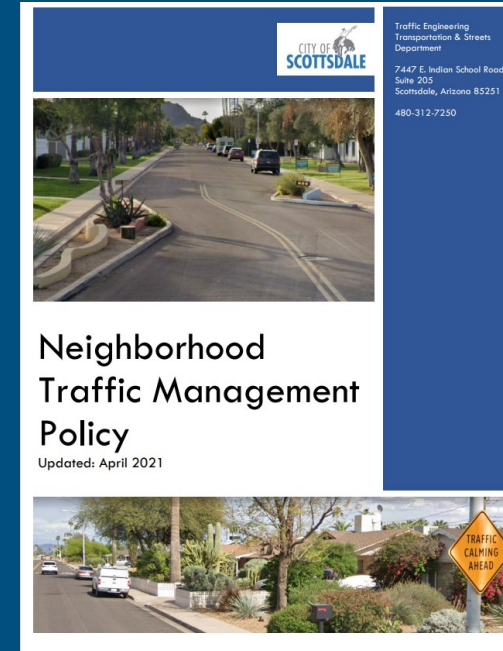
2022 Transportation Action Plan

- Preservation and refinement of the existing transportation system
- Additional bicycle and pedestrian safety facilities



Current Safety Measures Installed in the City: Planning and Analysis Efforts

- Pavement Friction Management
- Road Safety Audits
- Road Safety Plans
- Neighborhood Traffic Management



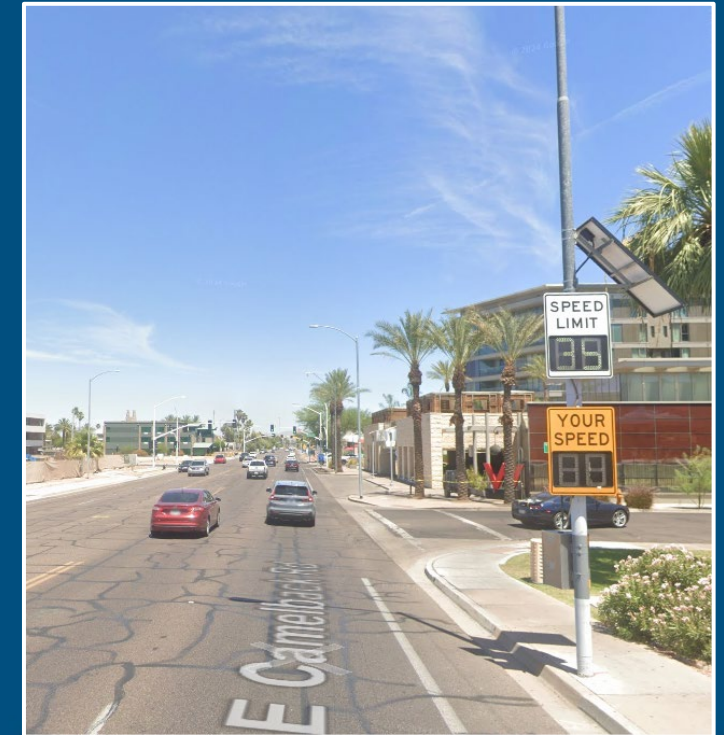
Current Safety Measures Installed in the City: Intersection Improvements

- Lagging Left-Turn Arrows
- Yellow Flashing Arrows
- Roundabouts
- Corridor Access Management
- Yellow Change Intervals
- Backplates with Retroflected Borders
- LILOs
- Dedicated Left and Right-Turn Lanes



Current Safety Measures Installed in the City: Speed Management

- Appropriate Speed Limit for All Road Users
- Variable Speed Limits
- Speed Safety Cameras



Enforcement in Partnership with Scottsdale PD

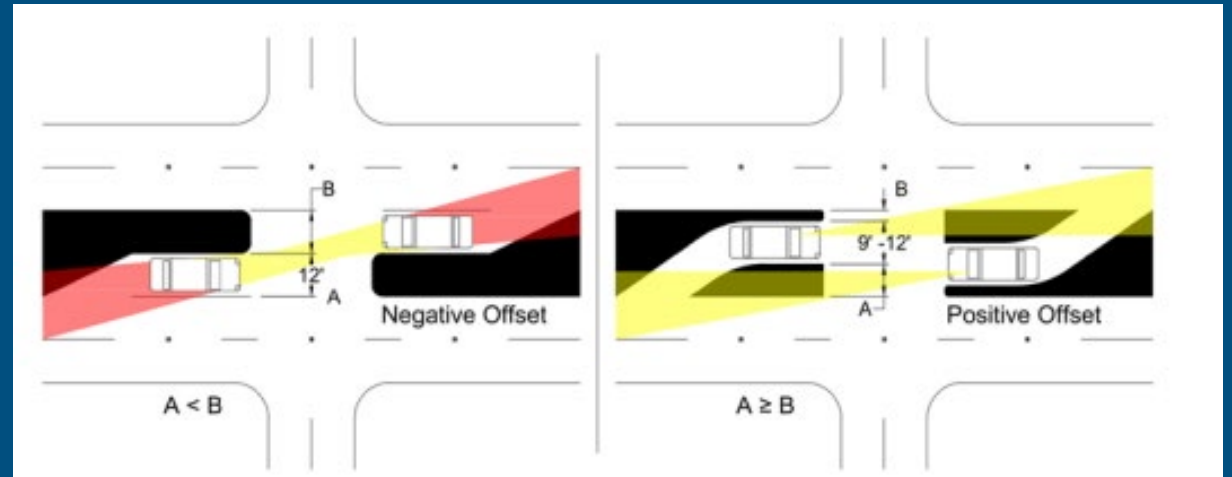
Current Safety Measures Installed in the City: Bicycle and Pedestrian

- Leading Pedestrian Interval
- Grade separated crossings
- Hawks and RRFBs
- Crosswalk Visibility Enhancements
- Pedestrian Refuge Islands
- Walkways
- Bicycle Lanes (including Buffered Lanes)



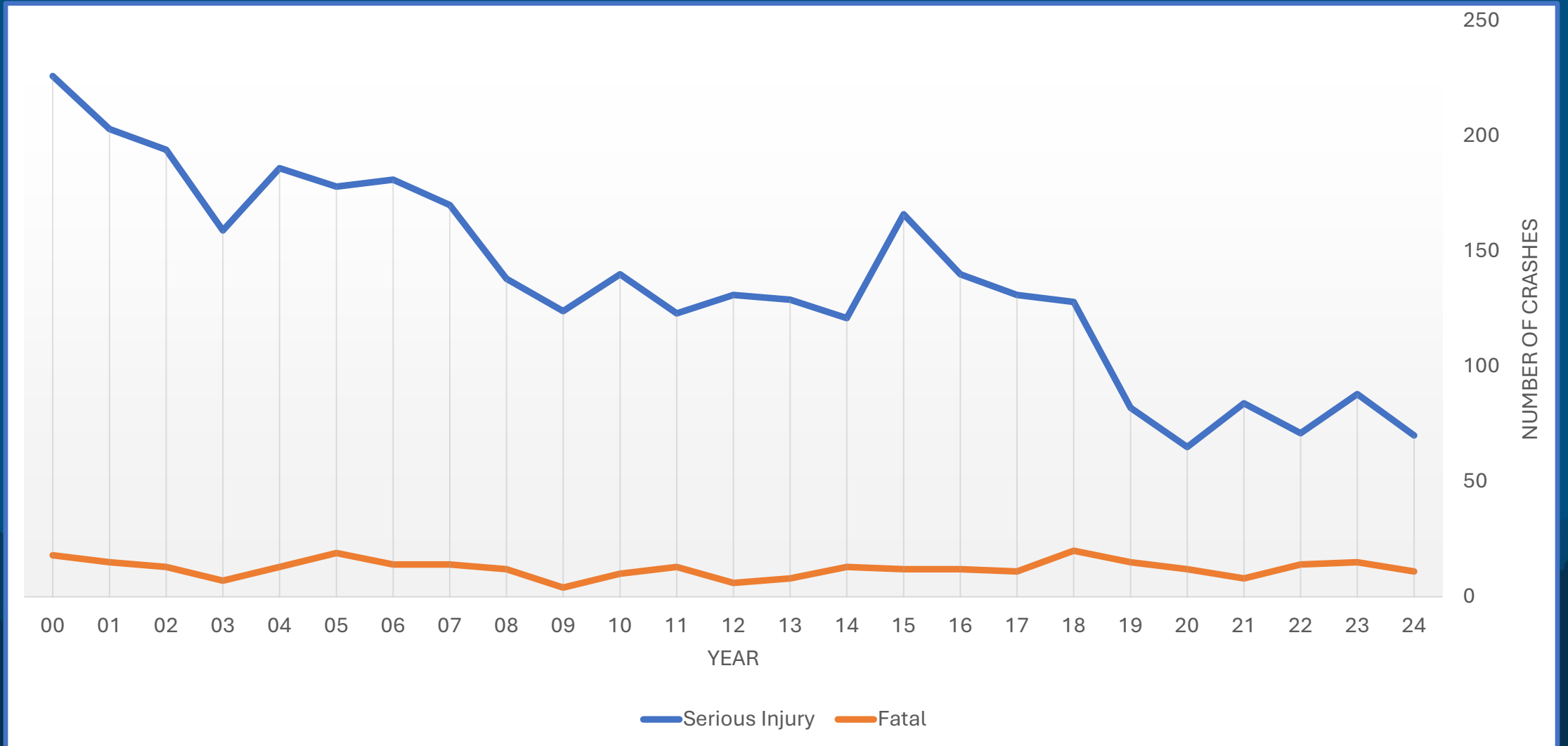
DSPM Standards

- No boulders in medians or landscape buffers
- Negative left turn offsets



- Based on safety analysis, the Transportation Department may request additional safety countermeasures be implemented by new developments.

City of Scottsdale Fatal and Serious Injury Crashes



Consultant Team

The Transportation and Streets department is joined by a consulting team consisting of:

- **TYLin** – leading the effort with road safety, transportation planning, and engineering expertise with an office based here in Scottsdale
- **NAU** – providing data analytic support and familiar with Scottsdale



Why a Scottsdale Safety Plan?

Traffic safety trends across the U.S. is concerning.

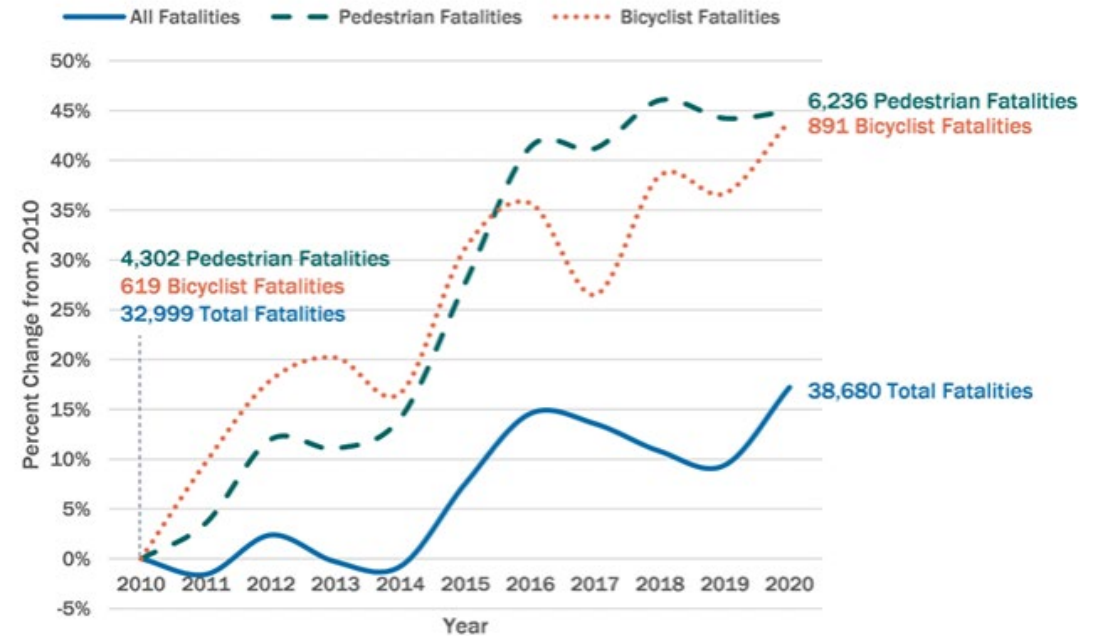
Traffic safety in effort to improve people's lives with enjoyable, safe, and healthy arrivals.

Scottsdale can tailor proven strategies for the riskiest crash trends on the City's roadways, delivering on Transportation Action Plan goals established in 2022.

To maintain high competency of transportation services and safety practices.

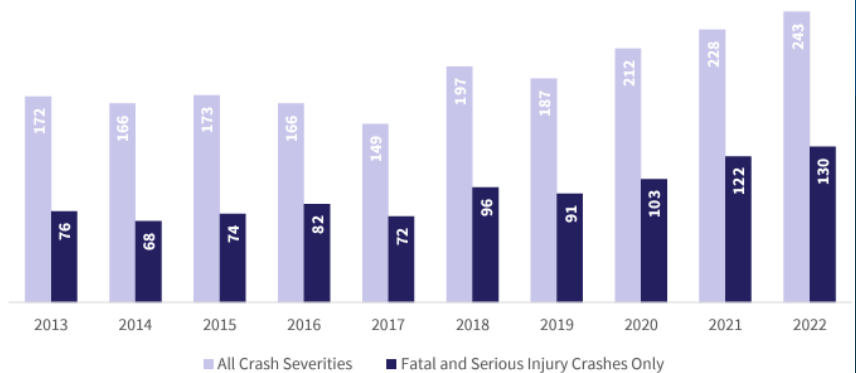
To improve collaboration during the process of making and implementing a plan.

Fatalities among all users have been increasing.
Fatalities among pedestrians and bicyclists have been increasing even faster.



Source: Fatality Analysis Reporting System

Figure 6. ADOT Facility Annual Pedestrian Crashes (2013-2022)



Common Practices Assessment

- Reviewed several plans:
 - Nationally
 - Statewide
- Common elements were identified
- Some plan features were highlighted
- Best Practices assessment offer:
 - A collection of researched strategies offering measurable benefits and effectiveness.

Safe System Approaches

Most safety plans reviewed looked to use the Safe System Approach for transportation safety.

Anticipating human mistakes and minimizing impacts on the human body when crashes do occur

Six Safe System Principles

Five Elements

- Safe Road Users
- Safe Vehicles
- Safe Speeds
- Safe Roads
- Post-Crash Care



Culture of Safety

The Plans we reviewed identified improving two-way communication between the government departments and communities most impacted by serious traffic crashes

A safety culture aimed to reduce risky behaviors such as aggressive drivers and/or impaired driving.



Vulnerable Users

The plans identified need to improve safety for vulnerable roadway users. Vulnerable roadway users include:

- people walking
- bicycling, and
- riding motorcycles

Are more likely to be killed or seriously injured.



Collision Factors Summary

The plans identified that crashes occur because of a variety and often a combination of contributing factors.

These factors may include:

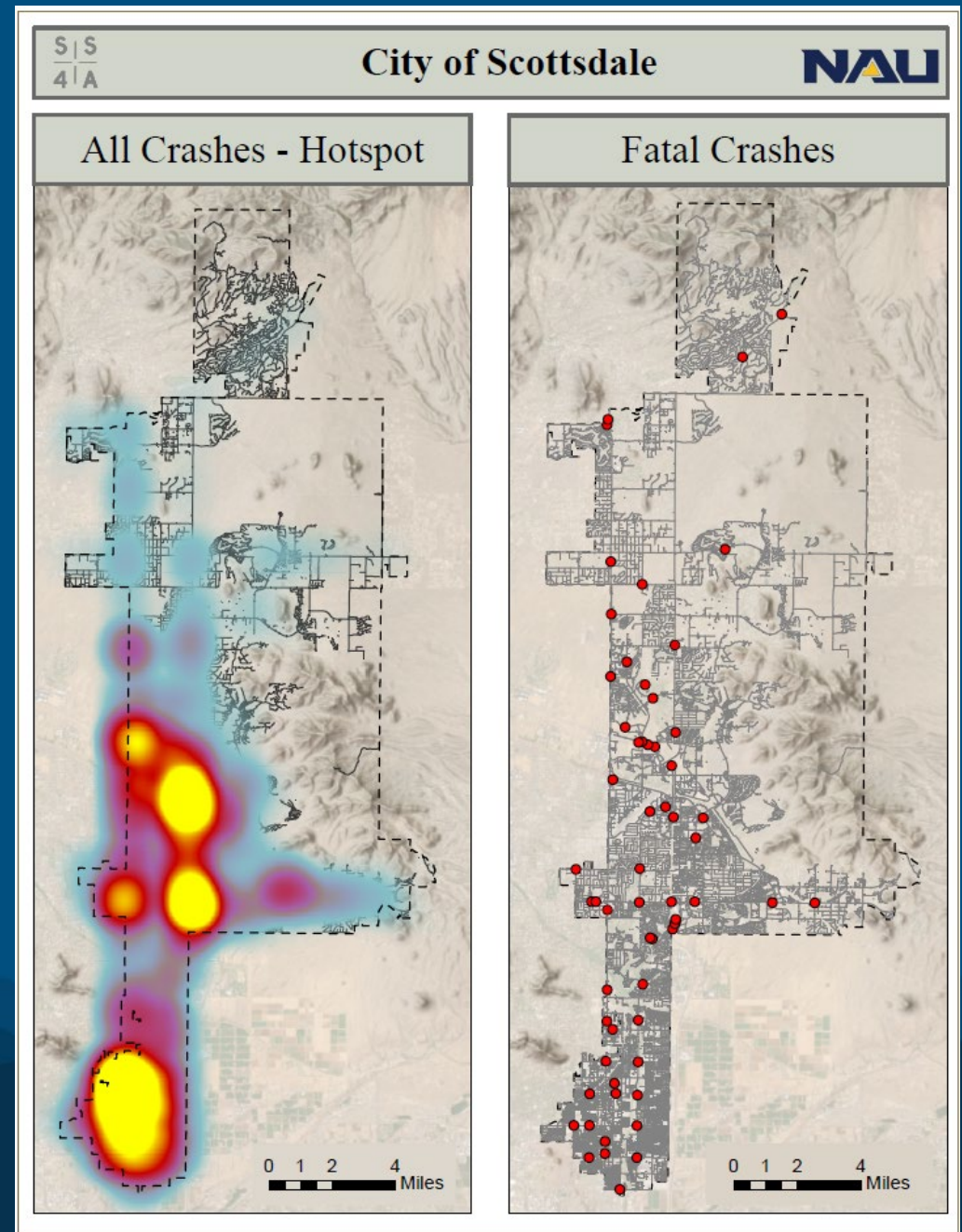
- excessive speed,
- roadway conditions,
- equipment failure,
- inexperience,
- environmental conditions (e.g., weather, lighting, glare),
- and human behaviors, including distraction, impairment, and not complying with traffic laws.



Roadway Safety Analysis and High Injury Network

Data-driven planning requires data be:

- Validated
- Disaggregated by different vulnerabilities
- Assessed for trends and predictive indicators among intertwined factors
- Developed to investigate the preventable crashes and reduce crash severity



Data-Driven Strategies

- Brief data overview
 - Traffic and crash data from ADOT and City sources, 2019-2023
 - Speed data from Replica (GPS-synthesized data)
 - Roadway and land use data from City and primary sources
 - Strictly focused on City-owned roadways and jurisdiction

What is a HIN?

- **H**igh **I**njury **N**etworks identify spots or segments of roadways where crashes result in significant severe injuries or fatalities.
 - There are options for selective emphasis
 - All emphasis areas draw upon statistically relevant data
 - We invite scrutiny of the reasoning – your insights will shape what ultimately is emphasized in the HIN

Safety Countermeasures

Most plans identified infrastructure safety countermeasures

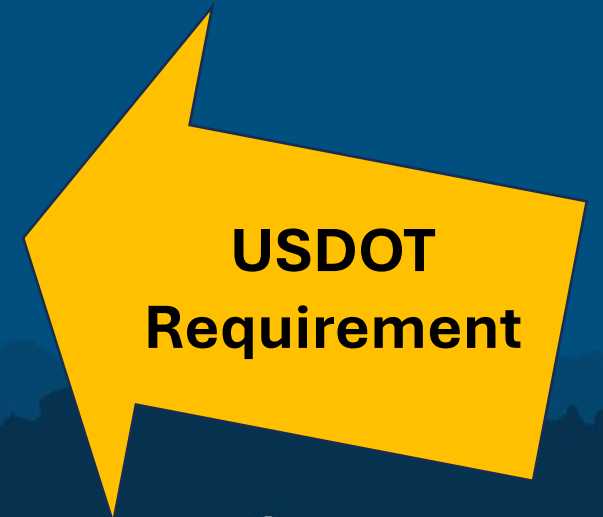
The toolbox of countermeasures and strategies that are proven to be effective in reducing roadway fatalities and serious injuries:

Crash Trend	Crash Data	Countermeasure	Cost per Location	Type of Application
Negotiating Curves	388 KA Crashes 24% of Rural	Enhanced delineation for horizontal curves	\$	Systemic
		Wider Edge Lines	\$	Systemic
		High friction surface treatments	\$\$	Point
		Adjust cross-slope and superelevation	\$\$	Point
		Rumble strips (centerline and edge line)	\$	Systemic
		SafetyEdge	\$	Systemic
		Roadside design improvement at curves	\$\$	Point
		Remove obstacles near road	\$\$	Point
Left Turn Maneuvers	57 KA Crashes 4% of Rural	Flashing yellow arrow signal heads	\$	Systemic
		Corridor access management	\$\$\$	Systemic
		Roundabouts	\$\$\$	Point
Head-on/ Lane Departures	143 KA Crashes 9% of Rural	Rumble strips (centerline and edge line)	\$	Systemic
		Dedicated left- and right-turn lanes at intersections	\$\$	Point
		Improve shoulders	\$\$	Systemic
		Add passing or truck climbing lanes	\$\$\$	Point
		Use No Passing Zone Pennant and regulatory signs	\$	Systemic
		Add raised median or median barrier	\$\$	Point
Construct a 2+1 roadway (passing lanes)	\$\$\$	Point		

»» Commitments to Saving Lives



- Approach to a KSI reduction rate
 - Comparing the HIN and Crash Reduction Factors
 - *Seeking a HIN recommendation from the Commission today*
 - Considering an achievable timeline for applicable strategies
- Initial Goal:
 - Reduce KSI crashes by ___% by year 20___
 - *Example: Reduce KSI crashes by 35% by year 2035*



Safer Roads

- **Goal:** Design and operate infrastructure to reduce the likelihood and severity of user errors.

Subtopics:

- **High Injury Network (HIN)** mapping and prioritization
- **Context-sensitive street design** (urban, suburban, rural)
- **Intersection treatments** (roundabouts, protected lefts, no-turn-on-red)
 - *Turn Calming*
- **Pedestrian and bicycle infrastructure** (refuge islands, bike lanes, ADA crossings)
- **Lighting and visibility** enhancements
- **Safe crossings** (RRFBs, PHBs, grade-separated)
- **Work zone and incident scene design**
- **Access management and driveway spacing**



Safer People

➤ **Goal:** Encourage safe, responsible behavior and support a culture of safety.

Subtopics:

- **Behavioral risk reduction** (seat belts, distraction, **DUI**)
- **Education campaigns** (audience-targeted, holiday/seasonal timing)-
Education Component – *previous direction: Less of a concern*
- **School-based programs** (SRTS curriculum, student driver education)
- **Community engagement & co-production** (youth, elderly, disabled populations, transit users, no/low-car availability populations)
- **Driver licensing and impairment countermeasures**
- **Shared responsibility messaging** (shifting blame from users to system design)



Safer Vehicles

➤ **Goal:** Improve crash avoidance and occupant protection technologies.

Subtopics:

- **Fleet management policies** (City procurement policies to improve the safety of the fleet and staff vehicle use)
 - **Automated emergency braking (AEB)**
 - **Pedestrian detection systems**
 - **Vehicle size and front-end design** (hood height, visibility)
 - **Advanced driver assistance systems (ADAS)**
 - **Heads-up Displays**



Post-Crash Care

➤ **Goal:** Ensure fast and effective emergency response to reduce crash severity.

Subtopics:

- Emergency Medical Services (EMS) response times
- Traffic Incident Management (TIM) training
- Crash scene protection for responders
- Incident data systems and NextGen 911
- Public education on Move Over laws
- Performance monitoring of post-crash response metrics



Cross-Cutting Policy

- **Goal:** Establish capital investments in infrastructure upgrades established in two complementary lists.
List 1: Arterial safety improvements prioritization.
List 2: Neighborhood traffic calming prioritization.

Arterial safety:

- HIN-dependent

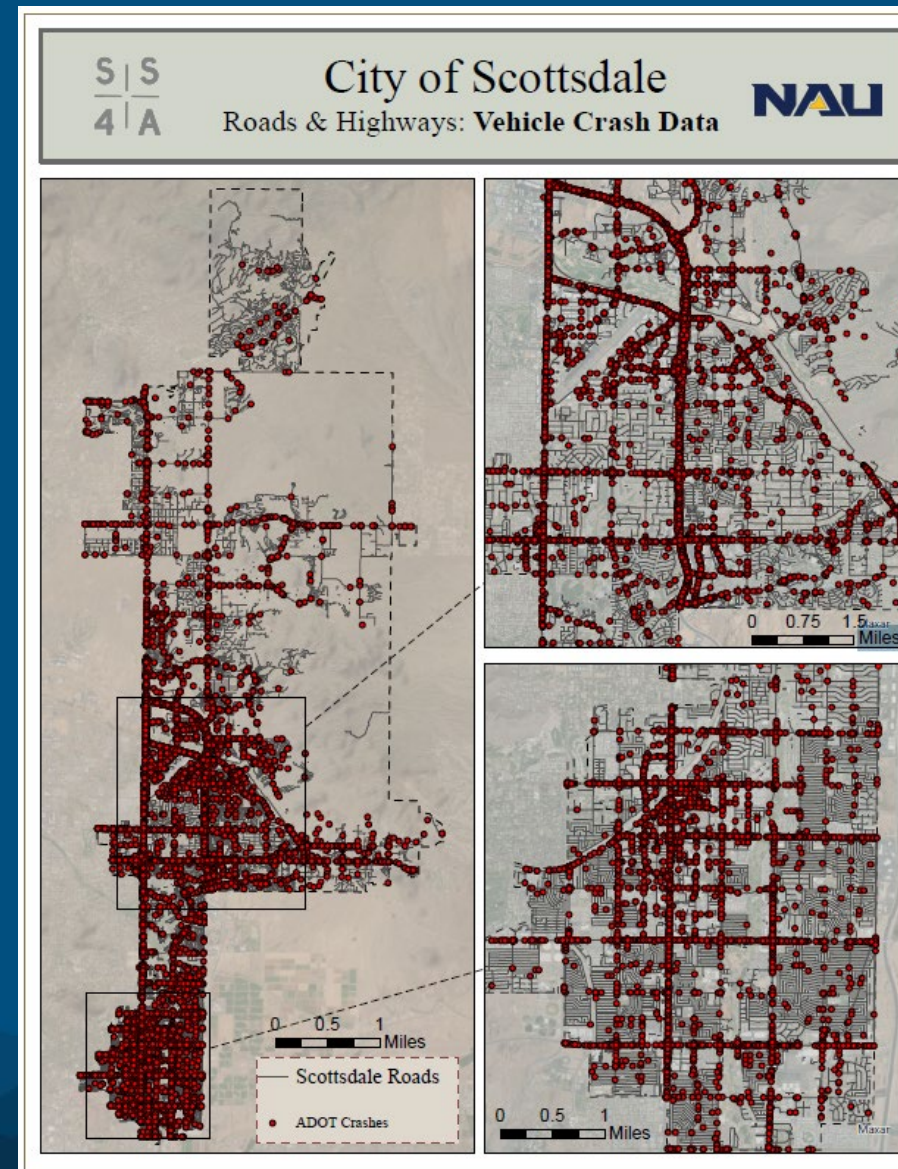
Neighborhood traffic calming:

- Stakeholder-responsive
- Access-focused



Recommendations and Action Plan

Include at minimum:
Collision Factors
High Injury Network
List of Strategies and Tools

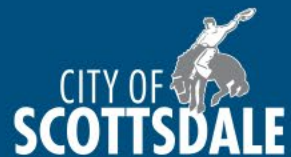




Questions
and
Discussion

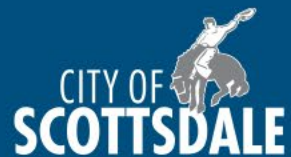
Projects and Programs

October 2, 2025



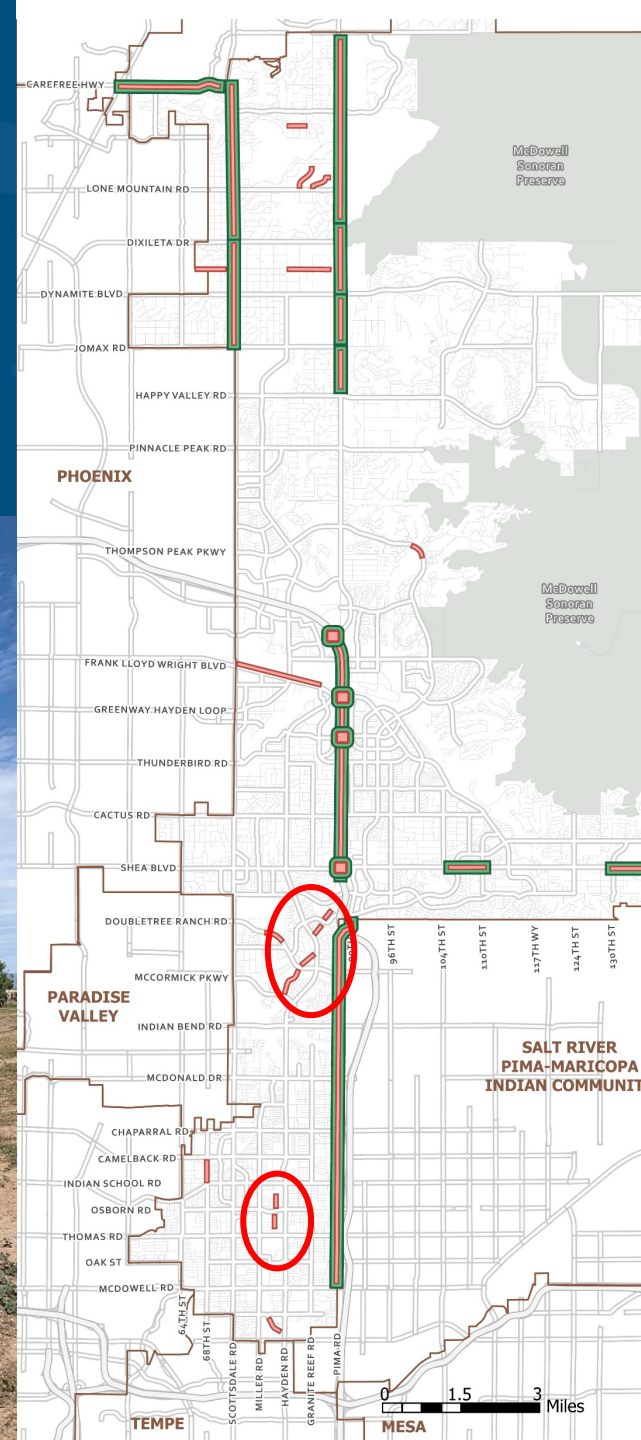


Recently Completed Projects



Indian Bend Wash Path Renovations

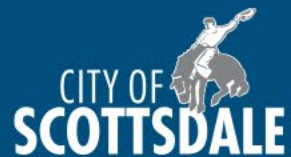
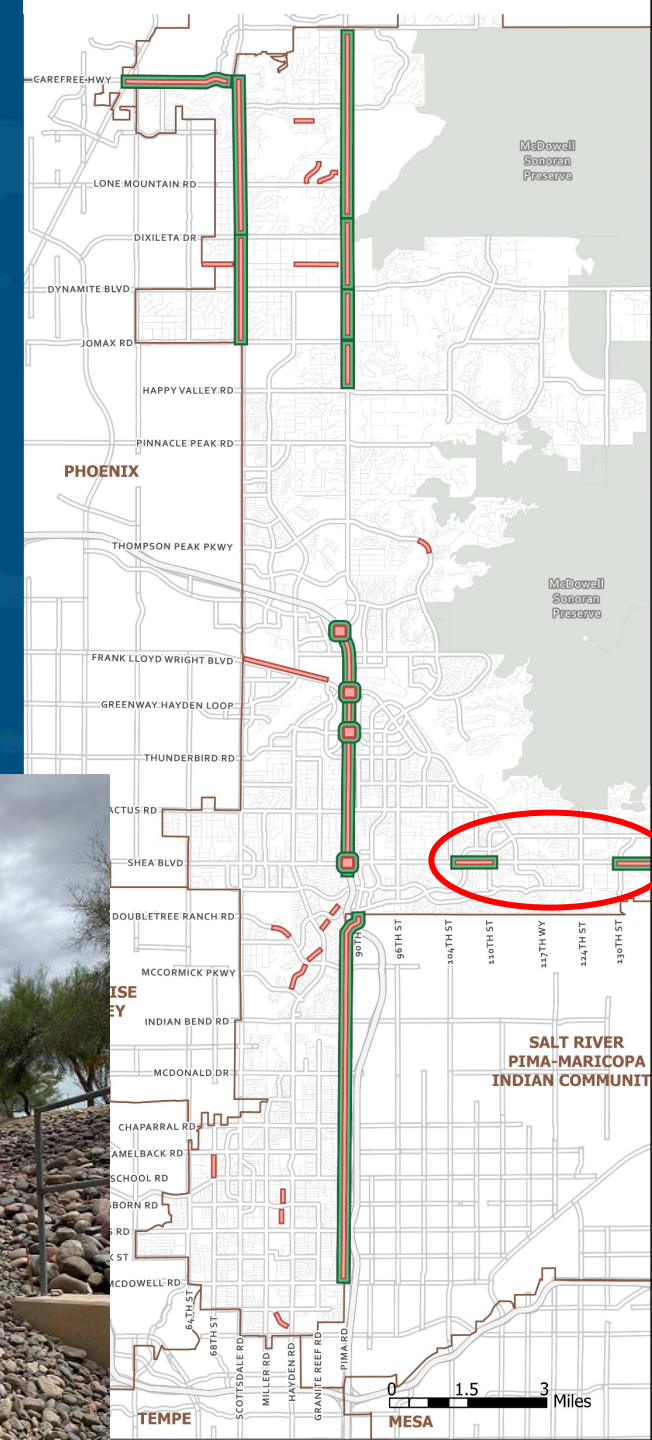
- Recently completed
 - Paths North and South of Osborn
- Next segments for construction
 - McCormick Ranch Sections
 - North and South of Via De Ventura
 - North and South of Via Linda



Shea Intersections

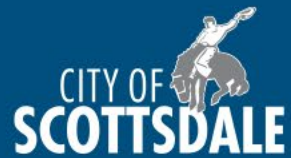
Via Linda, 110th Street, 112th to 114th Street, 136th Street:

- Additional turn lanes,
- new Shared use Path between 112th & 114th Street,
- Existing underpass & pathway upgrades,
- Drainage improvements,
- New Paving & traffic signals





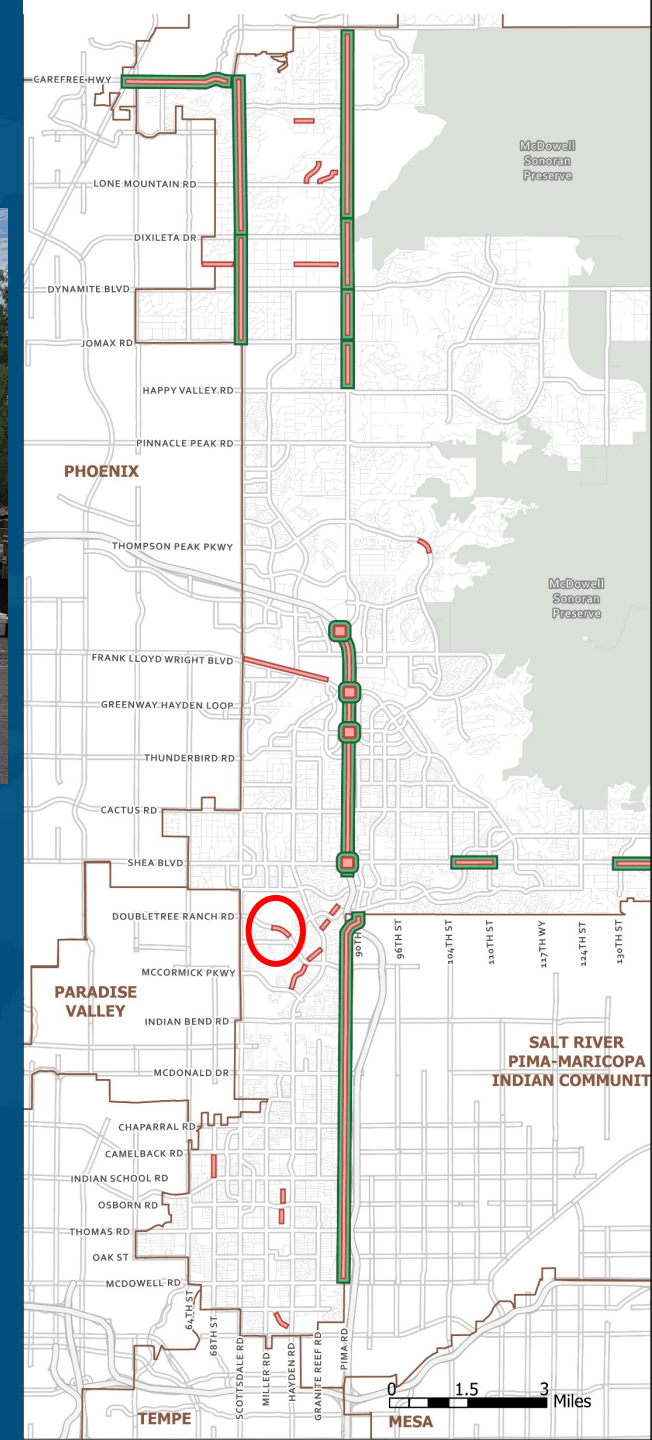
Projects Under Construction



Doubletree Ranch Road Bridges

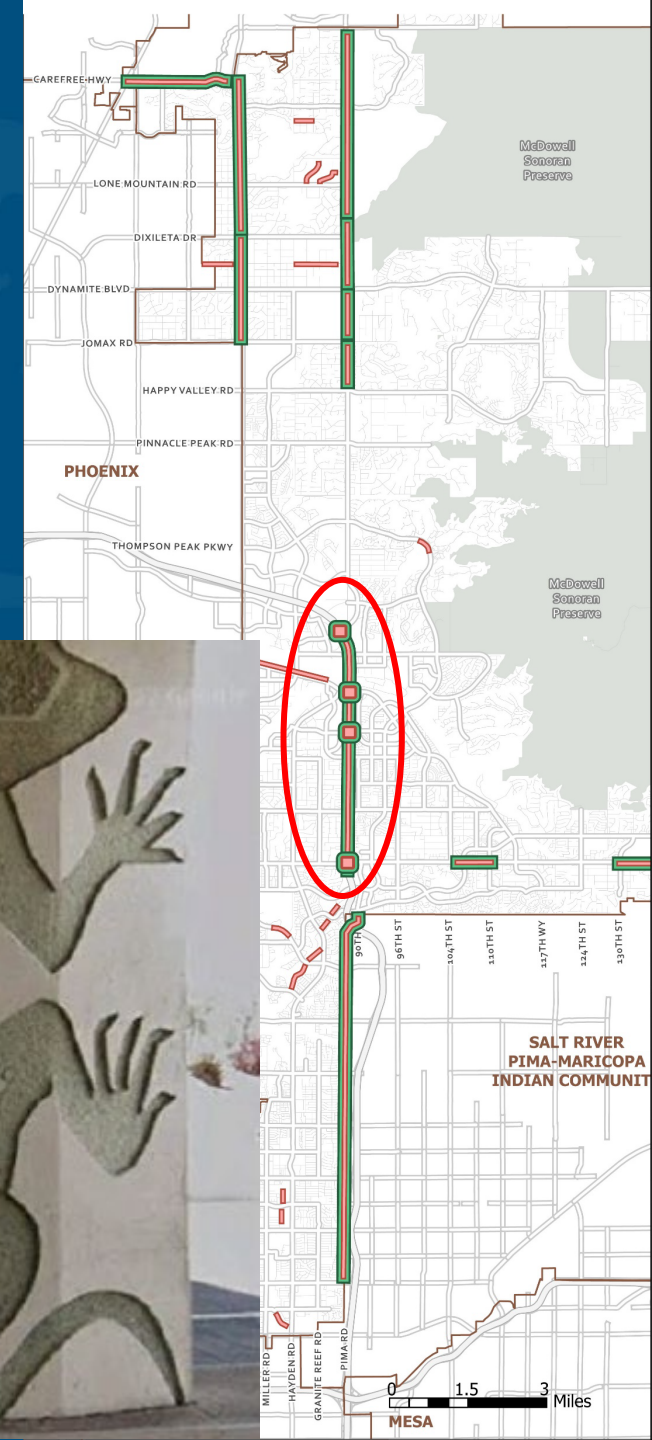
Repair

- 90% Complete (Completing by Oct 2025)
- Substantially complete in October
- New Deck for the Bridge



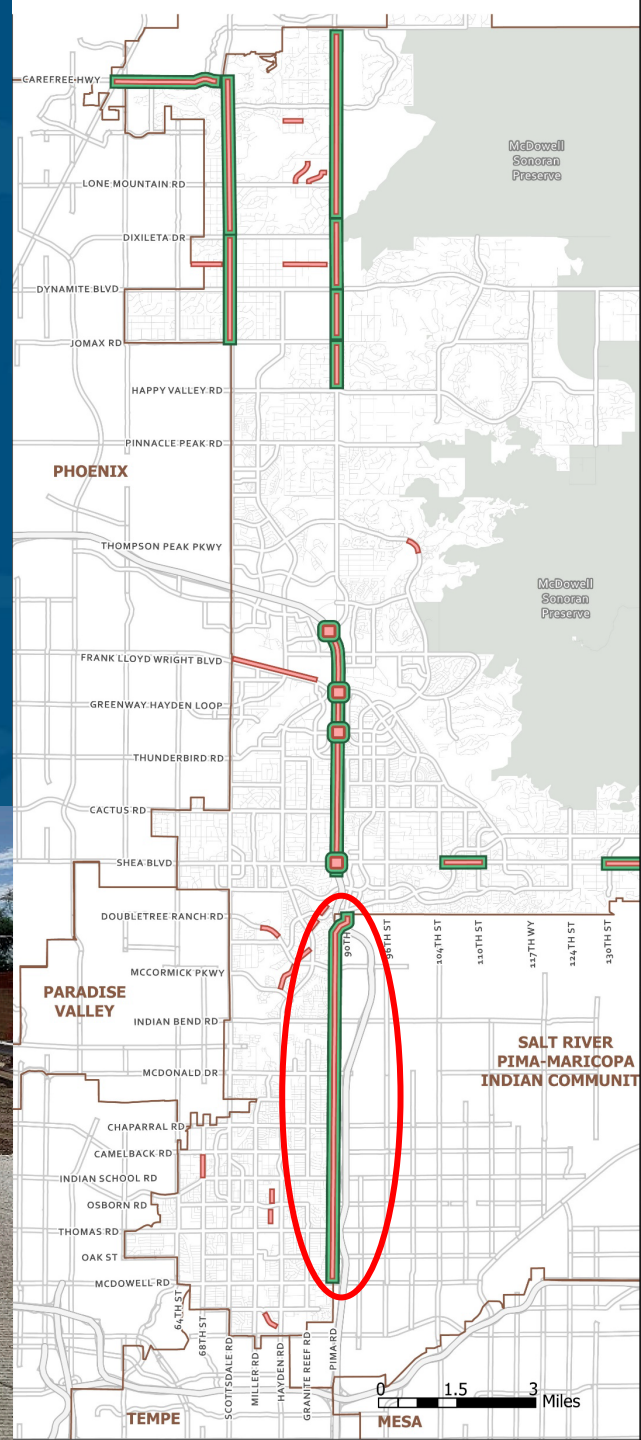
Loop 101 Widening and Loop 101 Interchanges

- 86% Complete (Completed by January 2026)
- Add one general-purpose lane in each direction
- Add interchange improvements at:
 - Pima Rd
 - Frank Lloyd Wright Blvd
 - Raintree Dr
 - Shea Blvd
- Update freeway and ramp lighting to LED



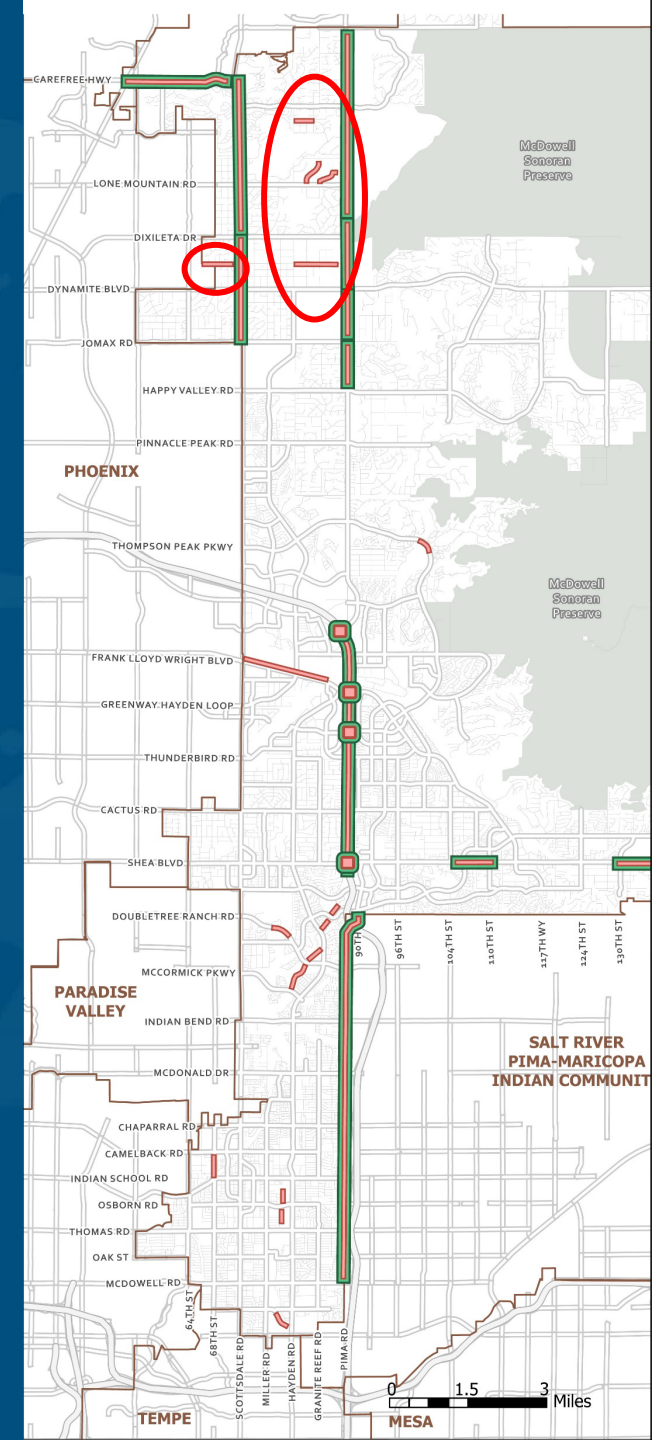
Pima Rd: Via Linda to McDowell Widening

- 65% Complete (Completed by Spring 2026)
- Widen to 4 lanes
- Median
- Sidewalks on West Side
- Bike lanes along the corridor



Dirt Road Paving

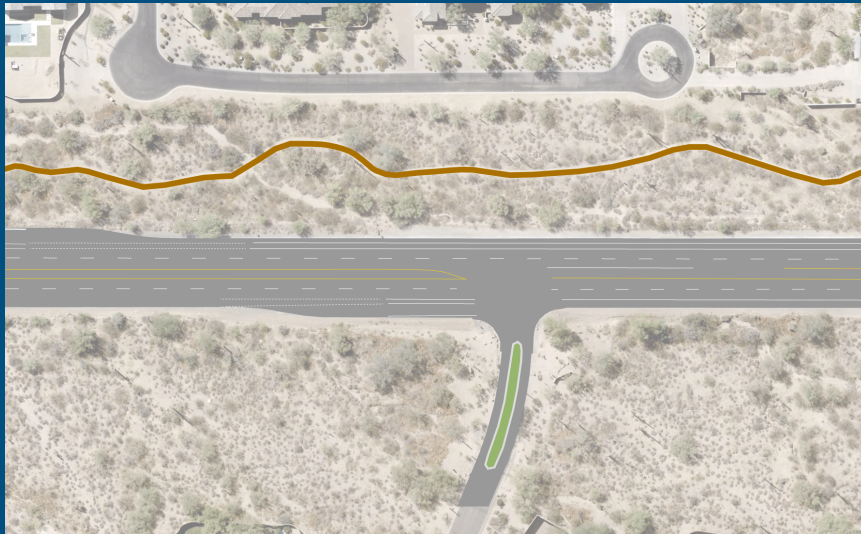
- 5% Complete (Completed by Dec 2025)
- Construct three-inch asphalt paving to match existing grade and alignment on 2.9 miles of unpaved roads.
- Via Dona is being Paved Currently
- Black Cross
- Granite Reef
- Peak View
- Smokehouse Trail



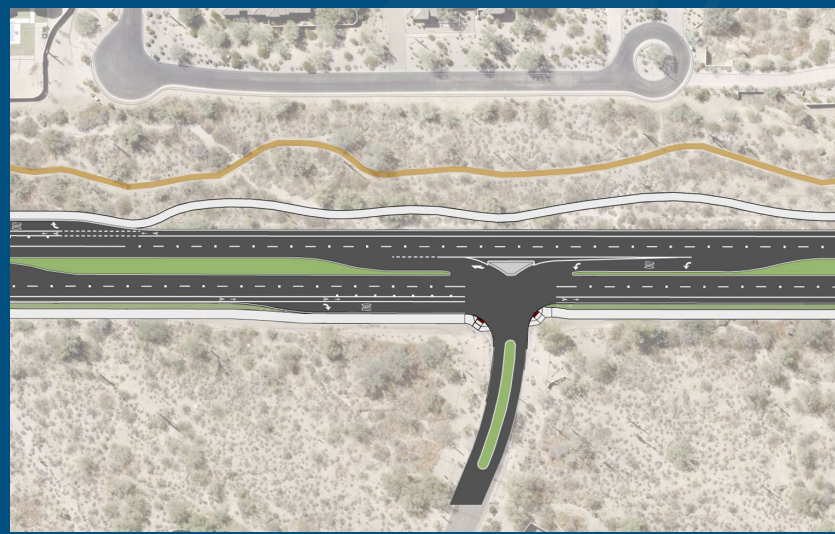
Scottsdale: Jomax Rd to Dixileta Rd

- 60% Complete (Completed by 2026)
- At 90% Design on the Signalized intersection
- Working with MAG on the funding transfer to Carefree Hwy Project
- Complete the project by 2026

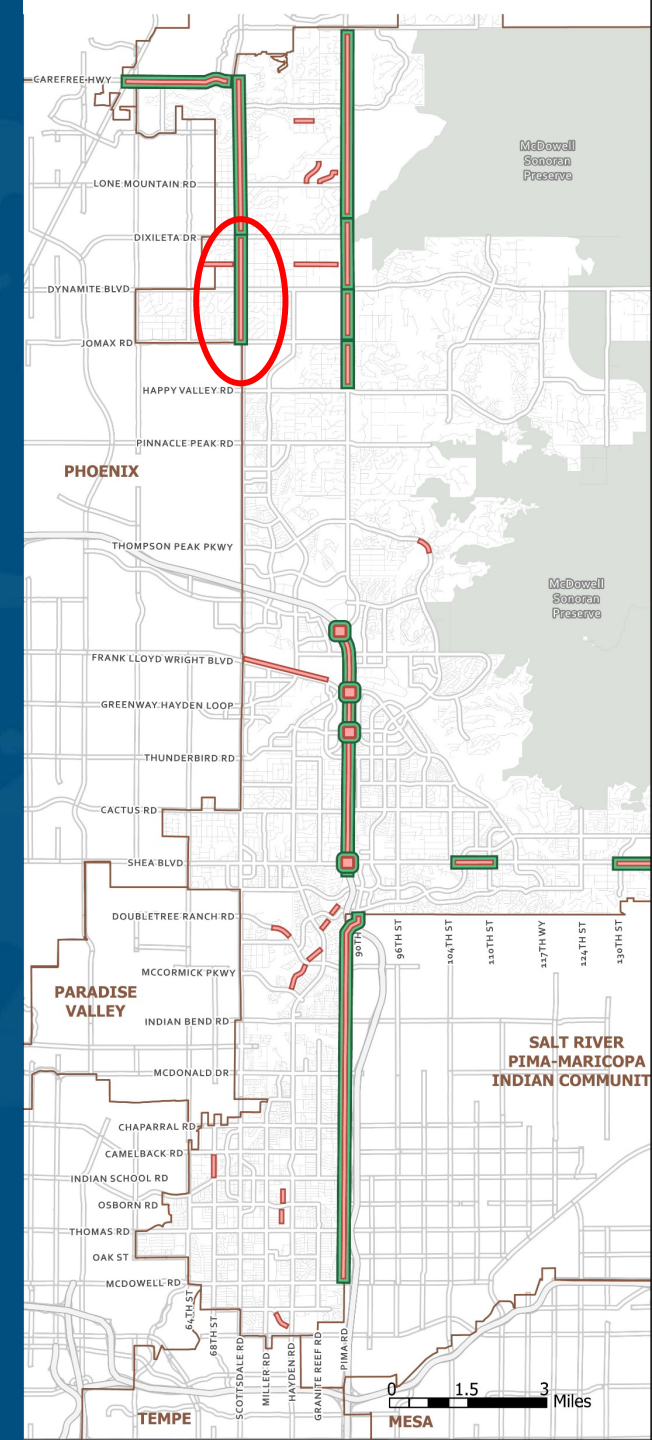
Old Configuration



New Configuration

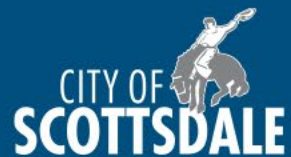


Scottsdale Rd between Dynamite Blvd and Pinnacle Vista Dr



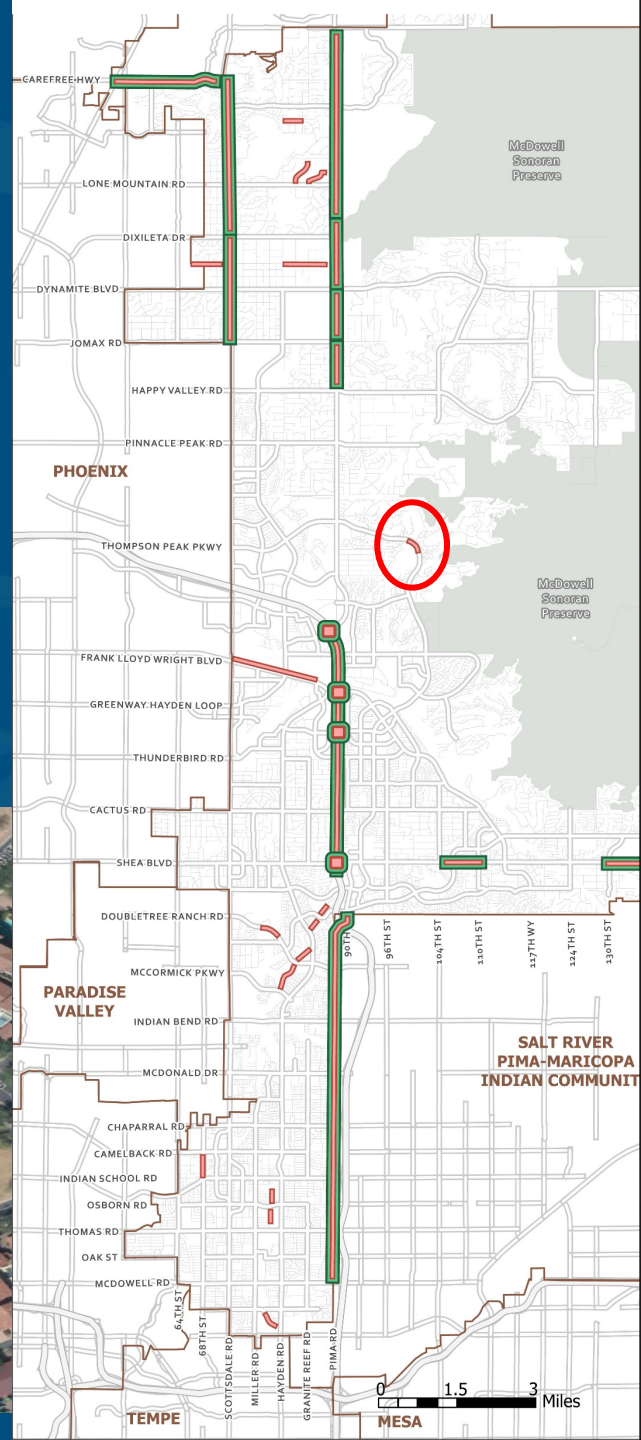


Projects In Design



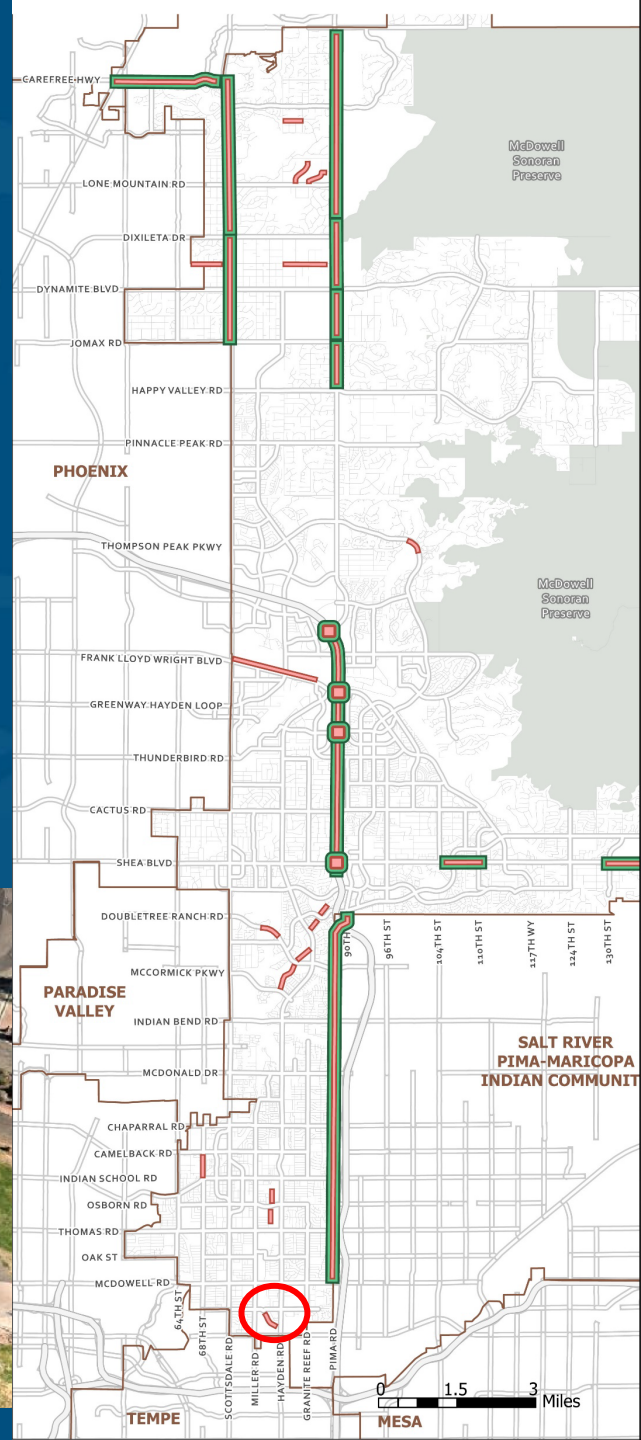
Thompson Peak Parkway over Reata Pass Wash

- 30% Design Complete
- Complete the remaining bridge over the wash



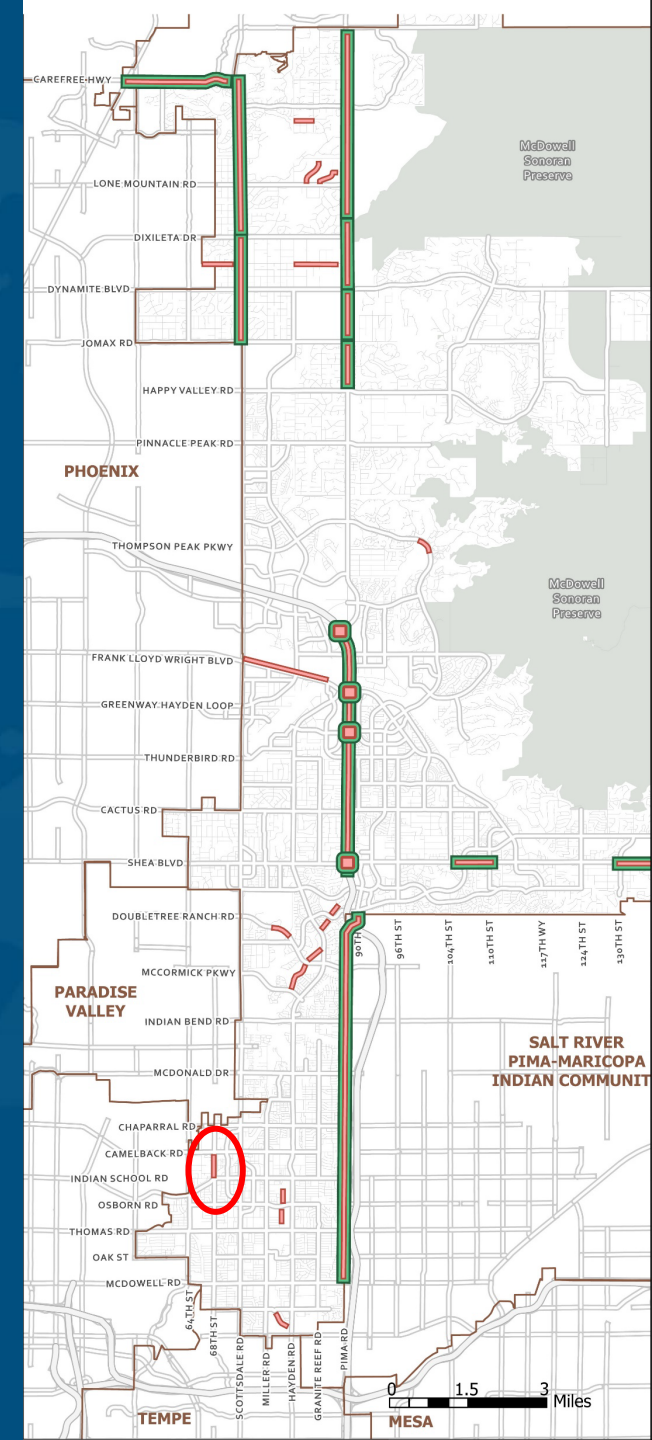
77th St Access Improvements

- Moving to 60% Design
- Create Multi-Use path
- Establish an emergency access to 77th St



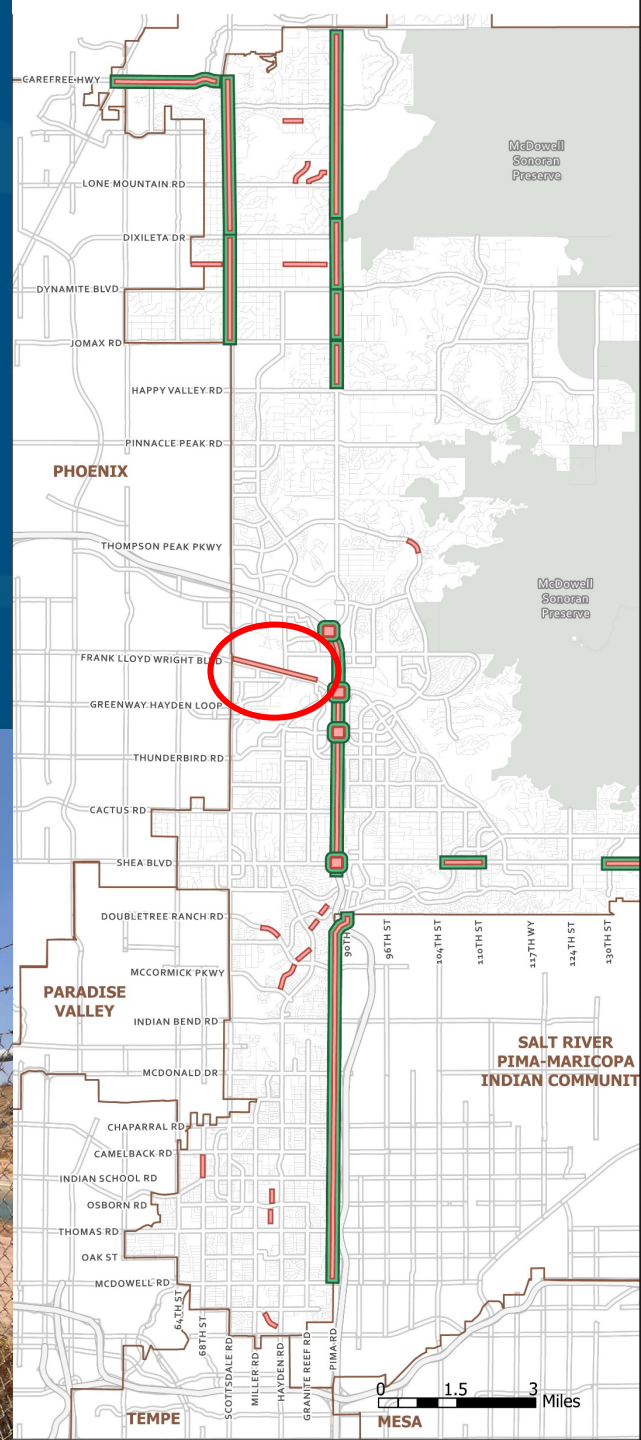
68th St Sidewalk

- 70% Design Complete
- Establishing a new sidewalk connection.



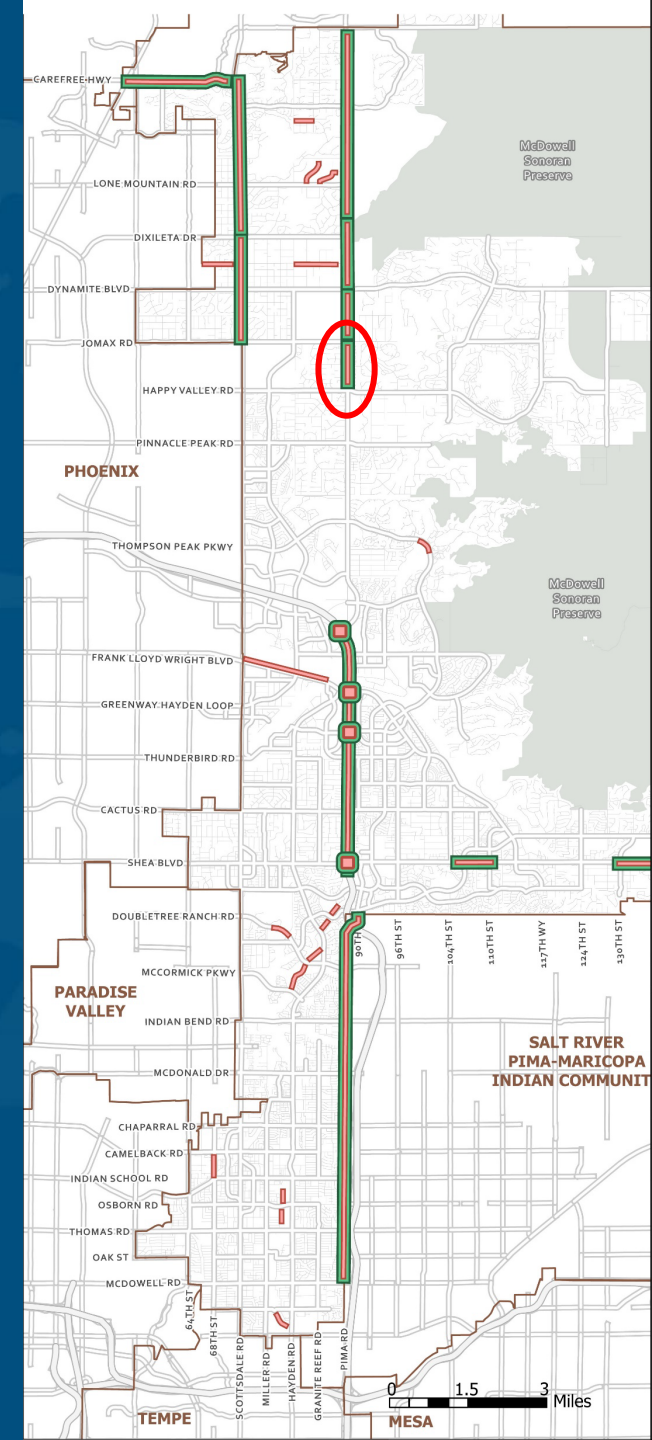
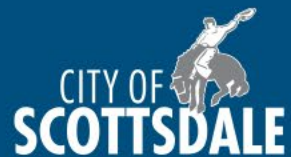
CAP Canal Path

- IGA with ADOT approved by Council
- 60% Complete
- Multiuse path on northern side of Frank Lloyd Wright Blvd
- Creates regional connection



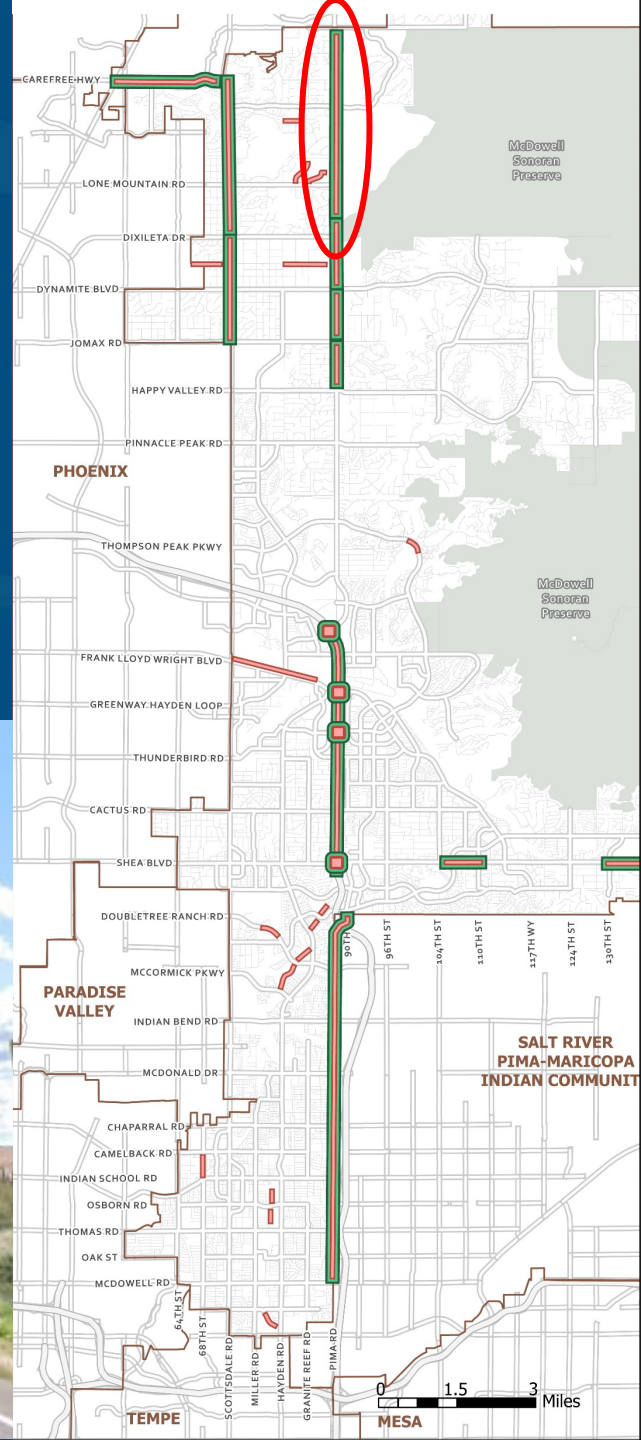
Pima: Happy Valley to Jomax

- IGA with ADOT approved by Council
- 60% Complete
- Currently Right of Way Acquisition
- Maintain 4 Lanes of Traffic
- Medians
- Multi-use Path and Trail on East side



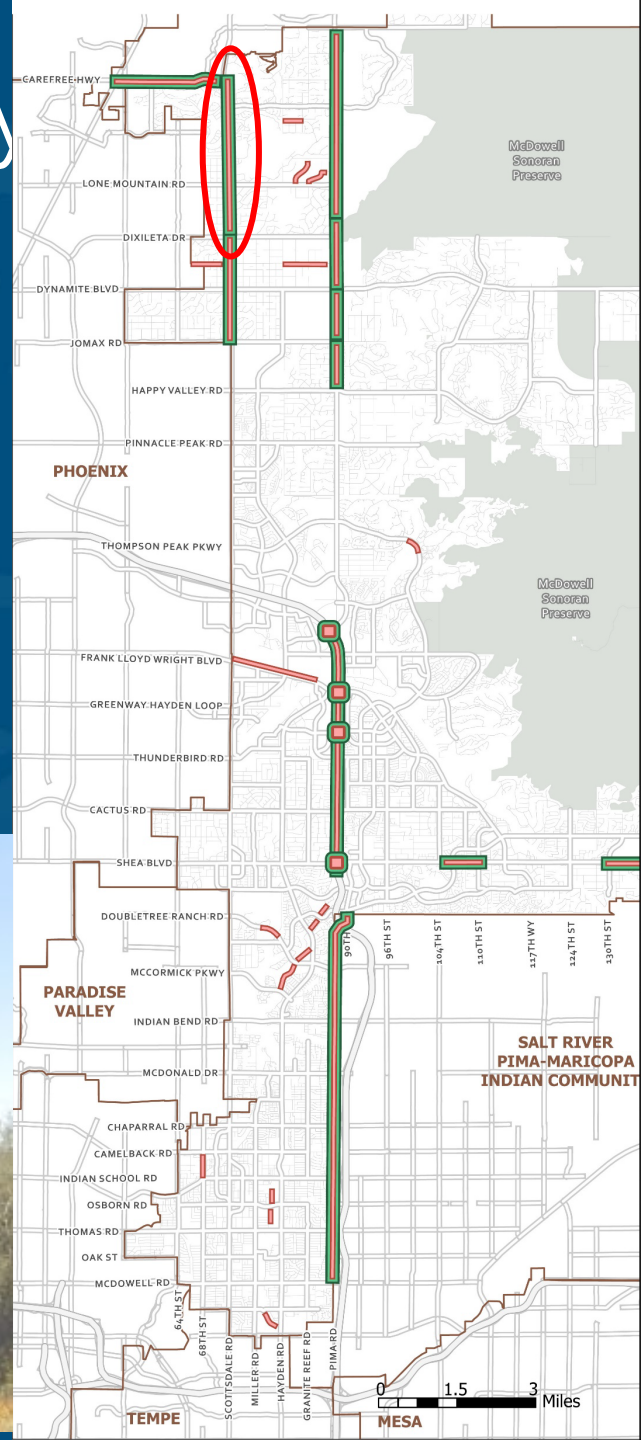
Pima: Las Piedras to Carefree

- 15% Designs and Cost Estimates completed by Fall 2025
- Widen Road to 4 Lanes
- Medians
- Multiuse Path on the East Side



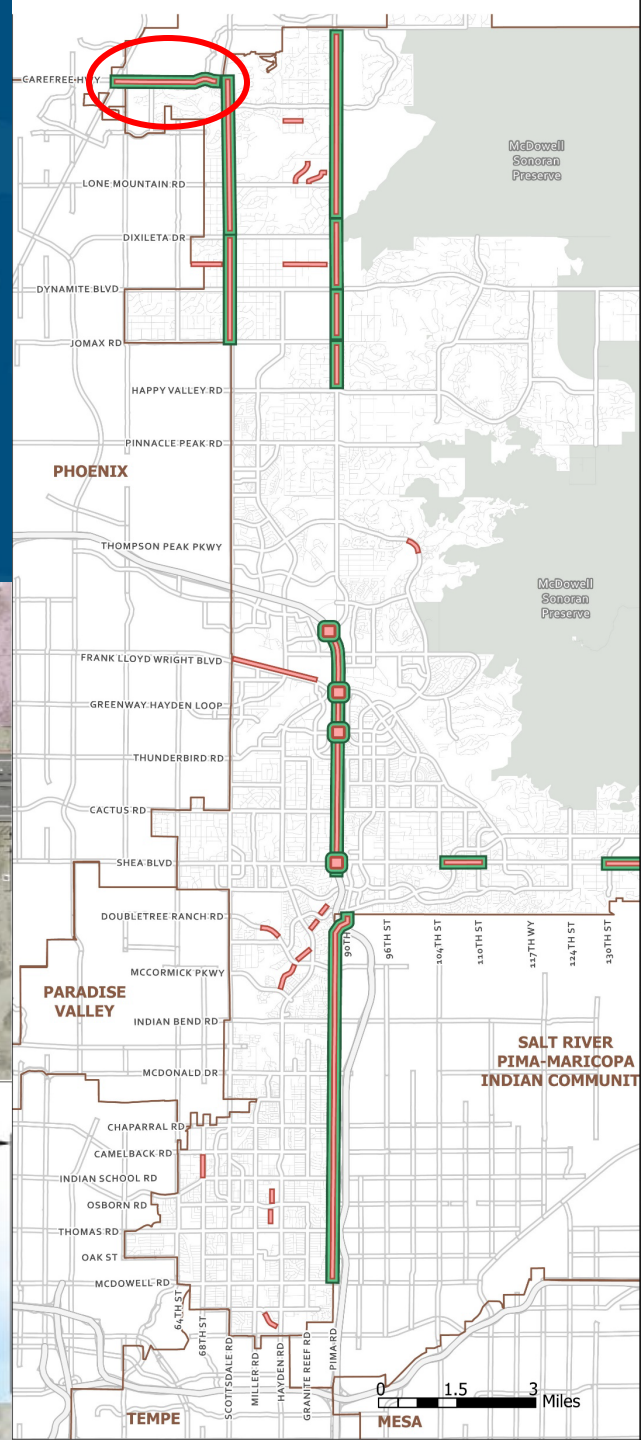
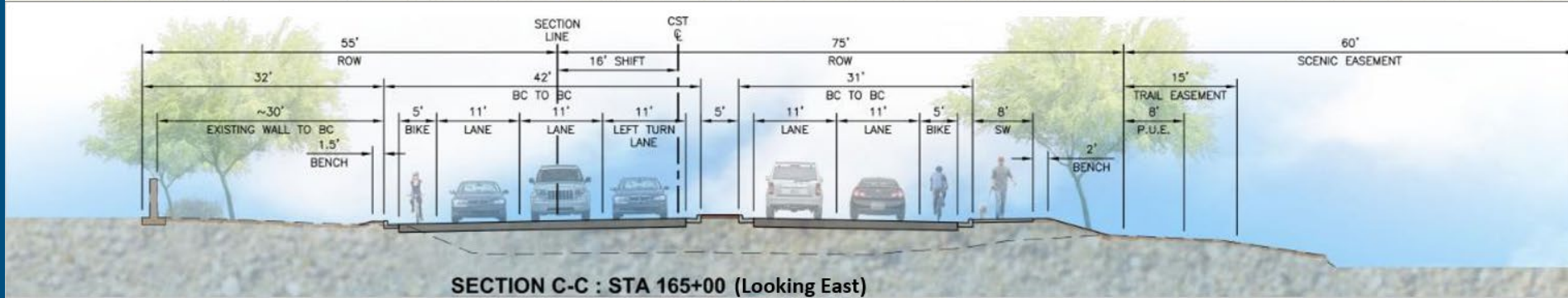
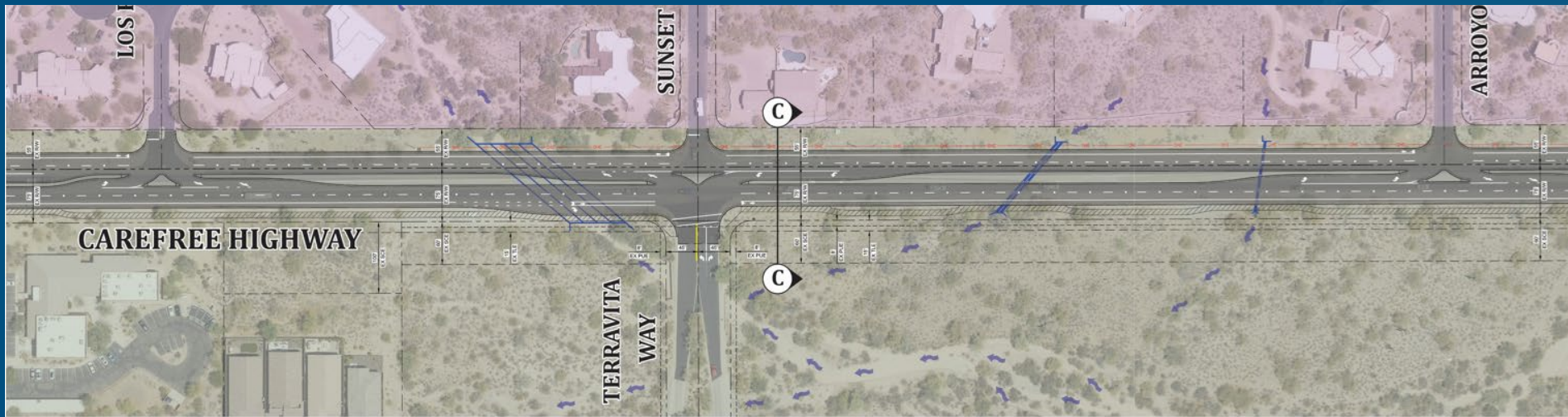
Scottsdale Rd: Dixileta to Carefree Hwy

- 15% Designs and Cost Estimates completed by November 2025
- Widen Road to 4 Lanes
- Medians
- Multiuse Path on the East Side



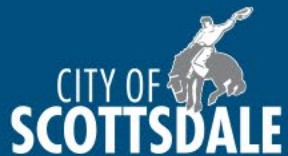
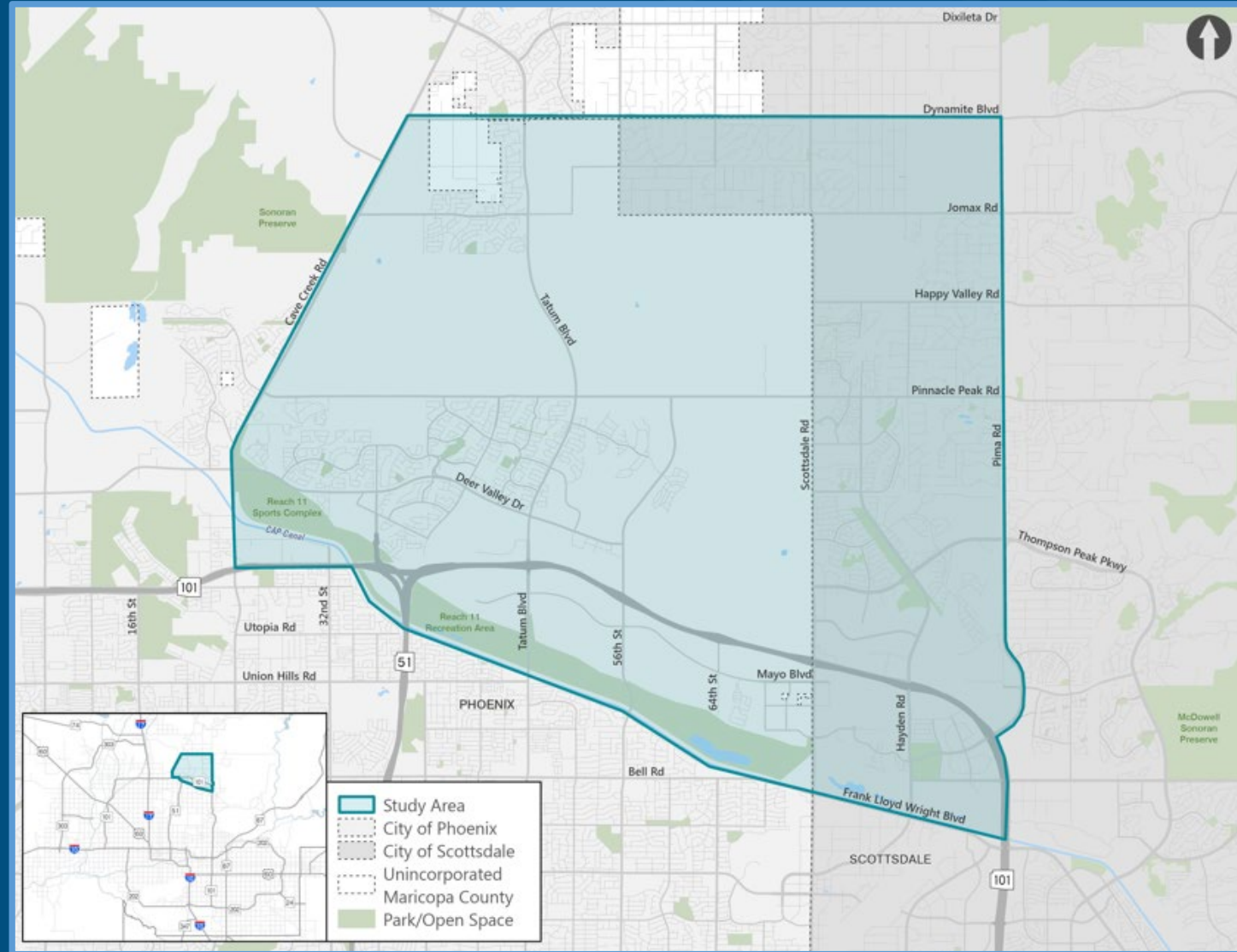
Carefree Hwy: Cave Creek Rd to Scottsdale Rd

- 95% Complete
- Transitioning to Federally Funding Project



MAG Northeast Valley Transportation Study

- Led by MAG
- Kick-off Meeting July 21, 2025
- Timeframe – 16 months
- Completion – January 2027
- Public Open House:
Tuesday, October 14, 2025
@ 5:00-7 p.m.
Paradise Valley Community Center
(Multi-Purpose Room)
17402 N. 40th Street - Phoenix



Safe Streets Scottsdale

- Website:

- <https://speakupscottsdale.civilspace.io/en/projects/safe-streets-scottsdale>

SAFE STREETS SCOTTSDALE
Transportation Safety Plan

Safe Streets Scottsdale

Scottsdale's Transportation and Infrastructure Department began work earlier this year on a safety plan aimed at reducing serious and fatal collisions. City staff will work alongside engineering consultants at TYLin to study street network crash data and recommend solutions. The plan will incorporate feedback from street-network users including motorists, cyclists, pedestrians, equestrians and transit users. Results of the data analysis will be paired to proven traffic engineering solutions to improve overall safety for all users.

The public involvement campaign incorporates opportunities for community feedback about the plan and recommendations. A series of public engagement activities are planned including walking, biking and vehicle tours of roadway sections and intersections, an online questionnaire, public meetings and development of a Transportation Safety Advisory Group. Information about the plan will be presented at Transportation Commission meetings and presentation materials will be available online following each meeting. The public is invited to attend [Transportation Commission](#) meetings in person or watch online. Meetings are held on the third Thursday of the month, and agendas are posted on the city's website one week prior to each meeting.

Safe Streets Scottsdale | Transportation Commission Meeting Presentations

- [Common Practices & Department Successes](#)
- [Data Analysis and High-Risk Locations / Strategies and Data-Driven Solutions](#)
- [Initial Goals and Policies and High Injury Network](#)
- Education Component - September 18
- Enforcement & Emergency Responders - Sept. 18
- Workforce Safety - Oct. 16
- Draft Review - Nov. 20
- Final Document Presentation and Recommendation for Approval - Spring 2026

PROJECT PHASES

- Commission Presentations | Plan Topics**
February - November 2025
- Community Questionnaire**
Fall 2025
- Interactive Walking Community Assessments**
October 2025
- Virtual Bike Ride Experience**
October 2025
- Launch Plan**
Spring 2026

OPEN

Community Questionnaire

Closes: November 15, 2025 at 11:59 p.m.

Feedback from Scottsdale residents, commuters, and visitors will help shape strategies to prevent crashes, support safe travel for everyone, and guide future investments in transportation safety. The online questionnaire takes about 10 minutes to complete and includes options to provide additional detailed feedback.

Safe Streets Scottsdale

[Participate Now](#)

OPEN

[Interactive Community Walking Assessments](#)

Closes: October 25, 2025 at 1:00 p.m.

Join a guided walking tour and provide feedback on pedestrian access in pre-determined areas of the city. The tours will be led by Dan Burden, a nationally recognized leader in walkability, traffic calming, and street design. Group feedback will be collected real-time during the walk. Please sign up to attend the walking tour closest to your home or workplace.

Friday, October 24

- 8 - 10 a.m., Vista del Camino (Roosevelt St. & Miller Rd.)
- 11 a.m. - 1 p.m., Mountainview Community Center (Mountain View Rd. & Via Linda)

Saturday, October 25

- 8 - 10 a.m., Grayhawk area (Hayden Rd. & Thompson Peak Pkwy.)
- 11 a.m. - 1 p.m., Horizon Park (Thompson Peak Pkwy & 100th St.)

Participation in the walking assessments is free; however, registration is required.

[Register Now](#)

COMING IN OCTOBER

[Virtual Reality Bike Ride Experiences](#)

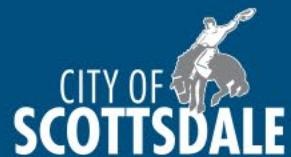
Attend one of our pop-up events and take a virtual bike ride. Participants will hop on a stationary bike, put on a VR headset and take a 5-minute virtual ride around Scottsdale. Each rider will be asked to complete a brief questionnaire at the end of the ride. Participants must be 10 years or older. No registration required - just show up to join.

- Reata Sports Complex, [9809 E. McDowell Mountain Ranch Rd.](#) | Thursday, October 9, 4-6 p.m.
- Scottsdale's Fall Festival, [Scottsdale Civic Center Mall, 3939 N. Drinkwater Blvd.](#) | Saturday, October 18, 5-8 p.m.
- Check back for future dates and locations

Stay Informed

Get notified on upcoming engagements and the latest project related news.

[Sign up for notifications](#)





Questions
and
Discussion

TENTATIVE FUTURE AGENDA ITEMS

Rev. 09-29-25

All Items Subject to Change

PATHS & TRAILS SUBCOMMITTEE

***Start adding upcoming project public meetings to each agenda and send the Subcommittee members an email when there are upcoming open houses.

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

INFORMATION ITEMS

- *Path Counters update*
- *Bicycle Detection at Traffic Signals*
- *Electric Bicycles and Related Devices*
- *Path Speed Study*
- *How Preserve Trails and Citywide Trail Network is integrated*
- *Bike Lane Gaps and how we address/ prioritize*