



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

Notice and Agenda

Date: Thursday, April 2, 2026

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 MinutesAction**
Approval of the Regular Meeting Minutes of February 4, 2026

- 2. Bicycle Detection and Counts at Traffic Signals.....Information**
Update on bicycle detection and counts at traffic signals as well as next steps for the program – Greg Davies, Senior Transportation Planner

- 3. Bike Month Update.....Information**
Update on April Bike Month activities – Susan Conklu, Senior Transportation Planner

- 4. Projects and Programs Update.....Information**
Update on current projects and programs including the Path Speed Study - Nathan Domme, Senior Transportation Planning Manager

- 5. Upcoming Project Public Meetings.....Information**
Update on upcoming public meetings for projects - 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.



SUMMARIZED **DRAFT** 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, February 5, 2026

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 5:17 p.m. A formal roll call confirmed the presence of subcommittee members as noted below.

ROLL CALL

PRESENT: Lee Kauftheil, Chair – Transportation Commission
Amy Arnold, Commissioner, Parks and Recreation Commission
Sarah Hecht, Subcommittee Member (arrived at 5:27 p.m.)
Bradley Adame, Subcommittee Member

ABSENT: Robert Marmon, Vice-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 DECEMBER 4, 2025, PATHS AND TRAILS SUBCOMMITTEE REGULAR MEETING MINUTES AS PRESENTED. COMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). CHAIR KAUFTHEIL, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBER ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Approval of The Annual Paths & Trails Subcommittee Report

Senior Transportation Planner Susan Conklu presented a summary of the 2025 Annual Report. The report covered all action and information agenda items and confirmed that all members completed the required ethics training before the initial meeting of the year. Ms. Conklu will verify Chair Kauftheil's attendance and update records as needed.

SUBCOMMITTEE MEMBER ADAME MOVED TO APPROVE THE 2025 ANNUAL PATHS AND TRAILS SUBCOMMITTEE REPORT AS PRESENTED. COMMISSIONER ARNOLD SECONDED THE MOTION, WHICH CARRIED THREE (3) TO ZERO (0). CHAIR KAUFTHEIL, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBER ADAME VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES

3. Fy26/27 Capital Improvement Plan Recommended Transportation Project List

Transportation Planning Manager, Nathan Domme conducted a slideshow presentation that provided an overview of the FY26/27 Capital Improvement Plan and the recommended transportation project list with emphasis on active transportation components, as well as how projects are prioritized and funded.

Mr. Domme reviewed slides titled Capital Improvement Plan Budget Process and New Requests – Project Types. He noted capital improvement projects (CIP) are part of the budget process and they are submitted annually for review by committees and the City Council. There are many diverse and robust projects, with 19 new transportation and infrastructure CIP requests that have gone through pre-screening within the City Managers office. He presented a slide titled Yearly Recurring Capital Accounts (Systemwide Programs) that listed six capital accounts utilized to make safety or systematic capital improvements, or quick fixes.

The next nine slides presented by Mr. Domme provided details for the projects requested. These slides were titled: Thompson Peak Parkway Bridge over Reata Pass Wash which is an existing project; Thomas Road: 56th Street to 73rd Street; Citywide Traffic Signal Rewiring; Citywide Major Traffic Signal Equipment Upgrade; Doubletree Corridor Traffic Signal Equipment Upgrades; Northsight Boulevard and Butherus Drive construction of a signalized intersection; Trolley Vehicle Purchase; and Citywide Transit Stop Renovation/Improvements.

Mr. Domme noted an additional \$7.4 million would be necessary to complete the final phase of the Thompson Peak Parkway Bridge project. The 56th Street to 73rd Street project includes sidewalk improvements on the south side as well as working with SRP to relocate poles to underground. These are the top CIP priorities.

The next five slides provided details for big new projects that are proposed for roadway widening and alignment, multiuse paths, and a roundabout, all of which are scheduled for design and cost estimates only because good cost estimates are necessary to understand the full scope of the projects. These slides were titled Dynamite Boulevard: 56th Street to Pima Road; Pinnacle Peak Road: Scottsdale Road to Pima Road; Legacy Boulevard Bridge over Reata Pass Wash; Hualapai Drive Shared Use Path: Pima Road to 95th Place; and 91st Street and Trailside View Roundabout. Senior Transportation Planner Greg Davies discussed the laydown, roll curbs, and drainage concerns on McDowell.

The slide titled Prioritization Framework outlined factors taken into consideration which were consistent with the 2022 Transportation Action Plan (TAP) and provided justification for how and why the projects were prioritized. Additionally, there is limited funding available, and some projects do not make the cut, which does not mean they are removed forever but remain on the list to be revisited the following year. Mr. Davies provided an overview of bicycle signal detection system related to citywide signal operations that will be presented and discussed at a future meeting.

Mr. Domme noted individual projects are not being prioritized; rather they are put into tiers based on importance. The next four slides were titled Tier 1 – External Funding & Corridor Priorities; Tier 2 – Safety & Operations Priorities; Tier 3 – Design for Corridors & Multimodal Gaps; and Plan Alignment & Funding Considerations. It was recommended that the various funding sources discussed within the tier system be utilized and prioritized, and Tier 3 projects only be funded if funding is available. Tier 3 projects can be phased or deferred within the five-year window based on funding availability and the City Council's direction.

Committee members were given the opportunity to offer comments and pose questions. Mr. Domme presented an overview of the process for incorporating CIPs into the five-year plan, noting that inclusion is determined by available annual funding. He said the projects that were previously approved but awaiting design or construction have not yet secured these funds. Regarding the right-of-way limitations for the Thomas Road project, the City will coordinate with SRP to remove existing obstacles and relocate utility poles underground. The traffic signal rewiring initiative will be implemented over five years, with consistent funding allocated each year to replace all or most of the traffic signals within the city. It was also noted that the Doubletree Corridor traffic signal equipment remains the only equipment not currently integrated within the ITS network.

The initial Transit Stop Renovation / Improvement Plan aimed to replace all Valley Metro / Phoenix 2005 shelters with newer models now installed along the fixed routes and used by the trolley. The final details of this plan are still under review and being discussed with Valley Metro. After some conversation on the matter, Ms. Conklu agreed to investigate the purpose of a button found in certain shelters and report back to the

Subcommittee with further details.

Most of the Hualapai Drive Shared Use Path project borders the rear wall of the subdivision, resulting in right-of-way considerations for only three homes on the far east side of the Reata Wash. Mr. Domme noted that an approved path would connect to shared use paths on Pima to Reatta and continuing to Indian Bend Wash. This project affects approximately 300 homes within the community seeking relief from traffic-related speeding issues. Mr. Davies remarked that the proposal could be presented as either an 8- or 10-foot trail option, or as an 8-foot path with a 4-foot adjacent trail. The project's design and cost estimate are funded through local sales tax. Upon receipt of a design and cost estimates, the information will be presented to the City Council to determine the most appropriate funding source.

Mr. Domme explained that an additional \$7.4 million for the Thompson Peak Bridge project will come from the 2 percent sales tax account, covering updated design and cost estimates. The remaining project cost totals \$13.7 million, and construction is still set to begin this year. Mr. Domme also showed a map outlining the project's location and configuration.

SUBCOMMITTEE MEMBER HECT MOVED TO APPROVE ALL CAPITAL IMPROVEMENT PROJECTS PRESENTED AS VIABLE CANDIDATES FOR FUNDING AND PUTTING THEM INTO THE TIERS AS RECOMMENDED. SUBCOMMITTEE MEMBER ADAME SECONDED THE MOTION, WHICH CARRIED FOUR (4) TO ZERO (0). CHAIR KAUFTHEIL, COMMISSIONER ARNOLD, AND SUBCOMMITTEE MEMBERS ADAME AND MEMBER HECT VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

4. Integrating Citywide Trail Network With Preserve And Regional Trails

Senior Transportation Planner Greg Davies presented and discussed the integration of the Citywide Trail Network using slides titled Neighborhood Trail Program History; Citywide Trail System Today; and Citywide System Integration. Mr. Davies noted trails are a big part of Scottsdale, and the City has been working on trail integration since 1965. 2004 and 2007 were significant years for the trail system in Scottsdale with the development of the Ad Hoc Trails Task Force and the neighborhood trail system.

There are currently approximately 460 miles of continuous connected trails. The neighborhood trail system has 163 miles of existing trails with another 132 miles of planned trails. The McDowell Sonoran Preserve has 217 miles of trails, and the McDowell Mountain Regional Park has 81 miles of trails. The TAP includes goals to build or rehabilitate three miles of trails per year. Scottsdale has enhanced trail management, with a maintenance program that involves homeowners associations in caring for nearby trails.

Committee members were given the opportunity to offer comments and pose questions. Mr. Davies explained the allocation of accumulated local tax funds in 2025 for neighborhood trails, addressing why these resources had not been expended in prior years.

Chair Kauftheil addressed the potential inclusion of a transit option for McDowell Mountain Regional Park to enhance accessibility for all Scottsdale residents. He also emphasized the significance of wayfinding and the need to proceed with previously discussed projects. A brief discussion followed.

5. Projects and Programs Update

Transportation Planning Manager Nathan Domme presented and discussed existing projects that are moving forward over the next year to four years. Key aspects of the TAP include refinement of the existing transportation system, filling existing gaps, and the effective use of existing rights-of-way. A key focal point as the paths and trails system becomes built out is how it can be refined, or whether to use what is available to improve upon and maintain existing conditions.

Mr. Domme provided an overview of funded active projects the CIP. These projects include Pima Road, McCormick Parkway Multiuse Path, Indian Bend Wash Path renovations, CAP Canal Path design, Thomas Road, 68th Street, 64th Street Wall Canal improvement, 2nd Street Streetscape improvements, 77th Street Access improvements, Scottsdale Corridor, and Scottsdale Road. Mr. Domme provided perspective on major roadway projects that included the Pima Road Corridor, Carefree Highway, and Old Town pavement preservation. Additional projects included the Alma School and Jomax Road intersection, and Thomas Peak Bridge.

Senior Transportation Planner Greg Davies provided a brief update on the Cactus Trail Enhancement Project. There is a tentative public meeting planned for March 18, 2026, from 9:00 to 10:30 a.m. at the Christ's Church of the Valley to present and discuss the resident-petitioned project to the residents.

Senior Transportation Planner Susan Conklu reported that a draft of the Strategic Transportation Safety Plan will be reviewed by the Transportation Commission in April with the final draft being presented and adopted in May. In response to Subcommittee Member Adame's question, she indicated a design assistance study was done for the Thomas Road/64th Street intersection and Indian School, and full design will begin after a full review of the recommendations is finalized. The department continues its focus on education and had the opportunity to offer bicycle classes for children in January with Parks and Rec staff. Additional classes will be offered from February through April.

The City of Scottsdale purchased foreclosed property at Hayden Road and McDonald Drive; it already owns adjacent parcels to the south. Phase 2 of wayfinding begins this fall, adding around 200 signs along Pima Path, Crosscut Canal Path, and Arizona Canal Path.

Subcommittee Member Adame shared an incident of being hit by a car at the Indian School Road / 64th Street intersection and recommended adjusting the sequencing of the lights to prevent further incidents.

6. Adjournment

With no further business to discuss, being duly moved by Commissioner Arnold and seconded by Subcommittee Member Adame, the meeting adjourned at 7:02 p.m.

AYES: Chair Kauftheil, 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: Paths and Trails Subcommittee
From: Greg Davies, Senior Transportation Planner
Subject: Bicycle Signal Detection Program
Meeting Date: April 2, 2026

Action: Information and discussion

Purpose:

Provide an update on the Bicycle Signal Detection Program.

Background:

Bicycle detection is used at signalized intersections to alert the signal system that a bicycle is approaching and will need to cross the intersection. It is much like the existing vehicle detection systems at many city intersections. Since bicycles are of smaller and lighter mass, a more sophisticated recognition technology must be added to achieve detection. The intent of this program is the continued implementation of consistent, reliable technology that will accurately detect bicycles and feed the information into the signal system. In April 2013, staff began investigating bicycle detection technologies available and contacted local jurisdictions using various types to ascertain technology effectiveness and reliability.

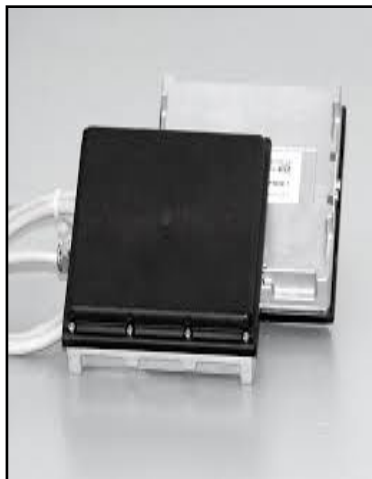
In July 2013, staff presented an overview of the technologies available (e.g., manual push buttons, radar, magnetometers, inductive loops and video cameras (see Figure 1) to the Transportation Commission and then to the Paths & Trails Subcommittee in November 2013. Through research and discussions with other jurisdictions, staff found that inductive loops and video cameras are the most widely used automated bicycle detection technologies due to their versatility and reliability. Scottsdale for many years relied on the use of inductive loops due to cost-effectiveness but experienced excessive operations and maintenance costs replacing inductive tubing as the result of the pavement management program.

Figure 1 – Existing Bicycle Detection Technologies

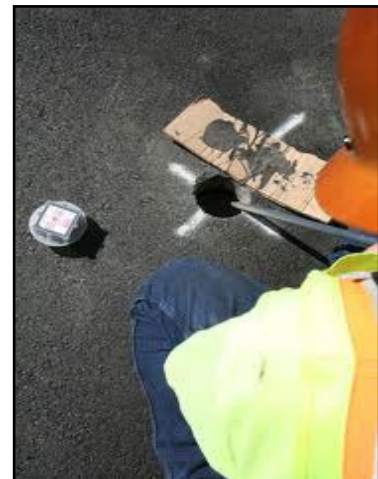
Push Button



Radar



Magnetometer



Inductive Loop



Video Camera



In September 2014, staff presented to the Transportation Commission the location of 50 intersections identified for bicycle signal detection. In November 2014, the city elected video detection as the preferred technology for corridor system improvements citywide, and in December 2014, Transportation & Infrastructure initiated the procurement of video cameras for the initial deployment of the program.

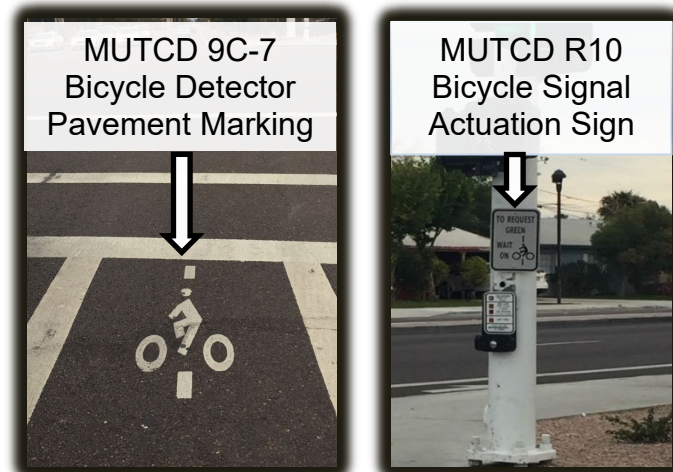
In March 2015, staff presented an update of the initial deployment of the program to the Transportation Commission and again on June 15, 2017.

Current Program Status:

This program has been ongoing for the last (13) years. Staff changes and the deployment of various types of video cameras have slowed the implementation of the program. Bicycle detection technology was installed at 34 intersections in the 2015-2017 period. These intersections have been programmed, signed and marked for bicycle detection.

Figure 2 provides the specific applications installed at signalized intersections with bicycle detection.

Figure 2 – Intersection Detection Applications



Staff identifies the potential locations for bicycle detection based on the locations of existing signalized intersections and the presence of bicycle lanes at these signalized intersections.

The city of Scottsdale has approximately 320 signalized intersections and 137 of these intersections have bisecting bicycle lanes. (See Figures 3 and 4).

Figure 3 – Signalized Intersections

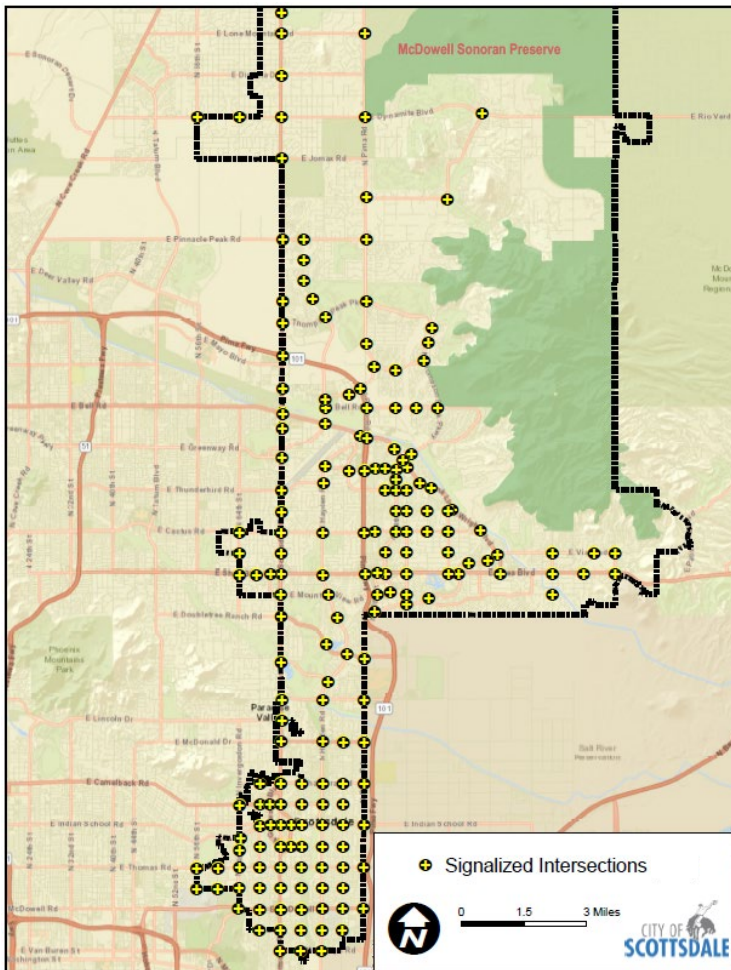
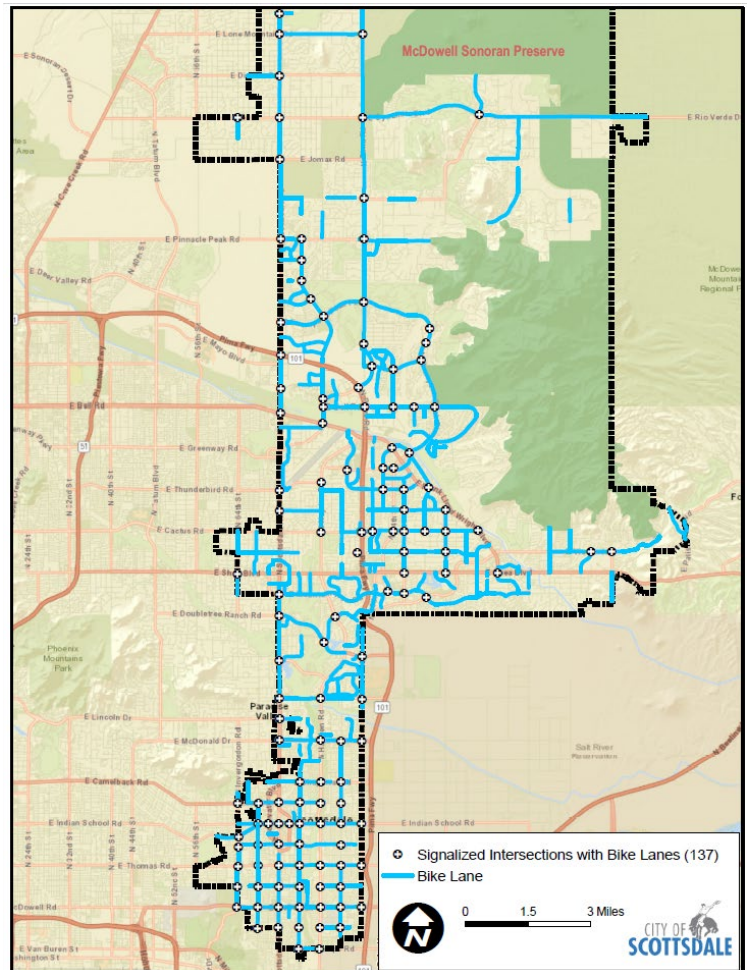
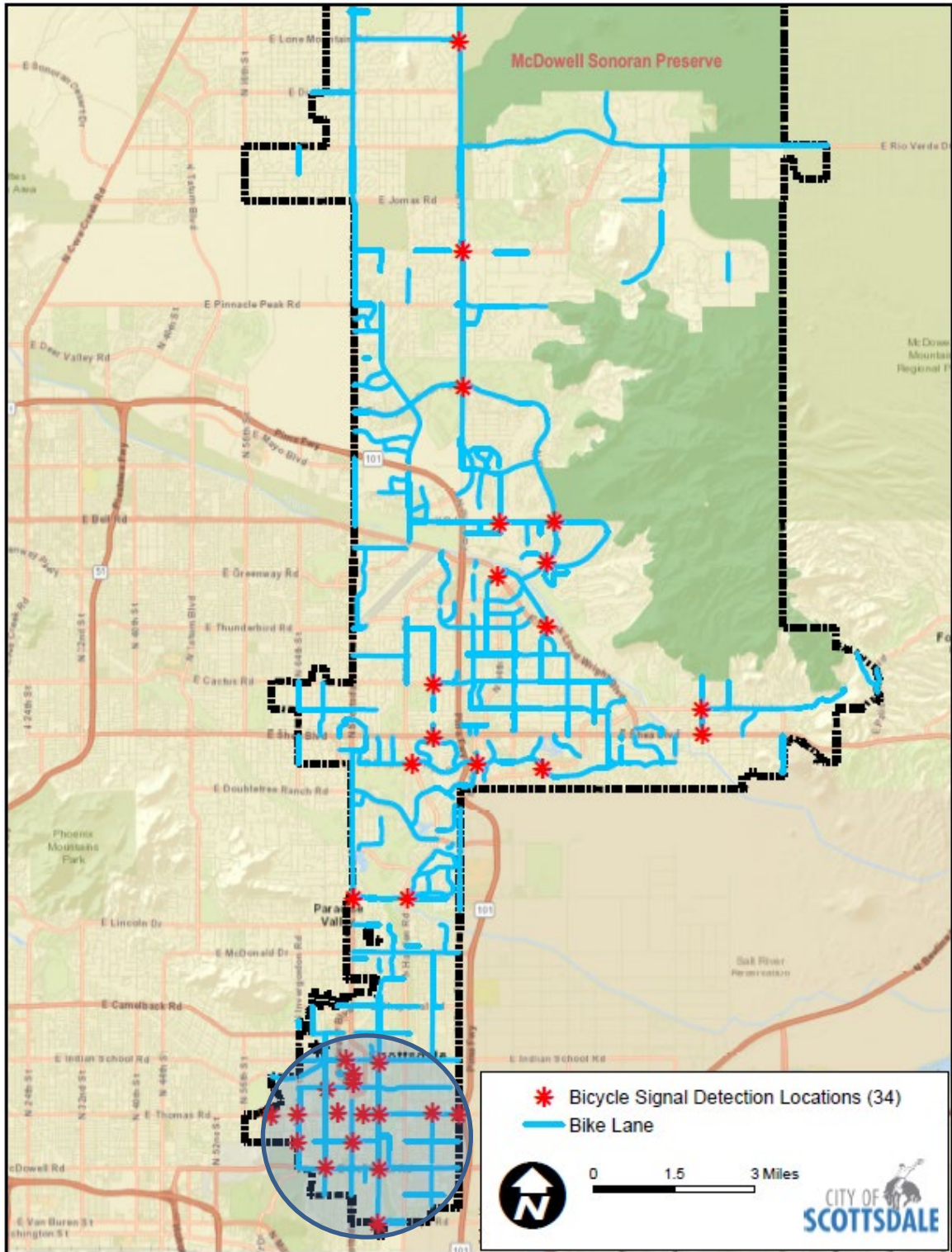


Figure 4 – Signalized Intersections/Bike Lanes



As previously stated, 34 intersections currently provide bicycle signal detection. The deployment of the cameras and intersection application occurred between 2015-2017. Figure 5 depicts these locations. Approximately 25 percent of the signalized intersections with bicycle lanes are equipped with bicycle signal detection. The goal is to continue to increase this percentage as more video cameras are installed at intersections. As shown in Figure 4, there is a concentration of detection locations in southern Scottsdale. This is a result of a dense environment with closer signalized intersections and a higher volume of bicyclists.

Figure 4 – Bicycle Signal Detection Locations – Initial Deployment 2015-2017



Next Steps:

The 2022 Transportation Action Plan (TAP) sets forth specific goals to expand and enhance Scottsdale's on-street and paved path network to provide safe and inviting access for pedestrians, bicylists and other non-motorized users to travel to destinations in Scottsdale and neighboring cities.

One goal identified in the 2022 TAP states "special consideration will be given to emerging concepts and infrastructure that increase comfort and confidence level of all riders." Bicycle signal detection is an emerging technology concept that is constantly evolving. Most importantly, bicycle detection technology provides a safer movement of bicylists along the on-street network and connectivity to the off-street path network. Transportation & Streets will continue to pursue the goals as listed in the Bikeways Element.

In addition, bicycle signal detection falls under Engineering which is one of the 5 Es of a Bicycle Friendly Community according to the League of American Bicyclists. Engineering sets the stage for infrastructure that creates safe and convenient places to ride.

Transportation & Infrastructure will continue to:

- Add locations to the existing bicycle signal detection network.
- Assess the use of pavement markings and signage at detection locations and use the Scottsdale Video Network and Scottsdale social media channels to educate the public on bicycle signal detection in Scottsdale.
- Analyze bicycle and pedestrian data at locations with new advanced detection technologies to enhance Scottsdale's on-street and bicycle infrastructure and connectivity to the city's off-street paved path network.

Staff Contacts: Greg Davies 480-312-7829, gdavies@scottsdaleaz.gov

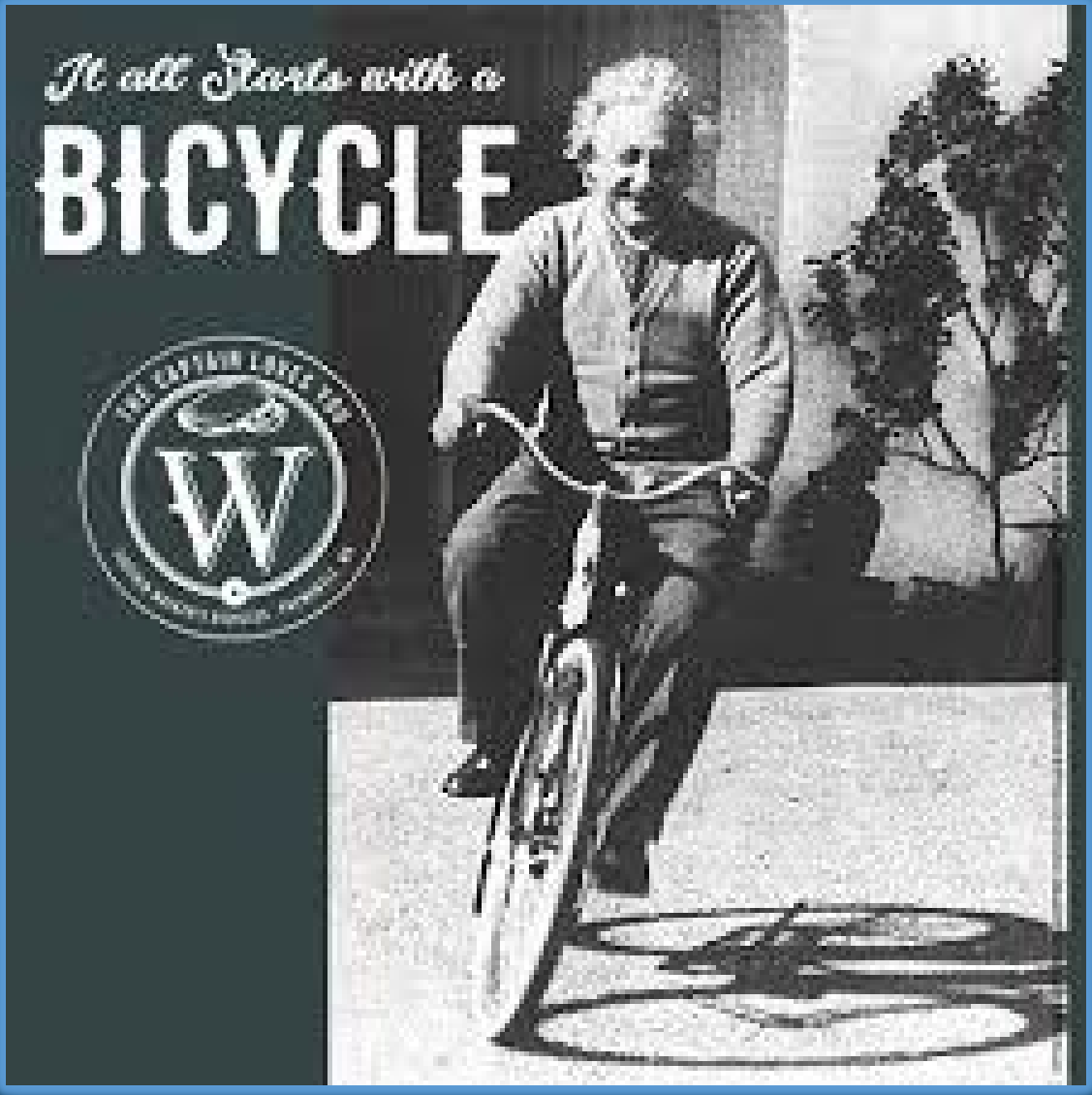
Bicycle Signal Detection Program Update

Paths & Trails Subcommittee
April 2, 2026

Greg Davies, Senior Transportation Planner



It all Starts with a
BICYCLE



What is Bicycle Signal Detection?

- The detection of bicycles at signalized intersections
- A system that deters bicyclists from running the red light
- Safely accommodates bicyclists through intersections with adequate green time

Program Overview

- Project initiated in April 2013
- Bikeways Capital Project funds infrastructure
- Video cameras selected as prominent technology
- Infrared and radar are other technologies in use
- Initial deployment between 2015-2017 (34) intersections completed

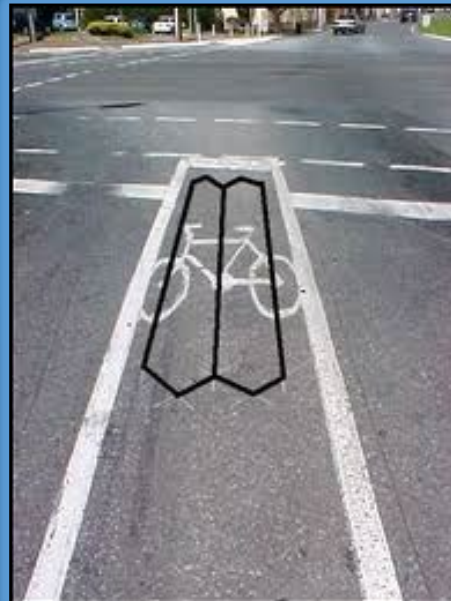
Detection Technologies

- Push Button – One That’s All We Have....
“Tells” the signal a bicycle is present
Exists at one location –
Sweetwater Ave. at Scottsdale Rd.



- Inductive Loops

Phased out the use of loops in Scottsdale



Existing Detection Technologies

- (1) Video Detection
- (2) Radar
- (3) Magnetometer
- (4) LiDAR

(1)



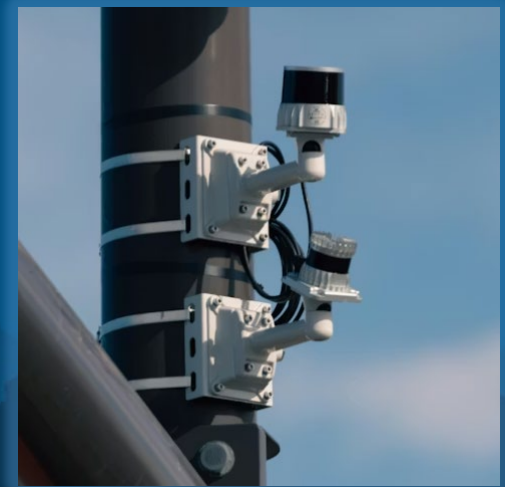
(2)



(3)



(4)



Scottsdale's Prominent Technology

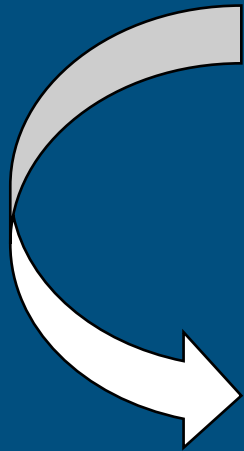
- *Video Detection*



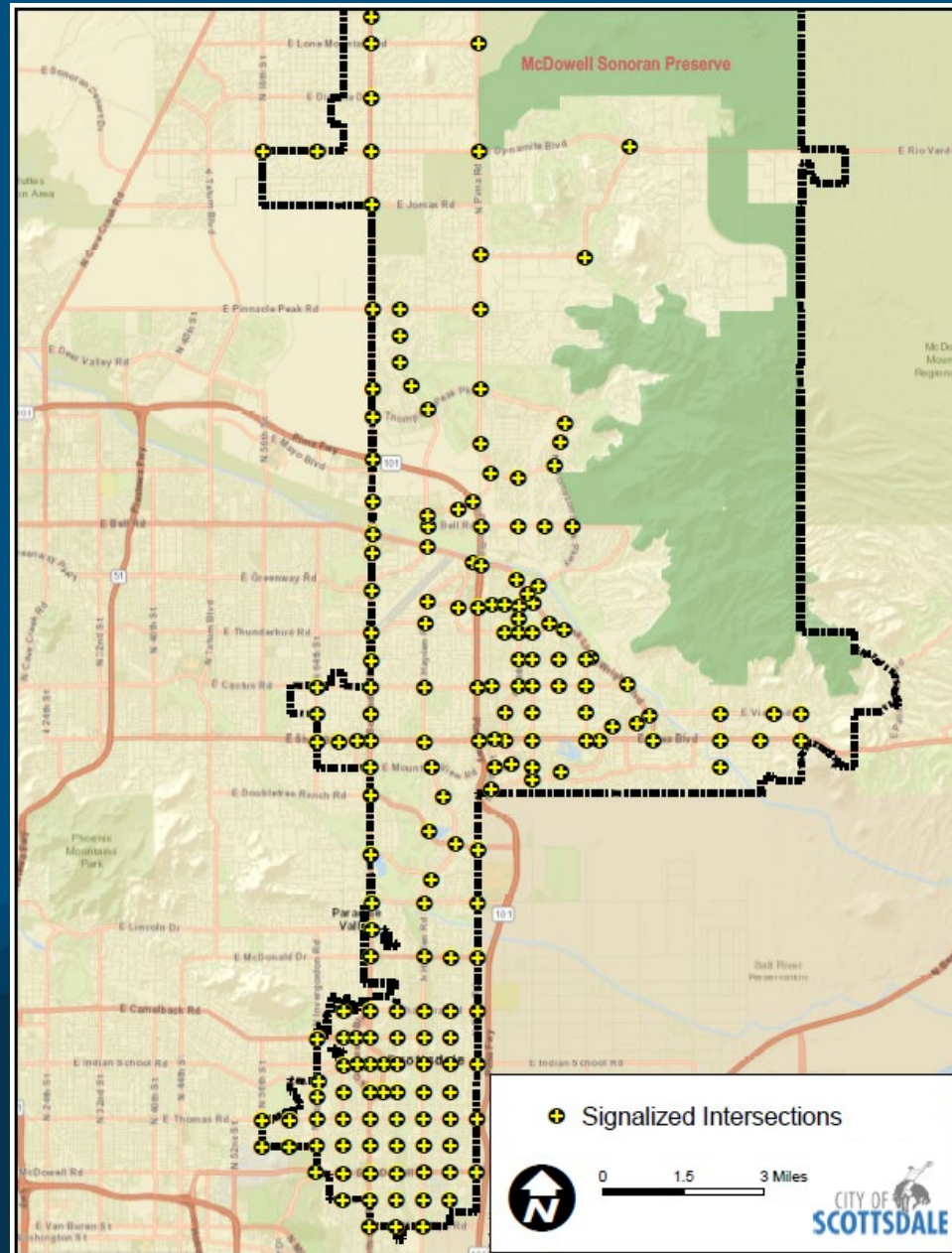
- Detection identifies and counts bicyclists, pedestrians and vehicles
- Safety benefits are consistently applied to bicycles for intersection crossing
- Precise green time allocation provided to bike or vehicle = more efficient operation of signal

Scottsdale Signal Network Breakdown

Signalized Intersections

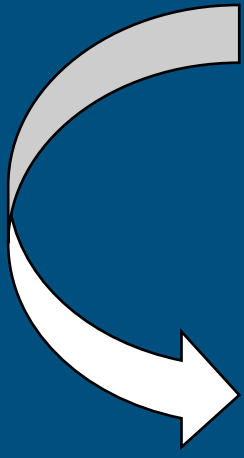


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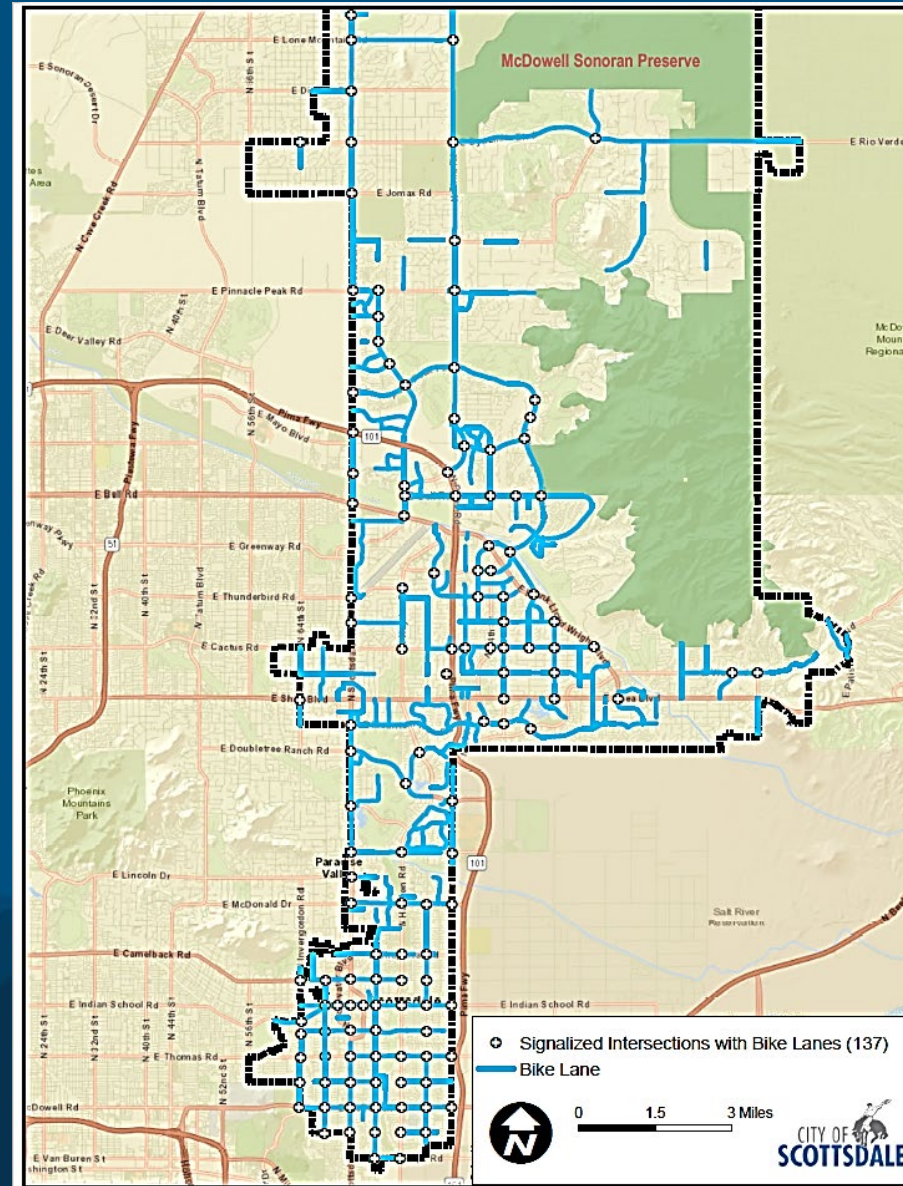


Scottsdale Signal Network Breakdown

Signalized Intersections
With Bike Lanes

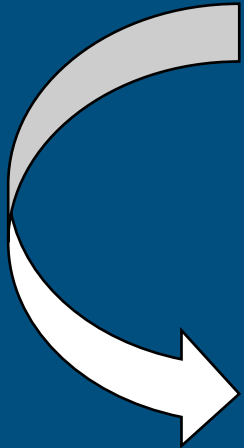


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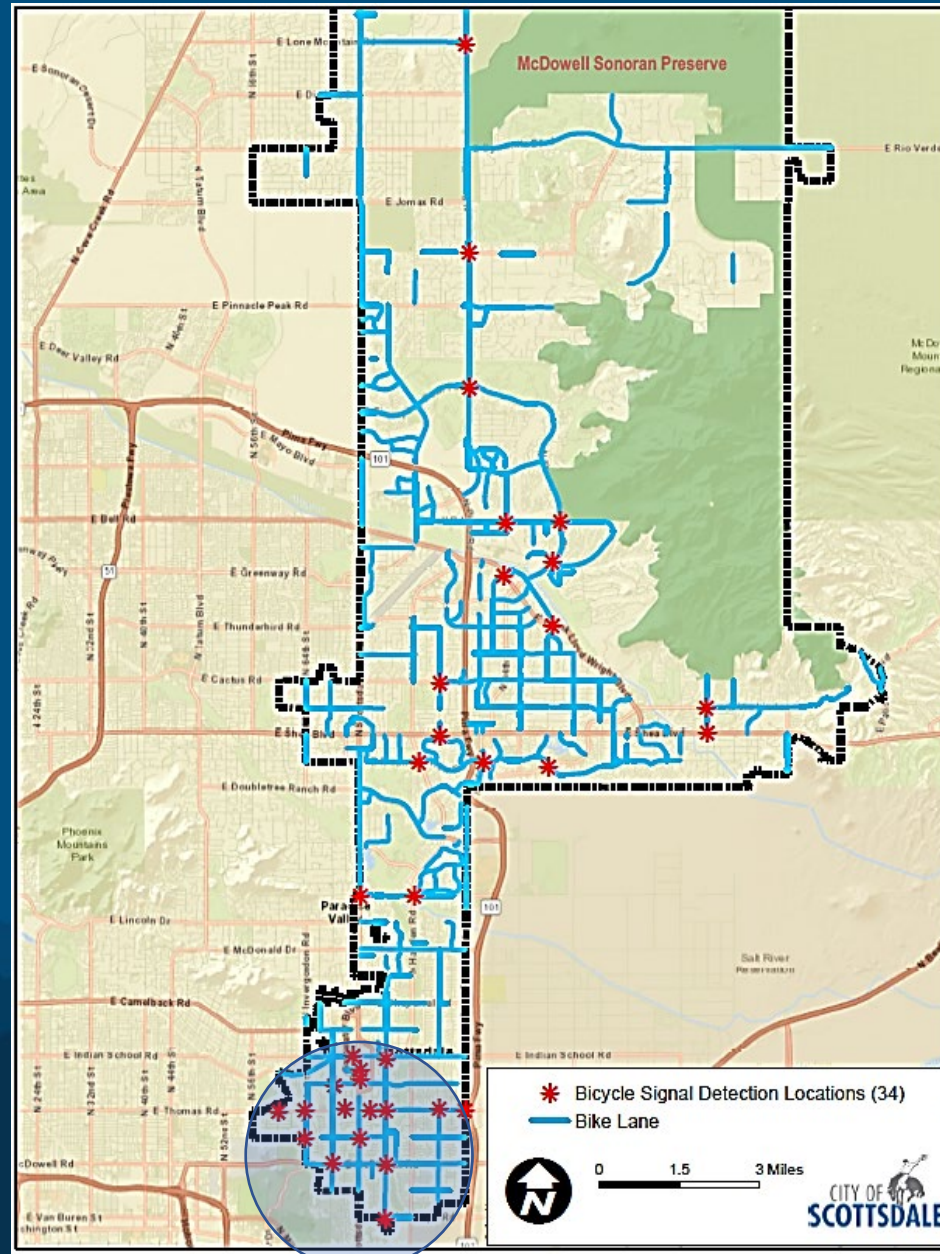


Bicycle Signal Detection Initial Deployment

Bicycle Signal detection
Locations Initial
Deployment 2015-2017



34



Intersection Detection Applications

MUTCD 9C-7 – Bicycle Detector Pavement Marking



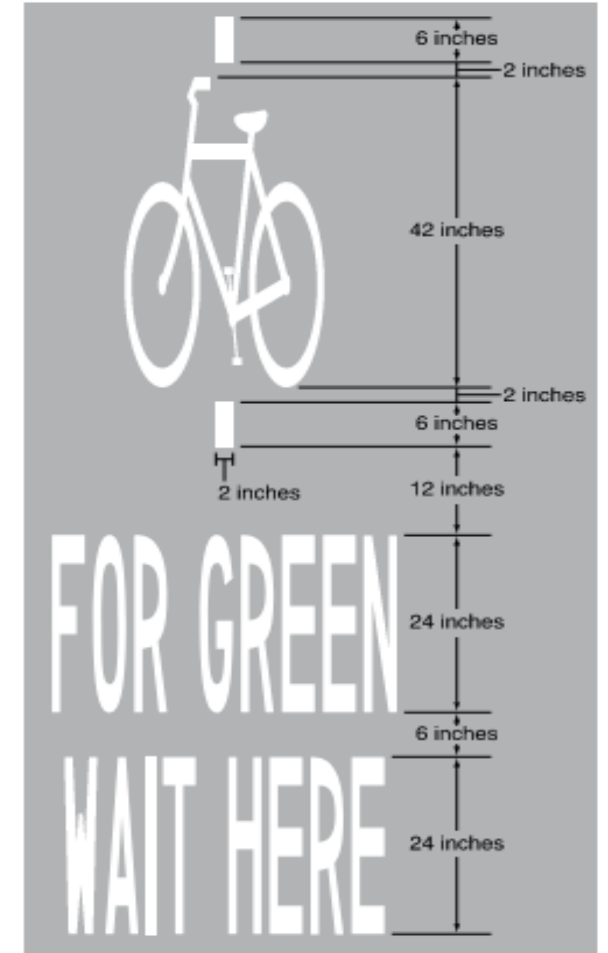
Miller Road at Thomas Road looking north

MUTCD R10-22 – Bicycle Signal Actuation Sign



Latest MUTCD Marking

Figure 9E-16. Bicycle Detector Pavement Marking



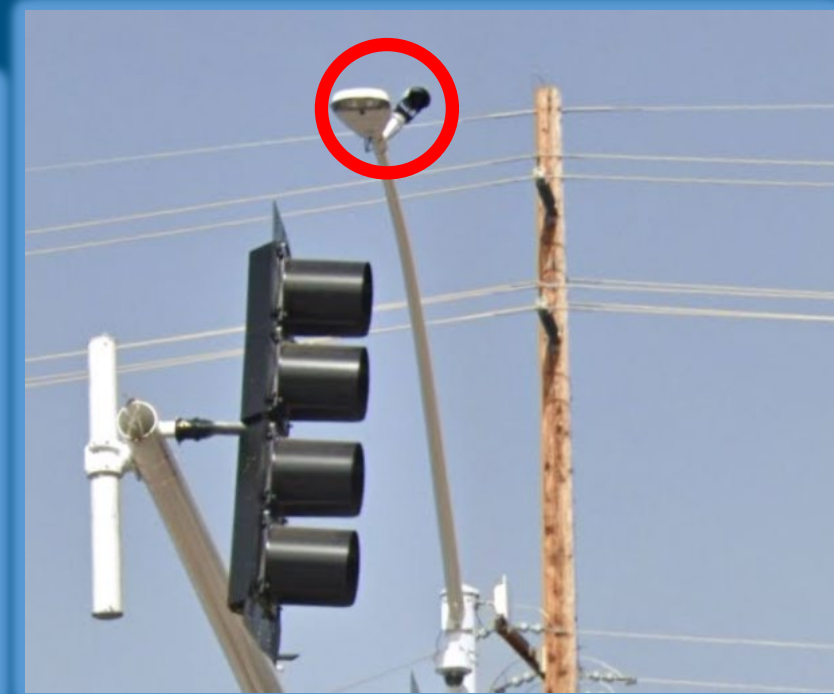
Note: The word pavement markings are optional.

Pavement Marking Applications

- Paint – Least Expensive – lasts (1) year
- Thermoplastic – (10x) more expensive than paint – lasts 7-10 years
- Pavement Marking Tape – less expensive than Thermoplastic – last 5-7 years



Video Camera Detection Technology



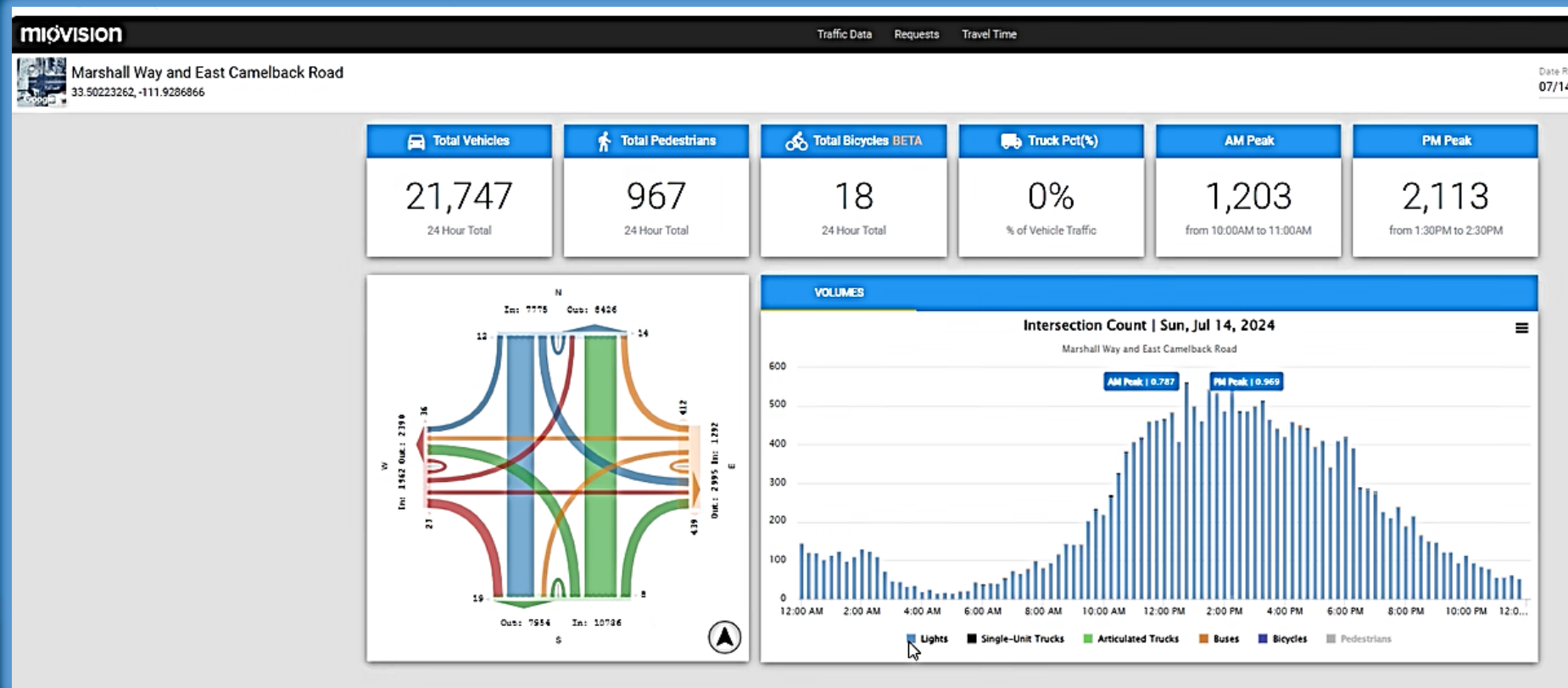
Osborn Road at 64th Street looking east

Miovision Detection Zones



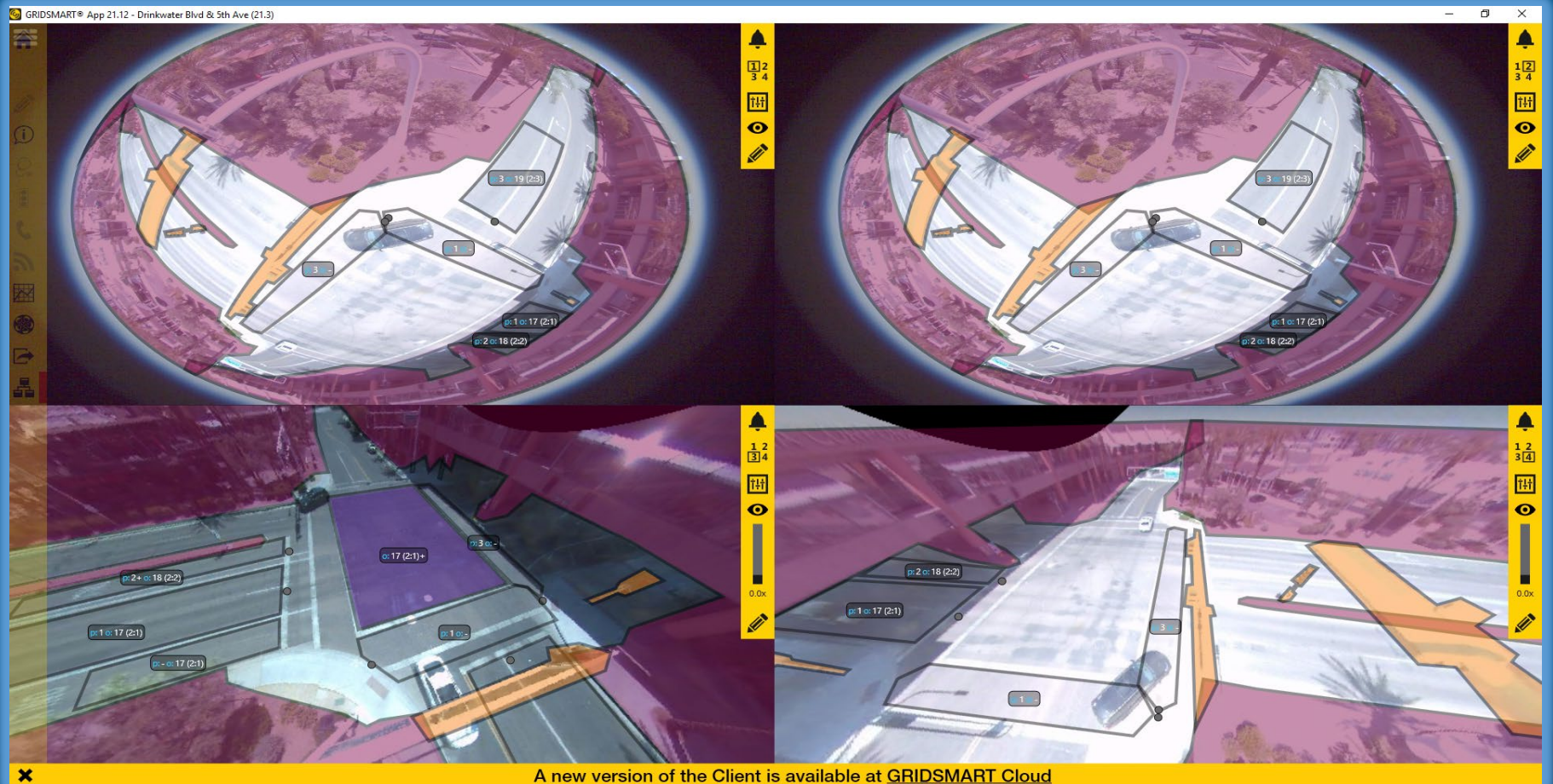
Miovision Detection Data

Miovision camera provides counts for bicyclists, pedestrians and vehicles



Gridsmart Detection Zones

Gridsmart cameras provides counts for bicyclists, pedestrians and vehicles



Gridsmart Detection Data

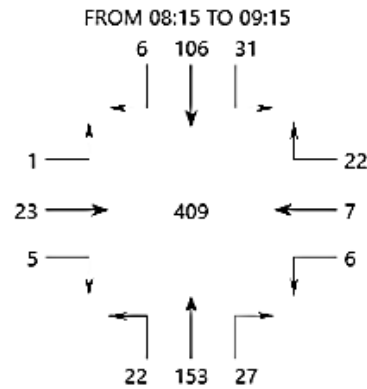
GRIDSMART

Turning Movement Counts

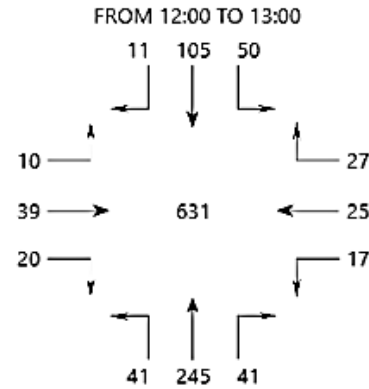
Intersection Drinkwater Blvd & 5th Ave

Date 7/17/2024

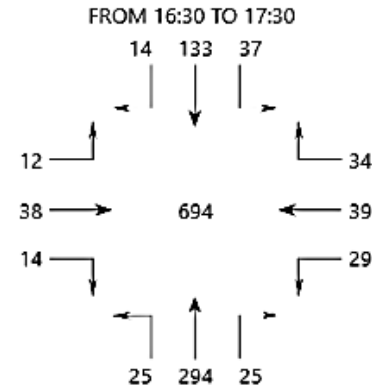
AM PEAK HOUR VOLUME (0:00-10:45)



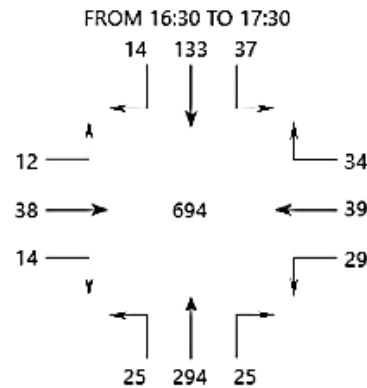
MID-DAY PEAK HOUR VOLUME (11:00-14:00)



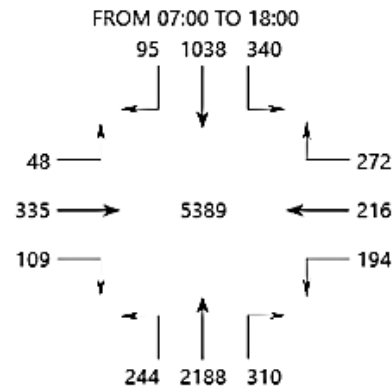
PM PEAK HOUR VOLUME (14:15-23:45)



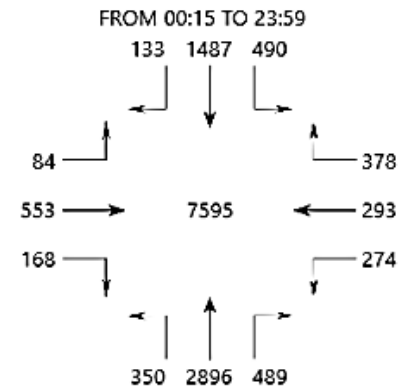
OVERALL PEAK HOUR VOLUME



DAYTIME TOTAL VOLUME

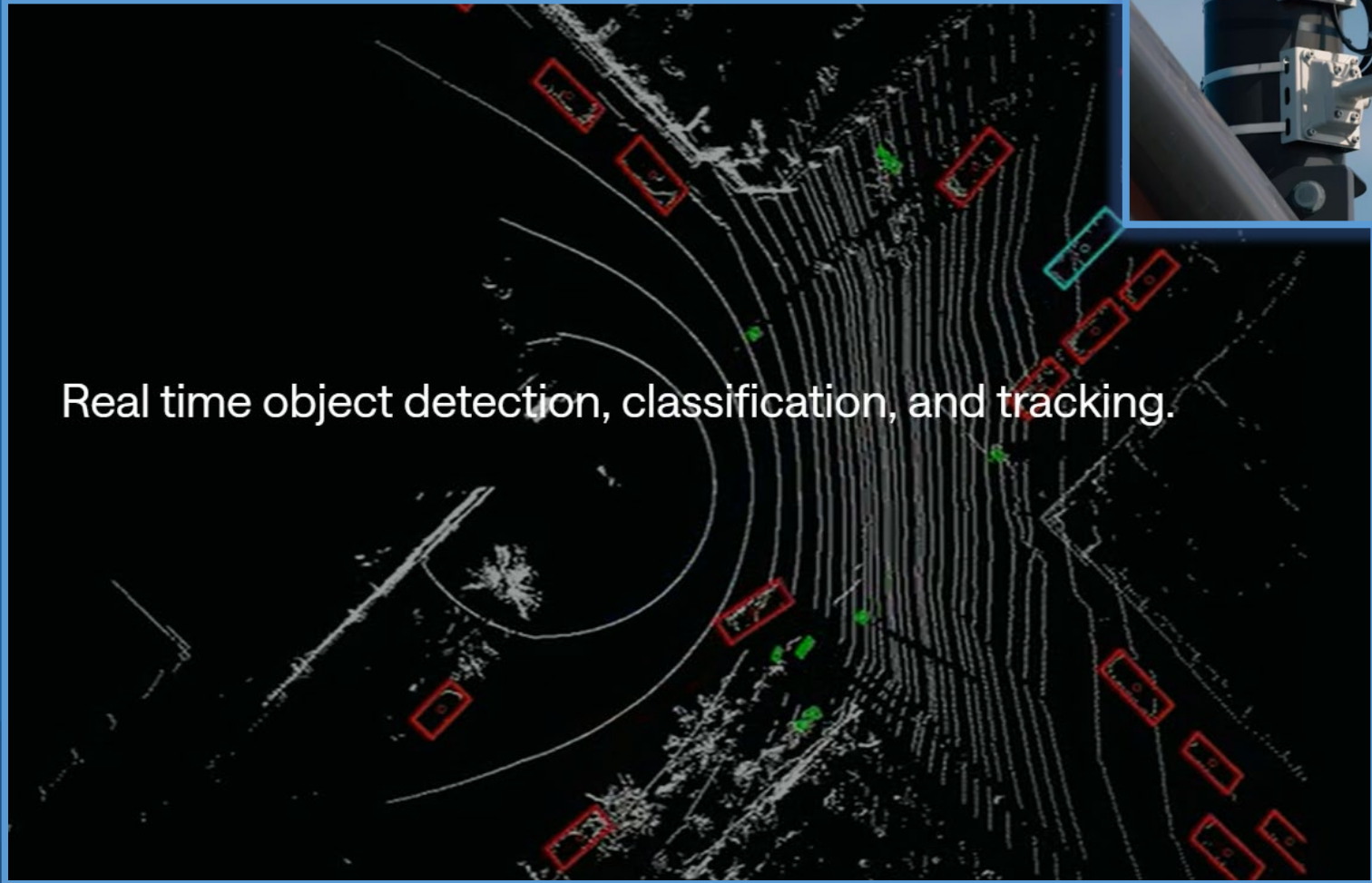


SELECTED TIME VOLUME



LiDAR Detection

Light detection and ranging provides counts of pedestrians, cyclists, and vehicles



Next Steps...

- Strive to accomplish goals set forth in the Transportation Action Plan
- Add new locations to the existing bicycle detection network
- Assess the use of pavement markings/signage at detection locations
- Educate the public on bicycle signal detection using social media
- Analyze bicycle and pedestrian counts at locations with new advanced detection technologies.
- Continued collaboration with the Traffic Management Center

Questions & Discussion



Live Demonstration

[Live Demonstration View](#)



SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



To: Paths and Trails Subcommittee
From: Susan Conklu, Senior Transportation Planner
Subject: Bike Month Update
Meeting Date: April 2, 2026

Action: Information and discussion

Purpose:
Information on upcoming bike events held in April 2026

Background:

April is Valley Bike Month. It started as a single Bike to Work Day event in the late 1980s. With support of Valley employers, cities and towns, it soon transformed to a week and, by 2005, it had evolved into a month-long bicycle celebration. Every year, the number of participating cities and events grows. Valley Bike Month is a regional effort of cities, towns, employers, community organizations, and Valley Metro. Private and public partners join to plan events valley-wide. The events are promoted on Valley Metro's Share the Ride webpage and printed materials, individual city webpages, social media, NextDoor, listservs such as Scottsdale Update, and e-blasts.

Scottsdale Cycle the Arts began in 2006 in partnership with city staff, Scottsdale Public Art staff, board members and artists. The event promotes public art and biking to all ages and experience levels. This includes a short, pre-ride safety talk to educate participants on the ride rules and bike handling skills. Helmet use is encouraged. The event features small groups with ride leaders and sweepers keeping a no-drop, casual pace for everyone's comfort. Each year the tour highlights new and notable projects from the extensive public art collection as well as the city Capital Improvement Program. Due to the COVID-19 pandemic, the event was canceled in 2020. In 2021, a self-guided option was offered in lieu of the regular, in-person event. Over 90 people downloaded the route map throughout the year, so the city continues to offer a self-guided route map each year on the website after the in-person event.

Scottsdale expanded Bike to Work Day in 2018 and 2019 to add four stops around the city, with breakfast snacks and t-shirts. The city began working with sponsors for the event, which helped staff the stops along with Transportation staff. The event was canceled 2020-2022, but returned in 2023.

During the 2024 Bike Month, the Transportation and Streets Department hosted more robust events than recent years. This included a celebration of our Gold Bicycle Friendly Community recognition. The month kicked off with a Fast Five [video](#) and Mayor Proclamation. The April 20th Earth Fest event included a Bike Rodeo and outreach to families for children's bike safety opportunities. Cycle the Arts was featured on two morning live spots on Fox 10 News promoting the April 21st event. Scottsdale Bike to Work Day was held on Wednesday, April 24th with more sponsors and volunteers. Approximately 270 riders celebrated the event, the highest participation in the city so far.

In 2025, the city and our partners focused Bike Month efforts on the Arizona Bicycling Summit, Cycle the Arts, Tour de Scottsdale, and Bike to Work Day (or Wherever) Day. Sponsors included Scottsdale Arts, Valley Metro, TYLin International, Blue Zones, Tempe Bicycle Action Group and city staff from several departments.

Update:

Tour de Scottsdale returned March 28th with 3000 riders in support of the McDowell Sonoran Conservancy. The rider manual included promotion of the Discover Scottsdale's Urban Oasis map and network information alongside Mayor Borowsky's welcome letter. There were two route options; a 62-mile (Metric Century) and 32-mile (Half Metric Century)

Transportation and Streets staff will attend the Arizona Active Transportation Summit on April 17th to collaborate with colleagues and national experts. Cycle the Arts will celebrate the 20th anniversary on April 19th, with a 10-mile ride featuring 9 art installations at 7 stops in north Scottsdale. Participants will receive a commemorative Cycle the Arts t-shirt, bag and stickers featuring original artwork by Ariana Enriquez

Bike to Work (or Wherever) Day will be April 22nd and feature five stops with t-shirts, breakfast snacks and stickers.

Next Steps:

Transportation staff will hold a debrief meeting with Scottsdale Arts, including lessons learned and ideas for next year. Planning for 2027 Bike Month will begin by summer. There is also an opportunity to partner with Scottsdale Arts for an art ride during Canal Convergence in November.

Staff Contact: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Bike Month Update

Paths & Trails Subcommittee

April 2, 2026



Overview

April is Valley Bike Month

Began as single Bike to Work Day in the 1980s

Grew to a full month in 2005

Valley Metro partners with cities and Maricopa County

Event promotion on www.ShareTheRide.com

Printed materials

Bike Month Challenge with prizes

Free t-shirts and stickers designed by artists

City events

Scottsdale Cycle the Arts

Bike to Work Day

Promoted on city webpage, press release, social media, Scottsdale Update and e-blasts



Cycle the Arts History

Began in 2006

Partner with Scottsdale Public Art staff, board members and artists

Promote public art and biking to all ages and experience levels

- Pre-ride safety talk – education on bike skills and Ride Rules

- Promote helmet use

- Small groups with ride leaders and sweepers for more comfort

- Ride at a no-drop, casual pace

Highlight new and notable projects

- Percent for Art program and extensive public art collection

- Capital Improvement Program

2020 – canceled in-person events

2021 – offered self-guided option, over 90 people downloaded the route map



Bike to Work Day History

2018 and 2019 Scottsdale expanded event

Stops at Vista del Camino Park, ReGroup Coffee, One Civic, Mountain View Park
T-shirts, drinks and breakfast snacks

Sponsors

Bike Selfie Contest

2020 – canceled in-person events

2023 – Bike to Work or Wherever Day

Stops at Vista del Camino Park, ASU SkySong, One Civic, Crosscut Canal Path at Oak Street

2024 – More robust events and promotion

2025 – Focused on the events





April 2026 Bike Month

- Tour de Scottsdale – Saturday, March 28, 3000 riders in support of the McDowell Sonoran Conservancy!
 - 62-mile (Metric Century)
 - 32-mile (Half Metric Century)
- Cycle the Arts – Sunday, April 19
- Arizona Active Transportation Summit - Friday, April 17
- Scottsdale Bike to Work Day – Wednesday, April 22
- More information: www.ScottsdaleAZ.gov, search “biking”



Your Journey Starts Here

 168 Miles Unpaved Trails	 289 Miles Bike Lanes & Routes	 136 Miles Multuse Paths	 325+ Days of Sunshine per year
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Scottsdale is a proud partner of the Tour de Scottsdale 2026



Discover Scottsdale's Urban Oasis

CITY OF SCOTTSDALE

Welcome to the Tour de Scottsdale!

Get ready to pedal your way through breathtaking views, challenging routes, and opportunities to connect with fellow riders.

Tour de Scottsdale is a celebration of community, fitness, and the love of cycling. This year's route offers breathtaking views of the Sonoran Desert and Scottsdale's stunning desert landscapes, with various ride distances to suit all levels. Our city works hard to ensure that your experience is smooth, safe, and full of fun!


I wish you all the best of luck and I can't wait to see you out on the road!

Pedal hard, be safe, and enjoy the ride!

Lisa Borowsky



Lisa Borowsky
Mayor of Scottsdale



Cycle the Arts

Sunday April 19 7:00 – 11:00 AM

9 art installations at 7 stops

10-mile route

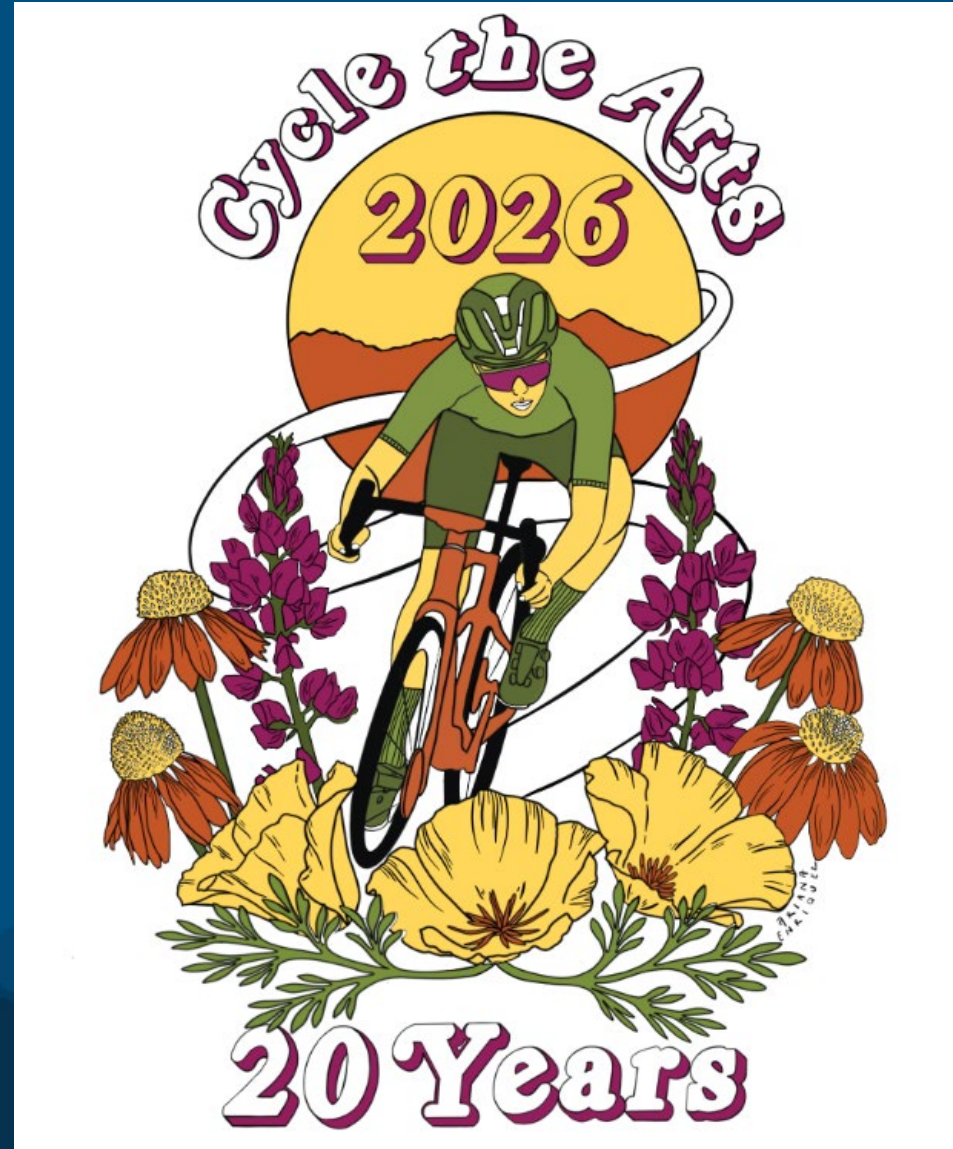
North Scottsdale – from Arabian Library

This year is the 20-year anniversary

Highlighting city partners

Artwork designed by local artist T-shirts,
stickers and breakfast snacks

Interactive self-guided route map online
after event



Bike to Work (or Wherever) Day

April 22 7:00 AM – 8:30 AM

Five bike stops with t-shirts, stickers, breakfast snacks and new Discover Scottsdale's Urban Oasis maps

Indian Bend Wash Path in Vista del Camino Park, south of Roosevelt

ASU SkySong

Civic Center, along 75th Street

Crosscut Canal Path at Oak

Mountain View Park along Indian Bend Wash Path



CITY OF
SCOTTSDALE

Next Steps

Celebrate Bike Month (and ride our bikes)

Debrief meeting

Planning for 2027 will begin by summer

Opportunity for an art ride during Canal Convergence in November

Discussion and questions



TENTATIVE FUTURE AGENDA ITEMS

Rev. 03-31-26

All Items Subject to Change

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: June 4, 2026

REPORTS/PRESENTATIONS DUE: May 25, 2026

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of April 2, 2025
- **Hidden Hills Update**.....Information, Discussion and Possible Action
Update on the public easement for pedestrians and bicyclists on 145th Way through the Hidden Hills community - Susan Conklu, Senior Transportation Planner
- **CIP Update**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Bike Counters Update**Information
Update on the path counters data for April 2025 – April 2026 –Jordan Carter, Transportation Planning Technician
- **Upcoming Project Public Meetings**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Projects and Programs Update**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Subcommittee Identification of Future Agenda Items**Discussion
Subcommittee members may identify items of interest for future Subcommittee meetings

MEETING DATE: August 6, 2026

REPORTS/PRESENTATIONS DUE: July 27, 2026

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of June 4, 2025
- **Bicycle Friendly Community Application Update**.....Information
Update on Scottsdale's 2027 Bicycle Friendly Community Application - Susan Conklu, Senior Transportation Planner
- **CIP Update**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Bike Counters Update**Information
Update on the path counters data for April 2025 – April 2026 –Jordan Carter, Transportation Planning Technician
- **Upcoming Project Public Meetings**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Projects and Programs Update**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Subcommittee Identification of Future Agenda Items**Discussion
Subcommittee members may identify items of interest for future Subcommittee meetings

MEETING DATE: October 1, 2026

REPORTS/PRESENTATIONS DUE: September 21, 2026

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of August 6, 2025
- **Upcoming Project Public Meetings**.....Information
Nathan Domme, Senior Transportation Planning Manager
- **Projects and Programs Update**.....Information

Nathan Domme, Senior Transportation Planning Manager

- **Subcommittee Identification of Future Agenda Items** **Discussion**
Subcommittee members may identify items of interest for future Subcommittee meetings

MEETING DATE: December 3, 2026

REPORTS/PRESENTATIONS DUE: September 21, 2026

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of October 1, 2025
- **Upcoming Project Public Meetings**.....**Information**
Nathan Domme, Senior Transportation Planning Manager
- **Projects and Programs Update**.....**Information**
Nathan Domme, Senior Transportation Planning Manager
- **Subcommittee Identification of Future Agenda Items** **Discussion**
Subcommittee members may identify items of interest for future Subcommittee meetings

INFORMATION ITEMS

- *Electric Bicycles and Related Devices*
- *Jackrabbit Separated Bike Lane Pilot – Action item*
- *Bike Lane Gap Analysis*
- *Happy Valley Bike Lane Request: Alma School to 112th Place*
- *Roosevelt Access in Stormwater Events – Bollards on 77th Street Emergency Access Path*
- *Path Counters update*
- *Bicycle Detection at Traffic Signals*
- *Path Speed Study*
- *How Preserve Trails and Citywide Trail Network is integrated*
- *Bike Lane Gaps and how we address/ prioritize*