



SUMMARIZED MINUTES

APPROVED

**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, October 2, 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: Robert Marmon, Vice-Chair – Transportation Commission
Amy Arnold – 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

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 MOVED TO APPROVE AUGUST 7, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS WRITTEN. VICE CHAIR MARMON SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). VICE CHAIR MARMON, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND HECHT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Strategic Transportation Safety Plan

Nathan Domme, Senior Transportation Planning Manager, presented and discussed the Strategic Transportation Safety Plan, stating this has been in the works for a while, and funding has been received for the development of a safety plan. A consultant was hired to evaluate how to move forward with a beneficial solution for the transportation planning process. The overall goal is to work more proactively at safety planning and safety infrastructure in the city rather than being reactionary. A draft plan is anticipated later this year or early next year.

Mr. Domme noted the Transportation Department already implemented many of these safety features, and they evaluated similar cities' safety action plans for elements to incorporate into theirs. The General Plan, the Transportation Action Plan (TAP), the Biannual Traffic Volume and Collisions Report, and the 2020 Bicycle Pedestrian Collision Report were utilized to determine safety concerns throughout the city.

The City has been engaged in transportation safety planning for 20 years. The biggest goal was preservation and refinement of the existing transportation system.

- The 2003 Streets Master Plan prioritized safety and transportation capacity with the goal of always emphasizing safety and the most capacity.
- 2008 Transportation Master Plan update incorporated the 2008 TAP complete street component, a key policy. This was a very detailed plan with a goal to reduce injuries and deaths from transportation-related causes. The Institute of Transportation Engineers identified roundabouts as a viable solution for safety and efficiency. Ms. Conklu noted this was the first one in the State of Arizona.
- The 2016 Transportation Master Plan was a more condensed version of the 2008 Master Plan and more focused on information and data-driven solutions. Although roundabouts were found to be a safe and efficient solution, the first roundabout policy was adopted in 2016 and identified them as the first viable alternative for intersections. The Traffic Volume and Collision Rate Report was established in 2016 and renewed biennially. The comprehensive Speed Limit Study, conducted by traffic engineers to ensure appropriate speeds are being used, began this year as well.
- The Voter Approved General Plan 2035 focused on integrating other modes of transportation, improving corridor safety and efficiency, and reducing conflicts between modes. The goal is to improve conflict points as much as possible utilizing appropriate mitigating measures from the General Plan, then go into more detail in the TAP.

Bike and pedestrian features were introduced and expanded on in the TAP. The refinement now incorporates safety features into the existing system, such as buffered bike lanes, reduction of conflict points, pavement preservation, and adoption of new standards, among other items.

Mr. Domme provided a detailed review of the current safety measures installed in the City, such planning and analysis efforts that include establishing policies and studies to evaluate the safety of the roadways. He discussed the tools they use to reduce conflict points in intersections and how they have changed over time for improved safety. A study was recently conducted to evaluate current speed limits on all the roads, and cameras are used to ensure the speed limits are being enforced. He spoke about the use of intervals for bicycle and pedestrian signals as well as high-visibility crosswalks at multi-use path road crossings. Gaps in the walkways not only create accessibility issues but also major safety concerns.

In response to Subcommittee Member Adame's questions, Ms. Conklu said variable-speed limit signs, like those used in school zones, are on timers. She discussed a specific intersection on Camelback Road and crash data that has been accumulated from it.

The DSPM Standards is a 700-page document that contains every standard to be incorporated into the City, several of which directly relate to safety. These are common safety features the City has been incorporating over the last 20 years, and there has been a noticeable downward trajectory in serious injuries on Scottsdale roadways. Some standards prohibit boulders in medians, in landscaped buffers, or anywhere near cars due to potential impacts. Negative left-turn offsets allow vehicles to safely make that movement.

There are many factors that go into a safety plan, including improved safety in vehicles, better actions and behaviors of drivers, infrastructure improvements, and other factors play a role in decreasing the number of serious injuries and fatalities. The current safety plan has been shared with the consultant, and research they conducted will be used as a foundation for the strategic safety plan.

In response to an request for proposal, two proposals were received. TYLin Group will lead road safety, transportation planning, and engineering. Northern Arizona University (NAU) will provide analytic support. The two organizations have been working together to draft a plan the City will take and finalize as its safety plan.

Transportation safety trends across the U.S. are becoming concerning, with increased fatalities nationwide. Many include bicycle and pedestrian fatalities, because they are vulnerable roadway users. Several safety plans across the nation, state, and the Arizona Department of Transportation (ADOT) were reviewed, and common elements and best practices were identified. A collection of strategies offering measurable benefits confirmed that the City is going in the right direction with this safety plan.

Most safety systems reviewed utilized safe system approaches for transportation safety which were reactionary, anticipating human mistakes and minimizing impacts on the human body when crashes occurred. This approach used five elements include safe road users,

safe vehicles, safe speeds, safe roads, and post-crash care. The biggest take away was to identify redundancy in the network and improve elements to be safety proactive.

Ms. Conklu discussed how the plan will move away from using the term “accident”, because most collisions are caused by human error or behavior, as opposed to a problem that could be prevented.

A culture of safety is part of the safe roadway, ensuring that the City takes responsibility for the roadways, and roadway users take responsibility for themselves to be as safe as possible. It is important to cultivate a culture to reduce risky behavior, aggressive driving, impaired driving, and other factors that cause collisions. Another component of the safe roadway are vulnerable users, identified as pedestrians, bicyclists, and motorcyclists, which are seven times more likely to suffer serious injury than someone operating a motor vehicle. Safety measures for vulnerable users should be prioritized.

Crashes occur because of a variety of contributing factors, and the focus should be on exploring ways to negate all risks that have been identified by the network. The crux of the safety plan is the roadway safety analysis and high-injury network (HIN). NAU prepared crash data showing hot spots for crashes at specific intersections and roadways to be incorporated into capital improvement plans (CIPs) based on HIN data, incorporating common safety practices to reduce severe crashes.

The data driven strategies will be strictly focused on City-owned roadways and jurisdiction. The HIN identifies roadway segments where crashes result in severe injuries or fatalities. Additional components will be added related to the frequency of crashes. Effective safety countermeasures will be identified, and a similar tool will be developed to show what is being done in combination with the HIN to create a successful CIP.

Goals of the plan include:

- A commitment to saving lives – a US DOT requirement to reduce serious injuries and fatalities. Reduce KSI crashes by a certain percentage by a certain time.
- A commitment to saving lives – local reduction in serious injuries and fatalities as we move forward. US DOT requirement and foundation to the plan that we are looking to reduce serious injuries and fatalities. Reduce killed-or-seriously-injured (KSI) crashes by a certain percentage and by a certain time
- Safe Roads – to design and operate infrastructure to reduce the likelihood and severity of user errors, redundancy to address errors, common safety practices, and forgiveness to ensure situations are not fatal, including safe pedestrian crossings and work zones.
- Safer People – encourage safe, responsible behavior and support a culture of safety. Behavioral risk reduction, education campaigns, school-based programs, community engagement and coproduction, driver licensing, impairment countermeasures, and shared-responsibility messaging.
- Safe Vehicles – improve crash avoidance and occupant protection technologies. Given the inability to change the auto industry, focus on implementing fleet management policies.

- Post Crash care – ensure fast and effective emergency response to reduce crash severity. Working with the Police Department and Fire Department to support their response time goals and safety at post-crash sites.
- Cross cutting policy – establish capital investments in infrastructure upgrades established in two complimentary lists: arterial safety improvement prioritization, which is HIN-specific, and neighborhood traffic calming prioritization, which is responsive to stakeholders and focused on access.

As the draft plan is prepared, the major components at its core are crash factors, behaviors, the HIN, strategies, and common safety practices, and these should be encouraged. The redundancy of what is said and done is inclusive of behavioral components that will make the roadways safer.

In response to Commissioner Arnold's question, Ms. Conklu advised there are bike lanes on Northsite but not on Hayden Road, which could be due to residents not needing access to those businesses, thought it was might have been one of the first roundabouts completed with a slip connection.

3. Projects and Programs Update

Nathan Domme, Senior Transportation Planning Manager, presented and discussed recently completed projects. As part of the Indian Bend Wash Path Renovations Project, the paths north and south of Osborn have been completed. The McCormick Ranch sections are the next phase of the project. The Via Linda, 110th Street, 112th to 114th Street, and 136th Street/Shea Intersections Arterial Life Cycle Program (ALCP) project were completed.

Mr. Domme noted the Doubletree Ranch Road Bridges are 90 percent complete, and a refurbishment project is expected to be completed October 2025. Loop 101 widening and interchange improvements are one of the biggest projects, expected to be complete in January 2026. The Pima Road widening project is at 65 percent and will be completed by spring of 2026. The dirt road paving is a federally-funded project that converts five roadways from dirt to asphalt and should be done in December 2025. The Scottsdale project from Jomax Road to Dixileta Road is at 90 percent design completion, because they are working with the Maricopa Association of Governments (MAG) on transferring federal funding to a regionally funded Carefree Highway Project. The project is 60 percent done with a final completion date by 2026. Ms. Conklu provided an overview of the reason for the transfer of funding, and a discussion ensued.

The Thompson Peak Parkway over Reata Pass Wash project is 60 percent complete with the noise evaluation completed; the first public outreach is being scheduled. 77th Street Access improvements include a multi-use path that incorporates safety features, and it is at 60 percent completion.

Vice Chair Marmon discussed the recent flooding and suggested doing away with the bollards and adding a gate that can be automatically controlled to keep people out of that area. A discussion ensued. Mr. Domme noted these suggestions will be evaluated.

The 68th Street Sidewalk project is nearing completion of design, followed by community outreach to discuss mailboxes and right-of-way improvements. The CAP Canal Path is a multiuse path on the north side of Frank Lloyd Wright Boulevard that creates a regional connection through an intergovernmental agreement (IGA) with ADOT approved by City Council, and it has reached 60 percent design completion. Pima: Happy Valley to Jomax is the next segment of the northern Pima ALCP project. The IGA with ADOT was approved by the City Council, and it is at 60 percent design completion. A public meeting regarding the Pima: Las Piedras to Carefree project as a preliminary assessment. New cost estimates will include the new design that is 15 percent complete. A discussion ensued.

Scottsdale Road: Dixileta to Carefree Hwy is another ALCP project that anticipates cost estimates to be completed by November 2025. The design phase is 15 percent complete, and it will take three to four years to complete the project. In response to questions from Subcommittee Member Hect, Mr. Domme stated there will be bike lanes on both sides of the roadway. He said the Carefree Hwy: Cave Creek Road to Scottsdale Road project is transitioning to a federally funded project and will incorporate federal requirements to complete the project. The consultant will provide necessary documents and an environmental review.

Mr. Davies discussed the MAG Northeast Valley Transportation Study that will encompass this high-profile area with open state land. The plans include mixed-use and a study of roadway network connectivity, roadway capacity, and intersection improvements. This project encompasses MAG, ADOT, the City of Phoenix, and the City of Scottsdale as stakeholders.

Mr. Domme provided an overview of the Safe Streets of Scottsdale Safety Plan found on the City's website. There are upcoming public outreach events, and a questionnaire seeking public feedback went live and can be accessed through the City's website using "safe streets". In October staff will present at the Fall Festival, the Reata Sports Complex with virtual bike riding, and the interactive community walking assessment. The hope is to obtain useful feedback from residents that can be incorporated into the safety plan. Staff will ensure community members can access the website.

4. Subcommittee Identification of Future Agenda Items

Susan Conklu, Senior Transportation Planner, noted the next meeting date is December 4, 2025, and she reviewed the agenda topics and information items.

Future topics recommended by Subcommittee members:

- Bike Lane Gap Analysis
- Emergency Management Master Plan

5. Adjournment

With no further business to discuss, being duly moved by Vice Chair Marmon and seconded by Commissioner Arnold, the meeting adjourned at 7:19 p.m.

AYES: 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>**