City of Scottsdale
Transportation Commission
Regular Meeting

Second Amended Notice and Agenda
(Updated Item 3)

Date: Thursday, May 21, 2026
Time: 5:15 P.M.
Location: Kiva – City Hall
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

Call to Order

Roll Call

Kerry Wilcoxon, Chair	Mailen Pankiewicz, Commissioner
Emmie Cardella, Vice-Chair	Kyle Davis, Commissioner
Robert Marmon, Commissioner	Bob Baker, 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 16, 2026

2. **E-Bike and Related Devices Update ----------Information and Discussion**
   Overview and update on the city's e-bike regulations and activities on the paths – Susan Conklu, Senior Transportation Planner, Police Officer Adam Saylor and Police Officer Amber Fleming

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

4. **Projects and Programs Update----------Information and Discussion**
   Nathan Domme, Senior Transportation Planning Manager

5. **Transportation Commission Identification of Future Agenda Items----------Discussion**
   Commissioners may identify items or topics of interest for future Transportation Commission meetings

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 16, 2026
City Hall Kiva Forum
3939 N. Drinkwater Boulevard
Scottsdale, AZ 85251

CALL TO ORDER

Chair Wilcoxon called the meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Kerry Wilcoxon, Chair
Emmie Cardella, Vice-Chair
Robert Marmon
Mailen Pankiewicz
Lee Kauftheil
Kyle Davis
Bob Baker

ABSENT: None

STAFF: Nathan Domme, Transportation Planning Manager
Helayne Dominguez, Senior Traffic Engineer
John Hoang, Senior Traffic Engineering Manager

PUBLIC COMMENT

There was no response to the call for public comment. Transportation Planning Manager Nathan Domme indicated that seven written comments were received for Agenda Item 3.

1. Approval of Meeting Minutes

COMMISSIONER BAKER MOVED TO APPROVE THE FEBRUARY 19, 2026, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS PRESENTED. COMMISSIONER MARMON SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0) BY VOICE VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, AND BAKER VOTED IN THE AFFIRMATIVE. COMMISSIONER BAKER ABSTAINED. THERE WERE NO DISSENTING VOTES. MINUTES ARE APPROVED.

2. Appoint New Commissioner to the Paths & Trails Subcommittee

Chair Wilcoxon stated no new nominees for Commissioner Kauftheil's seat were presented at the last Commission meeting. Transportation Planning Manager Nathan Domme indicated that Commissioner Kauftheil is eligible for one more year on the Subcommittee. The only Commissioner unable to serve would be Commissioner Davis because he has been termed out.

VICE CHAIR CARDELLA MOVED THAT LEE KAUFTHEIL BE APPOINTED AS A NEW COMMISSIONER TO THE PATHS & TRAILS SUBCOMMITTEE. COMMISSIONER BAKER SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY VOICE VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

3. Neighborhood Traffic Management Program Exemptions for Two Locations

Senior Traffic Engineer Helayne Dominguez conducted a slideshow presentation and reviewed slides with the following titles: Agenda; Commission Role; NTMP Warranting Criteria; 77th Street; Data Results; Recommendation; Affected Area; Palm Lane; Data Results; Recommendation; and Recommended Actions. She mentioned that a single-vehicle collision occurred on the segment of Palm Road that was studied.

On the call for public comment, Mr. Ryan Henry pointed out that one of the study locations on 77th Street was near the stop sign, where people were already slowing. He noted it was a residential area, and his son was almost hit. He expressed gratitude that traffic calming might be added.

Responding to Commissioner questions, Ms. Dominguez stated the purpose of variances was to allow the City to move forward with a segment that did not meet all warranting criteria. She reviewed the criteria that were not met by these two sections of roadway, necessitating the request for variances. The petition process would still need to take place if the variances were approved. Regarding Palm Lane, she opined that drivers might use one direction of the road as a cut-through route, which could account for the disparity in speeds. She anticipated that vertical inflection would be used to supplement or replace the ineffective traffic calming measures already in place. She pointed out that a traffic study was conducted for this particular segment a year ago, but it showed no speeding, while the study conducted this year showed considerable speeding.

Ms. Dominguez stated the neighborhood traffic management program (NTMP) policy contained no specific definition for direct residential driveway access, but it referred primarily to single-family homes that were accessed from the street; residents in multi-family communities generally pulled into driveways and then parked onsite. Commissioner Pankiewicz pointed out that even though that portion of 77th Street may not have direct resident access, there were many pedestrians crossing the street to access the park. Ms. Dominguez felt the reason for the requirement was because streets without direct driveway frontage functioned more as collectors. Commissioner Kauftheil felt that the street met the necessary criteria.

In response to additional queries, Ms. Dominguez stated all the correspondence received was related to Palm Lane, not 77th Street. She believed the calming on Palm Lane was changed from raised choker islands to flat side islands. Ms. Lisa Akey noted she submitted both traffic studies, and the calming was removed due to the flooding concerns of a nearby neighborhood. However, flooding still occurred after it was removed, and speeding increased as well.

Ms. Dominguez clarified that 77th Street was a two-lane road, one in each direction. She discussed the recommended locations for the proposed speed cushions. Commissioner Marmon believed the issue on 77th Street was a park problem, not a residential problem. Ms. Dominguez responded that the NTMP was primarily a resident-led program. The design phase for Palm Lane has not yet begun, and she indicated they would consider Commissioner Marmon's suggestion to try to divert traffic from the area. She explained that speed data was measured with pneumatic tubes, and she typically did not see people slow down because of the tubes.

Ms. Dominguez acknowledged that petitions could fail. The 77th Street proposal was spurred by a request from a single resident, while multiple residents approached the City about Palm Lane. She said every home in the Palm Lane segment whose driveway connected to the road would be impacted; homes whose driveways pointed to a side street would not need to sign any petition. She estimated that 20 houses would be impacted. If the petitions are successful, the final designs would come to the Transportation Commission for approval prior to construction. She remarked that staff does not have the ability to track the origins and destinations of the drivers on these roads.

Senior Traffic Engineering Manager John Hoang stated the City of Tempe has collected data like that in the past and it was a very small data sample, but it could be done here if that was the Commission's desire. Ms. Dominguez reiterated that this was a resident-based system, so if they petition to add calming measures but later petition to remove them, and the data supports it, that's what the City will do.

COMMISSIONER MARMON MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA FOR 77TH STREET FROM MCDOWELL ROAD TO OAK STREET TO PROCEED WITH THE INITIATION OF THE NEIGHBORHOOD PETITION FOR THE PROPOSED AFFECTED AREA. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

COMMISSIONER BAKER MOVED TO APPROVE THE VARIANCE TO THE NTMP WARRANTING CRITERIA FOR PALM LANE FROM 68TH STREET TO 70TH STREET. COMMISSIONER DAVIS SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

4. Bike Month Update

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Overview; Cycle the Arts History; Bike to Work Day History; April 2026 Bike Month; Cycle the Arts; Bike to Work (or Wherever) Day; and Next Steps.

Mr. Domme spoke about the strong push in recent years to have the artists themselves participate in the Cycle the Arts event. He mentioned that the Vista del Camino Park stop for Bike to Work Day will be relocated due to construction at the park, and the new location will be included on the route map. He said the Cycle the Arts event had a typical maximum of 120 riders, but that number was increased to 150 this year because it is the event's 25th anniversary.

5. Projects and Programs Update

Transportation Planning Manager Nathan Domme conducted a slideshow presentation and reviewed slides with the following titles: Old Town Streetscape Projects; 2nd Street Roadway Improvements; Marshall Way; Main St from Scottsdale Rd to Brown Ave; 5th Ave from Scottsdale Rd to Goldwater Blvd; Cactus Trail Enhancement Project; 68th St Sidewalk; Indian Bend Wash Path Renovations; Pima Rd; Dirt Road Paving; Discover Scottsdale's Urban Oasis Map; Repaving and Restriping Program Improvements; Complete restriping projects; and Remaining repaving projects.

Mr. Domme added that a public meeting is expected to be held in the beginning of spring regarding the Cactus Trail Enhancement Project. The two planned phases of that project may be merged into one. He mentioned that a federal grant received for dust mitigation, combined with resident requests, resulted in the decision to pave the five dirt roads outlined in the presentation.

In response to Commissioner Kauftheil's query about a "no biking, skateboarding, or rollerblading" sign on 2nd Street, Mr. Domme said if the proposed changes occur, staff will explore removing that sign. Commissioner Kauftheil expressed frustrations about challenges accessing the sidewalk at Indian Bend, and anytime cycleways were blocked he hoped there would be ways to access the sidewalks without needing to push bikes over a large lip. Commissioner Davis thought it would be better if cyclists traveling westbound on 2nd Street did not have to cross the road twice. Mr. Domme replied that staff had other alternatives, but that area was challenging.

Responding to additional Commissioner questions, Mr. Domme confirmed that the proposed curb radii are as small as they could be without deviating from the standard. Chair Wilcoxon wondered whether signage encouraging e-bike riders to stay on one side of the road could be tested on 2nd Street as part of the project.

6. Upcoming Project Public Meetings

Transportation Planning Manager Nathan Domme announced that there will be two public meetings. The one for the Cactus Trails Enhancement Project should be within the next month, and the one for the Thompson Peak Bridge Project should be within a couple of months.

7. Transportation Commission Identification of Future Agenda Items

Commissioner Kauftheil asked for a presentation about the use of trolleys during spring training. He wanted a detailed explanation of how homes abutting the street are determined, with the possibility of updating the definition if necessary. He asked whether the City was tracking the effects and usage of e-bikes. He requested another tour to the traffic control headquarters. He asked that speed cushions not extend into bike lanes when they are placed on roads.

Commissioner Marmon suggested a topic discussing the City's experience with Waymo vehicles, along with a separate discussion on the Neighborhood Traffic Management Plan itself, which he said would help Commissioners better understand the plan.

Commissioner Pankiewicz expressed concern about equity issues if only single-family homes were allowed to submit petitions and not multi-family homes. She wondered whether there was a way to

rank cut-through streets by their risk of fatal collisions, which could then be used to better inform the capital improvement plan.

Commissioner Davis requested a presentation regarding the different types of treatment used by the City on its roadways and the costs associated with them.

The next Transportation Commission meeting is scheduled for May 1, 2026. Chair Wilcoxon indicated he will not be available for that meeting, so Vice-Chair Cardella will run it.

ADJOURNMENT

COMMISSIONER DAVIS MOVED TO ADJOURN THE APRIL 16, 2026, TRANSPORTATION COMMISSION MEETING. COMMISSIONER KAUFTHEIL SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR WILCOXON, VICE-CHAIR CARDELLA, AND COMMISSIONERS MARMON, PANKIEWICZ, KAUFTHEIL, DAVIS, AND BAKER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 6:43 p.m.

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SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Susan Conklu, Senior Transportation Planner**
Subject: **E-bike and Related Devices Update**
Meeting Date: **May 21, 2026**

ITEM IN BRIEF

Action: Information

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.

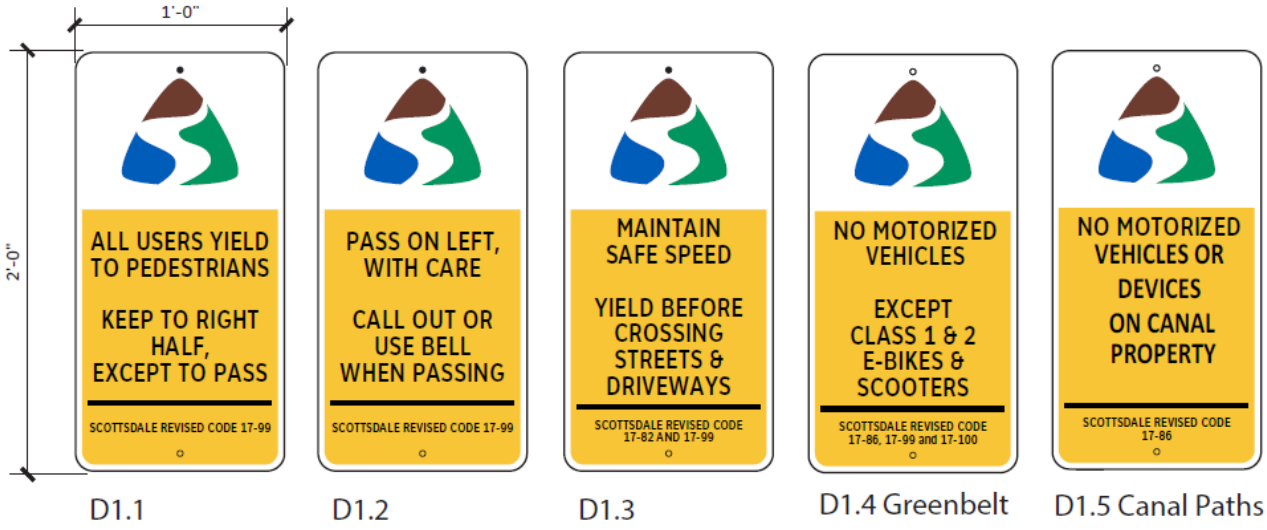
Scottsdale City Ordinance Number 4372 was adopted in November 2018 to regulate the parking and operation of bicycles, electric bicycles, stand-up electric mini-scooters, and other devices, collectively known as micromobility devices. Micromobility devices include any small, low-speed, human, or electric-powered 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 recently began exploring 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 Segments
City staff have launched a speed limit study in two locations:

- Indian Bend Wash Path between Chaparral Road and Indian School Road.
- Indian Bend Wash Path between Via Linda and the Loop 101

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

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

Update

Transportation & Infrastructure staff presented this to the Transportation Commission at the May 15, 2025 meeting. Discussion included enforcement, cooperation and coordination with other cities in Maricopa County, separate biking and walking paths, the existing ordinance that regulates electric bicycles and related devices, timing for the study, and location for the study.

The Transportation Commission recommended 7-0 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, as well as a 2nd location on the Indian Bend Wash Path between Via Linda and the Loop 101.

Transportation & Infrastructure staff presented this to the Paths & Trails Subcommittee at the June 5, 2025 meeting for information and discussion. This was also presented to the Parks & Recreation Commission at the April 15, 2026 meeting for information and discussion.

Data was collected along the study segments in November and December 2025.

Next Steps

Path Speed Limit Study

Staff are continuing to collect data and 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.

Electric Bicycles and Related Devices

Staff will continue working on path improvements, on-street bike network improvements, signage, education, public engagement and enforcement of electric bicycles and related devices.

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

Electric Bicycles and Other Devices

Transportation Commission

May 21, 2026

CITY OF SCOTTSDALE

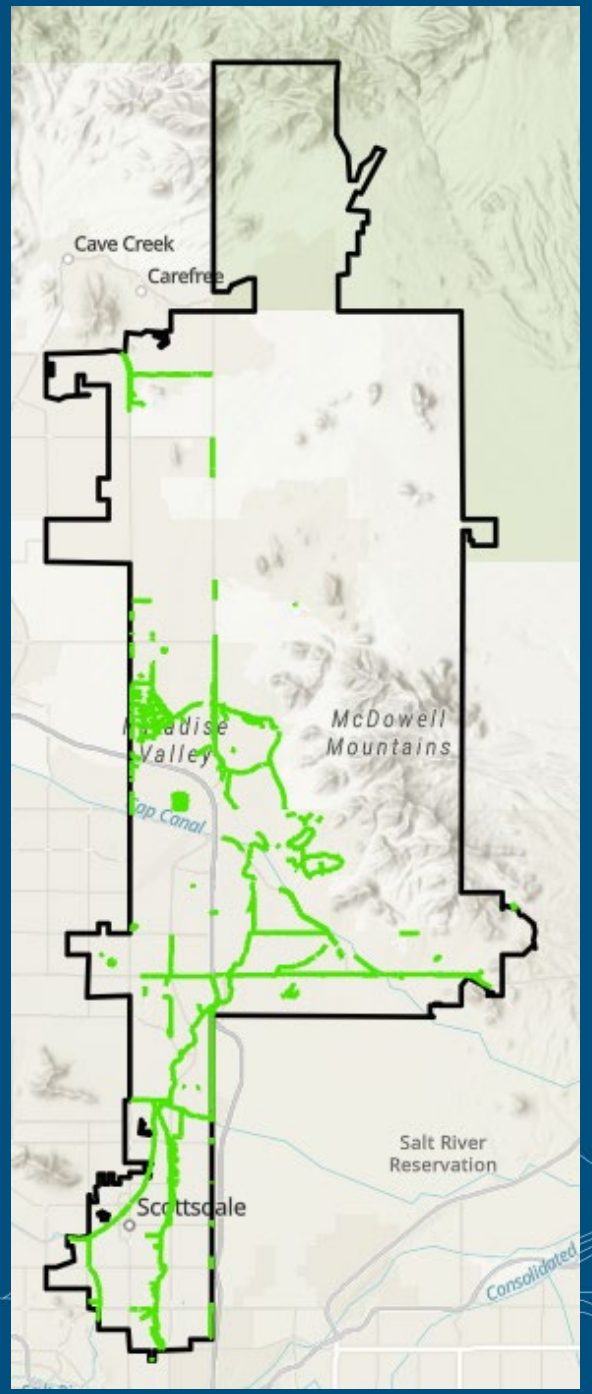
Multi-Use Paths

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

CITY OF SCOTTSDALE

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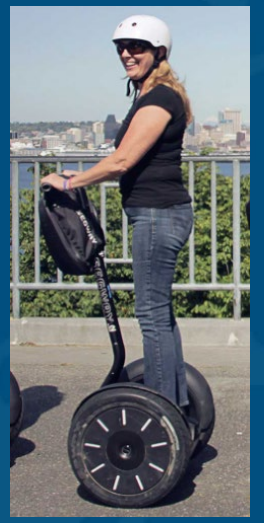
Electric Powered Devices w/o Functioning Pedals Allowed on the Path

- 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



CITY OF SCOTTSDALE

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 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

CITY OF SCOTTSDALE

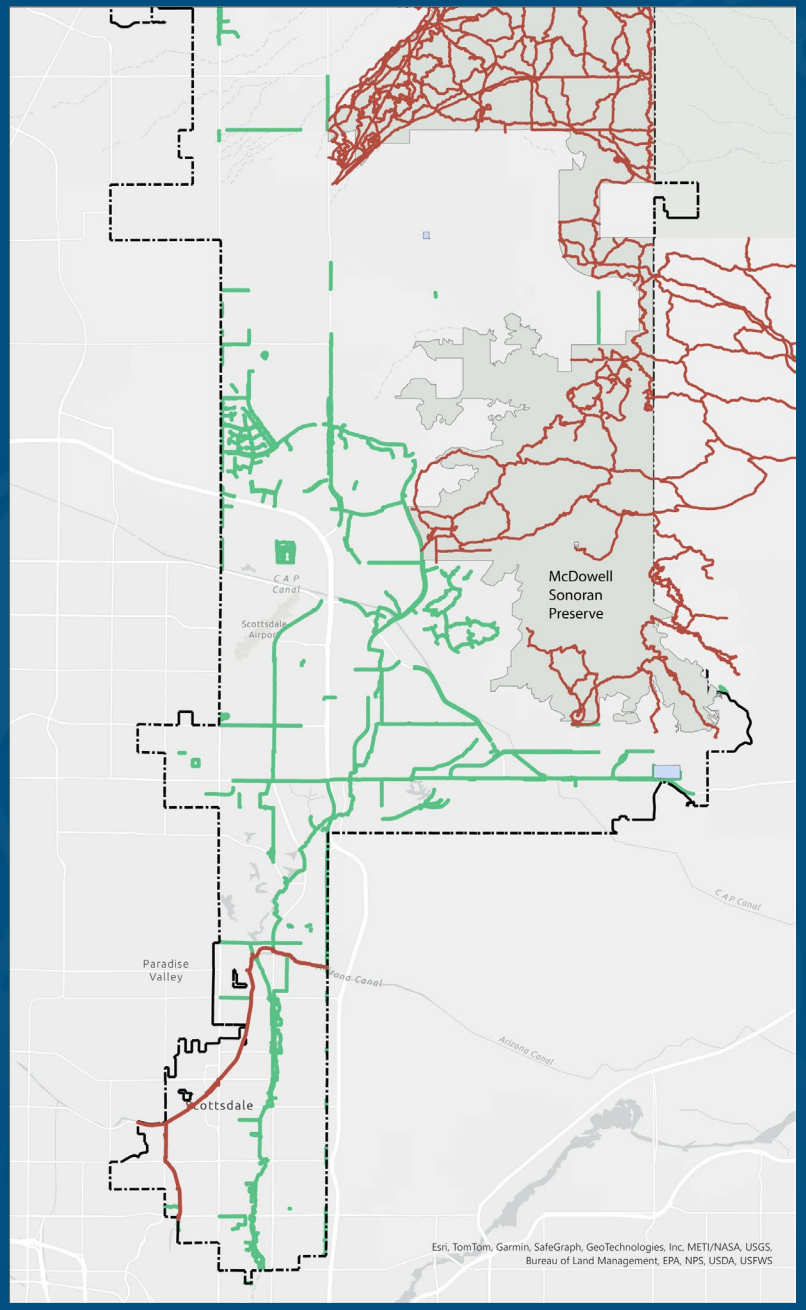
Electric Powered Devices on Path

Not Allowed Locations

- Canal Paths – Federal Property
- McDowell Sonoran Preserve Trails
- Non-Preserve Trails

Allowed Locations

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



CITY OF SCOTTSDALE

Steps Taken to Improve Path System

CITY OF SCOTTSDALE

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

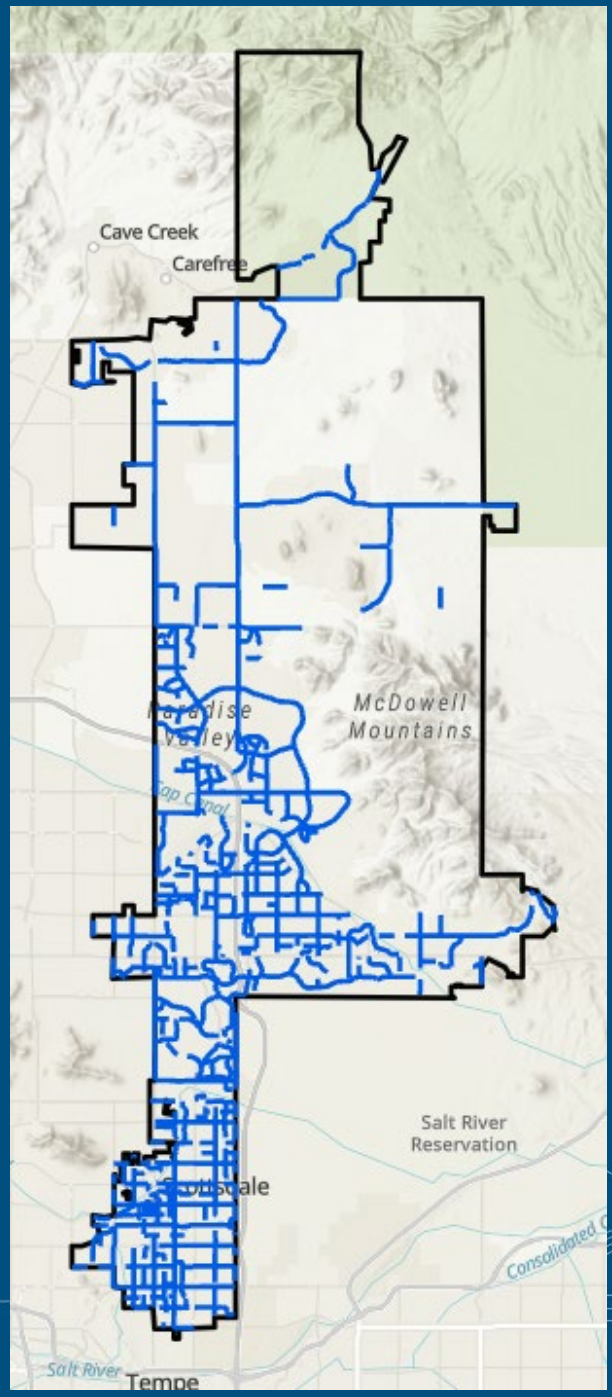
The on-street bike network is the key to alleviating some of the bike/pedestrian conflicts on the paths and sidewalks.

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.



CITY OF SCOTTSDALE

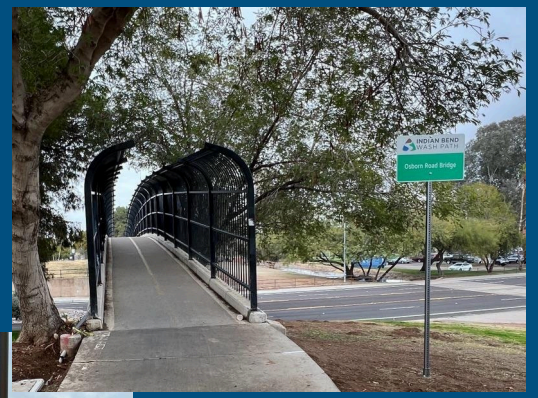
Path Wayfinding and Regulatory Signage

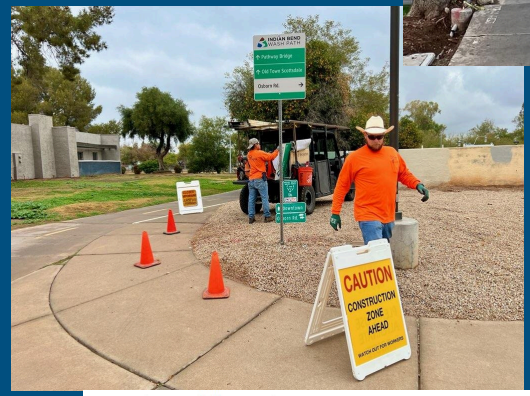
Transportation and Streets recently implemented new and improve directional and wayfinding signage on Indian Bend Wash Path from Thomas Road to Indian Bend Road.

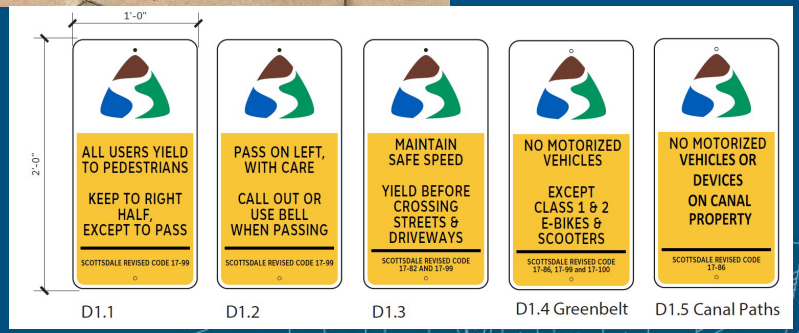
- 200+ signs were installed along 7-miles of paths
- Including regulatory information such as “Bikes Yield to Pedestrians,” “Keep Right Except to Pass,” and information on motorized device use.

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.
- Newest segment completed 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

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Speed Limits Vs Path Etiquette Signage

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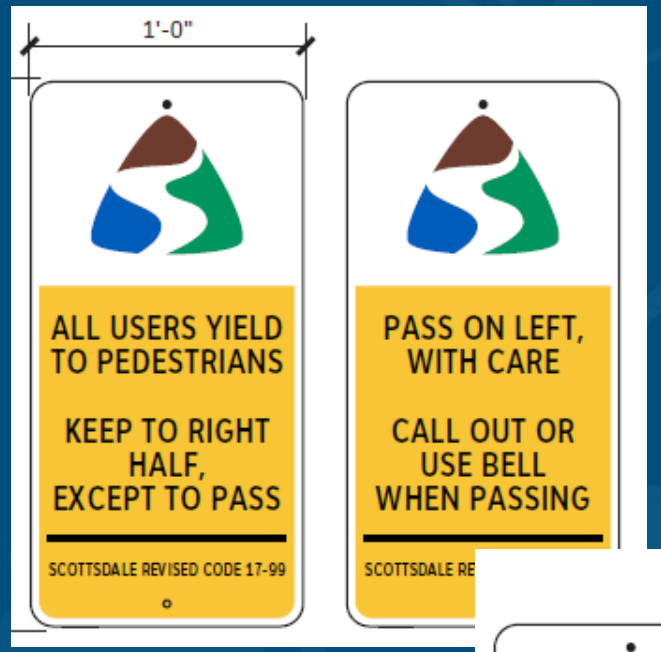

National Averages typical path user speeds:

- 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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Study & Pilot Location

- Staff are conducting the Study and possible Pilot at:
  - The Indian Bend Wash between Chaparral Rd and Indian School Rd
  - Indian Bend Wash between Via Linda and the Loop 101

- Current Step: Speed Data Collection

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Speed Data (Nov and Dec 2025)

- One Class 3 E-Bike Going 30 miles
- Average speed was below the 15-mph speed limit
- Adult manual bicyclists, 12.8-MPH (average speed is .3 mph higher)
- At 15 mph speed limit would not affect the average 13.1 mph observed

% of riders going over 15mph	9
Average speed	13.1
% of Class 3 E-bikes	5%

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Recent Meetings

- Transportation Commission May 15, 2025 meeting
- Discussion included enforcement, coordination with other cities, separate biking and walking paths, existing regulations, timing and location for the study
- The Transportation Commission recommended to staff 7-0 to conduct a study on E-Bike usage and speed limits along Indian Bend Wash Path between Indian School Road and Chaparral Road and add a second location on the Indian Bend Wash Path between Via Linda and the Loop 101
- Paths & Trails Subcommittee June 5, 2025 – information item
- Parks & Recreation Commission April 15, 2026 – information item

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Questions
and
Discussion

EBIKE CONCERNS IN THE COMMUNITY

What are the Concerns

Difference Between Ebike and EMDC

Enforcing the Laws

- Safety

- Issues observed in the Parks and Preserve

- Education and Enforcement

- Classes of Ebikes
  - Class 1
    - Motor Assist Only while Pedaling / Stops at 20 MPH
  - Class 2
    - Motor Assist without Pedaling / Stops at 20 MPH
  - Class 3
    - Motor Assist Only while Pedaling / Stops at 28 MPH
- Electric Motor Driven Cycles (EMDC)

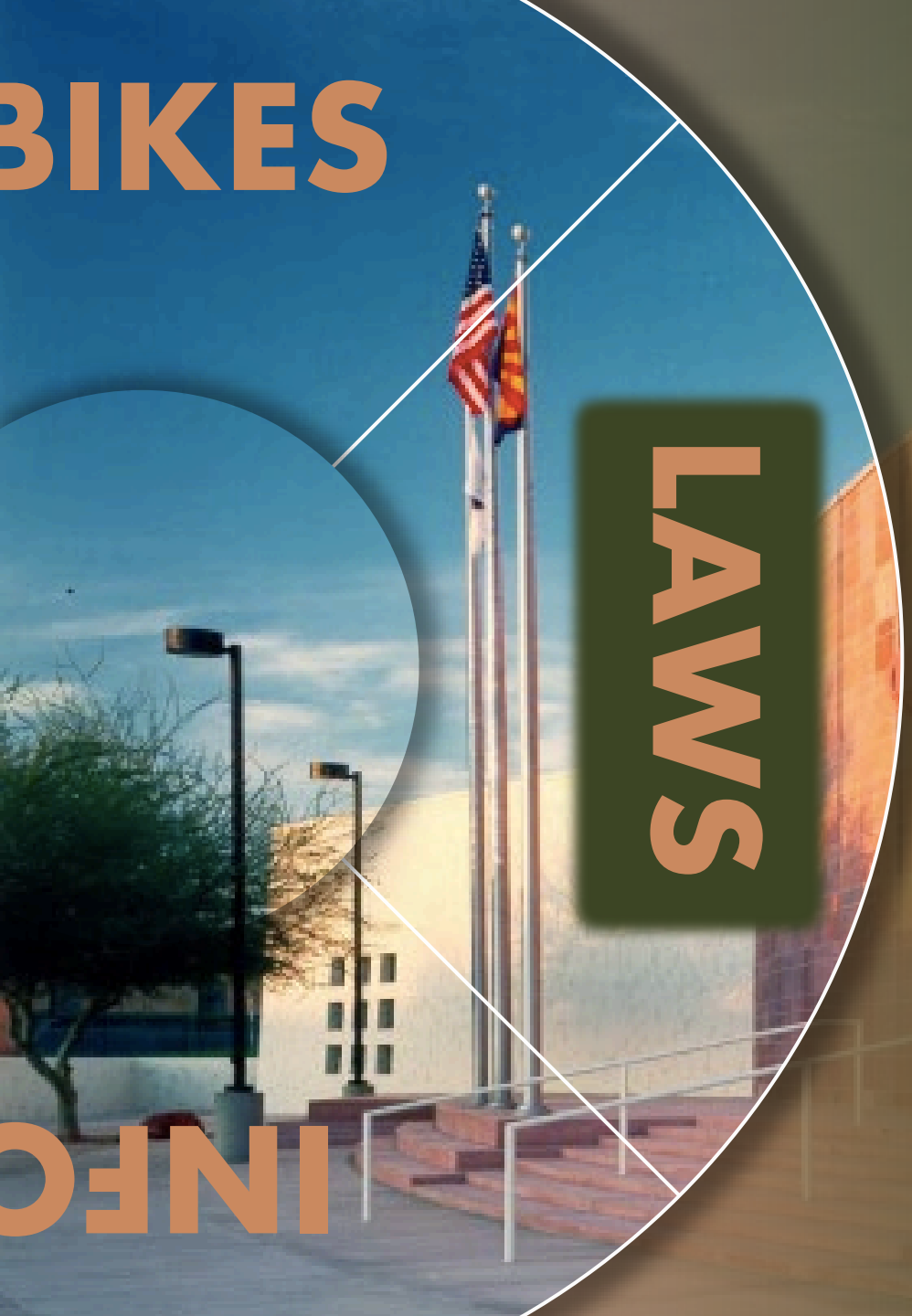
WHY

EBIKES

LAW

Electric Motor Driven Cycle

- Does not have functional pedals
  - And / or motor Over 750 Watts
  - And / or goes over 28 MPH
- Can only be used on roadway if fully registered and insured
- License and motorcycle endorsement required
  - Most are driven by teens 12-15
  - Parents usually did not know that it is considered a motor vehicle under state law



ENFORCEMENT

- A Crime or Traffic violation are required or have reasonable suspicion before police can stop
- Civil Violations
  - Title 28
  - Off Highway Vehicle (OHV)
- City Code Violations
  - SRC 17-77
  - Multi Use Path
- Criminal Violations
  - Driver and Parents

CHALLENGES

- EMDC drivers may often not stop for police
- Laws can not keep up with technology
- Education and previous experience

Questions

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Greg Davies, Senior Transportation Planner**
Subject: **Bicycle Signal Detection Program**
Meeting Date: **May 21, 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.

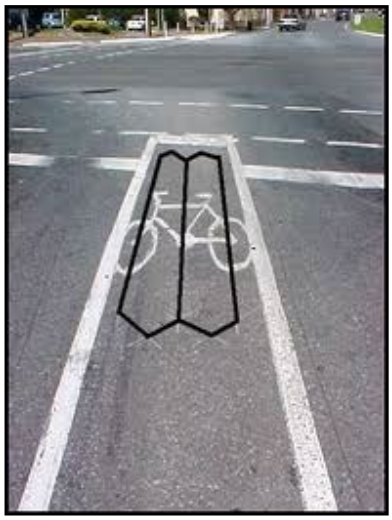
Figure 1 – Existing Bicycle Detection Technologies

Push Button

Radar

Magnetometer

Inductive Loop



Video Camera

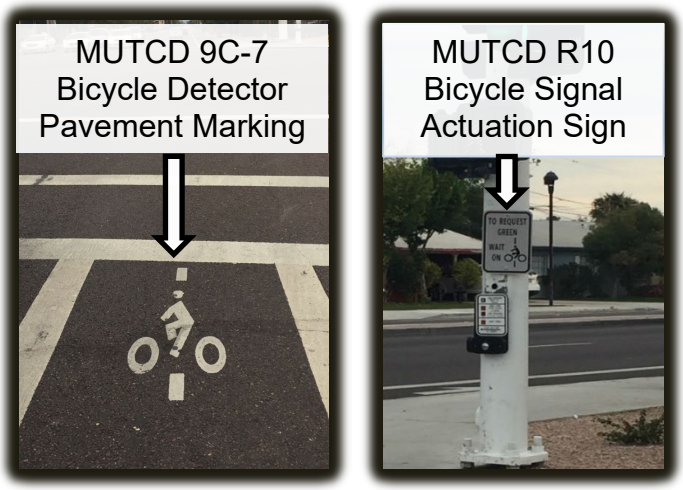
In September 2014, staff presented to the Transportation Commission the location of 50 intersections identified for bicycle signal detection. In November 2014, the city elected video detection as the preferred technology for corridor system improvements citywide, and in December 2014, Transportation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

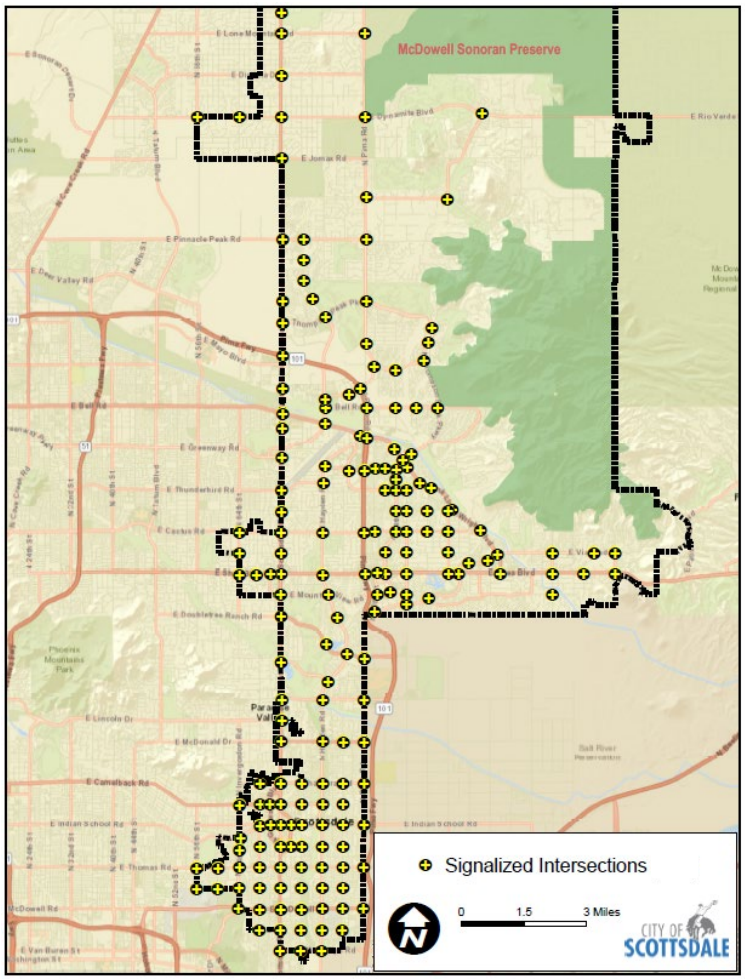
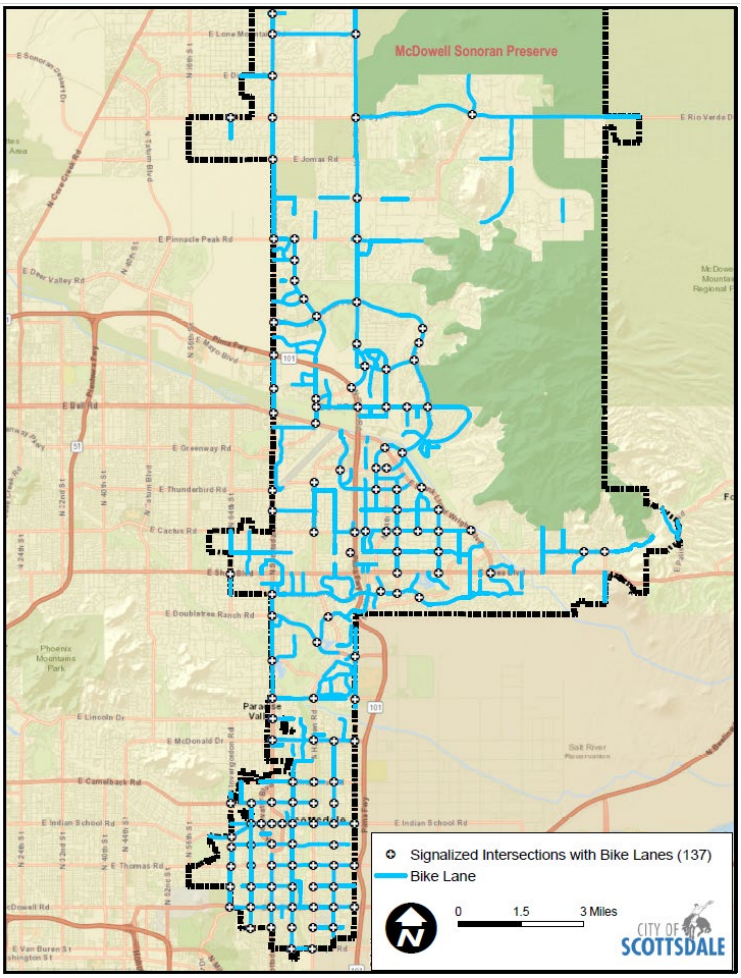
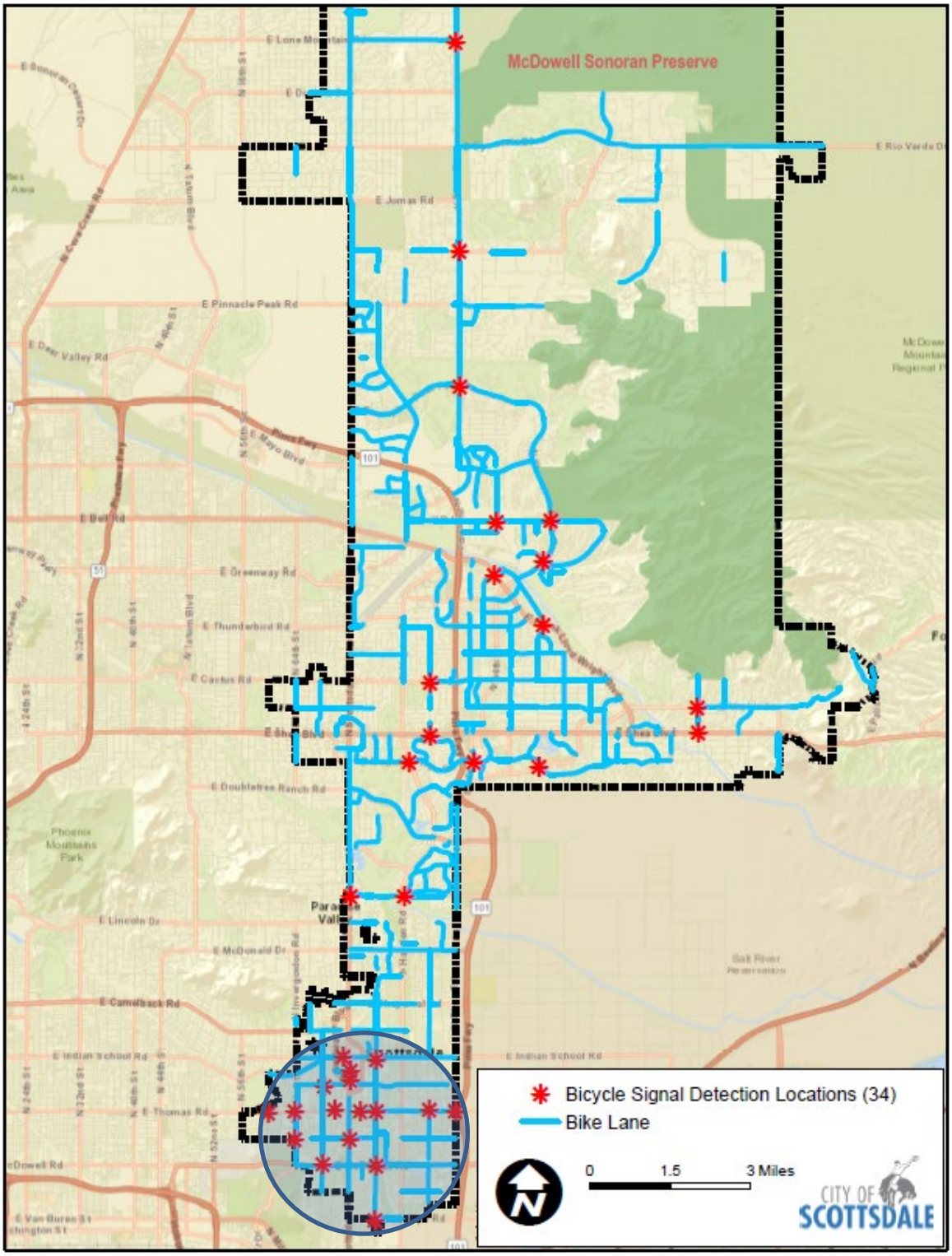


Figure 4 – Signalized Intersections/Bike Lanes



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:
This update was presented to the Paths & Trails Subcommittee on April 2, 2026.

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, bicyclists 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 bicyclists along the on-street network and connectivity to the off-street path network. Transportation & Infrastructure will continue to pursue the goals 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 Scottdale 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 Scottdale'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

Transportation Commission
May 21, 2026

Greg Davies, Senior Transportation Planner

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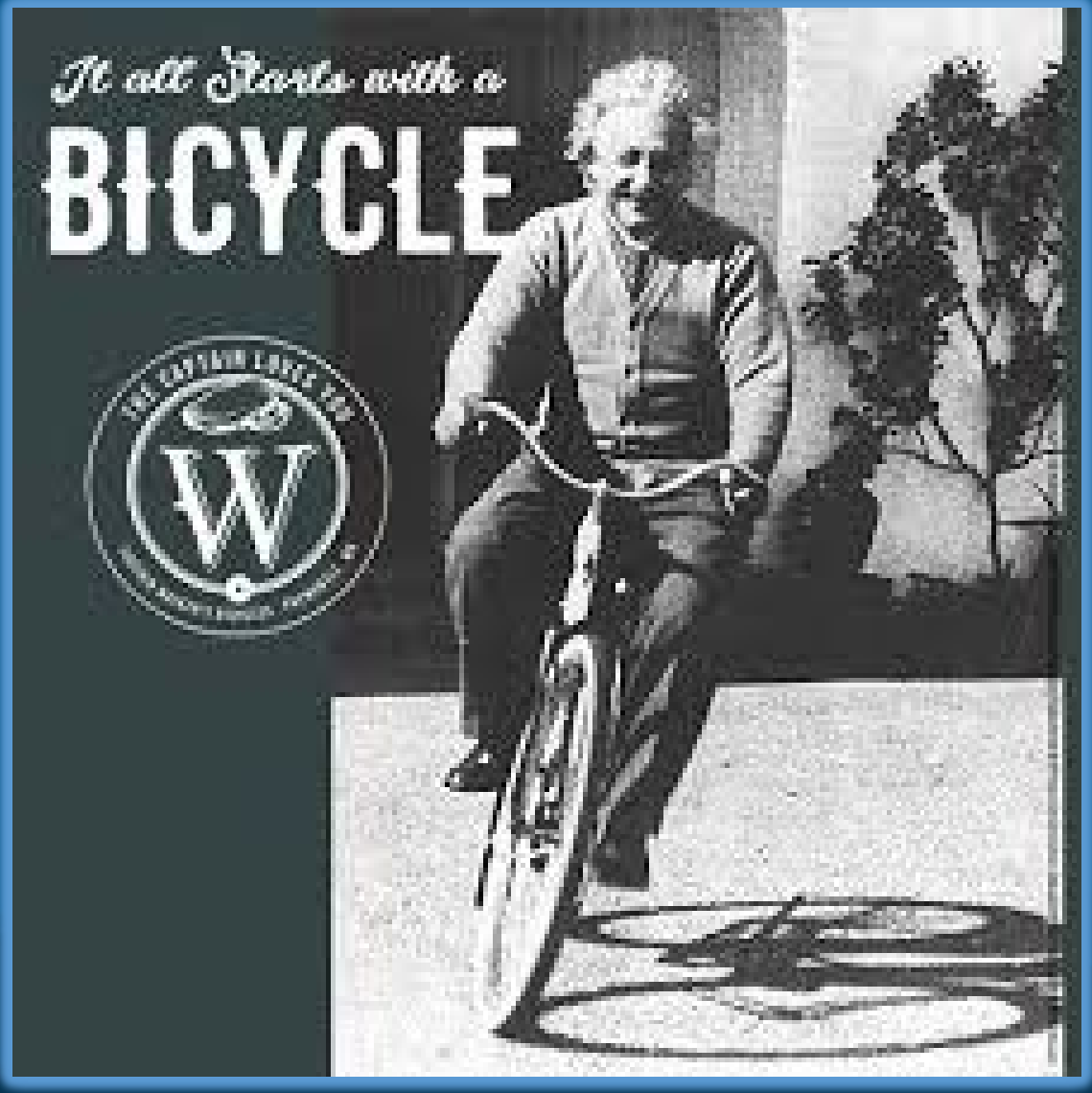

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What is Bicycle Signal Detection?

- 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

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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

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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

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Existing Detection Technologies

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

(1)

(2)

(3)

(4)

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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

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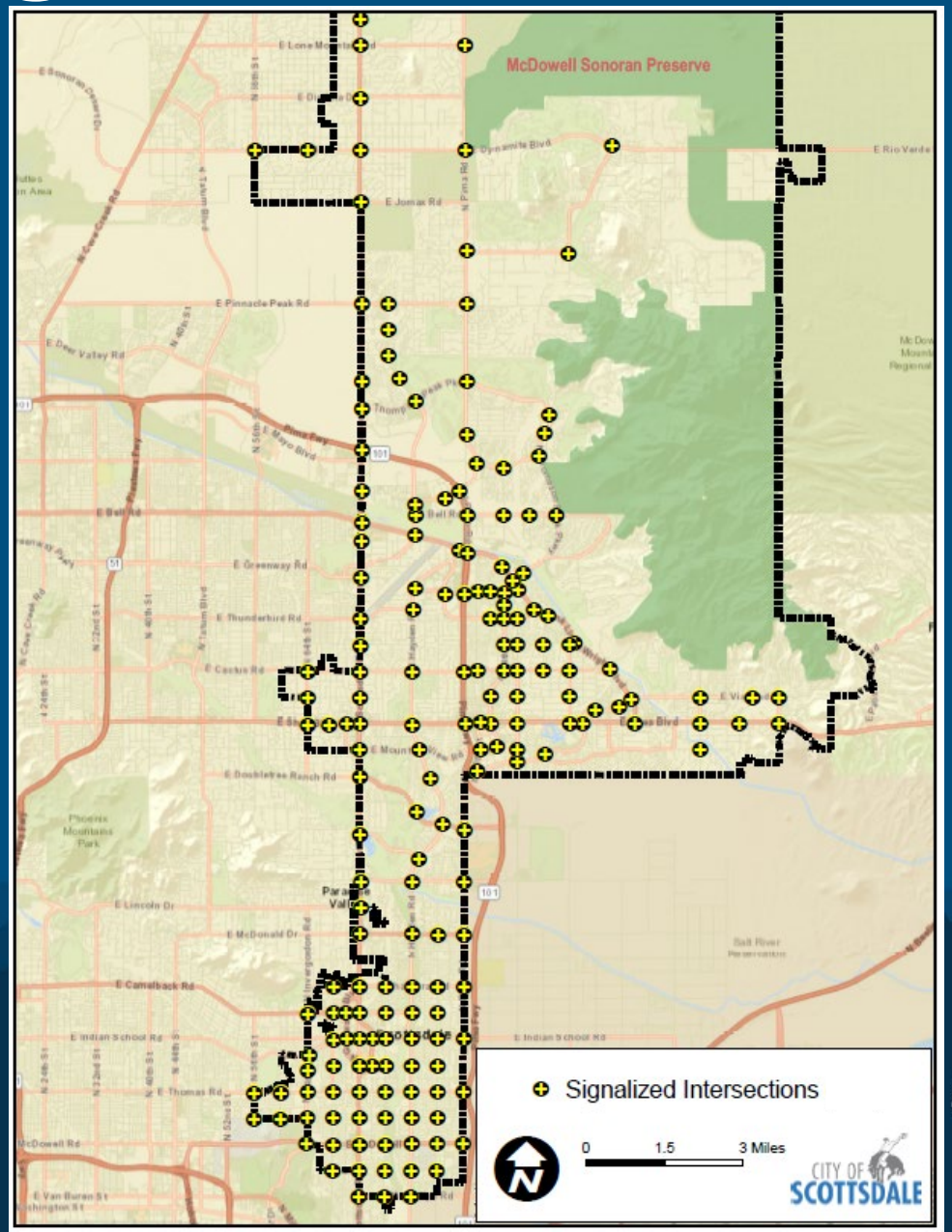
Scottsdale Signal Network Breakdown

Signalized Intersections

320



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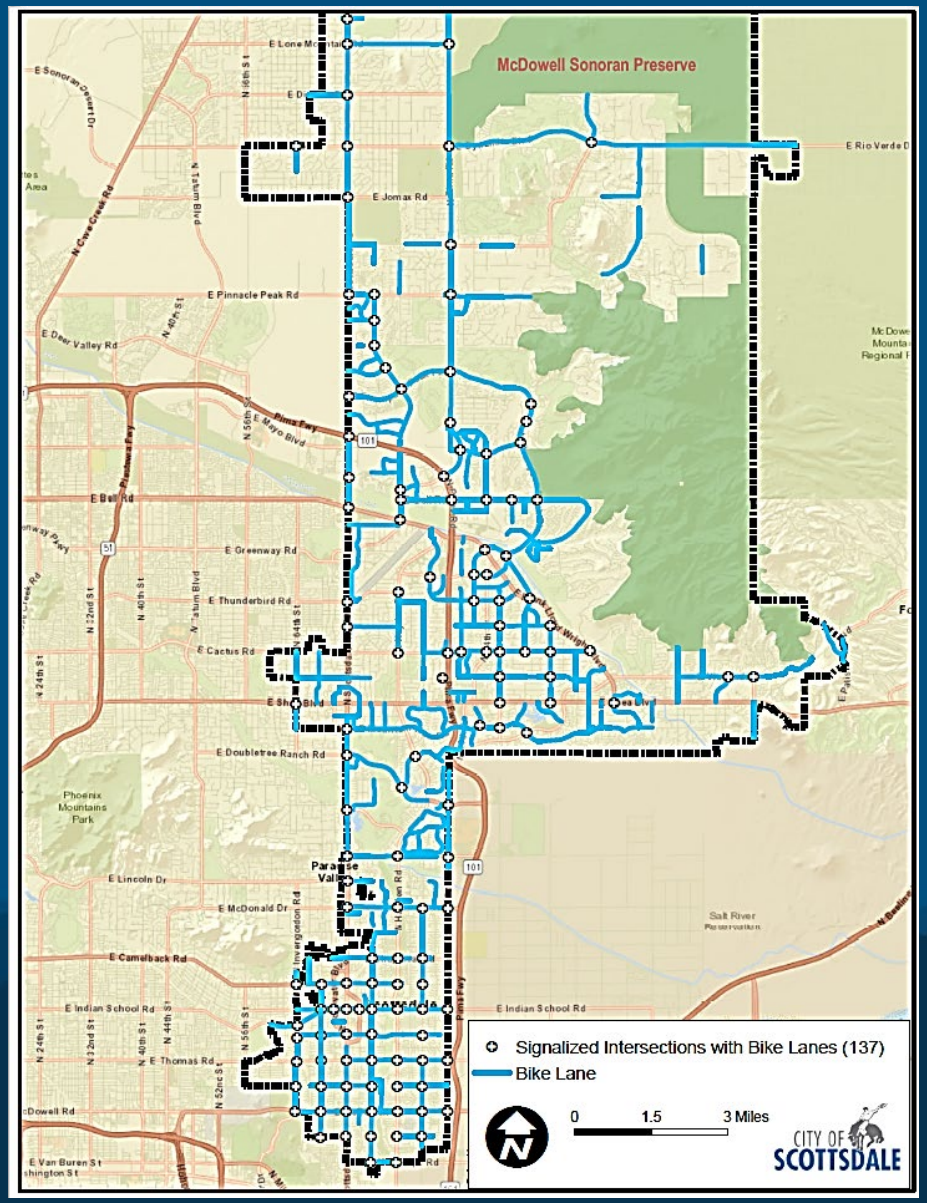
Scottsdale Signal Network Breakdown

Signalized Intersections
With Bike Lanes

137



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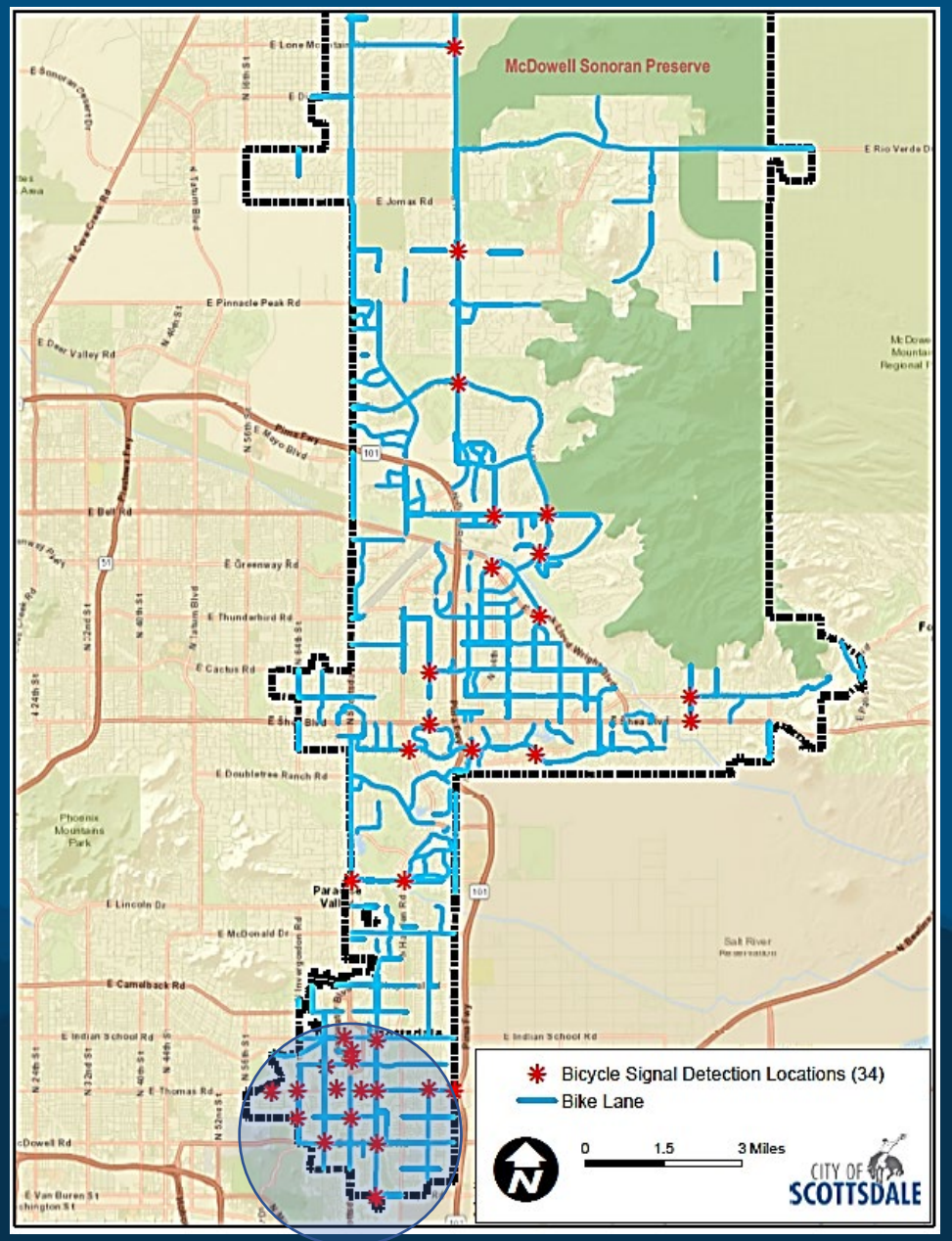
Bicycle Signal Detection Initial Deployment

Bicycle Signal detection Locations Initial Deployment 2015-2017

34



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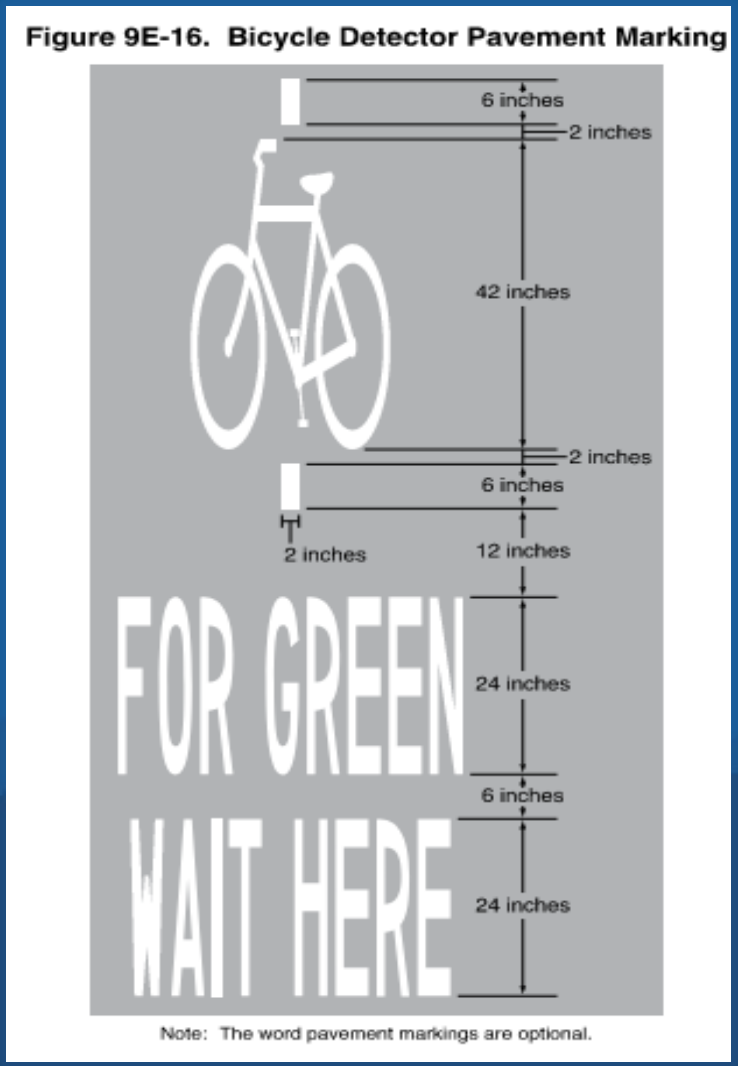
Intersection Detection Applications

MUTCD 9C-7 – Bicycle Detector Pavement Marking

MUTCD R10-22 – Bicycle Signal Actuation Sign

Miller Road at Thomas Road looking north

Latest MUTCD Marking



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

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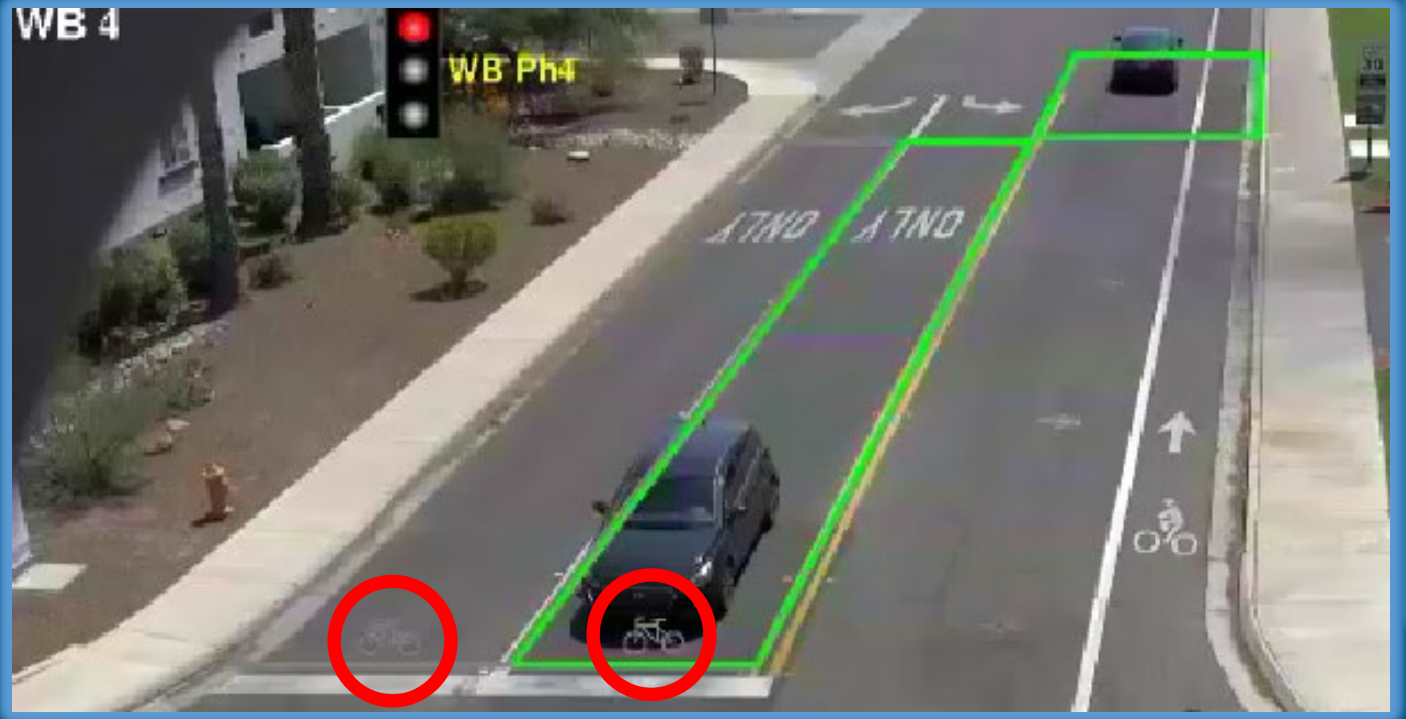
Video Camera Detection Technology



Osborn Road at 64th Street looking east

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Miovision Detection Zones

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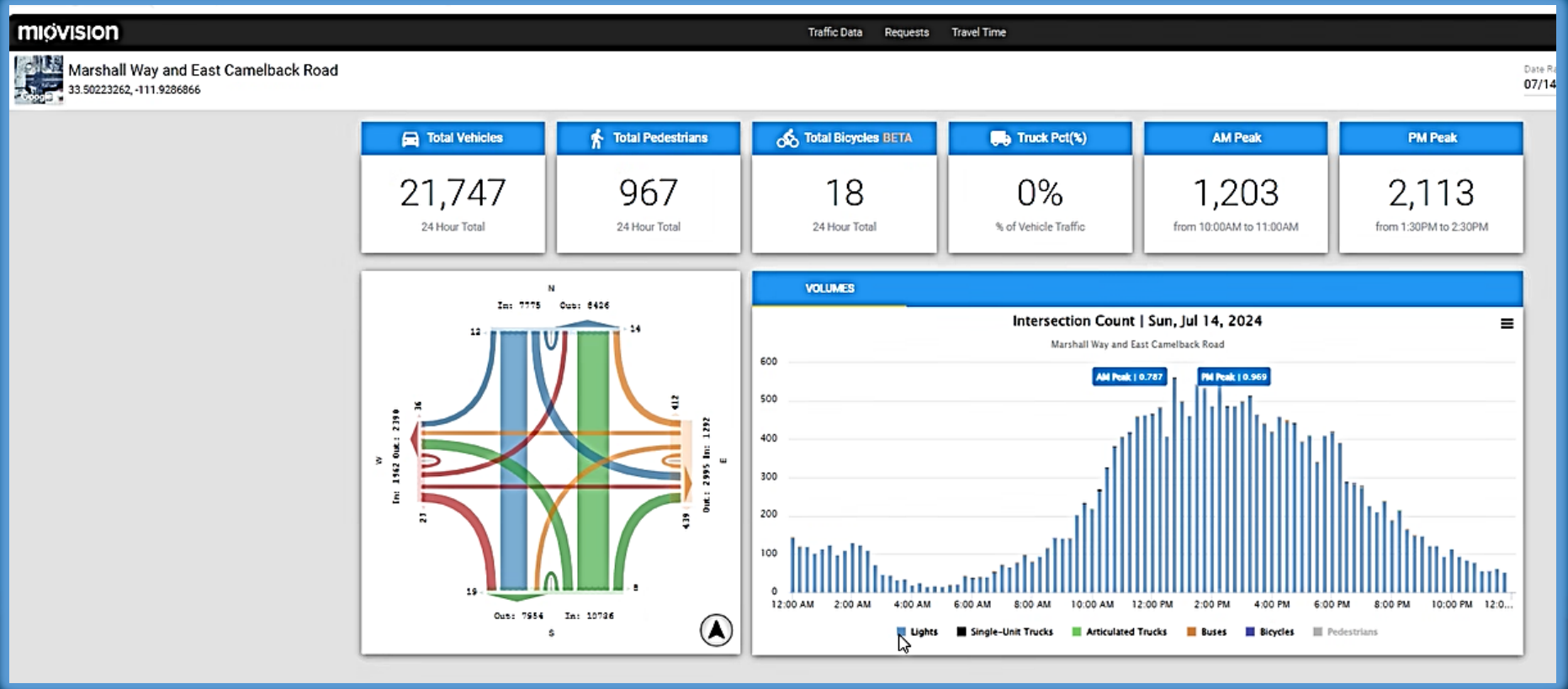
Miovision Detection Data

Miovision camera provides counts for bicyclists, pedestrians and vehicles



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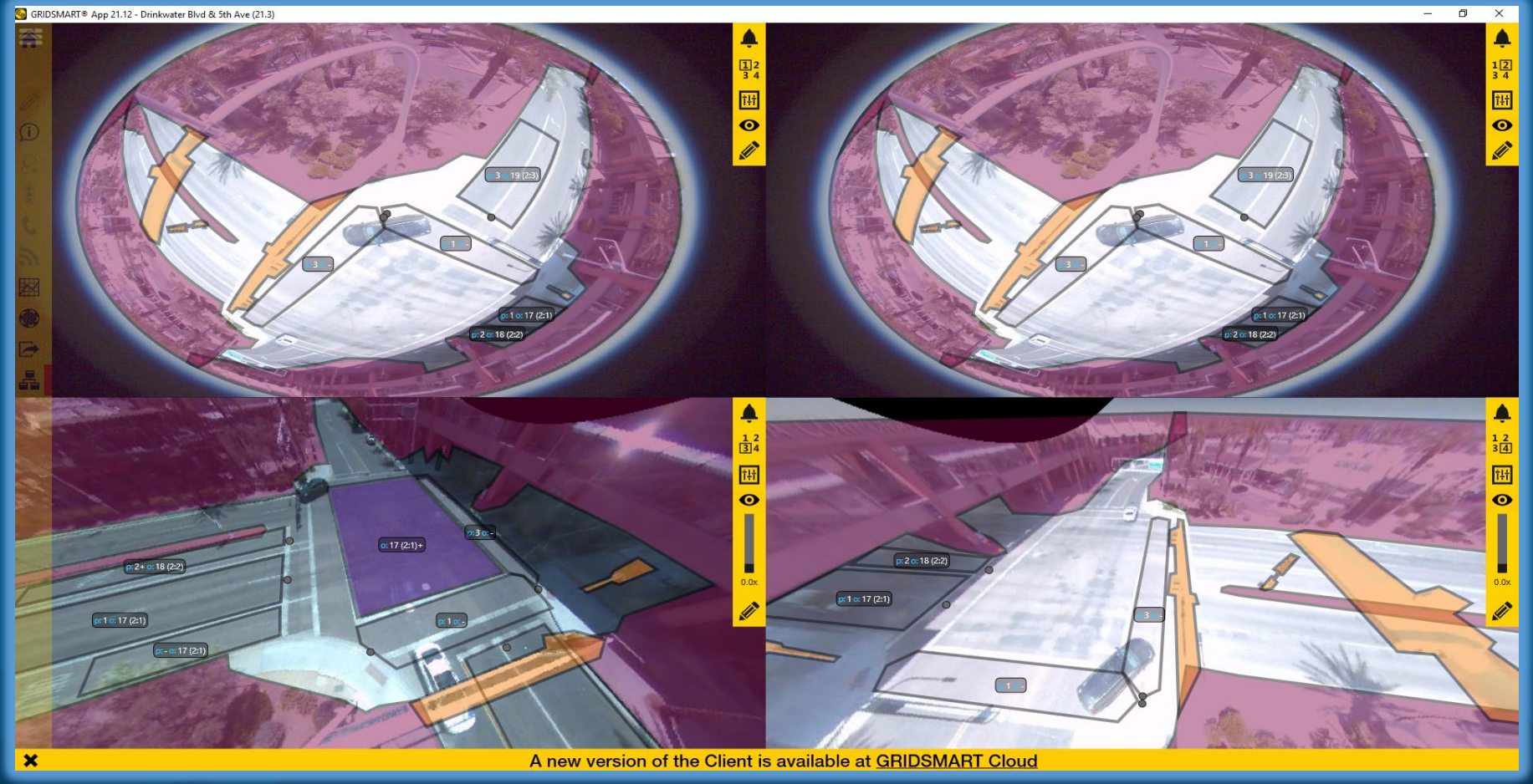
Gridsmart Detection Zones

Gridsmart cameras provides counts for bicyclists, pedestrians and vehicles



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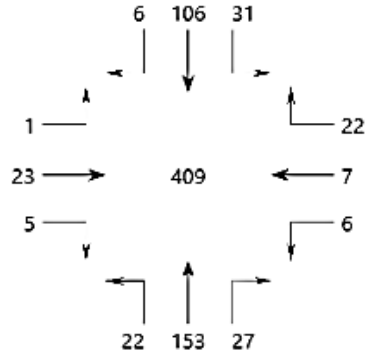
Gridsmart Detection Data

GRIDSMART

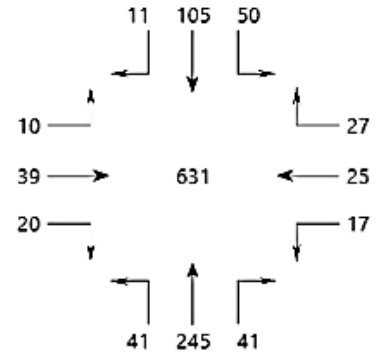
Turning Movement Counts

Intersection Drinkwater Blvd & 5th Ave
Date 7/17/2024

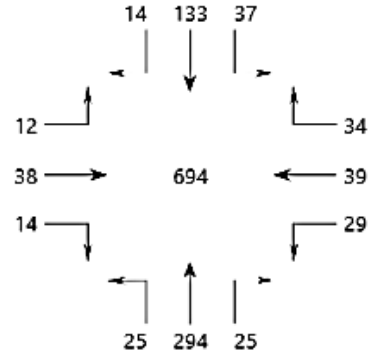
AM PEAK HOUR VOLUME (0:00-10:45)
FROM 08:15 TO 09:15



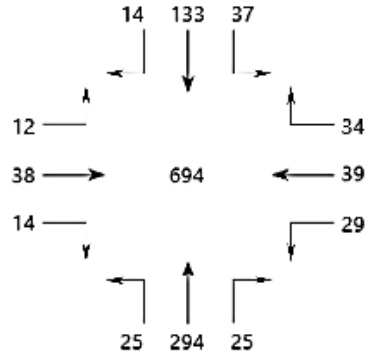
MID-DAY PEAK HOUR VOLUME (11:00-14:00)
FROM 12:00 TO 13:00



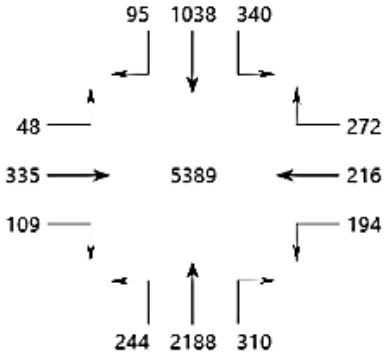
PM PEAK HOUR VOLUME (14:15-23:45)
FROM 16:30 TO 17:30



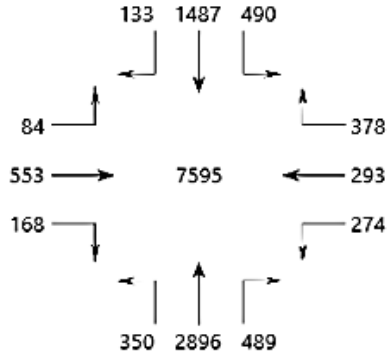
OVERALL PEAK HOUR VOLUME
FROM 16:30 TO 17:30



DAYTIME TOTAL VOLUME
FROM 07:00 TO 18:00



SELECTED TIME VOLUME
FROM 00:15 TO 23:59



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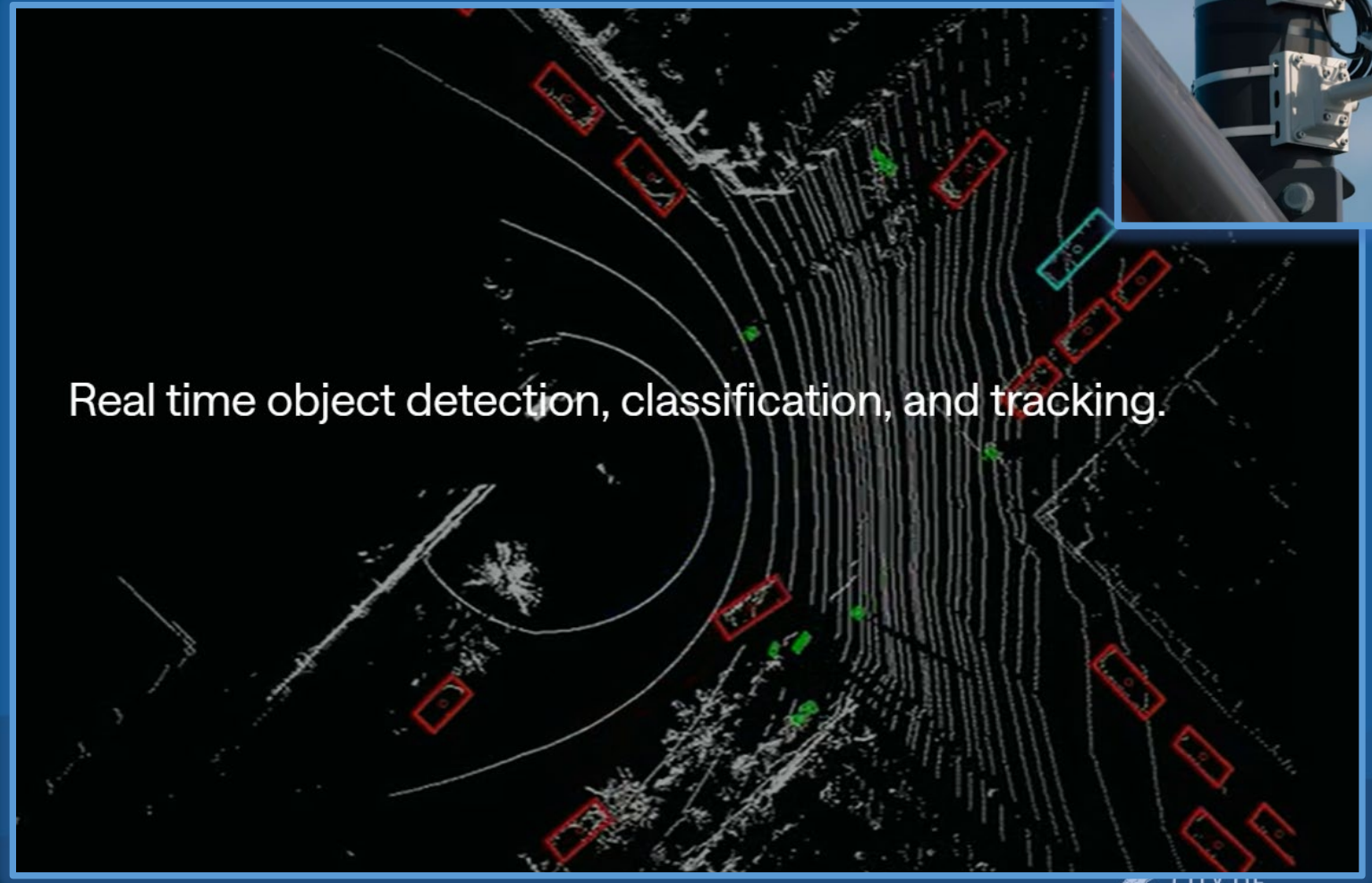
LiDAR Detection

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



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Next Steps…

- Present update to Paths & Trails Subcommittee April 2, 2026 (complete)
- 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

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Questions & Discussion

Live Demonstration

Live Demonstration View