SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda

Date: Thursday, May 15, 2025
Time: 5:15 P.M.
Location: Kiva – City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

Call to Order

Roll Call

Mary Ann Miller, Chair	Mailen Pankiewicz, Commissioner
Kerry Wilcoxon, Vice-Chair	Emmie Cardella, Commissioner
Robert Marmon, Commissioner	Kyle Davis, Commissioner
Lee Kauftheil, Commissioner	

One or more members of the Transportation Commission 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 Transportation Commission during Public Comment. This "Public Comment" time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission 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 Transportation Commission 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

Transportation Commission. A written public comment may be submitted electronically at the following link: https://ww2.scottsdaleaz.gov/boards/transportation-commission

1. **Approval of Meeting Minutes**----------**Discussion and Action**
   Regular Meeting of the Transportation Commission – April 17, 2025

2. **Department Reorganization** ----------**Information and Discussion**
   Overview of the recent department reorganization – Alison Tymkiw, Senior Director/ City Engineer Transportation & Infrastructure

3. **Electric Bicycles and Shared-Use Path Speed Limits Study** ----------**Action**
   Information on a proposal for a study on e-bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road – Susan Conklu, Senior Transportation Planner

4. **Projects and Programs Update** ----------**Information and Discussion**
   Information on current projects and programs – Nathan Domme, Senior Transportation Planning Manager

5. **Appoint a Paths & Trails Subcommittee Vice Chair**----------**Action**
   A Transportation Commission member needs to be appointed as Vice Chair to the Paths & Trails Subcommittee – Transportation Commission Members

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
REGULAR MEETING

Thursday, April 17, 2025
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

CALL TO ORDER

Chair Miller called the meeting to order at 5:15 p.m.

ROLL CALL

PRESENT: Mary Ann Miller, Chair
Kerry Wilcoxon, Vice-Chair
Emmie Cardella
Kyle Davis
Robert Marmon
Mailen Pankiewicz

ABSENT: Lee Kauftheil

STAFF: Nathan Domme, Transportation Planning Manager
Sam Taylor, Principal Traffic Engineer
Cristina Lenko, Public Information Officer
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

Senior Transportation Planner Susan Conklu advised there were no members of the public who wished to speak.

Ms. Conklu noted one written comment was mistakenly sent to the Planning Commission's inbox, but copies were forwarded to each Commissioner. Staff will reply to the resident.
Chair Miller thanked Transportation and Streets Director Mark Melnychenko for working with the

Commission, streamlining processes, and helping develop the Transportation Action Plan. She looked forward to working with the new division leadership on the Transportation Safety Plan.

1. Approval of Meeting Minutes

Chair Miller mentioned that, in paragraph 2 of Agenda Item 2, the second sentence should read City of Scottsdale, not City of Avondale.

VICE-CHAIR WILCOXON MOVED TO APPROVE MARCH 20, 2025, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

2. Strategic Transportation Safety Plan: Data Analysis and High-Risk Locations

Transportation Planning Manager Nathan Domme discussed the purpose of the presentation and introduced Ryan Wozniak with T.Y. Lin International, who said this item is intended to be a high-level check-in to get feedback.

Dr. Brendan Russo with Northern Arizona University continued Mr. Domme's presentation and reviewed slides with the following titles: Crash Data Summary; Range of Data Collection...; Data accuracy, completeness, and uniformity; Total Crashes by Injury Severity and Year; Total Crashes by Collision Type; Crashes by Collision Type and Severity; Pedestrian & Bicyclist Crashes... (2 slides); Location of Bike/Ped Crash by Severity; Total Crashes by Lighting Condition; Crashes by Collision Type and Light Condition; Total Crashes by Hour of Day; Total Crashes by Alcohol Involvement per year; KSI Crashes by Alcohol Involvement per year; and Total Crashes by Vehicle Type (2 slides).

Dr. Russo indicated speed limits are considered, but that data is augmented by other sources of measured speed data, because people do not always travel the speed limit. He explained areas where the data may be less accurate, such as when police officers estimate driving speeds. He reminded the Commissioners to consider not only the percentage of crash occurrences but also the frequency at which they occur. He said pedestrian crashes resulting in death or serious injury (KSI) are overrepresented in darker conditions, which is consistent with national trends.

Dr. Russo continued the presentation by reviewing GIS maps with the following titles or descriptions: road type; Roadway Speed Limits; Total Crashes with Heat Map; Pedestrian and Bike Crashes with Heatmap; KSI Crashes, Bike and Pedestrian focus; All Crashes by Road Segment; All Crashes Exceeding Speed Limits; Alcohol Involvement; Bike + Pedestrian Crashes Near Transit; All Crashes Near Parks; High Crash Segments and Intersections; Crash Intersections - All Severities; Crashes Intersections - KSI Severities; Crash Type Comparison at High Crash Intersections; Crashes Segments - All Severities; Crashes Segments - KSI Severities; and Crash Type Comparison at High Crash Segments.

Dr. Russo pointed out that most of the KSI accidents occurred at intersections. He commented it is unclear about the accuracy of the data regarding crashes over the speed limit because it is based on speed estimates. This is why they try to supplement speed data.
In response to Commissioner Pankiewicz's questions, Dr. Russo said accidents are classified

as occurring at intersections if they happen within 150 feet of them. The Commissioner expressed frustration about a retaining wall at the intersection of E. McDowell Road and N. Hayden Road, being a contributing factor to pedestrian accidents. Responding to her further queries, Dr. Russo said the accident data near transit stops did not factor in the time of day, though that can easily be added. The top five intersections were chosen to get an idea of crash types that might be overrepresented, but the consultants will consider a larger percentage when they work on the high-injury network. He said they can provide crash segment data in the future correlating to alcohol consumption. Commissioner Pankiewicz suggested factoring time of day into the single-vehicle accident crashes and collaborating with the police department on targeted enforcement if patterns are discovered.

Regarding the retaining wall referenced by Commissioner Pankiewicz, Mr. Domme said staff can work with the Land Use Department to mitigate land use practices and encourage better mobility for pedestrians and bicyclists. Discussion ensued regarding how best to facilitate those conversations and include the necessary data so an active approach can be taken for new developments.

Commissioner Davis requested data comparing the number of crashes with the average amount of traffic volume. Dr. Russo said crash rate data exists, and Mr. Domme noted the City has collected that data for the last 15 to 20 years. He said the City has accumulated data for 202 intersections, and the highest crash rate has varied over time, though the ones on top of the list have generally been consistent.

Vice-Chair Wilcoxon pointed out the 150-foot figure for intersections would not apply to roundabouts, and he wanted those to be considered in the data. Dr. Russo said the top crash locations are not being provided just to enact remediation at those intersections, but rather they will consider trends of similarly situated locations. The Vice-Chair pointed out Scottsdale is different in that it uses lagging left-turn signalization. He inquired about variability in the crash reporting itself. Dr. Russo said they could explore fields that are incomplete or marked as unknown and compare that data to statewide data to discover trends.

Regarding the use of the Arizona Department of Transportation (ADOT) vehicle crash data, Dr. Russo said Scottsdale police reports are submitted to ADOT, who compile them in a uniform way. He said he would double-check the pedestrian and bicycle crash data. Commissioner Marmon stated there is a typo on the total crash number in the presentation, which should be 18,998. He suggested that further exploration be given to segment data. Regarding curves and grades, Dr. Russo said he did not believe there are significant grade issues, but horizontal curves can present safety issues, and he will consider including that data. He explained that unit 1 and unit 2 are designations given by police officers to different vehicles in crashes. Commissioner Marmon suggested summarizing data by season as well as comparing crash data for signalized intersections to that of roundabouts. Dr. Russo said they will consider trends with their three primary types of intersections: signaled, stop sign, and roundabout.

In response to Chair Miller's queries, Dr. Russo said they have access to the states where drivers' licenses are issued from, but all other personal information is removed. They would have no way of knowing whether people involved in accidents were residents or visitors. He did not think there would be a way to identify whether crashes involved rideshare drivers, though he could piece together which direction people involved in accidents were driving.

3. Strategic Transportation Safety Plan: Strategies/Countermeasures Identification

Ryan Wozniak with T.Y. Lin International conducted a slideshow presentation and reviewed slides with the following titles: Tonight's Meeting; Walk Audits + Surrogate Data (3 slides); Data-Driven Countermeasures (2 slides); Areas of Persistent Poverty; Data-Driven Countermeasures; and Example of potential data-driven countermeasure (2 slides).

Mr. Wozniak spoke about the challenges in trying to evaluate crash modification factors, but he believed the most applicable countermeasures can be put in place based on crash data patterns. He listed some of the considerations and hypothetical scenarios that will be evaluated when determining appropriate countermeasures and enacting systemic policy.

Vice-Chair Wilcoxon opined speed was more often a factor than lighting. Mr. Wozniak said synthetic data is obtained from Replica. The Vice-Chair recommended that Mr. Wozniak inquire about obtaining street service data from the Maricopa Association of Governments (MAG). Traffic Engineering Manager John Hoang pointed out that the City currently works with MAG to get data along Frank Lloyd Wright Boulevard, and they are trying to expand the pilot area with the goal of tracking 200 locations.

Mr. Wozniak continued the presentation by reviewing the third "Example of potential data-driven countermeasure" slide. He mentioned the previous suggestion of incorporating transit times in evaluating crashes around transit stops. Commissioner Pankiewicz expressed concern that education and enforcement initiatives would not address areas of high poverty and low lighting conditions. She thought infrastructure is the primary point of failure there, and staff should work with Valley Metro to address them. Mr. Wozniak pointed out one of the educational campaigns is to help people think about the experiences of bicyclists, pedestrians, and transit users. Regarding poor lighting conditions, Mr. Hoang mentioned a project that will add 1,250 LED fixtures along arterial corridors by the end of the year.

Regarding short-term rentals, Mr. Wozniak was uncertain how data could be captured for homes without permanent residents, but he could explore that further. Chair Miller mentioned the existence of a short-term rental map that could be overlaid on the data that the City already has.

Mr. Wozniak reviewed the final "Example of potential data-driven countermeasure" slide. In response to Commissioner questions, Mr. Wozniak said the best practice for crosswalk lighting is not directly overhead but offset to better light pedestrians and prevent silhouettes. He said advanced cameras and artificial intelligence (AI) are potential countermeasures for mitigating angle and left-turn crashes.

Mr. Wozniak concluded the presentation by reviewing the following slides: The Language of "Cause", and The Language of Failure. He saw value in using AI to create narrative assessments, particularly as a way of saving lives and reducing crashes causing the most serious injuries.

In response to additional Commissioner questions, Dr. Brendan Russo with Northern Arizona University explained that narrative reports and diagrams are not available in most crash data until full crash reports are obtained. However, the City of Scottsdale provided narrative reports when submitting its data. They will determine how to ensure that data is available in the future.

Vice-Chair Wilcoxon said that data would need to be extracted from individual crash reports, which is very time consuming. He noted violations are tracked by unit, which could shed light on how crashes are unfolding, including harmful events. Mr. Wozniak did not believe they have the resources to attempt to obtain reports from insurance companies.

Recognizing the significant amount of time staff utilize to prepare crash reports, Commissioner Pankiewicz recommended focusing more on FSI crash reports and compiling the data better. Mr. Wozniak emphasized the importance of automating as much of the process as possible.

Transportation Planning Manager Domme promoted the May 15 meeting, which will feature a discussion on initial goals and policies.

4. Operating Budget and Capital Improvement Plan for Fiscal Year 2025/26

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: CIP Prioritization Process; Existing Transportation Projects (3 slides); Projects Recommended for Budget Adjustments...; and Continued Yearly Funding.

Mr. Domme provided brief descriptions of the existing projects that rolled over from the previous year's capital improvement plan (CIP). He discussed the promotion of John Hoang to Traffic Engineering Manager and his involvement with some of the federally funded projects. He reviewed the changes to the new projects, noting that staff would seek City Council approval of the Alma School project when the concept design is completed. He anticipated changes in the budget for the Carefree Highway project. He provided updates on and discussed the next steps for each of the new projects.

In response to Commissioner questions, Mr. Domme explained the top three considerations before the completion of preliminary designs are the presence of stormwater utilities, potential grading concerns, and right-of-way issues. Commissioner Marmon suggested exploring the use of vacuum excavation to locate utilities. Regarding combining projects, he said staff work closely with the capital project management teams to determine the best way to complete projects. He spoke about the possibility of combining two Pima Road projects in collaboration with MAG and the Town of Carefree.

With respect to cost projections for existing projects, Mr. Domme confirmed they are just estimates, which may be refined as more information is received. He noted several bids have come in higher than the estimates, which sometimes results in projects being put on hold and other times in staff requesting additional funds from the City Council. He stated a prioritized list of projects will be available in October. He explained the cost estimates incorporate everything from design to fees to post-construction expenses and contingency funding. The cost of all Arterial Life Cycle Program projects are split 70 percent by MAG and 30 percent by the City, while federal projects are split 95 percent to 5 percent.

Responding to further queries, Mr. Domme spoke about what will be covered by the anticipated expenditures for the Buffered Bike Lane Installation project and why it was listed separately from other striping projects. He confirmed funding for all existing projects is already included in the draft budget and would likely continue into the next budget, with only a couple being completed before then. The Trolley Vehicle Purchase project will be funded on an 80/20 split.

Mr. Domme commented that projects involving a water and sewer component are funded by the water department. Staff coordinate with them to combine asphalt projects and wastewater improvements where possible. In a situation where a City culvert would conflict with a water line, the City would be responsible for funding the relocation of the water line. He mentioned $600,000 would not fund a single intersection, so that budgeted amount will be used for minor improvements to signals. Full traffic signal projects will be considered capital improvement projects in the future, as will HAWK and rectangular rapid flashing beacons.

Mr. Domme said the original budget for the Pavement Overlay Program was around $18 to $21 million, and the budgetary increase is due to accelerating the schedule of the initiative to raise the pavement condition index. Staff are currently evaluating how much the schedule can be accelerated.

Mr. Domme concluded the presentation by reviewing the following slides: Transportation Fund Revenue; Transportation Fund Expenditures; Sales Tax - Transportation (0.20%); Highway User Revenue Fund; New FY 2025/2026 Budget Requests; and Requested Action.

Mr. Domme pointed out that $15 million will be transferred from the unreserved fund balance to pay for the anticipated expenditures. A change this year, he continued, is that the cost for the capital project manager is being rolled into the operating budget rather than the capital budget. He confirmed the budget for sales tax is a forecasted number, and the funds have not yet been collected. Commissioner Cardella pointed out that sales tax revenue is projected to go down next year.

VICE-CHAIR WILCOXON MOVED TO APPROVE THE RECOMMENDED OPERATING BUDGET AND CAPITAL IMPROVEMENT PLAN FOR FISCAL YEAR 2025/26. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY ROLL CALL VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

Adjournment

COMMISSIONER DAVIS MOVED TO ADJOURN THE MEETING. VICE-CHAIR WILCOXON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR MILLER, VICE-CHAIR WILCOXON, AND COMMISSIONERS CARDELLA, DAVIS, MARMON, AND PANKIEWICZ VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 7:36 p.m.

Recorded and transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Alison Tymkiw, Senior Director Transportation and Infrastructure**
Subject: **Department Reorganization**
Meeting Date: **May 15, 2025**

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the progress of the Transportation and Infrastructure Department reorganization

Background:

Over the last several months, the city of Scottsdale has been working on combining the Transportation and Streets Department and the Capital Project Management Department into a single, unified department: Transportation and Infrastructure. This effort has been driven by the city's goal to improve coordination, streamline services, and better align resources with the city's strategic priorities.

Throughout this process, leadership collaborated to review operations, identify opportunities for efficiency, and design a structure that supports staff and strengthens service delivery. The new department of Transportation and Infrastructure will be led by Senior Director, Alison Tymkiw (City Engineer), who provides overall leadership, sets strategic direction, and ensures alignment with the city's goals and policies. The Senior Director is the primary contact point with city leadership, elected officials, and external partners. Aligning the City Engineer as a direct report to the City Manager strengthens leadership oversight, enhances coordination across departments, and ensures that Scottsdale's infrastructure priorities are strategically managed.

Five Senior Managers support the Director, each responsible for overseeing a division with key functional areas within the department. These Senior Managers provide day-to-day operational leadership, manage staff teams, and ensure the projects and initiatives within their areas are delivered. Each division brings specialized expertise and works collaboratively with its peers to coordinate efforts across the entire department

Structure:

Senior Director – Transportation and Infrastructure
Provides strategic leadership and oversight for the planning, design, and delivery of transportation systems and capital infrastructure projects. This executive role is responsible for setting department goals, overseeing budgets, and ensuring that all projects align with community needs, regulatory requirements, and industry best practices.

Design Engineering and Real Estate Division
The Design Engineering and Real Estate Division is responsible for in-house planning and , design of public infrastructure supporting the community's daily needs. This division oversees projects involving streets, water and wastewater, drainage systems, public buildings, and other essential facilities. The division uses engineering principles to ensure the infrastructure is safe, durable, and

designed to meet current and future demands. This division also is responsible for acquiring land rights and managing city owned land uses through licenses, permits and leases.

Traffic Engineering Division
The Traffic Engineering Division is responsible for designing, operating, and maintaining safe and efficient traffic flow across the transportation network, including work zones, and during special events. The division applies engineering principles and data-driven analysis to manage traffic signals, signs, pavement markings, and roadway geometry. We work to improve safety, reduce congestion, and enhance mobility for drivers, cyclists, pedestrians, and transit users.

Transportation Planning Division
The Transportation Planning Division is dedicated to developing and implementing strategic plans that ensure safe and efficient transportation systems. The division analyzes current and future mobility needs, coordinates with local, regional, and federal agencies, and engages with the community to create integrated solutions for roads, transit, biking, and pedestrian networks. The division will oversee transportation policy development, traffic analysis, long-range planning, and project prioritization to support economic growth and improve quality of life.

Project Engineering Division
The Project Engineering Division leads the delivery of capital improvement construction projects by coordinating every phase from initial design through completion. Focused on building infrastructure that meets the community's needs, the division manages engineer and architectural design contracts, construction contracts, construction schedules, budgets, contractor performance, and quality control to ensure projects are delivered safely, efficiently, and to specification. The department drives projects forward by maintaining close collaboration with engineers, contractors, inspectors, and stakeholders while minimizing delays and controlling costs.

Street Operations Division
The Street Operations Division is responsible for the maintenance, repair, and day-to-day operation of the city's street network and related infrastructure. This division ensures that all users of roadways, sidewalks, alleys, and public rights-of-way are safe, clean, and functional. Core activities include pothole repair, street resurfacing, street sweeping, and the maintenance of curbs, gutters, and storm drains. The division also responds to emergencies, such as roadway hazards and weather-related events, to maintain public safety and mobility. Through regular inspections and proactive maintenance, the Street Operations Division helps extend the life of city infrastructure. It supports a high quality of life for residents and visitors.

Business Operations
Provides essential operational support to ensure the effective and efficient functioning of the entire organization. This group manages financial 5-year planning, budgeting, accounting, and information technology and communications. Business Operations play a critical role in sustaining organizational performance and accountability.

Contacts: Alison Tymkiw, Senior Director Transportation and Infrastructure and City Engineer, atymkiw@scottsdaleaz.gov , (480) 312-7760

Transportation and Infrastructure Reorganization

TRANSPORTATION COMMISSION

MAY 15, 2025

CITY OF SCOTTSDALE

Transportation and Streets

- Transportation Planning
- Transit Operations
- Emergency Response
- Asphalt & Maintenance
- Grading and Drainage
- Traffic Engineering
- Intelligent Transportation
- Signing and Striping

CITY OF SCOTTSDALE

Capital Project Management Department

- Real Estate Management
- Capital Project Management
- Invoicing and Construction Contracts
- Project Bidding and Procurement
- Design Engineering
- Federal Compliance

CITY OF SCOTTSDALE

Transportation and Infrastructure Department

- Combine the two departments to better align resources
- Oversight delivery of transportation systems operations and capital infrastructure projects
- City Engineer/Senior Director will direct report to the City Manager
  - Coordination across departments
  - Ensures that Scottsdale's infrastructure are high priorities
- 5 Divisions and Business Operations Staff

CITY OF SCOTTSDALE

Transportation and Infrastructure Divisions

Street Operations

- Day to day operations
- Pothole repair
- Street resurfacing
- Street Sweeping
- Overall street maintenance
- Weather-related emergencies

Project Engineering

- Delivery of Capital Improvements
- Contractor Performance
- Quality control
- Procurement
- Contract Management
- Inspection Services

Design Engineering and Real Estate

- In-house Engineering Design
- Design Review
- Project Estimates
- Right of way and real estate acquisition

CITY OF SCOTTSDALE

Transportation and Infrastructure Divisions

Traffic Engineering

- Maintaining traffic flow
- Traffic studies
- Crash analysis
- Signal timing optimizations
- ITS management
- Development Review

Transportation Planning

- Strategic plans
- Coordinate with Regional Agencies
- Project prioritization
- Policy Development
- Development Review
- Federal and Regional Grant Management

Business Operations

- Manages financial 5-year budgeting
- Information Technology
- communications
- Community engagement

CITY OF SCOTTSDALE


Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Susan Conklu, Senior Transportation Planner**
Subject: **E-bikes and Shared-Use Path Speed Limits Study**
Meeting Date: **May 15, 2025**

ITEM IN BRIEF

Action: Recommend to staff to conduct a study on e-bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road.

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

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

E-bikes are categorized into 3 classes:

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

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

Current regulations for e-bikes and e-scooters using the multiuse multi-use path system
The city of Scottsdale allows only Class 1 (pedal-assist up to 20 mph) and Class 2 (throttle up to 20 mph) e-bikes and e-scooters on the paths and sidewalks.

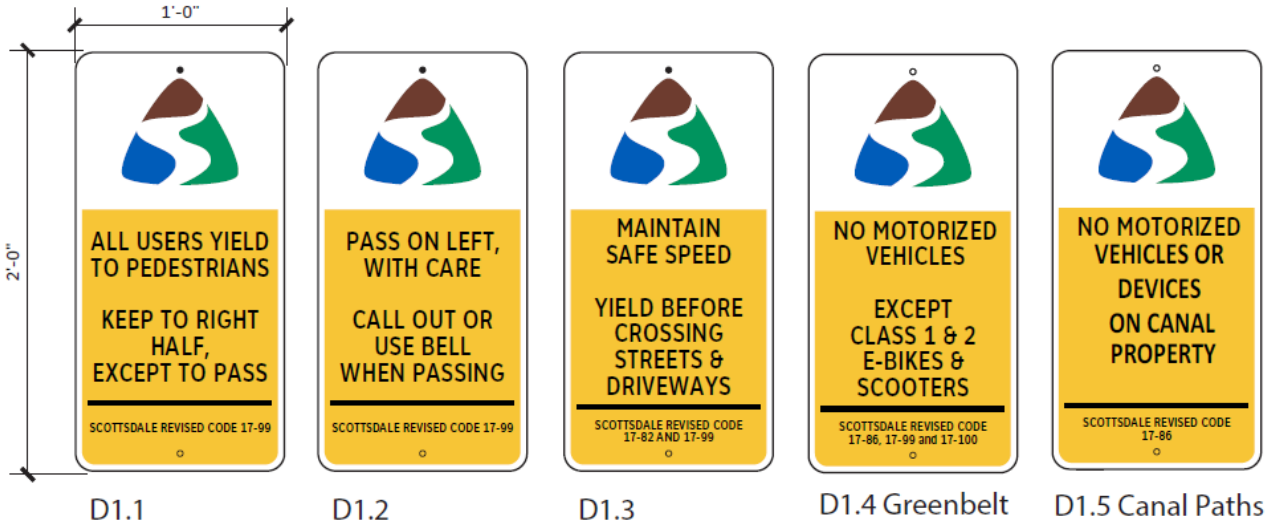
Scottsdale City Ordinance Number 4372 was adopted in November 2018 to regulate the parking and operation of bicycles, electric bicycles, stand-up electric mini-scooters, and other devices, collectively known as micromobility devices. Micromobility devices include any small, low-speed, human, or electric-powered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

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

Current Efforts on E-bikes

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

See signage example below



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

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

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

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

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

Possible inclusion of a Speed Limit

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

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

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

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

Study Segment

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

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

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

Relevant Guidelines:

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

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

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

Arguments For Speed Limits

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

Arguments Against Speed Limits

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

Other Municipalities

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

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

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

Draft Study

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

Methodology:

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

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

Traffic Volume Characteristics

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

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

Table 1: Pedestrian Traffic Volume Counts along Indian Bend Wash

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

Table 2: Bicycle Traffic Volume Counts along Indian Bend Wash

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

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

Surrounding Environment and Context

Roadside Development: Indian School Road to Camelback Road

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

Roadside Development: Camelback Road to Chaparral Road

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

Transit and Parking Characteristics

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

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

Next Steps

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

Recommendations

A pilot study is needed to evaluate the effectiveness and usefulness of the speed limit along the shared-use path.

More data is needed to justify the implementation of speed limits, and this study should be reevaluated in one (1) year.

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

Electric Bicycles and Shared-Use Path Speed Limits Study

Transportation Commission

May 15, 2025

CITY OF SCOTTSDALE

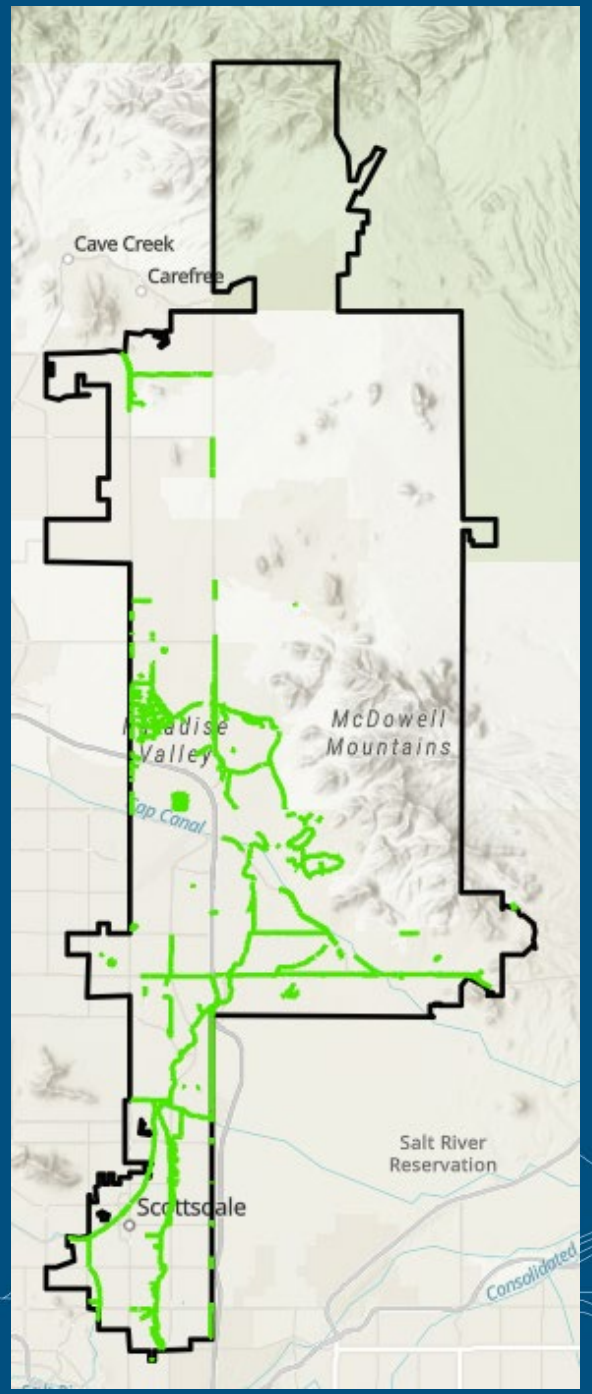
Multi-Use Paths

Provide a safe space for family use along the multi-use path system that accommodate users including walkers, runners, bicyclists, and other mobility devices.

The path has been designed for recreational use including bike riding, but it is also used for transportation.

Typically, recreational bike users avoid roads and prefer to be away from traffic.

Paths accommodate a wide range of skill levels; from the least skilled bicyclists (including young children learning to ride) while still being of interest to the most skilled.



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Multi-Use Paths

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

Growing Types of Motorized Devices

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

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Electric Powered Devices with Functioning Pedals Allowed on the Path

- Class 1 Bicycle
  - Motor Assist only with pedaling
  - Motor Assist stops at 20 MPH
  - Less than 750 Watts

- Class 2 Bicycle
  - Motor Assist W/O Pedaling
  - Motor Assist Stops at 20 MPH
  - Less Than 750 Watts

Co-op Cycles CTY e2.1 is a popular class 1 e-bike.

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Electric Powered Devices with Functioning Pedals Prohibited on the Path

- Class 3 Bicycle
  - Motor Assist with or W/O pedaling
  - Motor Assist Stops at 28 mph
  - Less than 750 Watts

- E-Bicycle that exceed 28 mph or more than 750 Watts
- Can Only Be Used on Roadways and Bike Lanes

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

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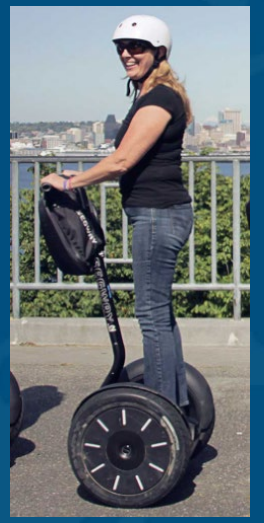
Electric Powered Devices w/o Functioning Pedals Allowed on the Path

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



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

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

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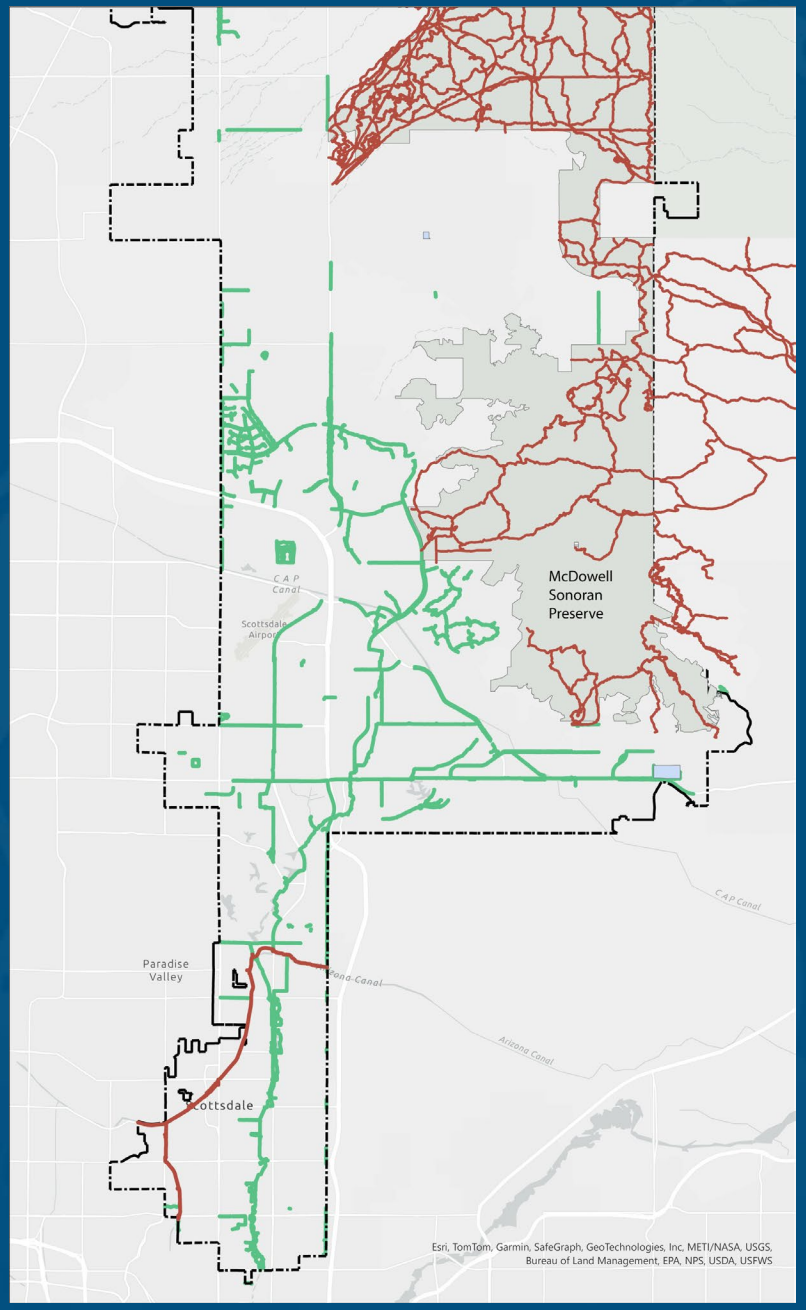
Electric Powered Devices on Path

Not Allowed Locations

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

Allowed Locations

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



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Steps Taken to Improve Path System

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City Code Recent Updates

Ordinance No. 4372

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

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

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

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

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

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

More information:

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

CITY OF SCOTTSDALE

On-Street Network

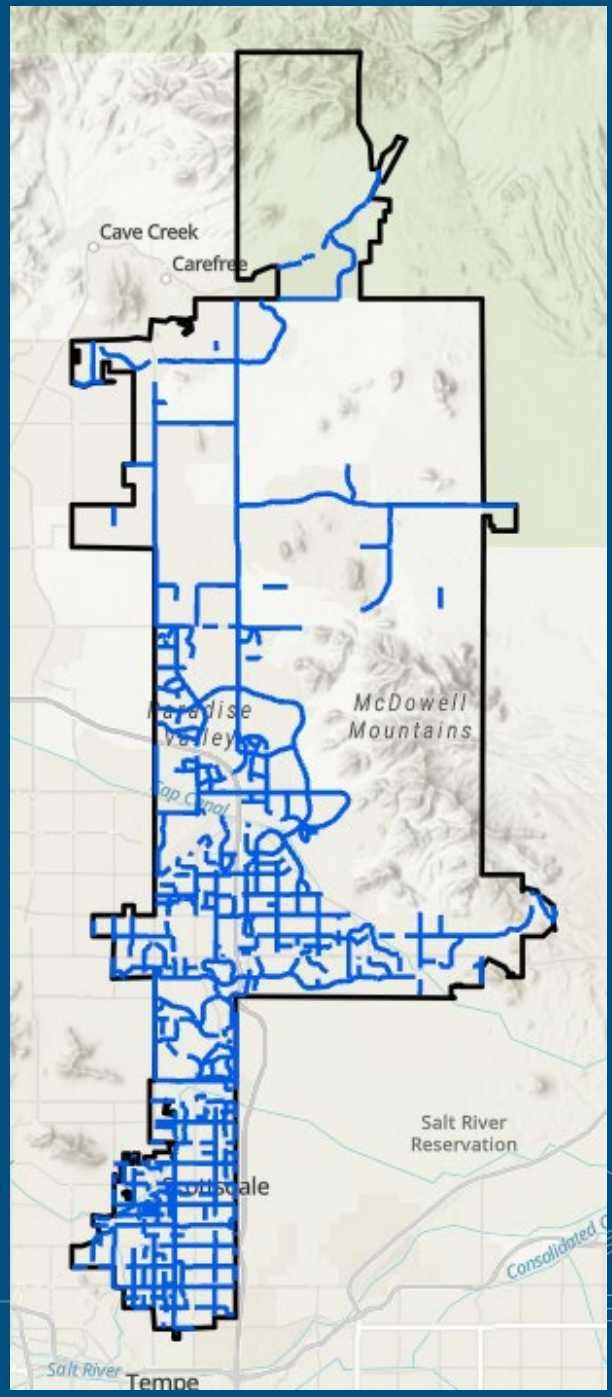
The on-street bike network is the key to alleviating some of the bike/pedestrian conflicts on the paths and sidewalks.

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

- Speed, convenience and directness are important factors for routes

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

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



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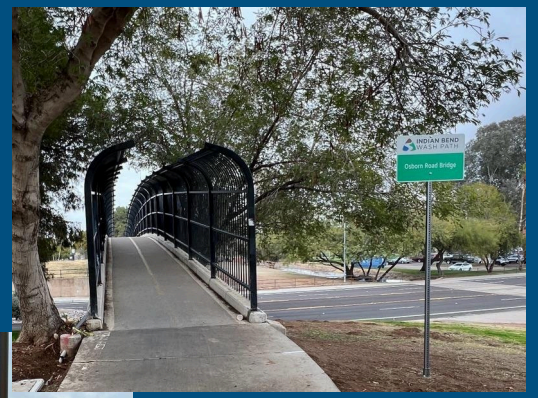
Path Wayfinding and Regulatory Signage

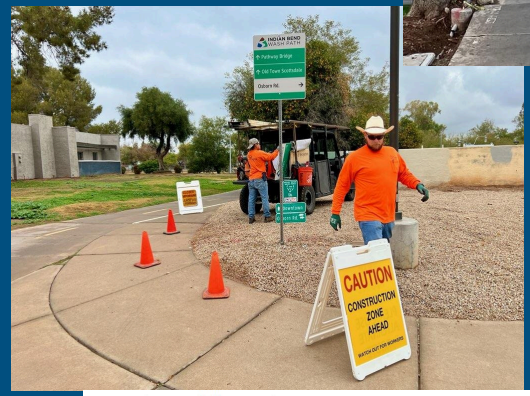
Transportation and Streets recently implemented new and improve directional and wayfinding signage on Indian Bend Wash Path from Thomas Road to Indian Bend Road.

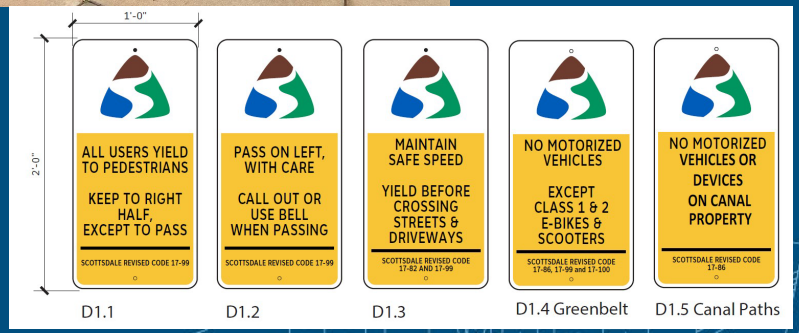
- 200+ signs were installed along 7-miles of paths
- Including regulatory information such as “Bikes Yield to Pedestrians,” “Keep Right Except to Pass,” and information on motorized device use.

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

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







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Path Widening Projects

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

Camelback to Glenrosa After – completed September 2022

Camelback to Glenrosa In Progress

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Ongoing Outreach

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

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

- Police Bike Unit and Park Rangers
- Bicycle Safety Brochure
- Discover Scottsdale's Urban Oasis system map

Scottsdale Police Department

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

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

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

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

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Bicycle Safety Brochure

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

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

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e-Bikes in Scottsdale
Plug Into a Safe Ride

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

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

Scottsdale Paths and Trails Network

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

Salt River | Central Arizona Project Canal Systems

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

Rider Assist

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

Scan for complete information about Biking in Scottsdale.

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Speed Limit Study on Indian Wash Path

CITY OF SCOTTSDALE

National Averages typical path user speeds:

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

Study will show speeds of IBW Path Users

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Speed Limits Vs Path Etiquette Signage

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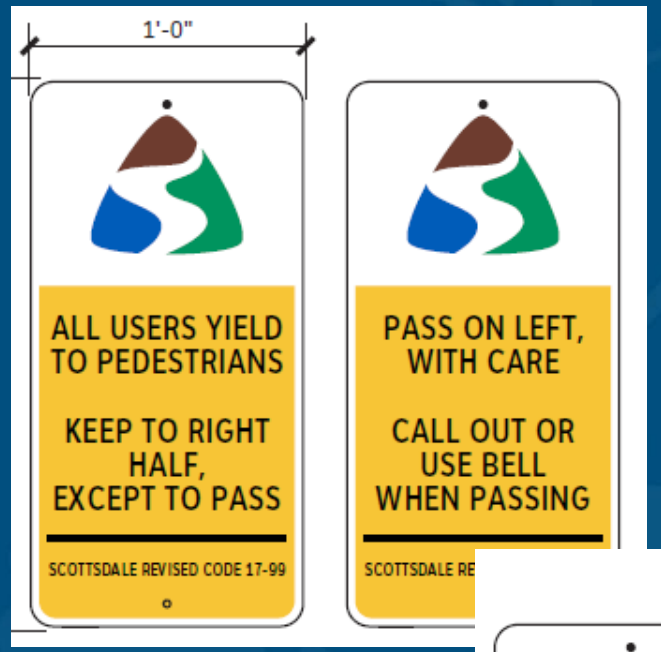

Next Steps: Study & Pilot Location

- Staff will conduct a Study and possible Pilot at:
  - The Indian Bend Wash between Chaparral Rd and Indian School Rd

Methodology for Evaluated Possible Speed Limit

- Path Design and Geometry
- Traffic Volume Characteristics
- Surrounding Environment
- Safety History
- Existing Speeds

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Questions
and
Discussion

Action:

- Recommend to staff to conduct a study on E-Bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road.

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