

APPROVED AT THE 08-07-25 PATHS & TRAILS SUBCOMMITTEE MEETING



**APPROVED AS AMENDED
SUMMARIZED MINUTES**

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

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

THURSDAY, June 5, 2025

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:15 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair – Transportation Commission,
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

GUEST: Councilwoman Maryann McAllen, City of Scottsdale

PUBLIC COMMENT

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

1. WELCOME COMMISSIONER ARNOLD AND COMMISSIONER MARMON

Chair Kauftheil welcomed Commissioners Arnold and Marmon to the Subcommittee. Each was given an opportunity to introduce themselves and the subcommittee reciprocated by introducing themselves providing their experience with Paths and Trails.

2. APPROVAL OF MEETING MINUTES

VICE CHAIR MARMON MOVED TO APPROVE JUNE 5, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES. SUBCOMMITTEE MEMBER HECHT 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

3. ELECTRIC BICYCLES AND SHARED-USE PATH SPEED LIMITS STUDY

Susan Conklu, Senior Transportation Planner, presented and discussed the electric bicycles and shared-use path speed limits study. An overview of the multi-use path system was provided. This included recreational and transportation design as well as the goal of providing a safe area for family use that accommodates all skill levels of walkers, runners, bicyclists, and other mobility devices. The multi-use path is like a two-way road where bicyclists keep to the right, pass on the left, and yield to pedestrians. Ms. Conklu reviewed the restricted areas within the multi-use path system for electric powered devices.

The development of motorized devices is increasing, and their presence has increased on the multi-use path system. There is a range of devices distinguished by type, what powers it, and maximum speed. Ms. Conklu provided an overview of the various devices, noting not all motorized devices are allowed on the multi-use path system.

- An E-Bicycle that exceeds 28 miles per hour (mph) or more than 750 watts is prohibited from using the multi-use path system but can use the roadway and bike lanes.
- Electric powered devices without pedals are prohibited from using the multi-use path system if the motor is motor driven cycle or motorcycle with two or three wheels and the motor is 5 horsepower or more. These require motorcycle endorsement and can be used on roadways.

Ms. Conklu reviewed steps the City is working on to improve the path system. Ordinance No. 4372 was adopted by Scottsdale City Council on November 13, 2018, which amended the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters. This amendment allowed Class 1 and 2 ebikes and scooters to use the paths with the same rules as bicycles. The City conducted a study related to citations while riding an ebike, the information is on the City's website.

The On-Street Network is a way to alleviate some of the bike-pedestrian conflicts. The streets allow for speed, convenience, and directness, especially residents who ride an ebike or scooter. The streets provide riders with an opportunity to use a combination of paths and bike lanes.

On the Indian Bend Wash Path from Thomas Road to Indian Bend Road improved directional and wayfinding signage was installed. This included regulatory information signage along the seven-mile path. Examples of the signs were shown. The next path to have signage installed are the Arizona Canal, Crosscut Canal, and Pima Paths south of Indian Bend Road.

Additional projects reviewed and discussed include path widening to the standard 10 to 12 feet along Indian Bend Wash. Continued public outreach by the Transportation and Infrastructure staff about regulations and laws on the path and alternate routes. Staff are also coordinating with the Police Department and Park Rangers on enforcement and putting out resources. A Town Hall meeting was recently conducted to educate the public on what is allowed on the paths and where. A "Slow Down Scottsdale" safety video series was released and is also discussed at various events. A bike safety brochure that provides regulation information has been distributed to bike shops and rental companies within the City.

Ms. Conklu discussed the Speed Limit Study to be conducted on Indian Wash Path that shows the average speed of path users compared to national averages. The two types of signs being looked at are regulatory speed limit signs and path etiquette signage that have road and path rules. The Speed Limit Study proposal was presented to the Transportation Commission on May 15, 2025, that generated questions related to enforcement, coordination, meeting with other cities in the region, having separate bike and walking paths, the existing regulations, and the timing and location of the proposed study.

Ultimately, the Transportation Commission approved the recommendation to conduct the study on ebike usage and speed limits along Indian Bend Wash Path from Indian School Road and Chaparral Road as well as Via Linda and Loop 101. In the fall, staff will conduct the study at both locations and use methodology like what Traffic Engineering uses on streets taking various factors into consideration.

Subcommittee members were given an opportunity to comment and ask questions. In response, Ms. Conklu explained the process for widening the existing path segments to 10 to 12 feet, which is typically 10 feet but can vary based on volume and maneuverability. Mr. Davies provided an overview of the mobile counters that capture speed that will be utilized during the Speed Limit Study. Ms. Conklu clarified what the ebike classifications were. The signage for the canals were further explained and discussed for clarity.

The City currently uses Facebook, Instagram, and YouTube platforms for social media messages. The Police department maintains their own social media accounts. Suggested platforms would be discussed with the Communications Staff. It was also noted that anyone can share the City's social media posts with their own account. A discussion ensued regarding ebikes or other motorized devices being prohibited on the SRP Canals. Councilwoman McAllen noted the motor driven cycles are only for off road use. Mr. Domme noted this is not meant to say that ebikes are negative because they do provide a positive benefit to many people who are educated and use the ebike appropriately.

4. JACKRABBIT PROTECTED BIKE LANE

Greg Davies, Senior Transportation Planner, presented and discussed the Jackrabbit Protected Bike Lane. At present, the City of Scottsdale does not have any protected bike lanes. This pilot project is part of the Transportation Action Plan (TAP) goal to enhance safety, maximize route and travel mode choices, and accessibility for all ages and abilities. Regarding the bicycle element of the TAP, this project will create an infrastructure that is more conducive to bicycling. Looking at new concepts and technology is the third priority goal within the TAP.

Mr. Davies provided an overview of a graphic that depicted Bicyclist Design User Profiles, separated into three categories of Interested but Concerned; Somewhat Confident; and Highly Confident. The highest percentage is within the interested but concerned category and the goal is to expand the age, ability, comfort level, and those willing to ride on the street. The purpose is to increase safety, and provide alternate routes for cyclist and ebikes along the street away from crowded shared use path systems such as Indian Bend Wash. This can be accomplished with protected bike lanes as seen in other communities. A protected bike lane has a vertical separation using reflective physical barriers, such as bollards or medians.

Mr. Davies explained why Jackrabbit Road was chosen for this pilot project as well as an overview of the installation of bike lanes on Jackrabbit Road in 2022 that were upgraded to buffered bike lanes in 2024. Data collected in 2022 indicated 726 bicyclists utilized the bike lanes traveling east and west on Jackrabbit Road. A second count collected in April 2025 indicated an increase in use after the installation of the buffered bike lanes.

Several steps have been implemented including bike counts prior to the buffered bike lanes, recommendation for Jackrabbit Road: Hayden Road to Miller Road as the pilot location, installation of buffered lanes in July 2024, buffered bike lane counts in April 2025, and selection of K71 bollards. Additional steps will be taken upon approval, including a presentation to the Transportation Commission and the City Council

Subcommittee members were given an opportunity to comment and ask questions. In response, Mr. Davies provided an overview of how the bollards are installed, spacing is determined, and restoration after damage. The cost comparison of other products and maintenance costs will be presented later. The ideal bike lane width is six feet, and the five-foot bike lane presented a concern because the barriers could become an obstacle for bicyclists. Should the K71 bollards not work, a definitive back up plan has not been created but options were discussed. Upon successful implementation and results, the next incorporate protected bike lanes into the TAP where feasible.

A discussion ensued around being cognizant of potential safety concerns, liability issues, and how to mitigate them. Mr. Davies clarified the counts from Indian Bend Wash were collected in 2022 on two different occasions from Friday at 12:00 p.m. to Monday at 12:00 p.m. and in April 2025 on one occasion for the same four-day period. In response to Chair Kauftheil's discussion of Flagstaff's bike boxes, Mr. Davies advised that application is on the radar for the Glenrosa bikeway that is in design.

VICE CHAIR MARMON MOVED TO 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. COMMISSIONER ARNOLD 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.

5. PROJECTS AND PROGRAMS UPDATE

Susan Conklu, Senior Transportation Planner, noted April was Bike Month and discussed the events including the Arizona Bicycling Summit, Cycle the Arts, Tour de Scottsdale, and Scottsdale Bike to Work Day.

Nathan Domme, Transportation Planning Manager, provided an overview and discussed the following projects:

- 77th Street emergency access, the intent is to find a secondary access point.
- Arterial Life Cycle Program (ALCP) Prop 400 projects that will be implemented into the budget beginning October 2025.
- Pavement Overlay Program
- ADA Transition Plan
- Indian Bend Wash Path Renovation
- Studies for Multi-use Path Improvements

Subcommittee members were given an opportunity to comment and ask questions. In response, Mr. Domme noted he would follow up on any trees or baskets needing to be

moved for a secondary access on 77th Street. A discussion ensued regarding how to address lights that are automatically triggered in the Orthodox Jewish community during Shabbat. Chair Kauftheil noted a concern with runoff created by sprinklers and a dirt berm. Mr. Domme clarified what ALCP stood for, and a discussion ensued regarding related projects.

6. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

Susan Conklu, Senior Transportation Planner, noted there is a full schedule planned for future Paths and Trails Subcommittee meetings.

Future topics recommended by Subcommittee members:

- Speed bumps in bike lanes
- Bicycle Friendly Community Update to be discussed in December

7. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Marmon and seconded by Subcommittee Member Adame the meeting adjourned at 7:30 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>**