



SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

Date: Thursday, March 18, 2021

Time: 5:15 P.M.

Location: Virtual

Live Stream: <https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream>

Meeting will be held electronically and remotely

Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search "live stream") or will be available on Scottsdale's YouTube channel to allow the public to listen/view the meeting in progress.

Call To Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Donald Pochowski, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on agenda items. To sign up to speak on these items, please [click here](#). Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agenda and non-agenda items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

1. [Approval of Meeting Minutes](#)----- **Discussion and Action**
Regular Meeting of the Transportation Commission – February 18, 2021
2. [1-GP-2021: Draft Scottsdale General Plan 2035](#)----- **Presentation and Discussion**
Planning staff will present and discuss case 1-GP-2021 draft Scottsdale General Plan 2035 – Adam Yaron, Principal Planner and Taylor Reynolds, Project Coordination Liaison

3. [Transportation Action Plan](#)-----**Presentation and Discussion**
Presentation of the Transportation Action Plan recommendations – David Meinhart,
Transportation Planning Manager
4. **Other Transportation Projects and Program Status**----- **Discussion**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
5. [Commission Identification of Future Agenda Items](#)----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission
presentations

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Frances Cookson at 480-312-7637. 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 Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, February 18, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Donald Pochowski
Andy Yates

STAFF: Mark Melnychenko, Transportation & Streets Director
Mariah Maindonald, Staff Representative
David Smith, Senior Traffic Engineer
Brad Lundahl, Government Relations Director
Lieutenant Chris DiPiazza, Scottsdale Police Department
Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Ratna Korepella, Transit Manager
Phillip Kercher, Traffic Engineering and Operations Manager

3. PUBLIC COMMENT

Carolee Hoth introduced herself as a licensed realtor, resident of Pinnacle Ridge, Troon North HOA board member, participant on the Architecture Review Committee for the HOA and chair of the Dynamite Safety Committee. The Committee was formed to address numerous calls and

complaints from homeowners in the Troon North area. The main concerns include safety, noise and property values. Traffic volumes have substantially increased, as the development to the east of Alma School has increased. The speed limit is posted at 50 miles per hour with a small stretch posted at 35 miles per hour. The committee feels strongly that posted speed limits should be lowered. Stoplights and/or roundabouts should be added to assist with traffic flow. Residents have noticed a significant increase in noise as a result of traffic volumes, speeds and construction vehicles. They would like to see acceleration lanes added westward. Property values are decreasing, due to noise and traffic issues. Chair thanked Ms. Hoth for her comments and noted that several other written comments were received on this issue.

4. APPROVAL OF MINUTES

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JANUARY 12, 2021 AS AMENDED. COMMISSIONER POCHOWSKI SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. PATHS AND TRAILS SUBCOMMITTEE APPOINTMENT

After brief discussion, it was confirmed that Commissioner Lall will continue to serve on the Subcommittee as appointed.

6. DYNAMITE BOULEVARD: TRANSPORTATION UPDATE & OUTREACH

David Smith, Senior Traffic Engineer, identified the subject site. A CIP project extends east of Alma School Parkway, however the presentation predominately addressed the segment from Pima Road to Alma School Parkway. A background was provided, with the catalyst being contact from a citizen regarding a U-turn issue occurring on Dynamite Boulevard at 101st Way. In September, 2019 a meeting between City staff and six homeowner association representatives was held to address transportation-related issues. Mr. Smith also presented at Troon North's annual meeting in February, 2020. A meeting was also held with an On the Green representative. Correspondence was sent from Troon North to the Transportation Department and City Manager regarding traffic issues reiterated by Ms. Hoth five weeks ago. Concerns include exponential growth of traffic volumes on Dynamite Boulevard, however studies reveal a trendline that is consistent and fairly flat in terms of volume to capacity. Dynamite Boulevard is an arterial roadway and has sufficient capacity. The collision rate for this segment is 60-65 percent lower than Citywide collision rates. The overall data points to this being a fairly healthy corridor in terms of collision rates. A review of relevant completed and pending CIP projects in the area was provided. In terms of the U-turn issue at Dynamite Boulevard and 101st Way, three possible mitigation options are being considered, which would relocate the U-turns to other locations. Traffic Engineering sets the speed limits. A draft study is underway, which historically looks at data, including the 85th percentile speed. Other elements to be studied include presence of bicycle and pedestrians and facilities and sight distance along the corridor.

Lieutenant Chris DiPiazza, Scottsdale Police Department, stated that the Department has worked with City staff for quite some time to improve travel along the corridor. Decisions by the police department are primarily driven by traffic data. Information from speed studies and the photo

enforcement system reveals that there has not been a speeding issue along the corridor, with violation rates well below the City average.

Mr. Smith stated that roadway-related noise has been raised as a neighborhood concern. The City has a roadway noise abatement policy, which is considered as part of any major roadway infrastructure project. Proposed mitigations for this corridor do not rise to the level of a major project. The Transportation Action Plan will review the current noise policy previously approved in April of 2011. The Federal Highway Administration and Arizona Department of Transportation (ADOT) have set specific noise level thresholds. Dynamite Boulevard is an arterial roadway carrying 15,000 vehicles per day and is operating as it was designed to do. In response to traffic control requests, the 2013 study addressed 97th Street (Estancia and Monument) and a 2017 study addressed the Troon North Golf Club entrance and Pinnacle Canyon to the south at 103rd Street. Traffic signal warrant criteria must be met as established by the Federal Highway Administration and the Arizona Department of Transportation. The studies did not result in a single warrant. Installing signals or roundabouts where not warranted introduces unnecessary collisions and delay.

Staff responded to Commission questions. Phillip Kercher, Traffic Engineering and Operations Manager, stated that an assessment of buffering needs for noise abatement on arterials was performed when City Council adopted the current road noise abatement policy in 2011. There are roughly 200 miles of roadway in the City that have residential adjacent to arterials and there is only a very small percentage where noise walls have been constructed. Consideration for noise walls is inconsistent with the way in which the City has proceeded with development. Dynamite is a scenic corridor, hence subject to additional guidelines.

In response to a Commissioner question, Mr. Smith stated that the City has not performed formal studies based upon the input received from the public in this area. Some informal measurements were taken and were fairly consistent with what was seen along other arterials, also consistent with City and ADOT thresholds. A challenge in northern areas of the City is that ambient noise levels are so low. Adding traffic noise creates a very noticeable differential. Dave Meinhart, Transportation Planning Manager, stated that the City will be reviewing a number of policies, including noise mitigation abatement and roadway noise.

In response to a Commissioner question, Mr. Smith stated that the acceptable decibel rating for noise levels is 67 DBA for FHWA and 64 DBA for the City of Scottsdale and ADOT. The recent informal studies were fairly consistent at approximately 62 DBA. The comparative location was Hayden Road. In addition, informal readings at 84th and Shea Boulevard were comparable or slightly higher.

Commissioner inquired as to increased volume density since 2018, due to new developments to the east. Mr. Smith stated that current construction is underway, however he was not in possession of specific data. Planned development continues, currently in the planning process. It is not anticipated that volumes will increase significantly. Mr. Meinhart said that even with additional traffic coming from the east, it is not expected to necessitate more than a four-lane roadway. The Dynamite Corridor has been downgraded from a major arterial (six-lane roadway) to a four-lane roadway.

In response to a Commissioner question on the timeline for installation of the four westbound turn lanes, Mr. Smith stated that according to the CIP list, it is scheduled for shortly after July 1st, 2021. Items in the CIP have gone through a prioritization process. Mark Melnychenko, Transportation

& Streets Director, added that the emphasis has been on improving safety with the right turn lanes and a solution for the U-turn concerns.

7. TRANSPORTATION CONCERNS AT A LEGISLATURE LEVEL

Brad Lundahl, Government Relations Director, stated that the 2020 election resulted in close split margins in state representation. Over 1,700 bills were introduced. The Government Relations Department is tracking approximately 130 of them. The Governor's budget proposed only approximately \$3 million for transportation funding, however the senate proposed approximately \$200 million in highway projects. Overall, the State is looking at \$2 billion surplus with \$1.6 billion for one-time spending.

A brief review of the following bills and current status was provided:

- SB 1650: Transportation tax: Would enact numerous changes in statutes related to transportation
- HB 2813: Autonomous vehicles: Would establish a new chapter in Title 28 regulating autonomous vehicles
- SB 1720: Peer-to-Peer car sharing: Would establish a new chapter in Title 28 regulating peer-to-peer car sharing
- HB 2006: Speed Limits; Roadway Turn Off: Prohibits driving a motor vehicle at such a slow speed as to impede the movement of traffic
- SB 1533: Addresses street racing complaints, accidents and deaths, imposes additional penalties
- SB 1419: Annual photo radar bill, which would ban the use of all photo radar: This bill was killed this month.

Potential paths forward for a Proposition 400 extension were discussed. A one-half cent extension will barely maintain current traffic facilities and will not finance development of new facilities. It may be helpful to have MAG provide a presentation to the Commission on the Prop 400 extension. Chair noted that MAG presented to the Commission last year, when it was beginning to formulate the process for messaging on Prop 400. Chair noted that a new ballot measure would be the only item that the general public would have the power to pass or veto, while the house and senate bills are in the hands of the legislators. Mr. Lundahl stated that such measures are typically put on the ballot in even years or years for presidential elections, in order to garner the most participation and increase chances for passage. It is most likely that the measure would be balloted in 2022.

8. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief update on staff projects and storm emergency response as well as follow-up to questions asked at previous meetings.

The recent storm resulted in downed trees in approximately 20 City locations, requiring emergency response. There were signal and camera outages and downed light poles at numerous locations.

Illuminated street signs are planned at 51 intersections on Scottsdale Road from McKellips to Thompson Peak, which is funded in the CIP. There are a total of 200 lit signs at a cost of \$1.2 million. The first completed intersection is at Scottsdale Road and Camelback.

A pedestrian hybrid beacon was installed at McCormick-Stillman Railroad Park entrance on Indian Bend Road on February 9th, 2021. It provides a safe crossing for the many pedestrians who already use the crossing at this location. It will connect park visitors in public parking to shopping and restaurants.

A City waste truck knocked over a light pole in McCormick Ranch. It was discovered that the light was in a system not part of a streetlight improvement district, which is required by the City. As an interim basis, the light was replaced with an LED light. All of the lights in that area will now be replaced by SRP and incorporated into the street system.

Trial programs and pilots are being operated in several areas in the City. Recently an electric street sweeper was tested, however it did not go as well as anticipated. The demo was done through Global Environmental Products of San Bernardino, California. The advertised charge rate was inaccurate and the battery never displayed a 100 percent charge. This did not allow for a full shift completion without having to recharge partway through. The electric broom machine does not pick up as well as the City's air pick-up machines.

A second virtual public meeting for the 70th Street Bike study is expected to be underway next week. The planning team is working with the consultant to finalize the presentation. The first virtual meeting was held November 16th through the 30th with 160 surveys submitted. The corridor will connect Tempe to Old Town Scottsdale, connect to nearby bike routes and serve neighborhoods along 70th Street.

A virtual public meeting is underway for the Pinnacle Vista and Ranch Gate Trails projects. These projects provide off-road dirt trails in neighborhoods without sidewalks and close gaps in Scottsdale's larger trail system.

At a previous meeting, the Commission asked whether research and development (R &D) could be included in the Transportation Action Plan. It is confirmed that R & D will be addressed through the Plan's introduction and more so through the implementation section of the Plan.

At the last Commission meeting, there were questions on the paving presentation. These included what additive gives the product a white-gray color. The main component that makes the material gray is the titanium dioxide. Cool paving has all of the raw materials that provide asphalt sealers, except that light colored sand is used in cool paving, instead of slate. A second question asked whether the cool paving technology could be adapted to be part of the hot mix asphalt. The manufacturer has indicated that this type of application is still in research and development.

Mr. Melnychenko read a citizen letter of appreciation regarding the 105th Street paving project.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The Commission requested the following future agenda items:

- Update on the HAWK locations and how they are performing

- Presentation on what is being done with cool pavements in the City
- MAG presentation on the status of the update to Prop 400E
- Invite the ASU director in charge of a research project on cool pavements

10. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:25 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Pochowski and Yates

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**



Community & Economic Development Division
Planning and Development Services

7447 East Indian School Road, Suite 105
Scottsdale, Arizona 85251

To: Transportation Commission
From: Taylor Reynolds, Project Coordination Liaison
Through: Mark Melnychenko, Transportation & Streets Director
Erin Perreault, AICP, Long Range Planning Director
Date: March 18, 2021
Re: 1-GP-2021: Draft Scottsdale General Plan 2035

This memorandum presents the Transportation Commission with the General Plan 2035 update process, the Citizen Review Committee (CRC) recommended draft plan, and discussion related to draft plan content relevant to the purview of the Commission.

BACKGROUND

The current Scottsdale General Plan was adopted in 2001 and ratified by the voters in 2002. The Plan defines the community's goals for growth, development, character, mobility and a variety of other community aspects. Per State Statute, the city is required to update and ratify the General Plan every ten (10) years. In March 2012, after three (3) years of public input, the Scottsdale City Council sent an updated 2011 General Plan to the voters. However, the measure was defeated (52% to 48%), and thus, the 2001 General Plan remains in effect until the city adopts and ratifies a new General Plan.

In January 2013, City Council again directed that the Scottsdale General Plan be updated; including the public outreach, drafting and adoption/ratification timing to achieve it. City Council also directed staff to establish a citizen task force to oversee the drafting of a new plan. In November 2014, this 25-member Task Force – representing citizens from all areas of the city – delivered a draft 2035 General Plan for community, Planning Commission and City Council consideration, however it was never processed through the State required public hearings and thus remains as a draft Plan.

Subsequently, in a December 2016 public meeting, Council directed staff to update the 2001 General Plan to incorporate all state mandated content, and any necessary changes to the plan to update it to existing community conditions. This update to the 2001 General Plan was completed on November 12, 2019 and unanimously adopted by Council.

THE GENERAL PLAN UPDATE CITIZEN REVIEW COMMITTEE 2020

Under the direction of the City Manager and as approved by City Council on June 16, 2020 (Enclosure 1), a thirteen (13) member General Plan Update Citizen Review Committee (CRC) was formed to update the Scottsdale General Plan. This update effort utilized the 2014 Task Force recommended draft 2035 General Plan as the baseline plan.

Consisting predominantly of either the chair or vice chair from each of the city's boards and commissions that has related content within the General Plan (which is a similar citizen review process used with the 2001 and 2011 General Plan updates) CRC members (Enclosure 2) represented the following:

- McDowell Sonoran Preserve Commission
- Historic Preservation Commission
- Human Relations Commission
- Tourism Development Commission
- Airport Advisory Commission
- Scottsdale Environmental Advisory Commission
- Library Board
- Parks & Recreation Commission
- Development Review Board
- Transportation Commission
- Industrial Development Authority
- Neighborhood Advisory Commission
- Human Services Commission

Accordingly, Commissioner Iacovo represented the Transportation Commission at the CRC meetings. The purpose of the CRC was to review the content of the draft plan during public meetings and make suggestions as to any proposed adjustments. The CRC workplan concluded on December 14, 2020 with a final recommended draft General Plan 2035 that will be used for review by the community, city boards and commissions, Scottsdale Planning Commission, and Scottsdale City Council so as to adopt an updated General Plan that can then be sent to the November 2021 ballot for voter ratification consideration, per state law requirements.

Due to the COVID-19 Pandemic, all (13) meetings of the CRC were conducted electronically. Although physical facilities were not open to the public, the CRC meetings were noticed as public meetings with regularly posted agendas and minutes consistent with the practices of City Council, other City boards and commissions and State Open Meeting Law. Additionally, these meetings were televised on Cox Cable Channel 11 and streamed online at ScottsdaleAZ.gov as to allow the public to listen/view the meeting in progress. Public comments (300+) were also solicited through both written and spoken format.

THE DRAFT GENERAL PLAN 2035

Although many new or enhanced ideas are included in the Plan, many concepts from the 2001 General Plan remain, including:

- The foundation for the vision statement: Scottsdale's Shared Vision and CityShape 2020.
- The three-levels of planning—General Plan, Character Area Plan, and Neighborhood Plan established in CityShape 2020.
- A substantial focus on community character and design.
- The type and location of land uses city-wide.
- Scottsdale's leadership role in environmental stewardship and open space preservation.
- The existing Growth Areas (Old Town, Airpark, and McDowell), but with specific rather than generalized boundaries.
- The existing adopted Character Areas.

- Four major General Plan amendment criteria that focus on changes in land use, acreage, Character Area conformance, and Water/Sewer infrastructure.

The following are some aspects of the draft General Plan 2035 that are different from the 2001 General Plan, along with noted changes specifically created by the Citizen Review Committee:

- New vision statement, community values, and organization of the overall plan.
 - The Citizen Review Committee incorporated the theme of an educated citizenry within Vision Statement and Community Aspirations.
- Enhanced emphasis on tourism, fiscal sustainability, open space, community health, arts and culture, and safety.
- Enhanced focus on community character, such as transitions/buffers and contextual compatibility.
- Shift from a primary focus on new development to revitalization, redevelopment, and preservation.
- The Citizen Review Committee provided additional emphasis on the concepts of sustainability, inclusivity, and public safety.
- Three community-added elements: Arts, Culture & Creative Community, Healthy Community, and Tourism.
 - The Citizen Review Committee created the Tourism Element, comprised of both existing and new goals and policies.
- Revised Character Area Planning map showing existing/adopted plans and possible boundaries for future Character Areas.
- Removal of ambiguous designations from the Land Use Map (e.g. “resort stars,” golf course (G), and open space circle designations).
- Expanded and more specific General Plan Amendment Criteria addressing:
 - Land use changes of 10 or more acres now city-wide (previously it was 15 acres in the north and 10 acres in the south),
 - Designation/expansion of Infill Incentive Districts would now require a major General Plan amendment process ,
 - Proposed changes to the text of the amendment criteria would now require a major General Plan amendment process ,
 - Proposed growth area designation or expansion would now require a major General Plan amendment process , and
 - Clarification of major/minor amendment determinations for criteria exceptions maintained from the 2001 General Plan—such as properties with land use category overlays (e.g. Shea Corridor or Regional Use).
 - The Citizen Review Committee further clarified and reduced the number of criteria exceptions associated with amending the General Plan.
- A new section/list identifying implementation programs to carry out the plan and evaluate General Plan progress.

- The Citizen Review Committee updated the implementation programs so as to reflect all changes previously noted within the plan (e.g. new Tourism Element).

DRAFT 2035 GENERAL PLAN CONTENT SPECIFIC TO TRANSPORTATION COMMISSION

The recommended draft 2035 General Plan, as approved by the Citizen Review Committee (CRC), updates the 2014 Task Force Recommended Plan and is notated with tracked edits, as discussed and approved by the Committee. The following color-coded legend describes the tracked edits found in the plan:

- Black Font – Text that has been unaltered, and is from the General Plan Task Force process (2014)
 - **(NEW)** – This signifies General Plan Task Force content that is new to the General Plan, and not 2001 General Plan content
- **RED FONT** – Suggested edits from public comments collected between 2014-2020
- **GREEN FONT** – Suggested edits from a Technical Advisory Committee (TAC) comprised of city staff that reviewed and provided input on the plan in 2020
- **LIGHT BLUE FONT** – Edits from the CRC, made during their public meetings held in 2020

Please also note the following regarding legislative edits by the Citizen Review Committee:

- Maintaining the **RED** or **GREEN** text in the CRC draft plan indicates that the CRC accepted the respective suggested edits from the public/TAC for inclusion in the plan.
- If the **RED** or **GREEN** text has **LIGHT BLUE** strike through lines this indicates that the CRC has recommended striking the public/TAC edits.

Long Range Planning staff has provided draft 2035 General Plan content related to the purview of the Transportation Commission. Consequently, enclosures to this memorandum include the draft Connectivity Chapter (Enclosure 3), which is inclusive of the Circulation and Bicycling Elements, as well as, the draft Vision and Community Values (Enclosure 4) and the Implementation Chapter (Enclosure 5) – as recommended and approved by the Citizen Review Committee. Additionally, the Transportation Commission is encouraged to review the entire draft document on the city's website, which includes the following options for review:

- www.scottsdaleaz.gov/Assets/ScottsdaleAZ/General+Plan/CRC_FULLDOC.pdf – the entire draft plan in tracked, legislative format, as described above;
- www.scottsdaleaz.gov/Assets/ScottsdaleAZ/General+Plan/CRC_FULLDOC_Recommended.pdf – the entire draft plan in clean, non-legislative format; and,
- www.scottsdaleaz.gov/general-plan/general-plan-updates - the General Plan update webpage where comments related to the various draft Elements and sections of the plan can be submitted.

The following is a summation of the more significant changes that resulted from CRC discussion, input, and subsequent recommendation as it relates to the purview of the Transportation Commission and the enclosed sections of the draft General Plan 2035:

- The Circulation Element includes updated introduction dialogue as a result of previous outreach efforts as well as input from the Citizen Review Committee.
- The Circulation Element includes new policies to support the goal of designing and improving transportation corridors to safely and efficiently move people and goods (Goal C 1), including:
 - Assessing alternatives to high-capacity regional transit (C 1.6)
 - Supporting Scottsdale Airport as an integral transportation hub (C 1.9)
 - Promoting consistent wayfinding elements (C 1.10)
- The Circulation Element includes a new policy to support the goal of developing an effective, safe, and connected multimodal transportation system (Goal C 3), including:
 - Incorporating dedicated pedestrian zones in areas that have the greatest intensity of development (C 3.8)
- The Circulation Element includes new policies to support the goal of balancing the sensitive relationships and respective mobility needs of schools and neighborhoods (Goal C 7), including:
 - Minimizing the impacts of school transportation on neighborhoods (C 7.2)
 - Creating safe and accessible transportation routes to school campus facilities (C 7.3)
- The Circulation Element includes a new policy to support the goal of providing a comfortable and accessible transportation system (Goal C 8), including:
 - Consideration of the needs of community members in the planning and design of the transportation system (C 8.2)
- The Street Classification Map (page 176) in the Circulation Element has been brought up-to-date with recent adjustments to the Transportation Master Plan (2020)
- The Transit Map (page 177) in the Circulation Element has been brought up-to-date with recent adjustments to local and regional transit systems
- The Bicycling Element includes a new policy to support the goal of providing convenient and comfortable bicycle facilities to encourage bicycling (Goal B 2), including:
 - Considering the use of on-street bicycle boulevards (B 2.4)
- The Bicycling Element includes a new policy to support the goal of promoting bicycle education, safety, and enforcement (Goal B 3), including:
 - Educating the community on bicycle safety (B 3.6)
- The Bikeways and Crossings Map (page 182) in the Bicycling Element has been brought up-to-date in working with Transportation Staff
- The Implementation Chapter includes general updates and adjusted timing to programs and initiatives related to the Connectivity Element (page 248).

NEXT STEPS

The state mandated public hearing process for a General Plan update began in January 2021, when city staff sent out the draft updated General Plan to the state, county, and adjacent communities for review, as required by state law. Between January and June/July of 2021, the updated draft General Plan will be required to meet all of the public hearing state statute requirements, which will include but is not limited to, enhanced public outreach, presentations to boards and commissions that have General Plan related content, at least three Planning Commission study sessions, a remote Planning Commission hearing, a regular Planning Commission recommendation hearing, and at least three City Council meetings in addition to the City Council hearing in which Council must decide whether or not to adopt and send the updated Plan to the voters.

Should City Council decide to adopt and send the plan to the voters, it is anticipated that the first available regular election that the Council-adopted plan could be considered by the voters is the November 2021 election.

STAFF RECCOMENDATION, DISCUSSION, AND POSSIBLE ACTION

Staff recommends that the Transportation Commission discuss, consider, and provide comments on draft 2035 General Plan content relevant to the purview of the Commission.

If at any time Transportation Commission members have questions regarding the Scottsdale General Plan update, please feel free to contact:

- Adam Yaron, Project Coordination Liaison
ayaron@scottsdaleaz.gov (480) 312-2761
- Taylor Reynolds, Project Coordination Liaison
treynolds@scottsdaleaz.gov (480) 312-7924

Enclosure:

1. June 16, 2020 City Council Action Report Adopting Procedures for the Scottsdale General Plan Update Process, in compliance with State Statute requirements
2. Boards and Commissions Representatives to The Citizen Review Committee
3. Citizen Review Committee Recommended Draft General Plan 2035 – Connectivity Chapter
4. Citizen Review Committee Recommended Draft General Plan 2035 – Vision and Community Values
5. Citizen Review Committee Recommended Draft General Plan 2035 – Implementation Chapter
6. Matrix of public comments collected regarding the draft Plan from 2014-2020, and during the 2020 Citizen Review Committee portion of the Scottsdale General Plan update process

CITY COUNCIL REPORT



Meeting Date: June 16, 2020
 General Plan Element: *Community Involvement*
 General Plan Goal: *Seek early and ongoing involvement in policy-making discussions*

ACTION

Adopt **Resolution No 11851** (Attachment 1) to establish written and adoption procedures for the Scottsdale General Plan update process, in compliance with State Statute requirements.

BACKGROUND

General Plan Update

Per State Statute requirements, the City of Scottsdale has begun a General Plan update process. As part of the General Plan public outreach and adoption process, the governing body of the municipality "shall adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of general plans..." per ARS 9-461.06 (C)1.

ANALYSIS & ASSESSMENT

General Plan Update Process Written and Adoption Procedures

General Plan Process Written and Adoption Procedures direct the city Planning Agency and community as to how effective, early and continuous public participation, adoption and ratification processes associated with the development of the City of Scottsdale's General Plan will occur, as required by State Statute.

Incorporated as Exhibit 1 to Resolution # 11851 (Attachment 1), the Scottsdale General Plan Update Written and Adoption Procedures, detail the requirements and timing associated with Scottsdale's public outreach, adoption and ratification processes intended for the current General Plan update that is underway.

General Plan Update Adoption/Ratification Calendar

It is anticipated that the process for adopting an updated Scottsdale General Plan will adhere to the following calendar:

January – December 2020

- Establish a General Plan Update Citizen Review Committee
- The Citizen Review Committee (CRC) will use the Draft Scottsdale General Plan 2035 as the baseline plan that will be reviewed as part of the update process
- CRC will review and make recommendations on the Draft 2035 Plan per public meeting format

APPROVED ON CONSENT

City Council Report | General Plan Update Written and Adoption Procedures

- The CRC will release a Final Draft 2035 Plan for community, Planning Commission and City Council consideration and the Final Draft Plan will be subject to State Statute public participation and public meetings requirements

January – July 2021

Review of Final Draft Plan per the following:

- Review/discussions with city boards and commissions
- Community Open Houses
- Continued discussions with community members/groups city-wide
- Study Session with Planning Commission
- State Statute required Remote Planning Commission Hearing
- State Statute required City Council Work Study Session
- State Statute required Planning Commission Recommendation Hearing
- State Statute required City Council Adoption Hearing/Call for Election

November 2021

- Election Day – Voters Consider General Plan Ratification per State Statute Requirements

STAFF RECOMMENDATION

Recommended Approach

Staff recommends that the Council adopt **Resolution No 11851** (Attachment 1 and associated exhibits) to revise the Scottsdale General Plan Update Written and Adoption Procedures to remain in continued compliance with State Statute requirements associated with the development of General Plans in Arizona.

Proposed Next Steps

- A series of bimonthly public meetings through December 2020, regarding the Citizen Review Committee's update of the Draft 2035 General Plan.

RESPONSIBLE DEPARTMENT(S)

Community & Economic Development Division
Planning and Development Services Department – Long Range Planning

STAFF CONTACTS (S)

Erin Perreault, AICP
Director
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480.312.7093
Eperreault@scottsdaleaz.gov

City Council Report | General Plan Update Written and Adoption Procedures

APPROVED BY

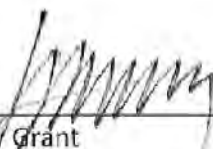


Erin Perreault, AICP, Long Range Planning Director

(480) 312-7093, eperreault@scottsdaleaz.gov

06/01/2020

Date



Randy Grant

Planning + Development Services Executive Director

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6/1/20

Date

ATTACHMENTS

1. Resolution No. 11851 establishing updated, written and adoption procedures for the Scottsdale General Plan Update
Exhibit 1: Scottsdale General Plan Update Written and Adoption Procedures
2. Proposed General Plan Update State Statute Required Public Participation, Public Meetings, and Adoption/Ratification Calendar

RESOLUTION NO. 11851

A RESOLUTION OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, REPEALING THE GENERAL PLAN PROCESS WRITTEN PROCEDURES ADOPTED BY RESOLUTION 10100 AND ADOPTING NEW SCOTTSDALE GENERAL PLAN UPDATE ADOPTION PROCEDURES.

WHEREAS, pursuant to Article 1, Section 3 of the City Charter, the City of Scottsdale has the power to adopt a comprehensive General Plan as provided by Arizona law, regarding the future physical development of the city to serve as a guide to all future council action concerning land use regulations and expenditures for capital improvements; and

WHEREAS, pursuant to Arizona Revised Statutes Sections 9-461.05 through 9-461.06, the City of Scottsdale is required to adopt and ratify a comprehensive, long-range general plan every ten years; and

WHEREAS, the first attempt to update the Scottsdale General Plan 2001 in March 2012 was not ratified by the voters; and

WHEREAS, the second attempt to update the Scottsdale General Plan 2001 resulted in a draft General Plan 2035 being released for city board, commission and public review, but that has yet to be vetted through the state statute public hearing and voter ratification process; and

WHEREAS, sound decisions concerning the City's General Plan can best be made with broad public participation in developing the General Plan; and

WHEREAS, the City Council approved Resolution No. 9393 to adopt written procedures to provide effective, early and continuous public participation in the development and adoption of the City's new General Plan; and

WHEREAS, the Process Notification and Public Participation procedures approved in Resolution No. 9393 to provide effective, early and continuous public participation in the development of the City's new General Plan have been completed, thus it is in the best interest of the city to repeal and adopt new General Plan update adoption procedures;

WHEREAS, the City Council repealed Resolution No. 9393 and approved Resolution No. 10100 on May 5, 2015, to adopt new General Plan update adoption procedures; and

WHEREAS, on March 18, 2020 Mayor W. J. "Jim" Lane issued a declaration of emergency in Scottsdale as part of the city's ongoing response to the COVID-19 pandemic to encourage social distancing in order to mitigate the effects and spread of the virus, thus in-person meetings for city boards, commissions and other public entities were canceled or replaced with a virtual online public meeting format; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That the City Council hereby repeals the General Plan Process Written Procedures adopted by Resolution 10100 and adopts procedures entitled Scottsdale General Plan Adoption Procedures, as set forth in Exhibit 1, attached hereto and incorporated herein by reference.

Section 2. That the Planning Agency is directed to prepare a document entitled the General Plan Adoption Calendar as set forth in New Scottsdale General Plan Adoption Procedures.

Section 3. That copies of the New Scottsdale General Plan Adoption Procedures and the General Plan Adoption Calendar shall be kept up-to-date and on file in the Office of the Clerk, located at 3939 N Drinkwater Boulevard, Scottsdale, Arizona and posted on the city's website.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2020.

ATTEST:

CITY OF SCOTTSDALE,
an Arizona municipal corporation

By: _____
Carolyn Jagger, City Clerk

By: _____
W. J. "Jim" Lane, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

Michael Hamblin
Sherry R. Scott, City Attorney
By: Michael Hamblin, Assistant City Attorney

SCOTTSDALE GENERAL PLAN UPDATE ADOPTION PROCEDURES

In accordance with Arizona Revised Statutes (9-461.06), Scottsdale's General Plan shall be adopted in accordance with the Scottsdale City Council's established General Plan Process Written Procedures as provided below.

General Plan Public Outreach

To provide effective, early and continuous public participation in the development of General Plans, the City's Planning Agency will provide the following:

- The broad dissemination of proposals and alternatives;
- The opportunity for written comments;
- Public hearings after effective notice;
- Open discussions, communications programs and information services both in-person and online; and
- Consideration of public comments.

A General Plan Citizen Review Committee 2020 will be formed and charged between April and December 2020 with reviewing and possibly modifying the draft 2035 General Plan for public, Planning Commission and City Council consideration. The first two meetings of the General Plan Citizen Review Committee 2020, scheduled in April, will be hosted as virtual, online public meetings, and will continue with the online format until such time that the declaration of emergency in response to the COVID-19 pandemic is lifted in Scottsdale and boards, commissions and other entities can return to meeting in public, in-person formats.

A written summary report of citizen and stakeholder public participation input will be prepared for General Plan Citizen Review Committee 2020, Planning Commission and City Council consideration and will highlight the following:

- Suggestions/Comments received;
- Comment source (when available);
- General Plan content reference; and
- Actions on suggestions/comments.

General Plan Adoption

When a draft General Plan has been prepared for Planning Commission consideration, the document shall be broadly distributed, including:

- Legal notice in the newspaper of record;
- Copies made available at the City Clerk and Long Range Planning offices;
- Placing the General Plan document on the city's website, social media, and other electronic public information outlets.

EXHIBIT 1

At least sixty (60) days before the General Plan is noticed, the City's Planning Agency shall transmit the proposal to the Planning Commission, and shall submit a copy for review and further comment to:

- The Planning Agency of the county in which the municipality is located;
- Each county or municipality that is contiguous to the corporate limits of the municipality or its area of extraterritorial jurisdiction;
- The regional. planning agency within which the municipality is located;
- The Arizona Commerce Authority or any other state agency that is subsequently designated as the general planning agency for the state;
- The Department of Water Resources for review and comment on the water resources element, if a water resources element is required: and
- Any person or entity that requests in writing to receive a review copy of the proposal.

Additionally, the City will consult with, advise and provide an opportunity for official comment by public officials and agencies, Maricopa County, school districts, associations of governments, public land management agencies, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organizations, property owners, citizens, and stakeholders generally to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the General Plan.

The following represents the adoption requirements for a new General Plan:

- The General Plan Citizen Review Committee 2020 will create and deliver a recommended draft General Plan to the Scottsdale Planning Commission.
- The processing of a new General Plan for adoption by the City Council will consist of at least six months.
- The City of Scottsdale's Planning Commission shall hold at least two (2) or more public hearings at different locations within the municipality (known as Remote and Recommendation Hearings) to promote citizen participation. Notice of the time and place of a hearing and availability of studies and summaries related to the hearing shall be given at least fifteen (15) and not more than thirty (30) calendar days before the hearing by:
 - o Publication at least once in a newspaper of general circulation published or circulated in the municipality;
 - o Such other manner in addition to publication as the municipality may deem necessary or desirable; and
 - o Recommendation action by the Planning Commission on the new General Plan shall be transmitted to the City Council.

EXHIBIT 1

- City Council Required Hearings:
 - o Before adopting a new General Plan, the City Council shall hold at least one public hearing (study session);
 - o To adopt a new General Plan requires a resolution of the City Council, and the City Council shall hold a separate public hearing (Adoption Hearing) for that purpose; and
 - o Both hearings will require that notice shall be given at least fifteen (15) and not more than thirty (30) calendar days before the hearing in the time and manner provided for the giving of notice of the hearing.
- The adoption of a new General Plan shall be approved by affirmative vote of at least two-thirds (2/3) of the Scottsdale City Council.
- The City's Planning Agency shall create a new General Plan Adoption Calendar for important public hearings and public outreach meetings associated with the new General Plan. The Planning Agency may make modifications to the General Plan Adoption Calendar, when necessary, provided the public is given reasonable notice of important public hearings and public outreach meetings as required, and the Planning Agency keeps the General Plan Adoption Calendar up to date, on file in the Office of the City Clerk and posted on the City's website.

General Plan Ratification

The following represents the ratification requirements for a newly adopted General Plan:

- The City Council shall submit the new General Plan to the voters for ratification at the next regularly scheduled municipal election or at a special election scheduled at least one hundred twenty (120) days after the governing body adopts the new General Plan.
- During the one hundred twenty (120) day period between City Council adoption and the election at which the General Plan will be considered for ratification by the voters, the City will provide educational public outreach and materials to Scottsdale residents and stakeholders regarding the new General Plan content.
- Additionally, the City Council shall include a general description of the new General Plan and its elements in the municipal election pamphlet and shall provide public copies of the new General Plan in at least two locations that are easily accessible to the public and include posting of the new General Plan on the municipality's official internet website.
- If a majority of the qualified electors voting on the proposition approves the new General Plan, it shall become effective as provided by law. If a majority of the qualified electors voting on the proposition fails to approve the new General Plan, the current General Plan remains in effect until a new General Plan is approved by the voters.

EXHIBIT 1

Procedures Specific to the new General Plan Process

The Planning Agency shall consider recommending that all of the General Plan amendments to the current City of Scottsdale General Plan 2001, that the City Council approves before the new Scottsdale General Plan is adopted, also be included in the new General Plan before it is adopted, when it is reasonably practical to do so. Any amendment the City Council approves to the Scottsdale General Plan 2001 which is not included in the new General Plan prior to its adoption or which is considered after its adoption will be automatically nullified should the voters ratify the new Scottsdale General Plan. Any previously approved General Plan amendment that is automatically nullified by the voters' ratification of the new General Plan may be reconsidered by the Planning Agency and the Scottsdale City Council for incorporation into the newly ratified General Plan.

Proposed General Plan Update (November 2021 General Election)

DATE	PUBLIC BODY/TOPIC	Community Outreach
January 2021	60-Day Notice to other jurisdictions – 60 days before 15-day notice of Planning Commission meeting (state requirement)/Plan transmitted to City Council/Planning Commission	Letter sent to interested parties
February 2021	Community Open Houses/Public Participation Planning Commission Study Sessions	Public Testimony
March 2021	Planning Commission Study Sessions	Public Testimony
March 2021	Remote Planning Commission Hearing – no commission action/public and commission comments collected	Public Testimony
April 2021	City Council Work Study Session – no action, discussion of plan content, limited public input	Limited Public Testimony
May 2021	Planning Commission Hearing – Planning Commission recommendation to City Council	Public Testimony
June 2021	City Council Adoption Hearing/Possible Call for Election – consider adoption of plan; if adopted, Council action to establish public election for ratification	Public Testimony
July 2021	Starts 120-day period before election (state requirement)	Educational information provided to public about election items*
CLERK	Final Ballot language due to County	
CLERK	Ballot Pamphlet Language & Argument Letters (pro/con) due	
November	General Plan Election Day	

* Continual education/ public participation about the General Plan throughout (e.g. flyers, posters, web, tv, social media)

ALL DATES ASSOCIATED WITH ELECTION TIMING TO BE CONFIRMED WITH CITY CLERK

Enclosure 2

MEMBERS

TITLE	NAME	BOARD OR COMMISSION	PRIMARY OR ALTERNATE
Chair	Steve Dodd	McDowell Sonoran Preserve Commission	Primary
Vice Chair	Cynthia Wenstrom	McDowell Sonoran Preserve Commission	Alternate
Chair	Blair Schweiger	Historic Preservation Commission	Primary
Vice Chair	Regina Buzzello	Historic Preservation Commission	Term Ended 10/20/2020
Chair	Janice Shimokubo	Human Relations Commission	Primary
Vice Chair	Emily Hinchman	Human Relations Commission	Alternate
Commissioner	Richard Newman	Tourism Development Commission	Primary
Chair	Larry Bernosky	Airport Advisory Commission	Primary
Vice Chair	John Berry	Airport Advisory Commission	Alternate
Commissioner	Ryan Johnson	Scottsdale Environmental Advisory Commission	Primary
Vice Chair	Tammy Bosse	Scottsdale Environmental Advisory Commission	Alternate
Vice Chair	Sheila Reyman	Library Board	Primary
Vice Chair	Kurt Jones	Parks and Recreation Commission	Primary
Vice Chair	William Scarbrough	Development Review Board	Resigned 10/6/2020
Board Member	Shakir Gushgari	Development Review Board	Primary (effective 10/15/2020)
Vice Chair	Pamela Iacovo	Transportation Commission	Primary
President	Shannon Scutari	Industrial Development Authority	Resigned 8/27/2020
President	Eloy Yndigoyen	Industrial Development Authority	Primary (effective 9/1/2020)
Vice Chair	Ross Cromarty	Neighborhood Advisory Commission	Resigned 8/20/2020
Commissioner	Carol Miraldi	Neighborhood Advisory Commission	Primary (effective 8/20/2020)
Chair	Janice Eng	Human Services Commission	Primary
Vice Chair	Denny Brown	Human Services Commission	Alternate

5. CONNECTIVITY



INTRODUCTION

The way residents, visitors, and employees travel throughout the city **effects AFFECTS** overall quality of life and community image. Scottsdale is the premier center in the Valley for arts, culture and tourism; a regional shopping hub; and an importer of employees. Therefore, it is critical to provide a variety of mobility choices and examine transportation **issues CHALLENGES AND THEIR COST EFFECTIVENESS** at a local, as well as, regional level.

The automobile will remain an important means of travel in Scottsdale. To maintain mobility, land use and transportation policies **should** emphasize a mix of uses and activities served by **more SMART, SAFE**, efficient, **AFFORDABLE** and accessible transportation options. To reduce traffic congestion and **ADVERSE** impacts on the built and natural environments, Scottsdale **must CAN** make land use decisions that strive to reduce the length and number of automobile trips. Efficient, accessible, and comfortable mobility choices, as well as employer participation in trip reduction programs, can **EFFECTIVELY** transform reliance on the automobile and reduce congestion on streets. Offering a variety of accessible mobility choices will also support people in the community with limited or impaired mobility who may not be able to drive.



Through the Connectivity Chapter, Scottsdale will safely, conveniently and efficiently move people and goods.

ELEMENTS IN THIS CHAPTER:

- Circulation
- Bicycling

“We will have... a wide range of innovative, efficient, and effective mobility options that connect to citywide and regional networks.”

- Visioning Scottsdale Town Hall Report (2013)

Connectivity Chapter

CIRCULATION ELEMENT[‡]

- Goal C 1 DESIGN** safe/efficient transportation corridors[‡]
- Goal C 2 REDUCE** automobile trip **S reduction**
- Goal C 3 DEVELOP A** connected multi-modal system[‡]
- Goal C 4** Plan for future expansion
- Goal C 5** Protect neighborhoods
- Goal C 6 PARTICIPATE IN** regional coordination
- Goal C 7 COORDINATE WITH** schools & neighborhoods
- Goal C 8 PROVIDE A** comfortable & accessible system

BICYCLING ELEMENT[‡]

- Goal B 1 DEVELOP** accessible & interconnected networks[‡]
- Goal B 2** Encourage increased bicycle use
- Goal B 3 PROMOTE** bicycle education & safety

[[‡] = State-required]



CIRCULATION ELEMENT[†]

Scottsdale's transportation system is the backbone of the city, supporting the economy and serving and influencing land use patterns. The automobile historically has been, ~~and will continue to be,~~ the predominant mode of transportation in Scottsdale. ~~While the automobile will remain an important means of travel in Scottsdale, the community must~~ **WILL CONTINUE TO** make land use decisions that strive to reduce the length and number of automobile trips. ~~However, to match the character, needs, and lifestyle of different areas, the city will need to diversify its transportation choices.~~ A variety of mobility choices will provide greater accessibility and connectivity; alleviate pollution and congestion; and foster community well-being and quality of life. (NEW)

~~This shift will depend on~~ Scottsdale's ability to continuously investigate, plan, and incorporate new and traditional **TRANSPORTATION AND MOBILITY** technologies ~~including high capacity transit modes~~ into our public transit system ~~to~~ **WILL** assure adequate access to and within our community for residents, employees, visitors, and businesses. To correspond to the character, needs, and lifestyle of different areas within Scottsdale, the city will need to diversify its transportation choices **THAT MAY REQUIRE SPECIFIC AREA SOLUTIONS**. Land use and transportation policies ~~should~~ emphasize a mix of uses and activities served by more efficient and accessible transportation options, **SUCH AS WALKING AND BICYCLING**. ~~These policies~~ **INCORPORATION OF THESE OPTIONS** will reduce traffic congestion and impacts on the built and natural environments. Together land use planning, application of sustainable technology, and employer participation in trip reduction programs; can transform reliance on the automobile and reduce congestion on streets. ~~A variety of mobility choices will provide greater accessibility and connectivity and foster community well-being and quality of life.~~ (NEW)

The Circulation Element recognizes the primary role of the automobile, but also fully integrates other modes, such as public transit, air travel, bicycling, and walking. It also recognizes the interrelationships among transportation, land use, neighborhoods, and Growth and Activity Areas. Different areas within the city may have unique mobility needs requiring specific-area solutions. However transportation systems and their impacts do not stop at the city boundary. Therefore, this element stresses the efficient use of Scottsdale's existing **AND NEW** transportation systems and strong inter-jurisdictional coordination.

Goals and Policies

Goal C 1 †

Design and improve transportation corridors to safely and efficiently move people and goods.

Policies

C 1.1 (NEW) Support the Scottsdale public transit system to assure adequate **AND AFFORDABLE** access to and within our community for citizens, employees, visitors, and businesses through the use of existing and future technologies ~~that incorporate traditional and high capacity transit modes, excluding all forms of rail~~ **RELATED TO HIGH-CAPACITY TRANSIT.**

~~C 1.1~~ **C 1.2** † Coordinate transportation and land use planning to ~~enhance an integrated, sustainable provide a continuous and integrated mobility~~ **TRANSPORTATION** system ~~that promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice.~~ *[Cross-reference Land Use Element]*

C 1.3 ~~C 1.2~~ Reduce conflict points between various ~~means of travel~~ **TRANSPORTATION CHOICES** modes of travel, for example, where the paths of vehicles and bicycles, pedestrians, or equestrians, cross, diverge, or merge.

C 1.4 ~~C 1.3~~ Protect regional corridor traffic flow, function, and safety by using grade separations for non-motorized travel. *[Cross-reference Safety Element]*

C 1.5 ~~C 1.4~~ ~~Use and manage technologies~~ Incorporate strategies **AND TECHNOLOGIES** that efficiently move people, ~~increase the carrying~~ improve transportation system capacity ~~of roads~~, and enhance mobility choices.

C 1.6 (NEW) Assess alternatives to high-capacity **REGIONAL** transit ~~alternatives, excluding all forms of rail.~~

C 1.7 ~~C 1.5~~ Provide connections that ensure functional and uninterrupted movement between transportation modes **THROUGH INTELLIGENT TRANSPORTATION SYSTEMS AND INDUSTRY STANDARD, BEST PRACTICES.**

- C 1.8** ~~C 1.6~~ Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability, ~~and safety~~, **ACCESSIBILITY, AND COMFORT**. *[Cross-reference Neighborhood Preservation & Revitalization Element]*
- C 1.9** ~~C 1.7~~ [†] (NEW) Support the Scottsdale Airport as an integral transportation hub, connecting the community to national and international markets. *[Cross-reference Land Use and Economic Vitality Elements]*
- C 1.10** ~~C 1.8~~ [†] (NEW) Promote consistent **accessibility and** wayfinding elements, including, signage, street naming, and numbering, to increase the efficiency of transportation systems. *[Cross-reference Bicycling Element]*
- C 1.11** ~~C 1.9~~ Control access to and from **ARTERIAL STREETS AND** regional transportation corridors to protect their abilities to move **MULTIMODAL** traffic efficiently ~~and decrease congestion~~.

Goal C 2

Reduce the number, length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.

Policies

- C 2.1** Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices. *[Cross-reference Environmental Planning; Growth Areas; and Land Use Elements]*
- C 2.2** Integrate, ~~AS APPROPRIATE~~, a variety of mobility choices along **LOCAL AND** regional transportation **networks CORRIDORS**. *[Cross-reference Growth Areas Element]*
- C 2.3** Reduce demands on transportation networks by using trip reduction strategies and travel demand management techniques, including **TECHNOLOGY AND APPLICATIONS**, telecommuting, alternative work schedules, carpooling, and transit/bicycling incentives **IN ORDER TO PROVIDE TRAVELERS WITH EFFECTIVE CHOICES TO IMPROVE TRAVEL RELIABILITY**. *[Cross-reference Environmental Planning and Bicycling Elements]*
- C 2.4** Work with employers to provide incentives and encouragement for trip reduction strategies. *[Cross-reference Environmental Planning and Economic Vitality Elements]*
- C 2.5** Promote non-motorized travel for short neighborhood trips. *[Cross-reference Environmental Planning and Land Use Elements]*

Goal C 3 †

Continue to develop an effective, safe, and connected multimodal transportation system (e.g. streets, trails, bikeways, shared-use paths, transit).

Policies

C 3.1 Integrate park-and-ride **lots FACILITIES** and transit centers along regional corridors and within Growth and Activity Areas. *[Cross-reference Growth Areas Element]*

C 3.2 Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development. *[Cross-reference Growth Areas Element]*

C 3.3 Actively work with neighboring jurisdictions to maintain mobility choices and network continuity. *[Cross-reference Open Space Element]*

C 3.4 Integrate regional employment and commercial centers into the regional multimodal system. *[Cross-reference Land Use Element]*

C 3.5 Increase accessibility to transit **OPTIONS** through non-motorized and other transit connections, such as, neighborhood circulators ~~or~~; **ON-DEMAND TRANSPORTATION NETWORK COMPANIES Dial-A-Ride type services; AND IMPROVED/ENHANCED SIDEWALKS, MULTIMODAL PATHS, OR BIKE BICYCLE LANES; AND, NON-MOTORIZED OPTIONS FOR THE FINAL MILE TO REACH PUBLIC TRANSIT SERVICES.**

C 3.6 Create, preserve, and enhance multimodal connections between residential areas and neighborhood-supporting land uses. *[Cross-reference Land Use and Healthy Community Elements]*

C 3.7 Support mobility choices that reflect the character and dominant lifestyle within a neighborhood. For example, in equestrian areas of the community, create links to the citywide and regional trail system. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*

C 3.8 **(NEW) INCORPORATE DEDICATED PEDESTRIAN ZONES, OR AREAS OF PEDESTRIAN-ONLY TRAFFIC, INTO AREAS OF THE CITY THAT HAVE THE GREATEST INTENSITY OF DEVELOPMENT.**



Goal C 4

Plan for the expansion and modification of the transportation system.

Policies

- C 4.1** **PROVIDE AND** maintain expansion and modification options for existing and future transportation networks to efficiently serve future mobility needs.
- C 4.2** † Preserve and/or acquire public rights-of-way to ensure mobility networks can be sufficiently expanded. *[Cross-reference Open Space Element]*
- C 4.3** Provide alternative routes and mobility options if expansion of existing routes is not possible.
- C 4.4** Coordinate local and regional construction projects to reduce mobility delays and hindrances **ON TRAVELERS, INCLUDING DISCOURAGEMENT OF CONCURRENT CONSTRUCTION ON PARALLEL TRANSPORTATION CORRIDORS. DISCOURAGE CONCURRENT CONSTRUCTION ON PARALLEL TRANSPORTATION CORRIDORS.**
- C 4.5** ~~Explore~~ **ADVANCE** partnerships ~~or~~ **AND** privatization to provide ~~more~~ **ADDITIONAL mobility** choices ~~and~~ **TO** address**ING** gaps in the ~~CITY'S~~ mobility system.
- C 4.6** Educate the community about the direct impacts of land use decisions on service levels and mobility choices. *[Cross-reference Land Use and Community Involvement Elements]*

Goal C 5

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

Policies

- C 5.1** Preserve reasonable emergency access to and within neighborhoods, and balance potential neighborhood street restriction with emergency accessibility needs. *[Cross-reference Safety Element]*
- C 5.2** Design neighborhood street ~~layouts that~~ **TO** reduce speeding and noise, and provide greater, **MORE DIRECT**, and safer opportunities for non-motorized transportation. *[Cross-reference Character & Design; Safety; and Neighborhood Preservation & Revitalization Elements]*
- C 5.3** Design citywide transportation networks **AND FACILITIES** to protect neighborhoods from regional or citywide traffic.
- C 5.4** Incorporate open space and buffers into street design to protect neighborhoods. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*
- C 5.5** Provide transitions from regional systems to neighborhood systems by **gearing MATCHING** transportation design standards to the intensity of use and traffic volumes. *[Cross-reference Character & Design; Land Use; and Growth Areas Elements]*

Goal C 6

Actively work with regional jurisdictions and other agencies to coordinate and implement regional mobility systems and connections.

Policies

- C 6.1** Coordinate regional transportation planning and implementation strategies in partnership with neighboring jurisdictions and **quasi-REGIONAL, STATE, AND FEDERAL** governmental agencies.
- C 6.2** Support other agencies in the development of regional pedestrian, bicycle, shared-use path, and trail systems, **PARTICULARLY THOSE THAT CONNECT TO SCOTTSDALE'S SYSTEMS**. *[Cross-reference Open Space; Recreation; and Bicycling Elements]*

Goal C 7

Balance the sensitive relationships and respective mobility needs of schools and neighborhoods.

Policies

- C 7.1** Promote school locations and designs that encourage non-motorized travel. Accommodate direct links **SUCH AS SIDEWALKS, TRAILS, AND PATHS** between schools and neighborhoods to minimize exposure to vehicles. *[Cross-Reference Character & Design and Public Buildings Elements]*
- C 7.2 †** **(NEW)** ~~Where applicable, WORK COLLABORATE WITH SCHOOLS TO~~ minimize the impacts of ~~student drop-offs AND PICK-UP ACTIVITY SCHOOL TRANSPORTATION~~ on neighborhoods by ~~providing enough ADEQUATE SCHOOL parking, for students and employees on school grounds, AND locating student drop-off, areas for personal vehicles PICKUP, AND QUEUING SPACE on school property, FACILITATING RIDE-SHARING,~~ providing convenient access to public transit, and encouraging non-motorized transportation to school.
- C 7.3** **(NEW)** Work with schools to create safe and accessible transportation routes to campus facilities. *[Cross-reference Safety Element]*

Goal C 8

Provide a comfortable and accessible transportation system **TO INCREASE ABILITY TO REACH GOODS, SERVICES, AND ACTIVITIES. MANY FACTORS AFFECT ACCESSIBILITY, INCLUDING MOBILITY (PHYSICAL MOVEMENT), THE QUALITY AND AFFORDABILITY OF TRANSPORTATION OPTIONS, TRANSPORTATION SYSTEM CONNECTIVITY, AND LAND USE PATTERNS.**

Policies

- C 8.1** Provide pedestrian safety, comfort, and amenities that reflect streetscape design and character of an area. *Cross-reference Character & Design Element*
- C 8.2** **(NEW)** Consider the needs of all community members and visitors, as well as, the special needs of children, seniors, and people with impaired mobility in the planning and design of the transportation system. *[Cross-reference Healthy Community Element]*



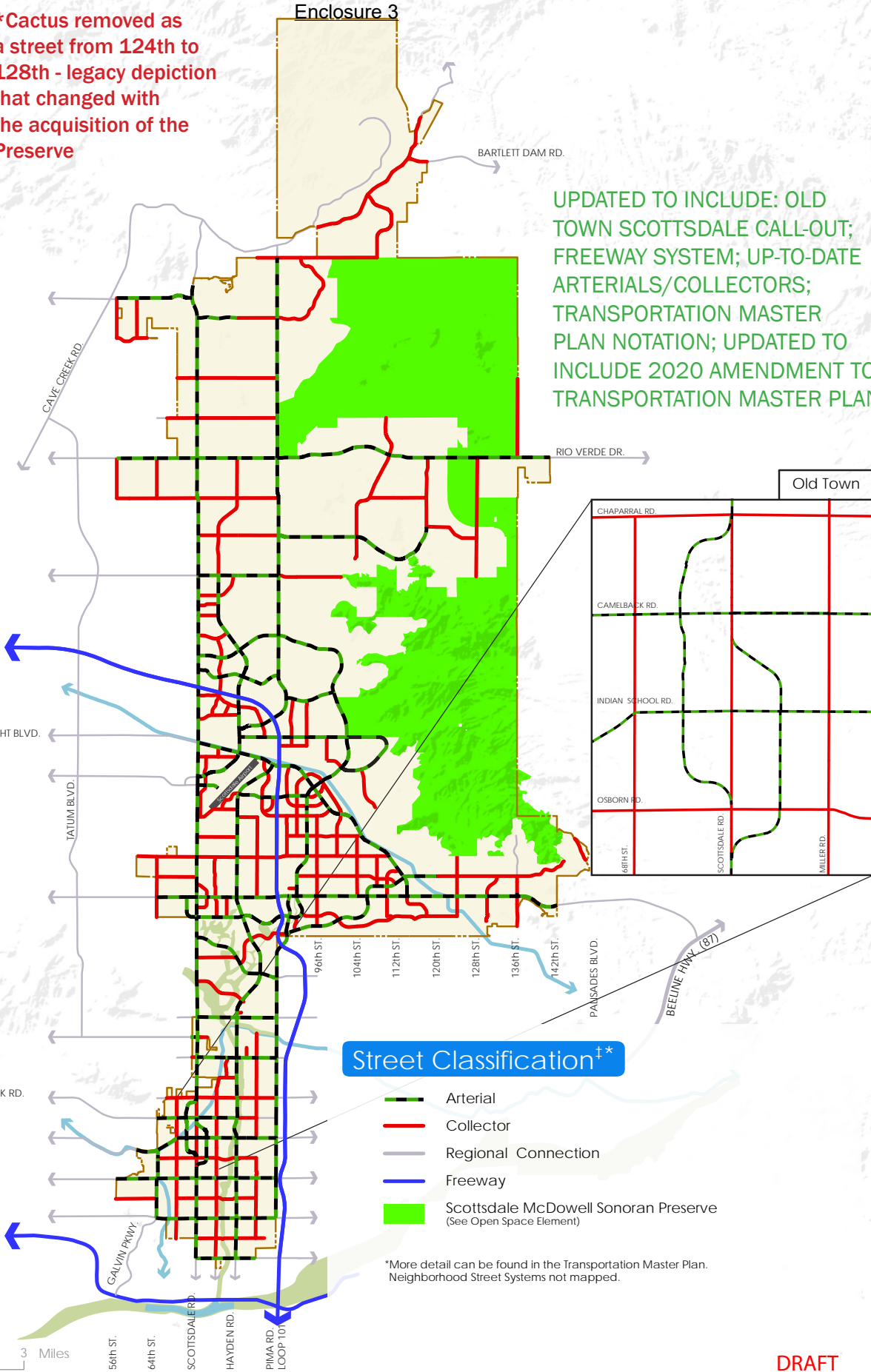
JENNY LIN RD.
 CIRCLE MOUNTAIN RD.
 HONDA BOW RD.
 ROCKAWAY HILLS RD.
 DESERT HILLS DR.
 JOY RANCH RD.
 STAGECOACH PASS
 CAREFREE HWY.
 DOVE VALLEY RD.
 LONE MOUNTAIN RD.
 DIXILETA DR.
 DYNAMITE BLVD.
 JOMAX RD.
 HAPPY VALLEY RD.
 PINNACLE PEAK RD.
 DEER VALLEY RD.
 LOOP 101
 UNION HILLS DR.
 BELL RD./FRANK LLOYD WRIGHT BLVD.
 GREENWAY PKWY.
 THUNDERBIRD RD.
 CACTUS RD.
 SHEA BLVD.
 DOUBLETREE RANCH RD.
 McCORMICK PKWY.
 INDIAN BEND RD.
 LINCOLN DR.
 McDONALD DR.
 CHAPARRAL RD./CAMELBACK RD.
 CAMELBACK RD.
 INDIAN SCHOOL RD.
 THOMAS RD.
 McDOWELL RD.
 LOOP 202
 McKELLIPS RD.

***Cactus removed as a street from 124th to 128th - legacy depiction that changed with the acquisition of the Preserve**

Enclosure 3

BARTLETT DAM RD.

UPDATED TO INCLUDE: OLD TOWN SCOTTSDALE CALL-OUT; FREEWAY SYSTEM; UP-TO-DATE ARTERIALS/COLLECTORS; TRANSPORTATION MASTER PLAN NOTATION; UPDATED TO INCLUDE 2020 AMENDMENT TO TRANSPORTATION MASTER PLAN.



*More detail can be found in the Transportation Master Plan. Neighborhood Street Systems not mapped.

DRAFT

JENNY LIN RD.

CIRCLE MOUNTAIN RD.

HONDA BOW RD.

ROCKAWAY HILLS RD.

DESERT HILLS DR.

JOY RANCH RD.

STAGECOACH PASS

CAREFREE HWY.

DOVE VALLEY RD.

LONE MOUNTAIN RD.

DIXILETA DR.

DYNAMITE BLVD.

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

DEER VALLEY RD.

LOOP 101

UNION HILLS DR.

BELL RD./FRANK LLOYD WRIGHT BLVD.

GREENWAY PKWY.

THUNDERBIRD RD.

CACTUS RD.

SHEA BLVD.

DOUBLETREE RANCH RD.

McCORMICK PKWY.

INDIAN BEND RD.

LINCOLN DR.

McDONALD DR.

CHAPARRAL RD./CAMELBACK RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

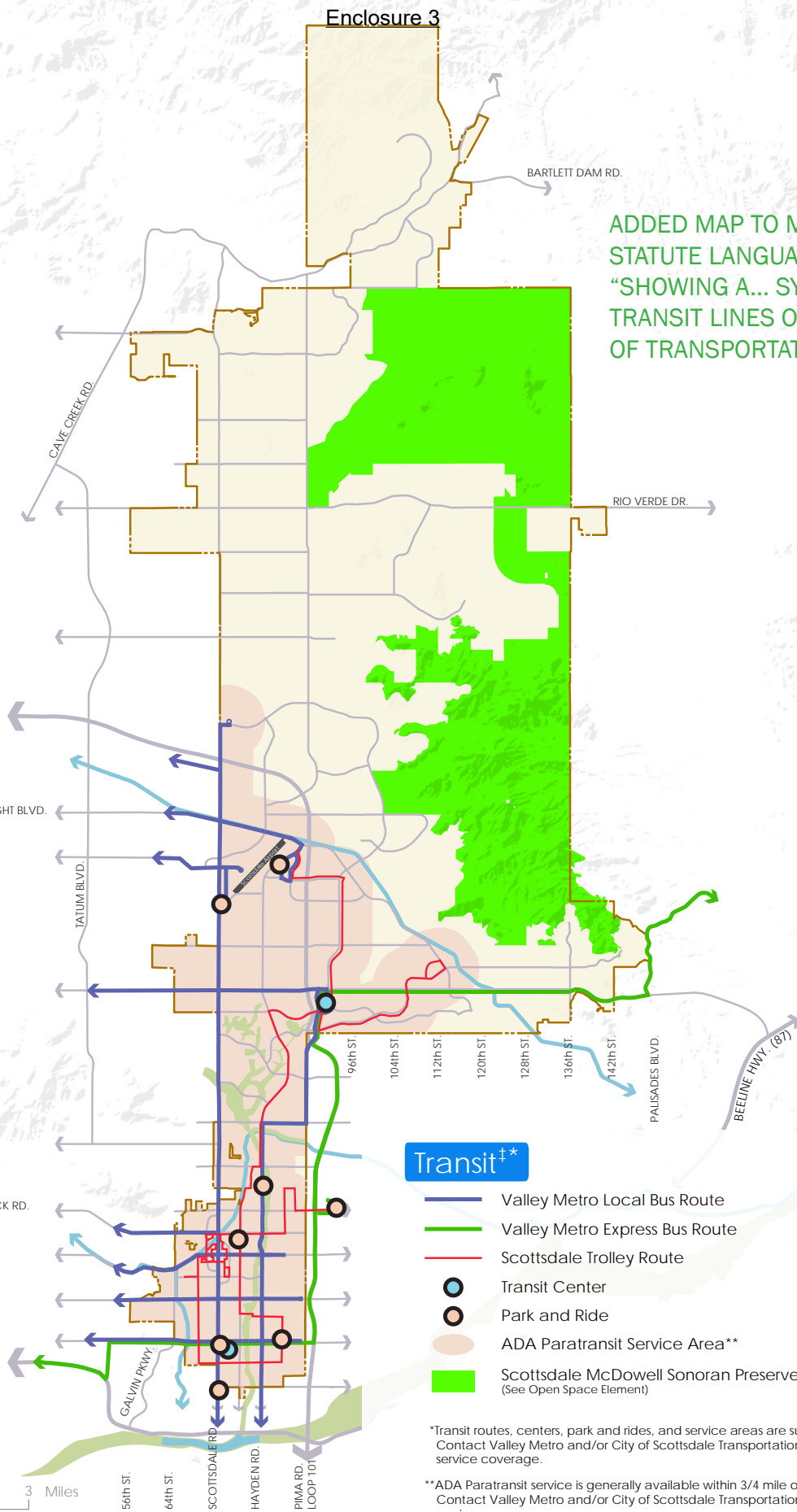
McDOWELL RD.

LOOP 202

McKELLIPS RD.

Enclosure 3

ADDED MAP TO MEET STATE STATUTE LANGUAGE REGARDING "SHOWING A... SYSTEM OF... TRANSIT LINES OR OTHER MODE OF TRANSPORTATION".



Transit+*

- Valley Metro Local Bus Route
- Valley Metro Express Bus Route
- Scottsdale Trolley Route
- Transit Center
- Park and Ride
- ADA Paratransit Service Area**
- Scottsdale McDowell Sonoran Preserve (See Open Space Element)

*Transit routes, centers, park and rides, and service areas are subject to change. Contact Valley Metro and/or City of Scottsdale Transportation staff to confirm service coverage.

**ADA Paratransit service is generally available within 3/4 mile of a fixed bus route. Contact Valley Metro and/or City of Scottsdale Transportation staff to confirm service coverage.



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BICYCLING ELEMENT[‡]

Scottsdale maintains a wide variety of on-street and off-street bicycle networks. These networks are both necessary. Because homes, offices, and employment centers are located along streets, many bicyclists and pedestrians use streets to reach their destinations. A commute to work by bicycle will typically begin on a residential street and end on a major street. [DUE TO STRIPED OR MARKED BICYCLE LANES, SHARED LANE MARKINGS, AND OTHER ON-STREET FACILITIES](#), many experienced bicyclists prefer to bicycle on streets where they can travel greater distances in a short amount of time.

The off-street network provides a more relaxed environment and fewer interactions with motorized traffic. Off-street network users must still watch for vehicles at driveways, street crossings, and intersections. Shared-use paths, such as the Indian Bend Wash Greenbelt, have grade-separated crossings at streets or intersections, which allow non-motorized users to avoid interaction with motorized users. These grade-separated crossings provide a safer environment for all users and allow quick travel for faster cyclists when few other users are present. Because bicyclists share paths with pedestrians, runners, strollers, dogs, and horses, they must adjust their speeds to share the path or safely pass others. Many commuter bicyclists combine the use of on-street and off-street networks to reach their destinations.

Scottsdale is nationally recognized as a Bicycle-Friendly Community by the League of American Bicyclists because it actively supports bicycling and encourages residents to use bicycles as an alternative mobility choice and as part of a healthy lifestyle. The goals and policies of the Bicycling Element guide safe, connected, and convenient on-street and off-street bicycle networks.

Goals and Policies

GOAL B 1 †

Develop continuous, accessible, and interconnected bicycle networks.

Policies

- B 1.1** Continue to participate in regional bikeway system planning. *[Cross-reference Circulation and Open Space Elements]*
- B 1.2** Promote convenient connections between on-street and off-street bicycling networks throughout the city and with neighboring jurisdictions.
- B 1.3** Continue to integrate bicycle lanes **AND BUFFERED BICYCLE LANES** through street restriping and other techniques.
- B 1.4** Continue to expand **AND ENHANCE** off-street bicycling networks, and connect them to existing and planned on-street bicycle networks. *[Cross-reference Healthy Community; Open Space; and Recreation Elements]*
- B 1.5** Maintain ~~AND~~ or improve Scottsdale's designation in the Bicycle-Friendly Community award program.

GOAL B 2

Provide convenient and comfortable bicycle facilities to encourage bicycling.

Policies

- B 2.1** Integrate wayfinding systems into shared-use path and trail systems to ease navigation, provide signal detection, and increase bicyclist comfort. *[Cross-reference Circulation Element]*
- B 2.2 †** Promote a variety of accessible bicycle facilities, including, **but not limited to**, bicycle parking, ~~AND~~, bicycle lockers, ~~and shower facilities~~, **and shower facilities** into the transit system throughout the community. *[Cross-reference Healthy Community; Public Buildings; and Circulation Elements]*
- B 2.3** Embrace new bicycle facility technologies that will enhance bicycle use in the community, ~~PARTICULARLY BY PERSONS THAT ARE INTERESTED IN USING A BICYCLE FOR TRANSPORTATION.~~
- B 2.4** (NEW) CONSIDER THE USE OF ON-STREET BICYCLE BOULEVARDS.

GOAL B 3

Promote bicycle education, safety, and enforcement.

Policies

- B 3.1** Promote **safe** bicycle access from neighborhoods to schools, parks, recreational centers, and services. *[Cross-reference Healthy Community; Recreation; Public Buildings; and Circulation Elements]*
- B 3.2** Promote opportunities for the community to participate in bicycling, ~~and educate residents, businesses, schools, and others on bicycle safety.~~ *[Cross-reference Healthy Community; Recreation; Safety; and Community Involvement Elements]*
- B 3.3** ~~Work to reduce~~ **MINIMIZE** physical and regulatory barriers that would hinder improvements to bicycling ~~safety PROGRAMMING.~~ *[Cross-reference Safety Element]*
- B 3.4** ~~† Incorporate safety measures at grade separations, street crossings, and intersections to minimize~~ **WORK TO REDUCE** conflicts with vehicles, pedestrians, and other bicyclists **BY INCORPORATING BEST PRACTICES FOR BICYCLES AS A TRANSPORTATION MODE IN ADDITION TO A RECREATIONAL ACTIVITY.** *[Cross-reference Circulation and Safety Elements]*
- B 3.5** Work with law enforcement ~~and~~ **THROUGH COMMUNITY EDUCATION** to ensure traffic laws are followed by both drivers and bicyclists. *[Cross-reference Safety Element]*
- B 3.6** **(NEW) EDUCATE RESIDENTS, BUSINESSES, SCHOOLS, AND OTHERS ON BICYCLE SAFETY.**



JENNY LIN RD.

CIRCLE MOUNTAIN RD.

HONDA BOW RD.

ROCKAWAY HILLS RD.

DESERT HILLS DR.

JOY RANCH RD.

STAGECOACH PASS

CAREFREE HWY.

DOVE VALLEY RD.

LONE MOUNTAIN RD.

DIXILETA DR.

DYNAMITE BLVD.

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

DEER VALLEY RD.

LOOP 101

UNION HILLS DR.

BELL RD./FRANK LLOYD WRIGHT BLVD.

GREENWAY PKWY.

THUNDERBIRD RD.

CACTUS RD.

SHEA BLVD.

DOUBLETREE RANCH RD.

McCORMICK PKWY.

INDIAN BEND RD.

LINCOLN DR.

CHAPARRAL RD./CAMELBACK RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

McDOWELL RD.

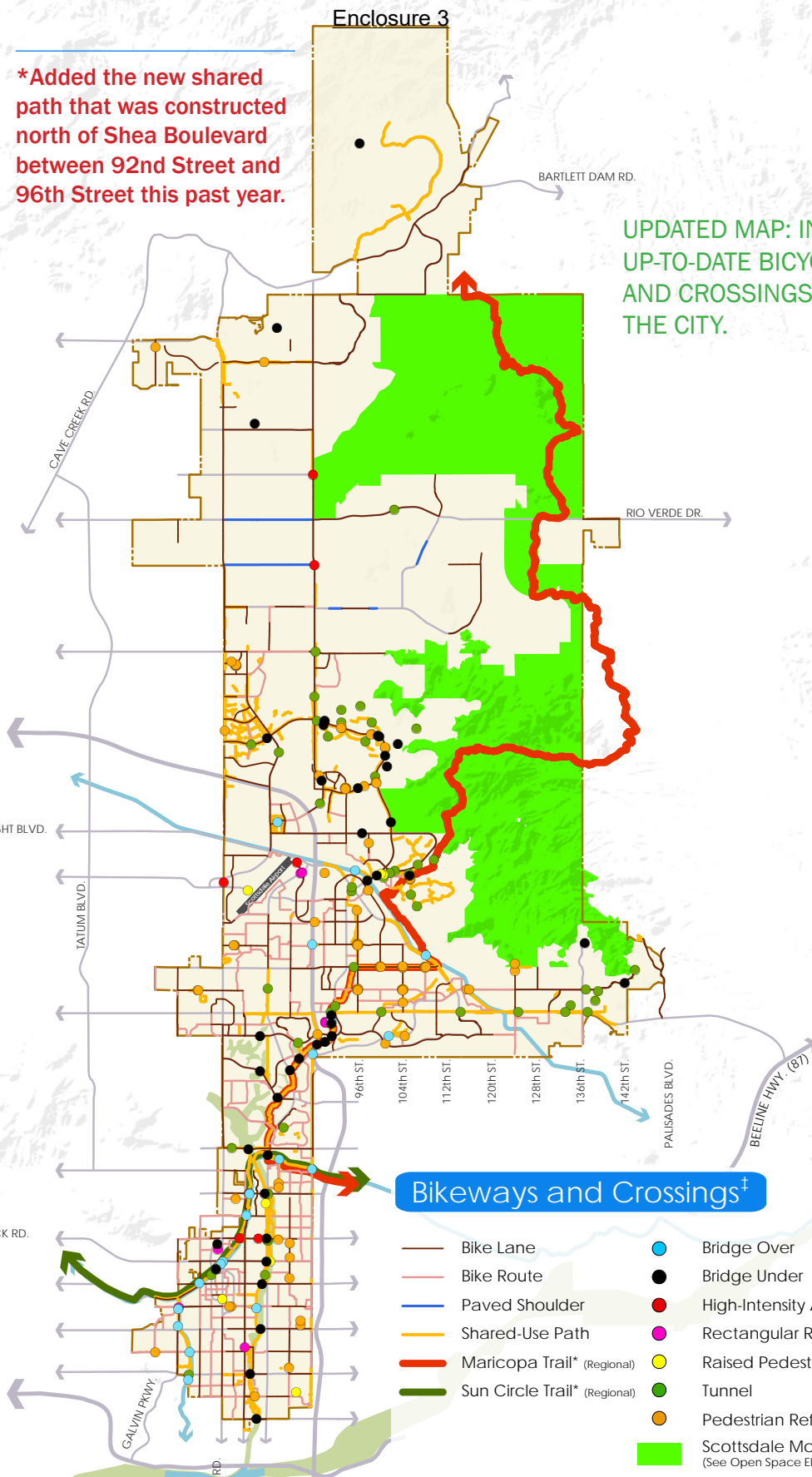
LOOP 202

McKELLIPS RD.

Enclosure 3

***Added the new shared path that was constructed north of Shea Boulevard between 92nd Street and 96th Street this past year.**

UPDATED MAP: INCLUDES UP-TO-DATE BICYCLE ROUTES AND CROSSINGS THROUGHOUT THE CITY.



Bikeways and Crossings†

- Bike Lane
- Bike Route
- Paved Shoulder
- Shared-Use Path
- Maricopa Trail* (Regional)
- Sun Circle Trail* (Regional)
- Bridge Over
- Bridge Under
- High-Intensity Activated Crosswalk
- Rectangular Rapid Flashing Beacon
- Raised Pedestrian Crossing
- Tunnel
- Pedestrian Refuge
- Scottsdale McDowell Sonoran Preserve (See Open Space Element)

* Alignment provided by Maricopa County Parks and Recreation Department



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Scottsdale is a community of choices, welcoming to, and inclusive of diverse cultures and lifestyles. Many characteristics combine to make Scottsdale what it is now: the physical setting of the Sonoran Desert; a vibrant, walkable downtown; thriving businesses and industries; authentic arts and culture; and varied neighborhoods, each unique in character. Some of Scottsdale's best features include our Scottsdale McDowell Sonoran Preserve, the Indian Bend Wash greenbelt, WestWorld, golf courses, great weather, open skies, beautiful views, worldwide prestige, civic engagement, healthcare resources, safe neighborhoods, cleanliness, and an abundance of entertainment and leisure attractions. [\(NEW\)](#)

The passage of time inevitably brings changes. The Scottsdale of today differs from the city it was twenty years ago, and the city it will be twenty years from now. As we welcome the future, retaining the community's unique features will strengthen the evolution of our sophisticated city with small town charm.

Our future begins today. Building upon decades of planning and thousands of hours of community involvement, General Plan 2035 guides the physical development of Scottsdale and acts as a blueprint to enhance our Community Aspirations—Exceptional Experience, Outstanding Livability, and Community Prosperity—over the next twenty years.

VISION

~~Scottsdale will be an exceptional Sonoran Desert experience and the premier southwestern tourist destination. Our SCOTTSDALE'S diverse neighborhoods will foster outstanding livability through connected, healthy and sustainable communities. Scottsdale WE will thrive by AS A RESULT OF OUR EDUCATED CITIZENRY AND BY attracting and retaining business centers of excellence that encourage innovation and prosperity. SCOTTSDALE WILL BE AN EXCEPTIONAL SONORAN DESERT EXPERIENCE AND THE PREMIER SOUTHWESTERN TOURIST DESTINATION. (NEW)~~







EXCEPTIONAL EXPERIENCE





Scottsdale is a special place in the Sonoran southwest. Our community will continue to [draw](#) **ATTRACT** visitors, businesses, and new residents from around the world because of our natural desert beauty; vast open spaces and environmental assets; high standards for design; world-class events and resorts; vibrant downtown; and distinctive heritage and culture. [\(NEW\)](#)





OUTSTANDING LIVABILITY





Enclosure 4

Scottsdale will continue to offer a variety of multi-generational lifestyle choices that are responsibly planned, connected, attractive, and supported with appropriate infrastructure and services for urban, suburban, and rural living. Our neighborhood experiences will advance well-being and safety through promotion of physical and social connection. (NEW)





COMMUNITY PROSPERITY





Enclosure 4



Scottsdale will be a thriving, prosperous city that attracts and grows world-class businesses, leverages technology, encourages innovation and creativity, and cultivates **ACADEMIC OPPORTUNITIES FOR** a well-educated **CITIZENRY AND** workforce. **Our citizens will have opportunities to prosper.**
(NEW)



OUR COMMUNITY VALUES



These values will be at the forefront of our decision-making in implementing our vision, community aspirations, and goals found in the General Plan and shall be the basis upon which inconsistencies in the General Plan are resolved (values listed are of equal importance):

■ **Respect Character and Culture**

Enhance and protect Scottsdale's unique features, neighborhood identity, character, livability, southwestern heritage, and tourism through appropriate land uses and high standards for design. Create vibrant and attractive places that accommodate a variety of ages and incomes and support the arts and multicultural traditions.

■ **Conserve and Preserve the Environment**

Lead the region in the stewardship and **effective sustainable** management of the Sonoran Desert environment and conservation of natural resources and open spaces for the visual, physical, and personal enrichment of everyone.

■ **Collaborate and Engage**

Promote strong, visionary leadership that is transparent, responsive, and efficient; collaborates regionally; respects and honors our community values; recognizes the benefit of interactive community involvement and volunteerism; and embraces citizens as active partners in decisions that affect their neighborhoods and city.



■ **Foster Well-Being**

Promote a culture of lifelong physical and mental health, safety, and well-being for residents, visitors, employers, and employees. **FOSTER SOCIAL CONNECTIVITY ACROSS CULTURAL AND GENERATIONAL BOUNDARIES BY CULTIVATING A WELCOMING ENVIRONMENT; RESPECTING HUMAN DIGNITY; AND, RECOGNIZING AND EMBRACING CITYWIDE AND REGIONAL DIVERSITY.**

■ **Connect the Community**

Connect all community members ~~across geographic, cultural and generational boundaries by cultivating a welcoming environment; respecting human dignity; recognizing and embracing citywide and regional diversity; and~~ **THE REGION AND WITHIN THE CITY and to the region by** striving for cost-effective, adaptable, **and** innovative, **safe, and efficient** mobility options ~~THAT ARE SAFE AND EFFICIENT. CONNECTIVITY AND MOBILITY ARE INVOLVE MORE THAN GETTING LINEAR PHYSICAL SPACES THAT PERMIT PEOPLE TO GET FROM HERE TO THERE;~~ **CONNECTIVITY AND MOBILITY INFLUENCE THE FORM AND COMFORT OF URBAN COMMUNITIES.**

■ **Revitalize Responsibly**

Vigorously PROACTIVELY evaluate the short- and long-term impacts of **DEVELOPMENT** decisions to ensure that ~~development and redevelopment~~ **PUBLIC AND PRIVATE INVESTMENT WORK COLLABORATIVELY TO** support and maintain the unique features and **local** identity that make Scottsdale special, and contribute positively to the community's physical, fiscal and economic needs and high quality of life.

■ **Advance Innovation and Prosperity**

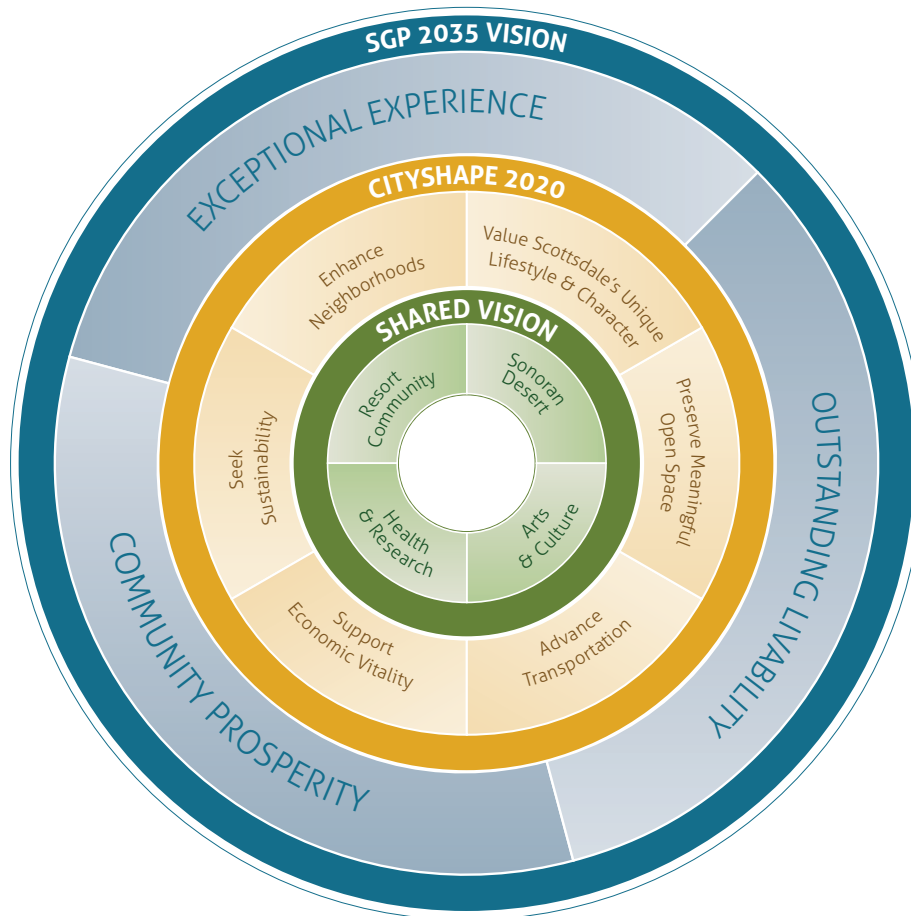
Embrace a diverse, and innovative economy to sustain our high quality of life through a variety of businesses, health and research institutions, and educational, technological, tourism and cultural elements.

THE FOUNDATION FOR THE COMMUNITY VISION

Each of us has a vision of what Scottsdale should be like in the future. Although our visions are different, they share common qualities. Unanimous agreement about the future is not the goal of the General Plan. Rather, it strives to create balance and blending of opinions to form a community that collectively manages change. Only then can we retain the community’s unique characteristics and still welcome the future.

The Scottsdale General Plan 2035 strives to reflect the coherent vision, aspirations, and community values of a diverse population

The community vision is built on a foundation of citizen involvement. Building on the Scottsdale Town Enrichment Program (S.T.E.P.) forums of the 1960s, 1970s, and early 1980s, two community visioning processes, Scottsdale Visioning (1991-92) and CityShape 2020 (1994-96), identified Dominant Themes and created Guiding Principles for the community. These ideas were carried forward into the 2001 General Plan and validated through voter ratification. During the General Plan 2035 process, the community has retained these themes and principles by summing them up into primary Community Aspirations for Scottsdale’s future—Exceptional Experience, Outstanding Livability, and Community Prosperity. Differences of opinion about what the future should bring will always exist, but it is evident that the foundation laid by our legacy of community visioning holds true.



Scottsdale Visioning and the Shared Vision

In 1991, a “community visioning” process began to identify the most important and significant beliefs and desires about the long-term future of the community. In December 1992, the City Council accepted a report outlining Scottsdale’s Shared Vision. The Shared Vision identified four mutually supportive Dominant Themes, which reflect Scottsdale’s special qualities and are the foundation for Scottsdale’s long-term vitality. The Four Themes represent who we are and present an inspiring vision of our emerging special place in the broader regional, national, and global economy.



The Four Dominant Themes **are WERE:**

- **Sonoran Desert:** Our growth and development should proceed with clear awareness of the impact on our rare and beautiful environment.
- **Resort Community:** Tourism and the constant influx of people from all over the world strongly affect our way of life as well as our economy.
- **Arts & Culture:** Scottsdale’s cultural assets are an integral part of the community and a basis for further development.
- **Health & Research:** Scottsdale has a culture of wellness and an optimistic spirit of innovation. Health, biotechnology, computer, and other high-tech businesses are a natural fit for the growing diversity of our community.

“Building on its southwestern heritage, stylish reputation, and innovative methods for delivering municipal services, Scottsdale has evolved into an internationally recognized resort center, art community, and health care provider. The desert community of Scottsdale has always been its own special place. It has never tried to be all things to all people.”

- Scottsdale Shared Vision 1992

CityShape 2020

After the Visioning process, a comprehensive review of the General Plan called CityShape 2020, occurred in late 1994. CityShape 2020 was an extensive educational and community outreach process responsible for reaffirming and improving the General Plan as an expression of the Shared Vision. Completed in 1996, the recommendations from the CityShape 2020 process are the basis for planning in Scottsdale today. The recommendations include:

- Six Guiding Principles (the principles are equal, with no priority in the listing):
 - **Preserve Meaningful Open Space:** The City of Scottsdale is committed to promoting the acquisition, dedication, and setting aside of open space as a community amenity and in support of the tourism industry in Scottsdale.
 - **Enhance Neighborhoods:** Scottsdale’s residential and commercial neighborhoods are a major defining element of this community. The quality of our experience as a Scottsdale citizen is expressed first and foremost in the individual neighborhoods where we live, work, and play. Scottsdale is committed to maintaining and enhancing our existing and future neighborhoods. Development, revitalization, and redevelopment decisions, including rezoning and infrastructure planning, must meet the needs of our neighborhoods in the context of broader community goals.
 - **Seek Sustainability:** Scottsdale is committed to the effective management of its finite and renewable environmental, economic, social, and technological resources to ensure that they serve future needs.
 - **Support Economic Vitality:** Scottsdale is committed to the goal of supporting its existing economic strengths by targeting new opportunities which can diversify our economic base; providing for the fiscal health of the city; and forming partnerships with the community, which strengthen our ability to meet this goal.
 - **Advance Transportation:** The transportation system must be the backbone of Scottsdale, supporting its economy and serving and influencing its land use patterns in a positive way.
 - **Value Scottsdale’s Unique Lifestyle and Character:** Scottsdale offers a superior and desirable Sonoran Desert lifestyle for its citizens and visitors. The preservation of this unique lifestyle and character will be achieved through a respect for our natural and man-made environment, while providing for the needs of our citizens.
- An enhanced focus on “character and quality” in development; and
- A three-level approach to planning: Citywide, Character Area, and Neighborhood Planning

Both the Shared Vision and CityShape 2020 recommendations are reflected in General Plan 2035’s vision, aspirations, values, and goals and policies.

Future in Focus/2001 General Plan

Future in Focus was a community effort to re-evaluate Scottsdale's General Plan, bring it up to date with the Growing Smarter and Growing Smarter Plus ACTS, and make sure the overall direction for our city's development (through the General Plan) was still in line with the community's vision and goals. Future in Focus examined the vision created through Scottsdale Visioning and CityShape 2020 in the light of changes that had occurred between 1990 and 2000. The process resulted in the 2001 General Plan, which was subsequently ratified by the Scottsdale voters in 2002, per State mandate.

Based on input received from Scottsdale community members, the 2001 General Plan focused on:

- Growth management policies;
- Strengthening and preserving community character and neighborhoods;
- Involving the community in the decision-making process;
- Expanding transportation choices; and,
- Housing affordability and the need for moderately priced senior living facilities.



Using community input throughout Scottsdale's 2001 General Plan process ensured that the plan incorporated the diversity of perspectives and beliefs held by Scottsdale community members.

"The importance of community participation in the process to update the General Plan cannot be underestimated. For a General Plan to meet the needs, expectations and ultimate desires of its community, it must thoroughly consider all sectors of the community, consider various positions and alternatives, and ultimately analyze and present the results in a fair and non-biased manner."

- Future in Focus Community Involvement Outreach Summary, November 2000

Scottsdale General Plan 2035 (NEW)

General Plan 2035 started with a conversation about how Scottsdale should evolve over the next 20 years. That conversation began in early 2013 with a group of 80 youth in the Future Leaders Town Hall, followed by a consortium of 100 community members in the Visioning Scottsdale Town Hall. The conversation lasted for more than two years.

More than 1000 people were directly involved in the conversation—through one-on-one discussions; workshops; photo contests; online questionnaires; written submissions; Task Force, Planning Commission and City Council meetings; and community conversations. Many more were indirectly part of the conversation—by talking with each other, reading articles, blogging, and viewing General Plan exhibits and posters. Over the course of two years, ideas flowed. People listened, shared, and discussed hard topics.



IN 2014, THE EFFORT CULMINATED IN THE RELEASE OF A DRAFT 2035 TASK FORCE RECOMMENDED PLAN. HOWEVER, DUE TO OTHER COMMUNITY INITIATIVES, THE DRAFT PLAN NEVER PROGRESSED THROUGH THE STATE STATUTE REQUIRED PUBLIC HEARING PROCESS, NOR WAS THE PLAN CONSIDERED FOR ADOPTION OR RATIFICATION. IN 2020, THE 2014 TASK FORCE DRAFT PLAN WAS CHOSEN AS THE BASELINE PLAN TO BEGIN A NEW GENERAL PLAN UPDATE PROCESS. A CITIZEN REVIEW COMMITTEE MADE UP OF REPRESENTATIVES FROM CITY BOARDS AND COMMISSIONS WAS FORMED TO REVIEW THE TASK FORCE DRAFT 2035 PLAN AND PROVIDE SUGGESTED UPDATES TO IT. AS PART OF BOTH THE 2012 - 2014 AND 2020 PROCESSES, The following are some of the major concepts the community discussed INCLUDED:

- Scottsdale is a special city in the heart of the Sonoran Desert.
- Scottsdale's appearance, climate, specialty businesses, culture, leisure opportunities, **EDUCATION**, and healthcare are what bring visitors and businesses to the community.
- Scottsdale is a mosaic of diverse neighborhoods, each one contributing in its own way to the "picture" that is Scottsdale.
- Recognizing that growth will continue in the city, the community insists on contextually-sensitive, responsible, and managed growth. The goal is not to be the fastest growing city in Arizona, but rather, continue to make Scottsdale the best place for growth that is likely to occur.
- Scottsdale is **and should continue to be** an economic destination city, **this THAT** includes:
 - National and international tourists;
 - Regional visitors/shoppers;
 - Specialty, high-end retail;

- **A WORLD CLASS EDUCATIONAL SYSTEM;**
- A well-educated workforce and high-paying jobs;
- A diversity of large and small businesses in a variety of sectors; and
- A place for a variety of socioeconomic levels **AND DEMOGRAPHIC GROUPS.**
- Scottsdale is a leader in preserving the natural environment and open spaces, as well as promoting environmentally-sensitive development.
- Scottsdale strives to be healthy and interconnected through a variety of transportation choices, continues to excel in environmental initiatives, and provides open space and recreation opportunities for community members.
- Scottsdale continues to be a multi-generational community, with people living here during all life stages.
- Some recognized challenges in the future include:
 - Accommodating growth in a sensitive and economically-responsible way;
 - Recognizing Scottsdale's population is aging and has one of the highest elderly populations in the country, **WE MUST CONTINUE TO EXPAND SUPPORT AND SERVICES TO THIS GROWING DEMOGRAPHIC;**
 - Realizing the community is reaching build-out, and therefore, future development will be primarily infill or redevelopment; it will be important to ensure this development integrates into existing neighborhoods;
 - **PROVIDING A RANGE AND DIVERSITY OF HOUSING OPTIONS FOR THE COMMUNITY;**
 - Although the community will continue to use the automobile as the primary means of travel, encouraging use of **alternative transportation modes A VARIETY OF MOBILITY CHOICES** will enhance community health, reduce traffic congestion, and connect residents and visitors to destinations without using a car;
 - As established areas of Scottsdale revitalize and regenerate, providing access to significant, useable public open spaces and recreation opportunities will be important; and
 - Ensuring prudent implementation of the General Plan for consistency with the community's vision and values.

These citizen participation processes, encompassing thousands of work hours, have helped to define the future vision for the community and provided new tools with which to achieve that vision. The General Plan is one of those tools.



PEOPLE WANT A CITY...

That continues to attract tourists from all over the world.

Where it is easy to get around.

With diverse businesses.

Where they can age-in-place.

That protects wildlife, native plants, and open spaces.



Which offers a variety of living environments.

With music, art, and events.

That is safe.

With community gardens and farmers markets.

That is welcoming.

With more dog parks.

THAT IS ECONOMICALLY THRIVING, WELL-EDUCATED, AND SOCIALLY DIVERSE.

That involves citizens in decision-making.

That is beautiful.

8. IMPLEMENTATION (NEW)



Implementation is the **ultimate-goal MANIFESTATION** of the General Plan. Scottsdale's General Plan sets forth a vision that will come alive as city government, residents, businesses, organizations, and others work together to fulfill the plan's goals and policies. This can be accomplished if the plan is consistently administered, maintained and evaluated. Because the General Plan will be implemented over the long-term, the Implementation Chapter provides a process to complete programs and projects in a systematic and coordinated manner.

Arizona State law provides for the municipal Planning Agency to take the following actions to implement the General Plan:

- Recommend measures to the City Council that will put into effect the provisions of the General Plan;
- Promote public interest and understanding of the General Plan and its regulations;
- Communicate with other public officials, agencies and organizations with regard to General Plan implementation;
- Develop specific plans as may be necessary to implement the General Plan;
- Contract for, receive, and utilize grants or other financial assistance made available by government agencies;
- Render an annual report to City Council on the status of the General Plan and progress of its application; and
- Create and maintain a Capital Improvement Program (CIP).



This Chapter is organized into the following sections:

- 1) **Implementation Tools** describe the primary ways the General Plan is carried out; with recommendations for certain action steps.
- 2) **Funding Sources** provide a list of primary funding sources for General Plan implementation.
- 3) **Oversight and Coordination** describes generally who implements the General Plan.
- 4) **Process and Programs** describes general next steps in implementing the General Plan and a list of major programs that should be created and/or updated to bring the General Plan to life.
- 5) **Measuring Progress** indicates how the General Plan will be evaluated and monitored over the next 20 years; with recommended reporting procedures.

1) Implementation Tools

The General Plan provides a broad framework for the physical development of the city and the delivery of public services. Much of the plan's implementation occurs on a daily basis, through both private and public actions. The following are some primary implementation tools of the General Plan, as well as some general action steps that should be taken to realize the community's vision and goals.

City Code

Many General Plan policies are implemented through regulations adopted by the City of Scottsdale, based upon the city's "police power" to protect the public's health, safety, and welfare. The City Code is comprised of detailed regulations on a variety of areas, including, but not limited to, zoning, subdivision development, fire, police, stormwater management, aviation, native plants, property maintenance, parking, and historic preservation.

Action Steps:

- Complete a comprehensive review and update of the City Code to conform to the General Plan.
- Strategically review and update the Zoning Ordinance in the following ways:
 - On a neighborhood basis, primarily in response to neighborhoods plans or emerging challenges or opportunities within individual neighborhoods;
 - On a Character Area basis, primarily to support implementation of Character Area Plans;
 - On a topical basis, primarily to achieve the policies of the General Plan and any legal mandates or community priorities that arise; and
 - On a citywide basis, to achieve the community's vision, aspirations, and goals in the General Plan.
- Evaluate rezonings and Zoning Ordinance text amendments for consistency with the General Plan, ~~particularly the Land Use and Character & Design Elements, and advancement of the goals and policies of other elements of the plan.~~
- Complete a comprehensive review of the city's public outreach and involvement processes.

Character Area Plans

Character Area Plans work to define, maintain, or enhance a desired character for an area. They link the broad policy direction of the General Plan with more detailed policies and implementation projects for specific geographic areas of the city. The Character & Design Element of the General Plan includes a map showing adopted and future Character Areas.

Action Steps:

- Prioritize Character Area Plans over a 10-20 year timeframe. Create approaches and timeframes for updating adopted plans and creation of future plans. New and updated Character Area Plans should be adopted **as minor General Plan amendments IN CONFORMANCE WITH STATE STATUTES**. Character Area Plans may recommend changes to the General Plan that may also constitute major or minor amendments, per the General Plan Amendment Criteria (e.g. change in Land Use category).

Neighborhood Plans

The third-level of Scottsdale planning, Neighborhood Planning, complements the General and Character Area Plans. Neighborhood Plans are action-oriented and serve as tools to maintain and enhance the vitality of neighborhoods. Adopted Neighborhood Plans are illustrated in the Neighborhood Preservation & Revitalization Element.

Action Steps:

- Develop a Neighborhood Planning Program.

Master/Strategic Plans

Master and strategic plans are detailed plans for specific functions of the city. These plans typically include specific project recommendations, cost analyses, and other provisions and are updated on a 2-5 year basis. While the General Plan provides broad goals and community direction, master plans provide the methods and means for realizing them. Examples of master plans include, but are not limited to, the Transportation Master Plan, Fire/EMS Strategic and Standards of Coverage Plans, Integrated Water/**Wastewater RESOURCES** Master Plan, Community Services Master Plan, Police Department Strategic Plan, Tourism and Marketing Strategic Plan, Public Art Master Plan, Economic Development Strategic Plan, Airport Master Plan, **Sustainability Plan, Heat Island Mitigation Plan**, and Stormwater Master Plan. These plans are distinguished from master development plans for specific development projects, which are governed by the Zoning Ordinance.

Action Steps:

- Examine, and update if necessary, all adopted master/strategic plans, and create new master/strategic plans when appropriate, upon ratification of the General Plan.

Design Guidelines and Standards

Design guidelines and standards provide the framework for evaluating proposals on the basis of design, architecture, context, compatibility, landscaping, and other factors. Scottsdale's design guidelines include, but are not limited to, the Design Standards and Policies Manual (DS&PM), Scenic Corridor Design Guidelines, Lighting Design Guidelines, Sensitive Design Principles, Green Building Program, Downtown Urban Design and Architectural Guidelines, and Commercial Retail Design Guidelines.

Action Steps:

- Evaluate existing design guidelines and standards for consistency with the General Plan, and update and/or create new guidelines as appropriate to meet the vision, values and goals of the community.

Capital Improvement Plan

The Capital Improvement Plan (CIP) manages the timing and location of needed public improvements, such as flood control, water and sewer services, streetscape and traffic improvements, police and fire stations, and community facilities. The CIP sets priorities and funding for capital improvement projects annually.

Action Steps:

- Annually evaluate and update the CIP to include any needed public improvements as a result of the General Plan and subsequent Character Area, Neighborhood and/or master/strategic plans.

Aligning the General Plan and the City Budget

The General Plan includes an ambitious list of implementation programs over a 20 year period. Given the limited resources of the city, it is not possible to simultaneously fund implementation of every goal and policy. Effective implementation will require prioritization of programs and projects prior to determining funding.

Action Steps:

- ~~State law requires the creation of a coordinated program submitted to the Planning Agency for review and report as to the conformity with the adopted General Plan. Therefore, when adopting the City Budget and Capital Improvement Plan, the City Council shall include a finding of consistency with the General Plan.~~ CITY COUNCIL PRIORITIZES IMPLEMENTATION FUNDING THROUGH THE ANNUAL ADOPTION OF THE CAPITAL IMPROVEMENT PLAN AND THE CITY BUDGET.

2) Funding Sources

Successful implementation of the General Plan may be realized through a variety of funding sources. The programming of city capital projects and their funding over time is outlined in the city's Capital Improvement Plan, which is updated annually. The following are examples of revenue sources used by or available, to support development, maintenance and/or operation of city services and facilities:

- **City Budget:** Scottsdale is required by law to adopt a budget each year and cannot spend more than the total amount budgeted. The Mayor and City Council identify and fund a number of priorities annually; ~~however, when adopting the City Budget, the City Council is required to find consistency with the General Plan.~~
- **Tax Revenue:** Scottsdale imposes three types of taxes—Transaction Privilege (Sales) Taxes & Use Taxes, Property Taxes, and Transient Occupancy (Bed) Taxes. Each of the allocations are distributed to various city services and projects, such as, transportation, purchasing land for the Scottsdale McDowell Sonoran Preserve, public safety, and tourism development.
- **Municipal Bonds:** Bonds are essentially loans made to the city by people or organizations that purchase bonds in a public offering. Bond funding is used for city improvements; of which, there are many types of bonds. For example, some fund street enhancements and others fund water and sewer improvements. Bonds must be repaid with a committed funding stream, such as property taxes, sales taxes, user fees, or other consistent revenue source that can be dedicated to repaying the debt.
- **Exactions:** Exactions ~~are a condition~~ MAY BE attached to a discretionary permit. For example, before granting a permit, a conservation easement or public access easement might be requested.
- **User Rates and Fees:** Users pay fees for a variety of city services including, refuse collection, water and wastewater service, recreation services, and library services.
- **Special Districts:** Special Districts are designated areas within Scottsdale in which a service is provided that is not typically provided by the city, such as a particular infrastructure improvement. Special Districts may have the power to tax; issue municipal bonds; set fees; or obtain funds from local, State, or Federal appropriations.
- **Impact/Development Fees:** There are generally three types of development ~~and impact~~ fees: 1) planning fees, which cover the administrative review costs of required planning documents; 2) building permit, plan check, and inspection fees, which cover review costs of building permits and other permit applications; and 3) capital facilities fees, which cover the up-front costs of providing public capital infrastructure.
- **County, State, and Federal Funding:** A variety of funding sources exist to assist municipalities in implementing the General Plan, such as allocated/shared tax funds, grants, tax credits, and loans.

3) Oversight and Coordination

Scottsdale will take an active leadership role in promoting use and implementation of the General Plan. However, implementation cannot rest on the city alone. The private sector, non-profits, and community members are pivotal to successful implementation. It will take the concerted efforts of residents, businesses, and city boards and commissions, to name a few, to bring the General Plan from vision to reality.

Intergovernmental Coordination

Scottsdale must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, ~~and~~ and funding, and administer regulations that directly or indirectly affect many goals addressed in the General Plan. The following are agencies that play a role in implementing the General Plan, ~~including but not limited to~~: adjacent municipalities, school districts, **MILITARY FACILITIES**, **SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY (SRPMIC)**, Maricopa Association of Governments (MAG), Arizona Department of Transportation (ADOT), Arizona Department of Environmental Quality (ADEQ), Arizona Commerce Authority (ACA), **Arizona Department of Water Resources (ADWR)**, **FLOOD CONTROL DISTRICT OF MARICOPA COUNTY (FCDMC)**, Federal Emergency Management Agency (FEMA), Federal Aviation Administration (FAA), Arizona State Land Department (**ASLD**), and the Greater Phoenix Economic Council (GPEC).

Joint Partnerships with the Private and Non-Profit Sectors

Scottsdale can combine its efforts with private and non-profit sectors to improve public services, manage public sector assets, or leverage private sector investments. By expanding the role of the private sector, the city can use its technical, management, and financial resources in creative ways to achieve the goals and policies of the General Plan.

City Boards and Commissions

City of Scottsdale Boards, Commissions and Task Forces are critical in implementing the General Plan. Thus, all members of a public body must be knowledgeable about the General Plan. The city will educate public bodies on the General Plan through a variety of methods, such as in orientation materials, presentations and discussions, and seeking input on future updates to the General Plan.

Individual Residents, Businesses, Project Sponsors, and Community Groups

The General Plan is a statement of community goals written by and for the community. Thousands of work hours over decades have resulted in the General Plan. To ensure that the community-at-large, businesses, and project applicants and sponsors are familiar with the content and community vision, the city will provide educational materials, presentations, community discussions, and other services that promote its implementation.

4) Process and Programs

After ratification of the General Plan, the city will begin reviewing existing plans, documents, and regulations for consistency. For example, the city will review the Zoning Ordinance to see if any changes are needed to carry out the intent of the General Plan. These changes could encompass anything from definitions to development standards.

Per the Community Involvement Element and State and local laws, community input will be a part of these implementation programs. Not all goals and policies may be implemented at one time due to the long-term nature of the plan and budgeting/funding requirements.

The tables on the following pages delineate programs that implement the General Plan. It is assumed that all programs listed will be reviewed and updated to conform to applicable General Plan elements. Other programs may be created or updated that are not listed but are still intended to implement the General Plan over its 20 year lifespan. **Timeframes are general, expected timeframes. The City Council may choose to fund or not fund programs at any time.**



Implementation

CHARACTER & CULTURE						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Airport Part 150 Program Implementation	C, CD, EV, LU, S				■	Airport
Arts & Cultural Ordinances Update	ACC, CD, GA, LU, T	■	■			Planning & Development
Arts/Cultural Strategic/Master Planning	ACC, EV, GA, HC, LU, T	■	■		■	Contracted Agency
Character Area Plans-Prioritize/Create New	CD, GA, LU, OS	■				Planning & Development
Character Area Plan Implementation	C, CD, EV, GA, LU, OS				■	Citywide
Crime Prevention through Environmental Design (CPTED) Program	ACC, CD, CONSV, CRR, H, LU, NPR, S				■	Police, Planning & Development
Design Guidelines (e.g. Sensitive Design Principles, Visually Significant Roadways, Gateways)	ACC, C, CD, CONSV, CRR, EP, GA, HC, LU, NPR, OS, PB				■	Planning & Development
Design Standards & Policies Manual Update	CD, OS, EP, CONSV, ACC, LU, H, NPR, EV, PB, HHC, C				■	Planning & Development
Development Review Process Refinement	ACC, CD, CI, COD, CONSV, CRR, EP, EV, H, HC, LU, NPR, OS				■	Planning & Development
Downtown Infill Incentive District Evaluation/Update	ACC, CD, COD, CRR, EV, GA, LU, NPR, OS	■				Planning & Development
Historic & Archaeological Preservation Programs/Update	ACC, CD, CRR, EP, EV, GA, H, LU, NPR, OS, T	■	■		■	Planning & Development
Zoning & Related Code Updates (e.g. Land Division, Building Codes) (see Implementation Tools section for further detail)	ACC, CD, COD, CRR, EV, EP, GA, H, HC, LU, NPR, OS, S, T	■			■	Planning & Development

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R= Recreation
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WR= Water Resources

SUSTAINABILITY & ENVIRONMENT						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Assured Water Supply	EV, S, WR				■	Water Resources
Drought Management Plan Updates	WR, S				■	Water Resources
Energy Efficiency & Clean Fuel Code Revisions	CD, CRR, E, EP, H, LU		■			Environmental Initiatives
Green Building Program & Code Review/Update	CD, CONSV, CRR, E, EP, GA, H, HHC, NPR, PB				■	Environmental Initiatives
Heat Island Mitigation Plan	CD, CONSV, EP	■		■		Environmental Initiatives
Infrastructure Improvements Plan	COD, CONSV, CRR, EV, GA, OS, PSF	■	■	■		Water Resources
INTEGRATED Water/Wastewater RESOURCES Master Plan Review/Update	COD, CONSV, CRR, EP, LU, WR	■		■		Water Resources
Scottsdale McDowell Sonoran Preserve Land Acquisition	ACC, EP, EV, LU, OS, R, T				■	Preservation
Scottsdale McDowell Sonoran Preserve Maintenance/Access Improvements	ACC, CONSV, HC, EP, EV, LU, NPR, OS, R, T				■	Community Services, Preservation
Native Plant Ordinance	CD, CONSV, EP, GA, H, HC, NPR, OS		■		■	Planning & Development
Net-Zero Energy Strategic Plan Creation	CRR, E, EP, LU		■	■		Environmental Initiatives
Recycling/Solid Waste Programs Review/Update	COD, CONSV, E, EP, PSF	■		■	■	Solid Waste
Stormwater Program & Master Plan Update	CRR, CONSV, EP, LU, OS, PSF, S		■		■	Stormwater
Sustainability Plan	CD, CONSV, E, EP, EV, GA, H, HC, LU, OS, PB	■	■			Environmental Initiatives
Water Conservation Program	CONSV, EP				■	Water Resources
Water Quality Reporting	CI, CONSV, EP, WR				■	Water Resources

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Implementation

COLLABORATION & ENGAGEMENT						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Citizen Survey	CI, HC, S				■	Administration
CITY PUBLIC PARTICIPATION MANUAL	CI, HC	■			■	ADMINISTRATION
Community Outreach Programs	ACC, B, C, CD, CI, CONSV, CRR, E, EP, H, HC, NPR, OS, S				■	Citywide
Community Visioning	ACC, CD, CI, HC, T			■		Planning & Development
General Plan 5-year & Annual/Reports	CD, CI, EV, LU, T		■		■	Planning & Development
City Council Annual Priorities/ Organization Strategic Plan	All				■	Citywide
Public Involvement Plans for projects	ACC, C, CI, CRR, EP, H, HC, R				■	Private Sector
Public Notification Requirements Update	ACC, CI, CRR, H, HC, LU	■				Planning & Development, Neighborhood Services

CONNECTIVITY						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Airport Master Plan Update	C, COD, EP, EV, LU, PB, PSF, S, T		■			Airport
Bicycle Program	B, C, CRR, EP, EV, GA, HC, LU, NPR, R, S, T				■	Transportation
Transit Program	B, C, CRR, EP, EV, GA, H, HC, LU, NPR, PSF, T				■	Transportation
Transportation Master Plan Update	B, C, COD, CRR, EP, EV, GA, H, HC, LU, NPR, OS, PSF, S	■				Transportation

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COMMUNITY WELL-BEING

Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
ADA Program	ACC, C, CD, CRR, H, HC, PB, PSF, R				■	Citywide
CDBG Strategic Action Plan	CRR, H, HC, LU, PSF, R				■	Human Services
Community Health Assessments	EP, H, HC, LU, NPR, PB, S		■			Healthcare Providers, Planning & Development, Neighborhood Services
Community Services Master Plan Review/Update	ACC, COD, EV, HC, LU, NPR, OS, R, PB, PSF		■			Community Services
Diversity AND INCLUSION ProgramS	ACC, CI, H, HC, PSF, R, T	■			■	Administration
Emergency Management Plan & Program	CD, HC, LU, NPR, S	■	■		■	Public Safety
Fair Housing Program	H, HHC				■	Human Services
Fire Department Strategic and Standards of Coverage Plans	CONSV, COD, CRR, EV, HC, LU, NPR, PSF, S, T				■	Fire
Gardens, Farmers Markets Code Updates	HC, LU, NPR	■				Planning & Development, Neighborhood Services
Hazardous Materials Compliance Program & Planning	CONSV, EP, PSF, S				■	Environmental Initiatives
Housing/Human Services Programs and Consolidated Plan Update	ACC, COD, CRR, EV, H, HC, NPR, PSF, R	■	■	■	■	Human Services
Housing Rehabilitation Programs Review	CRR, H, HC, NPR				■	Human Services
Parks & Recreation Master Plan Review/Update	ACC, B, C, COD, EP, EV, GA, LU, OS, NPR, PSF, R, T		■			Parks & Recreation
Police Department Strategic Plan	B, CI, COD, GRR, EV, HC, LU, NPR, PSF, S, T				■	Police
Residential Healthcare Facility/Adult Care Home Codes/Policies Update	LU, EV, H, HC	■		■		Planning & Development, Human Services
School District & Regional Safety Coordination	B, C, HC, NPR, S				■	Public Safety
Senior Services Programs	ACC, H, HC, R				■	Community Services
Strategy for Preservation & Creation of High-Quality, Safe, and Affordable Housing	ACC, CRR, H, HHC, LU		■			Human Services
Trails Master Plan Review/Update	B, C, EP, EV, GA, HC, LU, NPR, OS, R, T	■				Community Services

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Implementation

REVITALIZATION						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Asset Management Programs	ACC, CD, CRR, E, EV, GA, NPR, PB, R				■	Public Works, Water Resources
Capital Improvement Plan/Program	ACC, C, COD, CRR, EV, HC, LU, NPR, OS, PB, PSF, R, S, T				■	Public Works
City Facilities Master Plan	ACC, HHC, PB, EV, R, C, PSF, CRR, COD, E		■			Public Works
Community-Building & Neighborhood Organization Programs	ACC, CRR, H, HC, NPR, PSF				■	Neighborhood Services
Community Policing Programs/Update	CI, HC, NPR, S		■		■	Neighborhood Services, Public Safety
Development & Demographic Forecasting/Analysis	ACC, C, CD, CI, COD, CRR, EV, GA, H, HC, LU, OS, PSF, R, T		■		■	Planning & Development
Fiscal Sustainability Analysis	ACC, CI, COD, CRR, EV, GA, LU, OS, PSF, R, T				■	Economic Development, Planning & Development
Impact & Development Fees Update	COD, H, NPR, OS, R				■	Planning & DEVELOPMENT, Water Resources, Financial Services CITY TREASURER'S OFFICE
Library Programs	ACC, COD, GA, HC, PSF, R, T				■	Library
Neighborhood Planning Program	ACC, H, HC, LU, NPR			■		Neighborhood Services, Planning & Development
Neighborhood Preservation & Conservation Programs Development/Update	ACC, CD, CI, CRR, EV, GA, H, HC, LU, NPR, OS	■			■	Planning & Development, Neighborhood Services
Property Maintenance Code/Code Enforcement Program Review/Update	CD, CRR, EP, H, NPR, S		■		■	Neighborhood Services
Redevelopment Plan-Updates	ACC, CD, CRR, H, LU, OS	■				Economic Development, Planning & Development

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INNOVATION & PROSPERITY						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Business Attraction/ Retention Programs	ACC, C, CRR, EV, HC, LU, NPR				■	Economic Development
Competitive Position Analysis	ACC, EV, HC, LU, T	■				Economic Development
Economic Development Strategic Plan Update	ACC, CRR, EV, GA, H, HC, LU, NPR	■	■	■		Economic Development
HIGH PERFORMANCE AND INNOVATION INITIATIVE	ALL	■			■	CITY MANAGER'S OFFICE
Lodging and Visitor Statistics Studies	ACC, EV, HC, T				■	Tourism
SMART CITIES STRATEGIC ROADMAP	ALL	■	■	■	■	CITY MANAGER'S OFFICE
Tourism & Marketing Strategic Plan & Implementation	ACC, EV, HC, LU, OS, T		■		■	Tourism

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5) Measuring Progress

A community's ability to prepare and respond to change is an indication of its resiliency and sustainability. A regular system of review, monitoring, and adjustment will measure progress towards achieving the General Plan's short- (1-5 years), mid- (5-10 years), and long-term (10-20 years) goals and policies, and ensure that the General Plan responds to emerging trends, issues and opportunities.

General Plan Update

The General Plan is in effect for up to ten years from the date the plan is ratified. Arizona law requires that at the end of the ten year period, the City Council will either readopt the existing General Plan or adopt a new General Plan.

General Plan Progress Reporting

Annual Assessment Report‡

As required per State Statute, an Annual Assessment Report will be compiled and provided to City Council. The report will assess the progress of the city in achieving the vision, values, goals, and policies of the General Plan. At a minimum, the Annual Assessment Report will include the following :

- Information collected at meetings with relevant city departments, public bodies, and community members that represents how the General Plan has been implemented;
- An annual listing and description of any major and minor General Plan amendments;
- Progress on the implementation of each Chapter;
- An analysis and recommendation of modifications needed to clarify or update the General Plan;
- A presentation of the Annual Assessment Report to the Planning Commission; and
- Distribution of the Annual Assessment Report to City Council.

Five-Year Assessment Report

Completion of a comprehensive five-year General Plan assessment report is recommended. This report should analyze community trends - land use changes, demographics, socio-economic projections, and other emerging issues and opportunities - so as to recommend adjustments that may be necessary to include in the State-mandated, ten-year General Plan update process.

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Enclosure 6

Comment Number	Applicable Goal/Policy/Page Number	Citizen Outreach Comment/Suggestion/Legislative Edits	Comment Source	CRC Action / Notes	Date Submitted
Connectivity Chapter					
244	Chapter Introduction p. 166	Chapter introduction should acknowledge the new Bicycling element.	Public Comment	Introduction currently discusses "mobility choices" which would be inclusive of Bicycling. Furthermore, the Introduction ends by stating the Elements in the chapter. Finally, the Bicycling Element is not new, it was within the 2001 General Plan, and was further highlighted as such as a result of the 2019 effort to update the General Plan to existing community conditions and furthermore meet state statute requirements. CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.	12/10/2020
Circulation Element					
245	Element Introduction p. 169 Policy C 1.2 p. 170	General / Introduction to Circulation Element and Policy C 1.1 (Now C 1.2): Incorporate transportation into other areas of the plan that address sustainability. Potentially: P. 1 Community Values In the year 2025, Scottsdale will be a community that: Demonstrates its commitment to environmental, economic, and social sustainability and measures both the short and long-term impacts of our decisions; P. 6 Seek Sustainability: Scottsdale is committed to the effective management of its finite and renewable environmental, economic, social, and technological resources to ensure that they serve future needs. P. 81 The sustainability of the city of Scottsdale's quality of life directly relies on the economic prosperity of the community balanced with the preservation of and respect for the natural environment. The policies of the Economic Vitality Element are designed to support and enhance this sustainability. To assure a high quality of life for Scottsdale residents, economic growth must be fostered. P. 138 Related Plans and Policies: Scottsdale Sustainability Indicators Report, 2000* P. 145 Scottsdale Values ... The range, quality, accessibility, availability, functionality, suitability, sustainability, compatibility, and affordability of Scottsdale's public service delivery operations, infrastructure and capital facilities.	Transportation Commission	These are references to the 2001 General Plan. Staff worked with the Transportation Commission to incorporate sustainability into the Introduction to the Circulation Element and Policy C 1.1 (Now C 1.2). These changes are consistent with the Transportation Master Plan adopted in July 2016. Updated Introduction: Scottsdale's transportation system is the backbone of the city, supporting the economy and serving and influencing land use patterns. The automobile historically has been, and will continue to be , the predominant mode of transportation in Scottsdale. While the automobile will remain an important means of travel in Scottsdale, the community must make land use decisions that strive to reduce the length and number of automobile trips. However, to match the character, needs, and lifestyle of different areas, the city will need to diversify its transportation choices. A variety of mobility choices will provide greater accessibility and connectivity; alleviate pollution and congestion; and foster community well-being and quality of life. This shift will depend on Scottsdale's ability to continuously investigate, plan, and incorporate new and traditional technologies – including high capacity transit modes – into our public transit system to assure adequate access to and within our community for residents, employees, visitors, and businesses. To correspond to the character, needs, and lifestyle of different areas within Scottsdale, the City will need to diversify its transportation choices. Land use and transportation policies should emphasize a mix of uses and activities served by more efficient and accessible transportation options. These policies will reduce traffic congestion and impacts on the built and natural environments. Together land use planning, application of sustainable technology, and employer participation in trip reduction programs; can transform reliance on the automobile and reduce congestion on streets. A variety of mobility choices will provide greater accessibility and connectivity and foster community well-being and quality of life. Updated C 1.2 - Coordinate transportation and land use planning to enhance an integrated, sustainable provide a continuous and integrated mobility system that promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice.	Pre 2020
246	Element Introduction p. 170	Introduction Action requested: delete "and new" OR delete "existing and new" (which would have the effect of including both) OR replace "new" with "future"	Public Comment	Language was added by the CRC on 6-29-20. CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.	12/11/2020
247	High Capacity Transit Definition p. 170	Action requested: define "high capacity transit" in the Glossary Reason: "High capacity transit" is not defined in the Glossary of this Plan; nor is it defined in the Transportation Master Plan 2016. As multiple CRC members expressed in the 6-29-20 discussion, this is a long-range planning document and options should not be excluded. There was strong support within CRC to include "high capacity transit" in all its forms and the term should be defined accordingly in the Glossary.	Public Comment	CRC agreed to add the following new term to the glossary, pending Transportation Commission approval: HIGH-CAPACITY TRANSIT – ANY TRANSIT TECHNOLOGY THAT OPERATES OR FUNCTIONS TO MOVE A LARGE NUMBER OF PASSENGERS.	12/11/2020
248	NEW Policy C 1.1 p. 170 NEW Policy C 1.6 p.170	Add new policies to address the following: - Add general number regarding transit ridership (i.e. double). The plan needs to address high-capacity transit, especially rail. - Would like to see additional language for transit beyond bus service since there is a changing mood in the community regarding transit. Adding this now would be beneficial since construction is unlikely for 20-30 years. - Would like to see goal that recognizes support for transit, for example, "Support the Scottsdale public transit system to assure adequate access to and within our community for residents, employees, and tourists through the use of existing and future technologies that incorporate traditional and high capacity transit modes."	Transportation Commission	Staff worked with the Transportation Commission to prepare additional draft goal/policies regarding transit that were reviewed by the Transportation Commission in 8/15 and modified as needed based on the Transportation Master Plan approved in 7/16. Added New Policies: C 1.1 - Support the Scottsdale public transit system to assure adequate access to and within our community for citizens, employees, visitors, and businesses through the use of existing and future technologies that incorporate traditional and high capacity transit modes, excluding all forms of rail. C 1.6 - Assess high capacity transit alternative, excluding all forms of rail.	Pre 2020
249	Policy C 1.2 p. 170	C 1.1 (Now C 1.2) - - The city has done a fantastic job with sustainability in the natural environment, needs to expand in the built environment. Add "sustainable" to C 1.1 - Incorporate sustainability and policy C 1.1 as follows: Coordinate transportation planning to provide an integrated, sustainable mobility system that promotes livable neighborhoods, economic vitality, safety, efficiency and mode choice. - Was sustainability in the 2001 General Plan? Would like to see it in this plan and have it address ways that land use and transportation could be more sustainable. Great to see the separate bike element and would like to see transit beefed up, possibly in its own element.	Transportation Commission	Updated: C 1.2 - Coordinate transportation and land use planning to enhance an integrated, sustainable provide a continuous and integrated mobility system that promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice.	Pre 2020

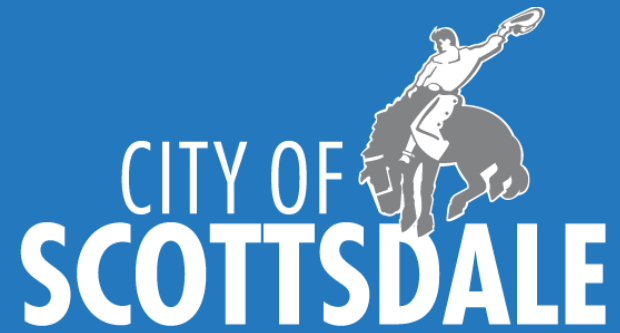
Comment Number	Applicable Goal/Policy/Page Number	Citizen Outreach Comment/Suggestion/Legislative Edits	Comment Source	CRC Action / Notes	Date Submitted
250	Policy C 1.3 p. 170	<p>C 1.3</p> <p>Current Reduce conflict points between various transportation choices.</p> <p>Action requested: clarify the policy with the following revision Reduce conflict points between various modes of travel, for example, where the paths of vehicles and bicycles, pedestrians or equestrians, cross, diverge or merge.</p> <p>Reasons: <ul style="list-style-type: none"> •CRC member Iacovo proposed examples to clarify the policy's meaning. In listening to the meeting, it sounded like CRC had agreed to add examples. But they were not added. •"Transportation choices" is confusing in this context. Transportation Master Plan 2008 (TMP 2008) uses the term "modes" when referring to conflict points. •The proposed language is a blend of examples from CRC member Iacovo and TMP 2008. </p>	Public Comment	<p>CRC agreed to amend the policy to read as follows:</p> <p>C 1.3 - Reduce conflict points between various MODES OF TRAVEL, FOR EXAMPLE, WHERE THE PATHS OF VEHICLES AND BICYCLES, PEDESTRIANS OR EQUESTRIANS, CROSS, DIVERGE OR MERGE.</p>	12/11/2020
251	Policy C1.5 p. 170	<p>C 1.4 (Now C1.5) -</p> <p>Change C 1.4 to: Incorporate strategies that efficiently move people, improve road capacity utilization, enhance mobility choices and assess high capacity transit alternatives.</p>	Transportation Commission	<p>Staff worked with the Transportation Commission to prepare additional draft goal/policies regarding transit that were reviewed by the Transportation Commission in 8/15.</p> <p>Updated: C 1.5 - Use and manage technologies Incorporate strategies that efficiently move people, increase the carrying improve transportation system capacity of roads, and enhance mobility choices.</p>	Pre 2020
252	Policy C 1.6 p. 170	<p>C 1.6</p> <p>Alternatives to what? Action requested: delete "alternatives" OR replace "alternatives" with "options."</p>	Public Comment	<p>CRC agreed to amend the policy to read as follows:</p> <p>C 1.6 - Assess ALTERNATIVES TO high capacity REGIONAL transit alternatives.</p>	12/11/2020
253	Policy C 2.2 p. 171	<p>C 2.2</p> <p>Action requested: delete "as appropriate"</p> <p>Reasons: For reasons discussed by CRC at various times, the qualifier "as appropriate" has drawbacks, as it does here. Moreover, the qualifier is not necessary here. A policy promoting a variety of choices is not a mandate to integrate every mobility option into every corridor. It's understood that in the implementation of the policy, options that are appropriate to a given corridor would be considered.</p>	Public Comment	<p>CRC agreed to delete the phrase "as appropriate".</p>	12/11/2020
254	Policy C 2.3 p. 171	<p>C 2.3</p> <p>Action requested: delete "in order to provide travelers with effective choices to improve travel reliability"</p> <p>Reasons: <ul style="list-style-type: none"> •This policy is under a goal about reducing automobile trips. "Improv(ing) travel reliability" seems like a different topic. •How would telecommuting, alternative work schedules and transit/bicycling incentives improve travel reliability? </p>	Public Comment	<p>"Reducing traffic congestion" is stated in the goal, if that goal were to be implemented, travel reliability would be one result of such.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/11/2020
255	Policy C 3.8 p. 172	<p>C 3.8</p> <p>At the 9/8/20 meeting, CRC reviewed this language brought back by staff: Incorporate dedicated pedestrian zones, or periods of non-motorized pedestrian traffic, into areas of the city that have the greatest intensity of development.</p> <p>There was discussion about the meaning of "periods of non-motorized pedestrian traffic." An example was provided of roads being closed to vehicular traffic once-a-year for the TPC (Waste Management Phoenix Open). In addition, concern was expressed about use of the word "non-motorized." "Pedestrian-only" was suggested as an alternative. Based on the discussion, it sounded like CRC wished to change "periods of non-motorized pedestrian traffic" to "periods of pedestrian-only traffic." However, when Adam read the language just before the vote, he said: "areas of pedestrian-only traffic." So the current language is: Incorporate dedicated pedestrian zones, or areas of pedestrian-only traffic, into areas of the city that have the greatest intensity of development.</p> <p>Action requested: replace first "areas" with "periods" Incorporate dedicated pedestrian zones or periods of pedestrian-only traffic into areas of the city that have the greatest intensity of development.</p> <p>Reason: <ul style="list-style-type: none"> •This makes sense because there is no difference between "dedicated pedestrian zones" and "areas of pedestrian-only traffic." Both are permanent. With "periods" you are providing for both permanent and transient pedestrian areas. </p>	Public Comment	<p>Policy C 3.8, as written, does not specifically state that pedestrian zones are permanent, it states that they may be incorporated - as necessary. Thus, the policy does not preclude utilizing pedestrian-only zones for temporary events, such as the Waste Management Open.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/4/2020

Comment Number	Applicable Goal/Policy/Page Number	Citizen Outreach Comment/Suggestion/ Legislative Edits	Comment Source	CRC Action / Notes	Date Submitted
256	Policy C 3.5 p. 172	<p>C 3.5</p> <p>Original language Increase accessibility to transit through non-motorized and other transit connections, such as, neighborhood circulators or Dial-A-Ride type services.</p> <p>Current language with all changes incorporated Increase accessibility to transit options through non-motorized and other transit connections, such as, neighborhood circulators; on-demand transportation network companies; improved/enhanced sidewalks, multimodal paths, bicycle lanes; and, non-motorized options for the final mile to reach public transit services.</p> <p>Action requested: revise language as follows Increase accessibility to transit options through non-motorized and other transit connections, such as, neighborhood circulators; paratransit services; on-demand transportation network companies; improved/enhanced sidewalks, multimodal paths, and bicycle lanes; and, non-motorized options for the final mile to reach public transit services.</p> <p>Reasons: <ul style="list-style-type: none"> •This policy specifically addresses increasing accessibility to transit through connections, rather than increasing accessibility to options. •CRC intended “on-demand transportation network companies” (TNCs) to include Dial-a-Ride (now known as Valley Metro Paratransit). But because Valley Metro is a public transportation agency, not a company, readers of the Plan may not make that connection. Although Paratransit Services employs a variety of means, including TNCs, it should be called out separately. (www.scottsdaleaz.gov/transportation/transit at Paratransit Services) •“Improved/enhanced” seems redundant. </p>	Public Comment	<p>On-demand transportation network companies was included by the CRC to be encompassing of paratransit as well as ride-share. Furthermore, the policy utilizes “such as” to note one such possible option.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/11/2020
257	Policy C 4.5 p. 173	<p>C 4.5</p> <p>Original language Explore partnerships or privatization to provide more mobility choices and address gaps in the mobility system.</p> <p>Current language with all changes incorporated Advance partnerships and privatization to provide additional choices to addressing gaps in the city’s mobility system.</p> <p>Action requested: CRC clarifications a)The original policy speaks to providing more choices and addressing gaps. The revised policy speaks to providing more choices solely to address gaps. Is it CRC’s intention to limit the policy to addressing gaps? b)CRC added “CITY.” Is this City or city? The difference could be relevant here in a few ways. Delete? </p>	Public Comment	<p>CRC agreed to delete the word “city’s” from the policy.</p>	12/11/2020
258	Policy C7.2 p. 175	<p>10/19/20 draft without redline (all changes incorporated including legal): (NEW) Work with schools to minimize the impacts of student drop-off and pick-up activity on neighborhoods by providing adequate school parking, drop-off, pickup, and queuing space on school property, providing convenient access to public transit, and encouraging non-motorized transportation to school.</p> <p>proposed alternative with redline (compared to above): (NEW) Work with schools to minimize the impacts of student drop-off and pick-up activity SCHOOL TRANSPORTATION on neighborhoods by providing adequate school parking, drop-off, pickup, and queuing space on school property; FACILITATING RIDE-SHARING; providing convenient access to public transit; and encouraging non-motorized transportation to school.</p> <p>proposed alternative without redline (this is how it would read): (NEW) Work with schools to minimize the impacts of school transportation on neighborhoods by providing adequate parking, drop-off, pickup, and queuing space on school property; facilitating ride-sharing; providing convenient access to public transit; and encouraging non-motorized transportation to school.</p> <p>reasons: a)These strategies extend benefits to neighborhoods beyond minimizing the impacts of drop-off and pick-up activity (e.g., on-site [off-street] parking). b)After the 2014 General Plan process, EQAB, through the Mayor’s Office, worked with SUSD on these issues. Facilitating ride-sharing was one of the solutions. c)Semi-colons provide greater clarity. d)Parking is understood to be school parking in this context. </p>	Public Comment	<p>The CRC considered these comments on 10/19/2020 and incorporated as follows:</p> <p>COLLABORATE WITH SCHOOLS TO minimize the impacts of SCHOOL TRANSPORTATION on neighborhoods by FACILITATING RIDE-SHARING, providing convenient access to public transit, and encouraging non-motorized transportation to school.</p>	10/19/2020

Enclosure 6

Comment Number	Applicable Goal/Policy/Page Number	Citizen Outreach Comment/Suggestion/Legislative Edits	Comment Source	CRC Action / Notes	Date Submitted
259	Policy C 7.2 p. 175	<p>C 7.2</p> <p>Current language (with all changes incorporated) Collaborate with schools to minimize the impacts of school transportation on neighborhoods by facilitating ride-sharing, providing convenient access to public transit, and encouraging non-motorized transportation to school.</p> <p>Action requested: revise as follows Collaborate with schools to minimize the impacts of school transportation student drop-off and pick-up activity on neighborhoods by facilitating ride-sharing, providing convenient access to public transit, and encouraging non-motorized transportation to school.</p> <p>Reason: I originally proposed replacing "student drop-off and pick-up activity" with "school transportation," which CRC accepted. However, because of other changes CRC made to the policy, it is now better to revert back to "student drop-off and pick-up activity."</p>	Public Comment	<p>Noted for CRC consideration." School transportation" is inclusive of "student drop-off/pickup", but may also include buses, etc.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/11/2020
260	Street Classification Map P. 176	<p>Street Classification Map -</p> <p>Cactus is shown as a collector from 124th to 128th. This is a legacy depiction that changed with the acquisition of the Preserve.</p>	Transportation Commission	Updated, staff has made this adjustment on the map.	Pre 2020
261	Street Classification Map P. 176 Bikeways and Crossings Map p. 82	<p>Street Classification & Bikeways and Crossings Maps -</p> <p>In addition to the citywide map, provide separate maps for south of Indian Bend Road, Indian Bend Road to Pinnacle Peak Road, and north of Pinnacle Peak Road. These provide much greater clarity for specific locations.</p>	City Staff	Updated, maps have been added to the Appendix to provide further detail.	Pre 2020
Bicycling Element					
262	General	Electronic bicycle safety considerations when allowed on the same routes used by regular mechanical bicycles.	Public Comment	<p>There are separate City ordinances that regulate where alternative bicycles can and cant be.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/10/2020
263	General	Our major east west streets such as Camelback are nearly blinding in the sunrise and sunset directions at the appropriate times and are frightfully dangerous even in mid-day. Wider and more clearly separated bike lanes from traffic with small clearly painted curbs such as you would find in Denmark for instance would improve the experience for both riders and drivers as well. E-bikes are also becoming a normal means of transportation and committing to viable and safe pathways should be in the planning as well. At times, currently one must use sidewalks that have many obstructions, particularly at some corners, as well as many blind spots.	Public Comment	<p>The public comment is addressed by Goal B1, B2, (Page 180) and the associated policies.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	11/20/2020
264	General	I only quickly read through the plan and although I am glad to hear more effort will be put into making, and promoting, bicycling... more bike lanes with stripes is not enough. I very much enjoy bicycle riding as a form of recreation, exercise and to run small errands however, it has become even more increasingly dangerous when you try to abide by the laws. First off, I dislike riding "with traffic" I have known, and heard, of too many people hit from behind. If you are riding facing traffic, YOU can at least see the distracted drivers and have a chance to act. Secondly, I know you are not supposed to ride on the sidewalk but, sometimes the streets are just too dangerous and there is no room (e.g. on Hayden Road in South Scottsdale). I was riding IN THE BIKE LANE on McDowell and a distracted driver in a SUV veered into the bike lane almost striking me. I would like to see BARRIERS to help protect the riders in the bike lanes. e.g. raised curbs, buffers, planters, etc. It is done in other cities. I do believe the City should try to really promote bike riding more. It is a great way to see the city, especially the Old Town area and helps reduce pollution and encourages exercise!	Public Comment	<p>The public comment is addressed by Goal B1, B2, (Page 180) and the associated policies.</p> <p>CRC considered the comment on 12/14/2020 and did not recommend making any changes to the draft plan.</p>	12/4/2020
265	Policy B 1.5 p. 180	<p>B 1.5</p> <p>There are four Bicycle Friendly Community award levels: bronze, silver, gold and platinum. A community can maintain its level or improve its level, but not both. Therefore, the addition of "and" doesn't make sense.</p> <p>Action requested: delete "and/" to restore original language</p>	Public Comment	<p>CRC agreed to amend the policy to read as follows:</p> <p>B 1.5 - Maintain AND or improve Scottsdale's designation in the Bicycle-Friendly Community award program.</p>	12/10/2020

Comment Number	Applicable Goal/Policy/Page Number	Citizen Outreach Comment/Suggestion/ Legislative Edits	Comment Source	CRC Action / Notes	Date Submitted
266	Policy B 2.2 p. 180	<p>B 2.2</p> <p>During the CRC meeting in which “shower facilities” was deleted, the question was asked: Are shower facilities being provided anywhere in the city now? The answer was incomplete.</p> <p>The answer is “yes” – by the City, by participants in the City’s commercial Green Building Program, by City mandate, and by the private sector. Regarding the first three:</p> <ul style="list-style-type: none"> - By City Council resolution, all municipal new construction and renovated public facilities are LEED-certified. LEED requires shower and changing facilities. - Scottsdale has adopted the International Green Construction Code (IgCC) for our voluntary commercial Green Building Program. IgCC requires shower and changing facilities. - www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Design/green-building/IgCC+Compliance+Checklist.pdf - Scottsdale requires the IgCC as the mandatory building code for commercial buildings that receive zoning bonuses such as increased building height and density. <p>Shower and changing facilities remove a significant barrier to bicycle commuting, particularly in climates such as ours. Shower and changing facilities at trip-end have been found to be a significant determinant of cycling to work.</p> <p>State statute requires a bicycling element in the General Plan, including facilities. B 2.2 seeks to promote a variety of bicycle facilities, including showers, that make it possible to commute via bicycle. I hope with this new information, CRC will restore shower facilities to B 2.2.</p> <p>Action requested: restore “, and shower facilities”</p>	Public Comment	<p>CRC agreed to restore "shower facilities" and amend the policy to read as follows:</p> <p>B 2.2 - Promote a variety of accessible bicycle facilities, including, BUT NOT LIMITED TO, bicycle parking, bicycle lockers, and shower facilities into the transit system throughout the community.</p>	12/4/2020
267	Policy B 3.3 p. 181	<p>B 3.3</p> <p>original language Work to reduce physical and regulatory barriers that would hinder improvements to bicycle safety.</p> <p>current language with TAC changes incorporated Minimize physical and regulatory barriers that would hinder improvements to bicycle programming.</p> <p>The original language was clear and straightforward. What is “bicycle programming”? The current language seems to have altered the meaning of the policy.</p> <p>Action requested: restore original language to policy B 3.3. If a policy about “bicycle programming” is needed, create a new policy for that.</p>	Public Comment	<p>CRC agreed to amend the policy to read as follows:</p> <p>B 3.3 - Minimize physical and regulatory barriers that would hinder improvements to bicycLING.</p>	12/10/2020
268	Policy B 3.5 p. 181	<p>B 3.5</p> <p>original language Work with law enforcement to ensure traffic laws are followed by both drivers and bicyclists.</p> <p>CRC inserted “through community education” to read Work with law enforcement through community education to ensure traffic laws are followed by both drivers and bicyclists.</p> <p>From the Memorandum to CRC 6/29/20 Agenda Item 3: Finally, Scottsdale Police officers get traffic law training in the Police Academy which includes bicycle laws. Bicycle law enforcement can take any of several forms – citations, written warnings, verbal warnings, and positive reinforcement (to encourage and reward safe riding behavior).</p> <p>While “community education” is a component of traffic law enforcement, as indicated above, enforcement takes many forms. The addition of “through community education” to this policy limits those forms.</p> <p>Moreover, CRC’s new policy B 3.6 addresses community education on bicycle safety which would include traffic laws.</p> <p>Action requested: delete “through community education” to restore original language</p>	Public Comment	<p>CRC agreed to amend the policy to read as follows:</p> <p>B 3.5 - Work with law enforcement AND through community education to ensure traffic laws are followed by both drivers and bicyclists.</p>	12/10/2020
269	Bikeways and Crossings Map p. 182	<p>Bikeways and Crossings Map -</p> <p>- Add the new shared path that was constructed north of Shea Boulevard between 92nd Street and 96th Street this past year. It should be indicated on the map.</p>	Transportation Commission	Updated, staff has made this adjustment on the map.	Pre 2020
270	Street Classification Map P. 176 Bikeways and Crossings Map p. 82	<p>Street Classification & Bikeways and Crossings Maps -</p> <p>In addition to the citywide map, provide separate maps for south of Indian Bend Road, Indian Bend Road to Pinnacle Peak Road, and north of Pinnacle Peak Road. These provide much greater clarity for specific locations.</p>	City Staff	Updated, maps have been added to the Appendix to provide further detail.	Pre 2020



Draft Scottsdale General Plan 2035

Case: 1-GP-2021

Transportation Commission

March 18, 2021

What is a General Plan?

The General Plan is:

- Community Vision/City Policy
- Community-wide Goals
- Guides Decisions
- Legal Mandate
- Framework for More Specific Planning
- Establishes the Mixture/Location of Land Uses

The General Plan is NOT:

- Zoning
- Rigid or Static
- Budget
- Specific Project
- Capital Project
- Master Plan
- “Just the land use map”

Arizona State Statutes & 2001 General Plan

Required under ARS 9-461.05

- Effective up to 10 years
- Update required every 10 years
 - Enhanced Public Outreach
 - Planning Commission Recommendation
 - City Council Adoption
 - Voter Ratification

2001 General Plan

- City Council Adopted October 30, 2001
- Ratified by public vote March 12, 2002

City of Scottsdale General Plan 2001



2001 General Plan Update

2009 – 2011

- 19-member General Plan Working Group
 - One person from each board/commission
- Extensive citywide public outreach
- 2011 Draft Plan included content retained from 2001 General Plan
- Added new state statute required elements
- City Council Adopted October 25, 2011



SCOTTSDALE GENERAL PLAN 2011

Celebrating our past. Creating our future.

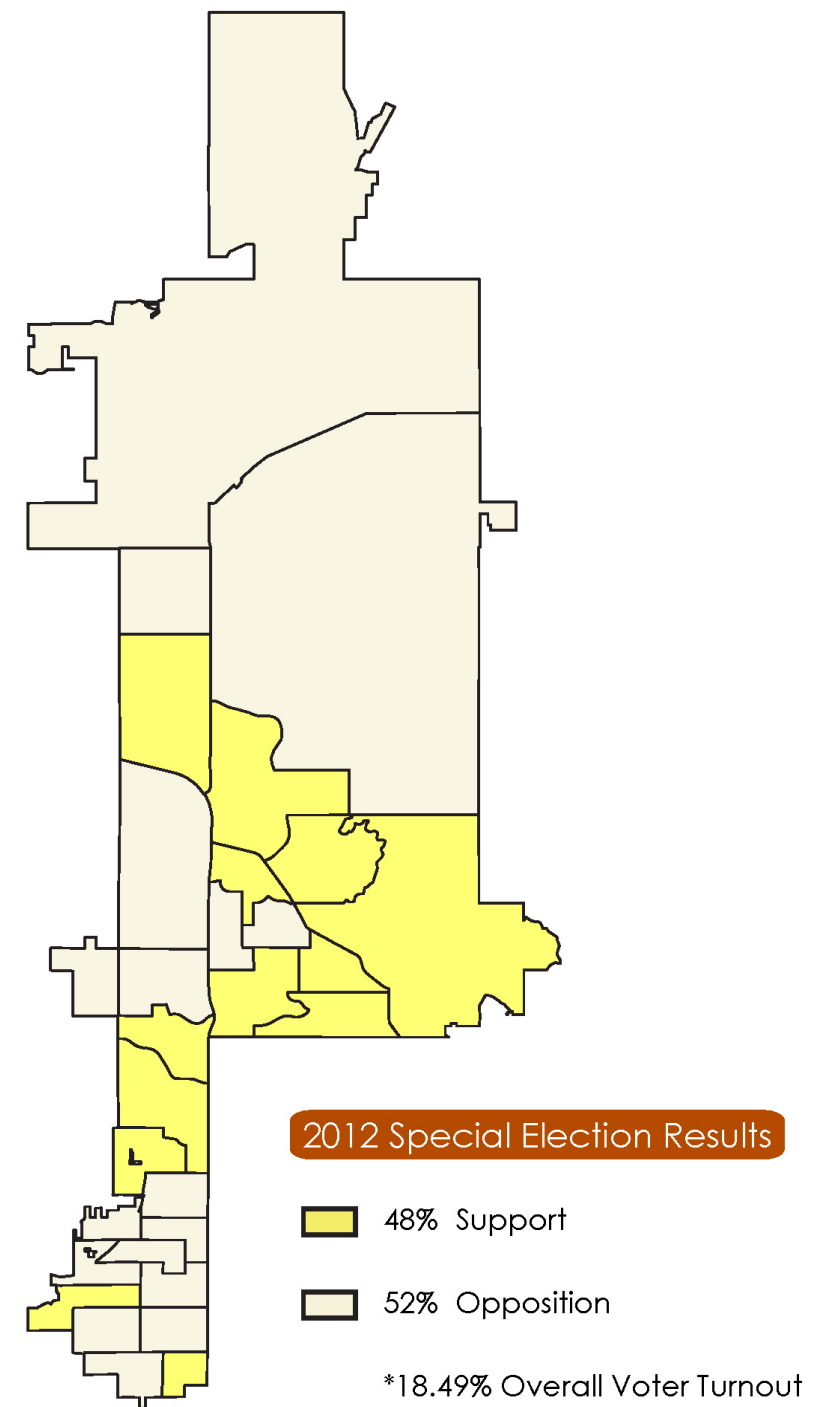


Adopted October 25, 2011

Resolution No. 8837
(pages 1-175)

2012 Polling Results

- March 13, 2012 – Special Election
- Proposition 430 – Not ratified by voters
- 2001 General Plan Remains in Effect



2035 General Plan Update

2012 – 2014

- Visioning Town Hall – 100 Citizens
- Council-appointed 25-member Task Force
 - 32 public meetings
- New Elements created by Task Force
 - Arts, Culture + Creative Community
 - Healthy Community
- New state statute required elements
- Extensive citywide public outreach
 - 5 Community Workshops – Plan Content
 - 6 Community Open Houses – Plan Review
 - Ongoing Online Engagement
 - Meetings with Individuals/Community Groups

CITY OF SCOTTSDALE GENERAL PLAN 2035

Task Force Recommended Draft

November 2014



Experience. Livability. Prosperity.

Citizen Review Committee Appointments

Boards and Commissions with General Plan related content:

- Airport Advisory Commission
- Development Review Board
- Scottsdale Environmental Advisory Commission
- Historic Preservation Commission
- Human Relations Commission
- Human Services Commission
- Industrial Development Authority Board
- Library Board
- McDowell Sonoran Preserve Commission
- Neighborhood Advisory Commission
- Parks & Recreation Commission
- Tourism Development Commission
- Transportation Commission

Citizen Review Committee Process

- 13 Member Committee
 - Boards and Commissions related General Plan content
- 13 Public Meetings (April – Dec. 2020)
 - Completed charge earnestly/on time all during COVID restrictions (electronic meetings)
 - Respectful of previous Task Force work, public comments received
 - Reviewed entire draft plan
 - Considered all public comments received (300+)
 - Took final action on plan in December 2020
- Public outreach
 - Ongoing online engagement
 - Meetings with individuals/community groups
 - Vast majority of comments received by commission were at the very end of process (200+)

Committee Member	Roll Call		Item 1		Item 2	
	Present	Absent	YES	NO	YES	NO
Larry Bernosky	x		x		x	
Steve Dodd	x		x		x	
Janice Eng		x				
Shakir Gushgari	x		x		x	
Pamela Iacovo	x - 3:08		x		x	
Ryan Johnson	x		x		x	
Kurt Jones	x		x			x
Carol Miraldi	x		x		x	
Richard Newman	x		1st - x		x	
Shiela Reyman	x - 4:53				1st - x	
Blair Schweiger	x		x		x	
Janice Shimokubo	x	4:44 recess back at 6:51	2nd - x		2nd - x	
Eloy Yndigoyen	x - 5pm				x	

Process and Timeline

- **Phase 1** – Data Collection and Analysis (completed)
- **Phase 2** – City Staff Technical Advisory Committee Review (completed)
- **Phase 3** – Citizen Review Committee (completed)
- **Phase 4** – Public Outreach & State Required Adoption Process (1st and 2nd QTR 2021)
- **Phase 5** – Consideration of Voter Ratification (November 2021)

CRC Draft Plan Organization

- 3 Sections
- 8 Chapters
 - 23 Elements
- 17 State Mandated Elements
- ★ 6 Community Created Elements
 - 3 New Elements to the General Plan

CONTENTS

Executive Summary

Section 1 - Preface

Prologue

Vision and Values

- Vision Statement
- Community Aspirations
- Our Community Values
 - Foundation for the Vision

Introduction

- Purpose of the General Plan
- Community Profile

Section 2 - Chapters

1) Character & Culture Chapter

- ★ ■ Character & Design Element
- Land Use Element
 - General Plan Amendment Criteria
- ★ ■ Arts, Culture & Creative Community Element **NEW**

2) Sustainability & Environment Chapter

- Open Space Element
- Environmental Planning Element
- Conservation Element
- Water Resources Element
- Energy Element

3) Collaboration & Engagement Chapter

- ★ ■ Community Involvement Element

4) Community Well-Being Chapter

- ★ ■ Healthy Community Element **NEW**
- Housing Element
- Recreation Element
- Safety Element

5) Connectivity Chapter

- Circulation Element
- Bicycling Element

6) Revitalization Chapter

- Neighborhood Preservation & Revitalization Element
- Conservation, Rehabilitation & Redevelopment Element
- Growth Areas Element
- Cost of Development Element
- Public Services & Facilities Element
- Public Buildings Element

7) Innovation & Prosperity Chapter

- ★ ■ Economic Vitality Element
- ★ ■ Tourism Element **NEW**

8) Implementation Chapter

Section 3 - Appendix

Appendix

- Abbreviations
- Glossary
- Related Plans & Policies
- Photo Credits
- Acknowledgements

CRC Draft Plan

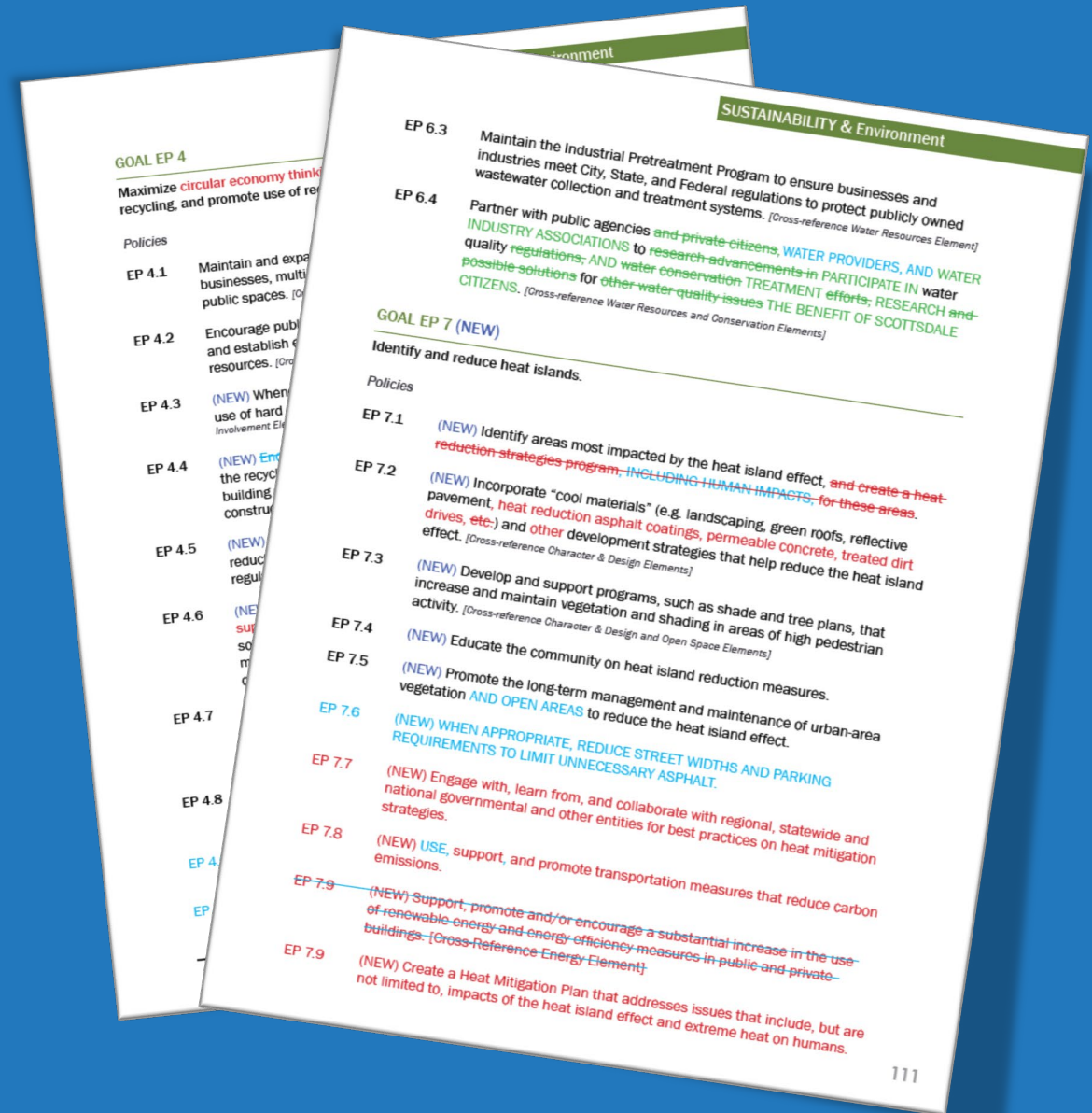
- CRC Draft 2035 General Plan
 - CRC Modifications to Plan
 - City Staff TAC Input
 - Citizen Outreach (2014 - current)

(NEW) = Content created by GP Task Force

‡ = State Required Content

Maintaining **RED** or **GREEN** text indicates CRC acceptance of the suggested edits for inclusion in plan.

If **RED** or **GREEN** text has **LIGHT BLUE** strike through lines this indicates that the CRC has recommended striking the suggested edits.



Circulation Element[‡]

Goals Include:

- **C 1** Design safe/efficient corridors[‡]
- **C 2** Reduce automobile trips
- **C 3** Develop a connected multi-modal system[‡]
- **C 4** Plan for future expansion
- **C 5** Protect neighborhoods
- **C 6** Participate in regional coordination
- **C 7** Coordinate with schools + neighborhoods
- **C 8** Provide a comfortable + accessible system





CIRCULATION ELEMENT[‡]

Scottsdale's transportation system is the backbone of the city, supporting the economy and serving and influencing land use patterns. The automobile historically has been, ~~and will continue to be,~~ the predominant mode of transportation in Scottsdale. ~~While the automobile will remain an important means of travel in Scottsdale, the community must~~ WILL CONTINUE TO make land use decisions that strive to reduce the length and number of automobile trips. ~~However, to match the character, needs, and lifestyle of different areas, the city will need to diversify its transportation choices:~~ A variety of mobility choices will provide greater accessibility and connectivity; alleviate pollution and congestion; and foster community well-being and quality of life. (NEW)

~~This shift will depend on~~ Scottsdale's ability to continuously investigate, plan, and incorporate new and traditional TRANSPORTATION AND MOBILITY technologies ~~including high capacity transit modes~~ into our public transit system ~~to~~ WILL assure adequate access to and within our community for residents, employees, visitors, and businesses. To correspond to the character, needs, and lifestyle of different areas within Scottsdale, the city will need to diversify its transportation choices THAT MAY REQUIRE SPECIFIC AREA SOLUTIONS. Land use and transportation policies ~~should~~ emphasize a mix of uses and activities served by more efficient and accessible transportation options, SUCH AS WALKING AND BICYCLING. ~~These policies~~ INCORPORATION OF THESE OPTIONS will reduce traffic congestion and impacts on the built and natural environments. Together land use planning, application of sustainable technology, and employer participation in trip reduction programs; can transform reliance on the automobile and reduce congestion on streets. ~~A variety of mobility choices will provide greater accessibility and connectivity and foster community well-being and quality of life.~~ (NEW)

The Circulation Element recognizes the primary role of the automobile, but also fully integrates other modes, such as public transit, air travel, bicycling, and walking. It also recognizes the interrelationships among transportation, land use, neighborhoods, and Growth and Activity Areas. Different areas within the city may have unique mobility needs requiring specific-area solutions. However transportation systems and their impacts do not stop at the city boundary. Therefore, this element stresses the efficient use of Scottsdale's existing **AND NEW** transportation systems and strong inter-jurisdictional coordination.

Goals and Policies

Goal C 1 [‡]

Design and improve transportation corridors to safely and efficiently move people and goods.

Policies

- C 1.1** (NEW) Support the Scottsdale public transit system to assure adequate **AND AFFORDABLE** access to and within our community for citizens, employees, visitors, and businesses through the use of existing and future technologies that incorporate traditional and high capacity transit modes, excluding all forms of ~~rail~~ **RELATED TO HIGH-CAPACITY TRANSIT.**
- ~~C 1.1~~ **C 1.2** [‡] Coordinate transportation and land use planning to enhance an integrated, sustainable ~~provide a continuous and integrated~~ **mobility TRANSPORTATION** system that promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice. [Cross-reference Land Use Element]
- C 1.3** ~~C 1.2~~ Reduce conflict points between various ~~means of travel~~ **TRANSPORTATION CHOICES** modes of travel, for example, where the paths of vehicles and bicycles, pedestrians, or equestrians, cross, diverge, or merge.
- C 1.4** ~~C 1.3~~ Protect regional corridor traffic flow, function, and safety by using grade separations for non-motorized travel. [Cross-reference Safety Element]
- C 1.5** ~~C 1.4~~ ~~Use and manage technologies~~ Incorporate strategies **AND TECHNOLOGIES** that efficiently move people, ~~increase the carrying~~ improve transportation system capacity **of roads**, and enhance mobility choices.
- C 1.6** (NEW) Assess alternatives to high-capacity **REGIONAL transit alternatives**, ~~excluding all forms of rail.~~
- C 1.7** ~~C 1.5~~ Provide connections that ensure functional and uninterrupted movement between transportation modes **THROUGH INTELLIGENT TRANSPORTATION SYSTEMS AND INDUSTRY STANDARD, BEST PRACTICES.**

- C 1.8** ~~C 1.6~~ Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability, ~~and~~ safety, **ACCESSIBILITY, AND COMFORT.** [Cross-reference Neighborhood Preservation & Revitalization Element]
- C 1.9** ~~C 1.7~~ [‡] (NEW) Support the Scottsdale Airport as an integral transportation hub, connecting the community to national and international markets. [Cross-reference Land Use and Economic Vitality Elements]
- C 1.10** ~~C 1.8~~ [‡] (NEW) Promote consistent **accessibility and** wayfinding elements, including, signage, street naming, and numbering, to increase the efficiency of transportation systems. [Cross-reference Bicycling Element]
- C 1.11** ~~C 1.9~~ Control access to and from **ARTERIAL STREETS AND** regional transportation corridors to protect their abilities to move **MULTIMODAL** traffic efficiently ~~and~~ **decrease congestion.**

Goal C 2

Reduce the number, length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.

Policies

- C 2.1** Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices. [Cross-reference Environmental Planning; Growth Areas; and Land Use Elements]
- C 2.2** Integrate ~~as appropriate~~ a variety of mobility choices along **LOCAL AND** regional transportation **networks CORRIDORS.** [Cross-reference Growth Areas Element]
- C 2.3** Reduce demands on transportation networks by using trip reduction strategies and travel demand management techniques, including **TECHNOLOGY AND APPLICATIONS**, telecommuting, alternative work schedules, carpooling, and transit/bicycling incentives **IN ORDER TO PROVIDE TRAVELERS WITH EFFECTIVE CHOICES TO IMPROVE TRAVEL RELIABILITY.** [Cross-reference Environmental Planning and Bicycling Elements]
- C 2.4** Work with employers to provide incentives and encouragement for trip reduction strategies. [Cross-reference Environmental Planning and Economic Vitality Elements]
- C 2.5** Promote non-motorized travel for short neighborhood trips. [Cross-reference Environmental Planning and Land Use Elements]

December 14, 2020 CRC Meeting:

- New Glossary term, subject to review by Transportation Commission:
 - High-Capacity Transit – Any transit technology that operates or functions to move a large number of passengers.

Goal C 3 †

Continue to develop an effective, safe, and connected multimodal transportation system (e.g. streets, trails, bikeways, shared-use paths, transit).

Policies

- C 3.1 Integrate park-and-ride ~~lots~~ **FACILITIES** and transit centers along regional corridors and within Growth and Activity Areas. *[Cross-reference Growth Areas Element]*
- C 3.2 Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development. *[Cross-reference Growth Areas Element]*
- C 3.3 Actively work with neighboring jurisdictions to maintain mobility choices and network continuity. *[Cross-reference Open Space Element]*
- C 3.4 Integrate regional employment and commercial centers into the regional multimodal system. *[Cross-reference Land Use Element]*
- C 3.5 Increase accessibility to transit **OPTIONS** through non-motorized and other transit connections, such as, neighborhood circulators ~~or~~, **ON-DEMAND TRANSPORTATION NETWORK COMPANIES** ~~Dial-A-Ride type services~~, ~~AND~~ **IMPROVED/ENHANCED SIDEWALKS, MULTIMODAL PATHS, OR BIKE BICYCLE LANES; AND, NON-MOTORIZED OPTIONS FOR THE FINAL MILE TO REACH PUBLIC TRANSIT SERVICES.**
- C 3.6 Create, preserve, and enhance multimodal connections between residential areas and neighborhood-supporting land uses. *[Cross-reference Land Use and Healthy Community Elements]*
- C 3.7 Support mobility choices that reflect the character and dominant lifestyle within a neighborhood. For example, in equestrian areas of the community, create links to the citywide and regional trail system. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*
- C 3.8 **(NEW) INCORPORATE DEDICATED PEDESTRIAN ZONES, OR AREAS OF PEDESTRIAN-ONLY TRAFFIC, INTO AREAS OF THE CITY THAT HAVE THE GREATEST INTENSITY OF DEVELOPMENT.**



Goal C 4

Plan for the expansion and modification of the transportation system.

Policies

- C 4.1 **PROVIDE AND** maintain expansion and modification options for existing and future transportation networks to efficiently serve future mobility needs.
- C 4.2 † Preserve and/or acquire public rights-of-way to ensure mobility networks can be sufficiently expanded. *[Cross-reference Open Space Element]*
- C 4.3 Provide alternative routes and mobility options if expansion of existing routes is not possible.
- C 4.4 Coordinate local and regional construction projects to reduce mobility delays and hindrances **ON TRAVELERS, INCLUDING DISCOURAGEMENT OF CONCURRENT CONSTRUCTION ON PARALLEL TRANSPORTATION CORRIDORS. ~~DISCOURAGE CONCURRENT CONSTRUCTION ON PARALLEL TRANSPORTATION CORRIDORS.~~**
- C 4.5 ~~Explore~~ **ADVANCE** partnerships ~~or~~ **AND** privatization to provide ~~more~~ **ADDITIONAL** mobility choices ~~and TO~~ address **ING** gaps in the ~~city's~~ mobility system.
- C 4.6 Educate the community about the direct impacts of land use decisions on service levels and mobility choices. *[Cross-reference Land Use and Community Involvement Elements]*

Goal C 5

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

Policies

- C 5.1 Preserve reasonable emergency access to and within neighborhoods, and balance potential neighborhood street restriction with emergency accessibility needs. *[Cross-reference Safety Element]*
- C 5.2 Design neighborhood streetS ~~layouts that~~ TO reduce speeding and noise, and provide greater, MORE DIRECT, and safer opportunities for non-motorized transportation. *[Cross-reference Character & Design; Safety; and Neighborhood Preservation & Revitalization Elements]*
- C 5.3 Design citywide transportation networks AND FACILITIES to protect neighborhoods from regional or citywide traffic.
- C 5.4 Incorporate open space and buffers into street design to protect neighborhoods. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*
- C 5.5 Provide transitions from regional systems to neighborhood systems by ~~gearing~~ MATCHING transportation design standards to the intensity of use and traffic volumes. *[Cross-reference Character & Design; Land Use; and Growth Areas Elements]*

Goal C 6

Actively work with regional jurisdictions and other agencies to coordinate and implement regional mobility systems and connections.

Policies

- C 6.1 Coordinate regional transportation planning and implementation strategies in partnership with neighboring jurisdictions and ~~quasi~~ REGIONAL, STATE, AND FEDERAL governmental agencies.
- C 6.2 Support other agencies in the development of regional pedestrian, bicycle, shared-use path, and trail systems, PARTICULARLY THOSE THAT CONNECT TO SCOTTSDALE'S SYSTEMS. *[Cross-reference Open Space; Recreation; and Bicycling Elements]*

Goal C 7

Balance the sensitive relationships and respective mobility needs of schools and neighborhoods.

Policies

- C 7.1 Promote school locations and designs that encourage non-motorized travel. Accommodate direct links SUCH AS SIDEWALKS, TRAILS, AND PATHS between schools and neighborhoods to minimize exposure to vehicles. *[Cross-Reference Character & Design and Public Buildings Elements]*
- C 7.2 * ~~(NEW) Where applicable, WORK-COLLABORATE WITH SCHOOLS TO~~ minimize the impacts of ~~student drop-offs AND PICK-UP ACTIVITY SCHOOL TRANSPORTATION~~ on neighborhoods by ~~providing enough ADEQUATE SCHOOL parking, for students and employees on school grounds, AND locating student drop-off, areas for personal vehicles PICKUP, AND QUEUING SPACE on school property, FACILITATING RIDE-SHARING,~~ providing convenient access to public transit, and encouraging non-motorized transportation to school.
- C 7.3 ~~(NEW)~~ Work with schools to create safe and accessible transportation routes to campus facilities. *[Cross-reference Safety Element]*

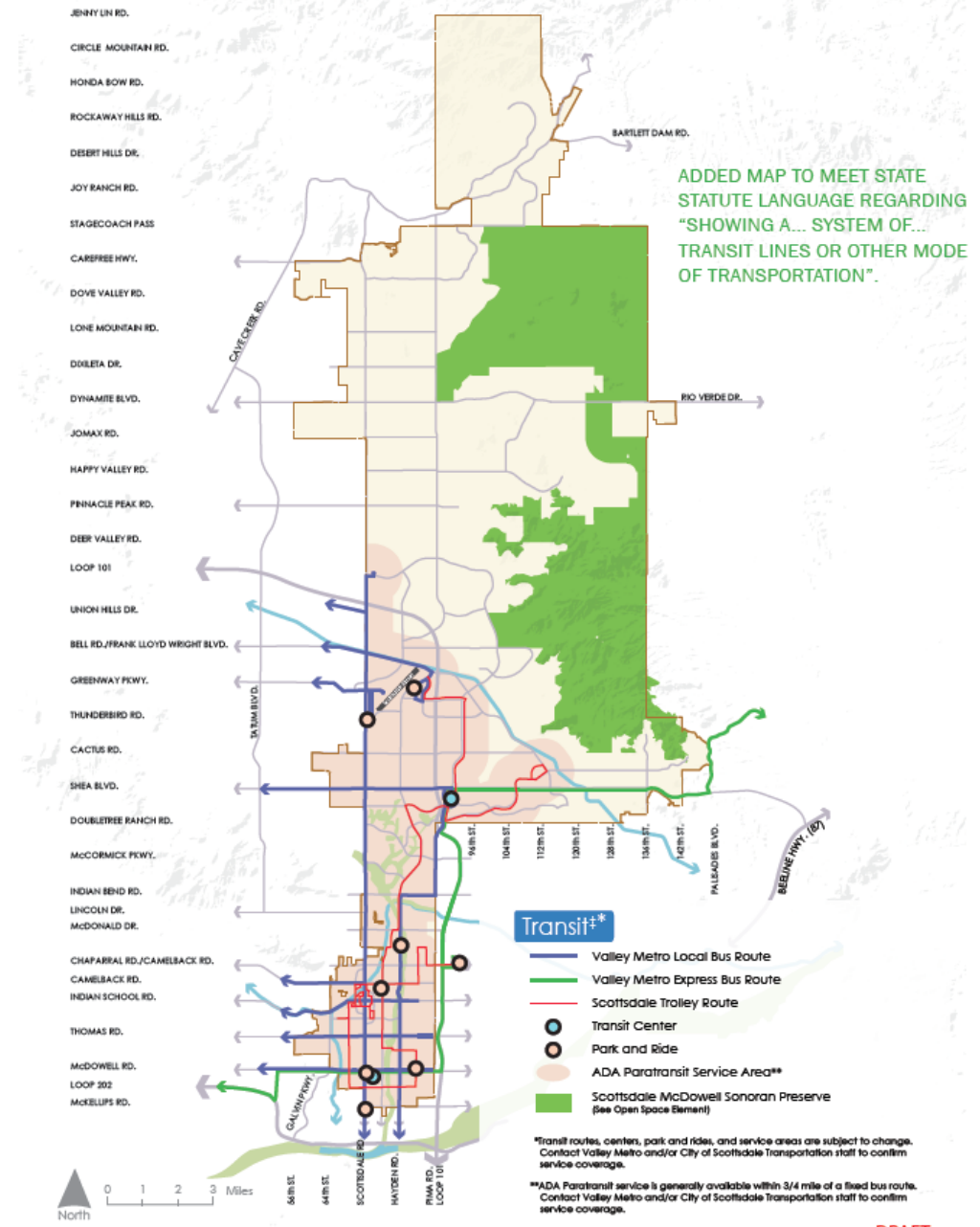
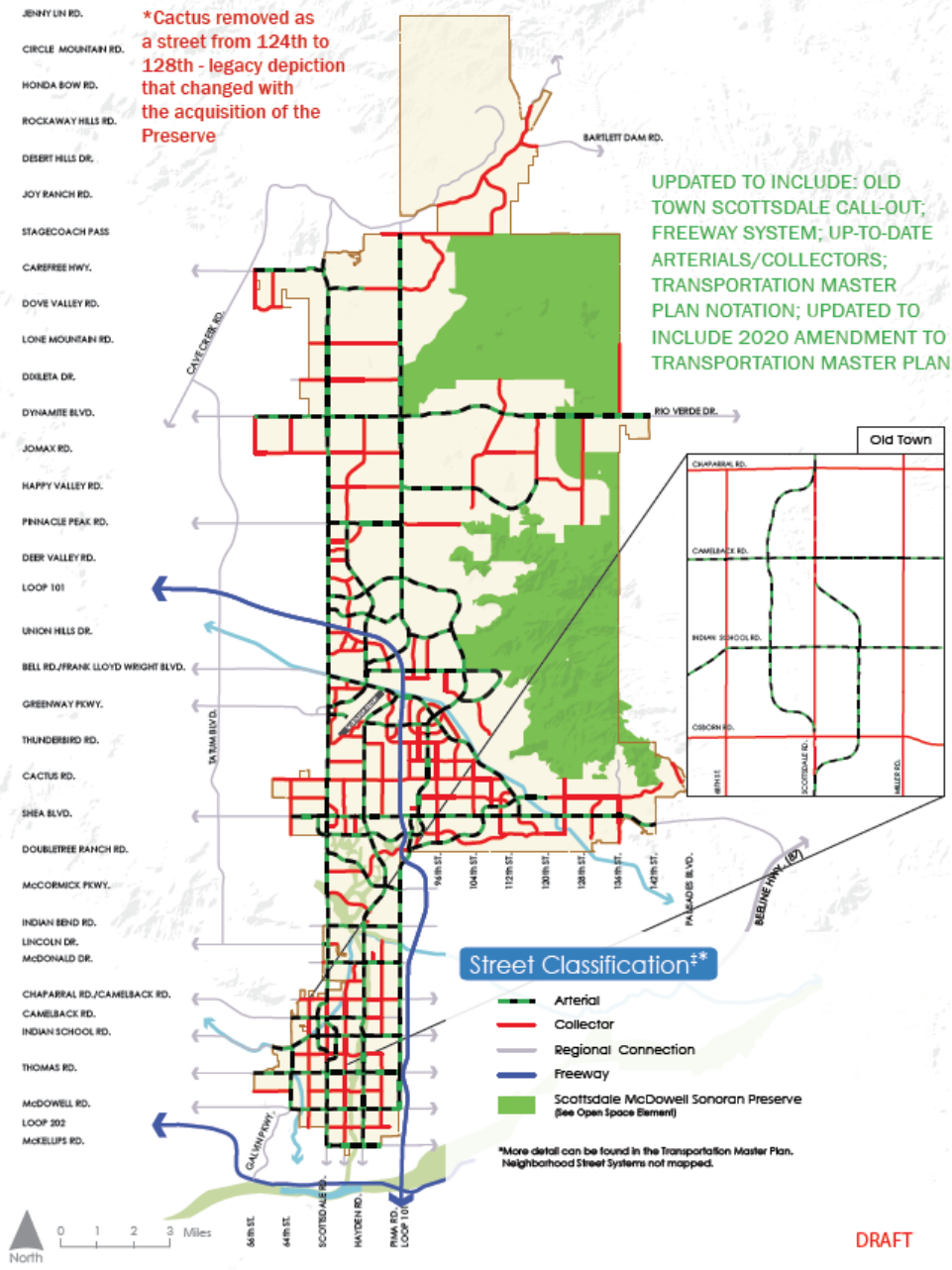
Goal C 8

Provide a comfortable and accessible transportation system TO INCREASE ABILITY TO REACH GOODS, SERVICES, AND ACTIVITIES. MANY FACTORS AFFECT ACCESSIBILITY, INCLUDING MOBILITY (PHYSICAL MOVEMENT), THE QUALITY AND AFFORDABILITY OF TRANSPORTATION OPTIONS, TRANSPORTATION SYSTEM CONNECTIVITY, AND LAND USE PATTERNS.

Policies

- C 8.1 Provide pedestrian safety, comfort, and amenities that reflect streetscape design and character of an area. *Cross-reference Character & Design Element*
- C 8.2 ~~(NEW)~~ Consider the needs of all community members and visitors, as well as, the special needs of children, seniors, and people with impaired mobility in the planning and design of the transportation system. *[Cross-reference Healthy Community Element]*





Bicycling Element †

Goals Include:

- **B 1** Develop accessible/interconnected networks †
- **B 2** Encourage increased bicycle use
- **B 3** Promote bicycle education & safety





BICYCLING ELEMENT[‡]

Scottsdale maintains a wide variety of on-street and off-street bicycle networks. These networks are both necessary. Because homes, offices, and employment centers are located along streets, many bicyclists and pedestrians use streets to reach their destinations. A commute to work by bicycle will typically begin on a residential street and end on a major street. [DUE TO STRIPED OR MARKED BICYCLE LANES, SHARED LANE MARKINGS, AND OTHER ON-STREET FACILITIES](#), many experienced bicyclists prefer to bicycle on streets where they can travel greater distances in a short amount of time.

The off-street network provides a more relaxed environment and fewer interactions with motorized traffic. Off-street network users must still watch for vehicles at driveways, street crossings, and intersections. Shared-use paths, such as the Indian Bend Wash Greenbelt, have grade-separated crossings at streets or intersections, which allow non-motorized users to avoid interaction with motorized users. These grade-separated crossings provide a safer environment for all users and allow quick travel for faster cyclists when few other users are present. Because bicyclists share paths with pedestrians, runners, strollers, dogs, and horses, they must adjust their speeds to share the path or safely pass others. Many commuter bicyclists combine the use of on-street and off-street networks to reach their destinations.

Scottsdale is nationally recognized as a Bicycle-Friendly Community by the League of American Bicyclists because it actively supports bicycling and encourages residents to use bicycles as an alternative mobility choice and as part of a healthy lifestyle. The goals and policies of the Bicycling Element guide safe, connected, and convenient on-street and off-street bicycle networks.

Goals and Policies

GOAL B 1 †

Develop continuous, accessible, and interconnected bicycle networks.

Policies

- B 1.1 Continue to participate in regional bikeway system planning. *[Cross-reference Circulation and Open Space Elements]*
- B 1.2 Promote convenient connections between on-street and off-street bicycling networks throughout the city and with neighboring jurisdictions.
- B 1.3 Continue to integrate bicycle lanes **AND BUFFERED BICYCLE LANES** through street restriping and other techniques.
- B 1.4 Continue to expand **AND ENHANCE** off-street bicycling networks, and connect them to existing and planned on-street bicycle networks. *[Cross-reference Healthy Community; Open Space; and Recreation Elements]*
- B 1.5 Maintain ~~AND~~ or improve Scottsdale's designation in the Bicycle-Friendly Community award program.

GOAL B 2

Provide convenient and comfortable bicycle facilities to encourage bicycling.

Policies

- B 2.1 Integrate wayfinding systems into shared-use path and trail systems to ease navigation, provide signal detection, and increase bicyclist comfort. *[Cross-reference Circulation Element]*
- B 2.2 † Promote a variety of accessible bicycle facilities, including, **but not limited to**, bicycle parking, ~~AND~~, bicycle lockers, ~~and shower facilities~~, and **shower facilities** into the transit system throughout the community. *[Cross-reference Healthy Community; Public Buildings; and Circulation Elements]*
- B 2.3 Embrace new bicycle facility technologies that will enhance bicycle use in the community, ~~PARTICULARLY BY PERSONS THAT ARE INTERESTED IN USING A BICYCLE FOR TRANSPORTATION.~~
- B 2.4 **(NEW) CONSIDER THE USE OF ON-STREET BICYCLE BOULEVARDS.**

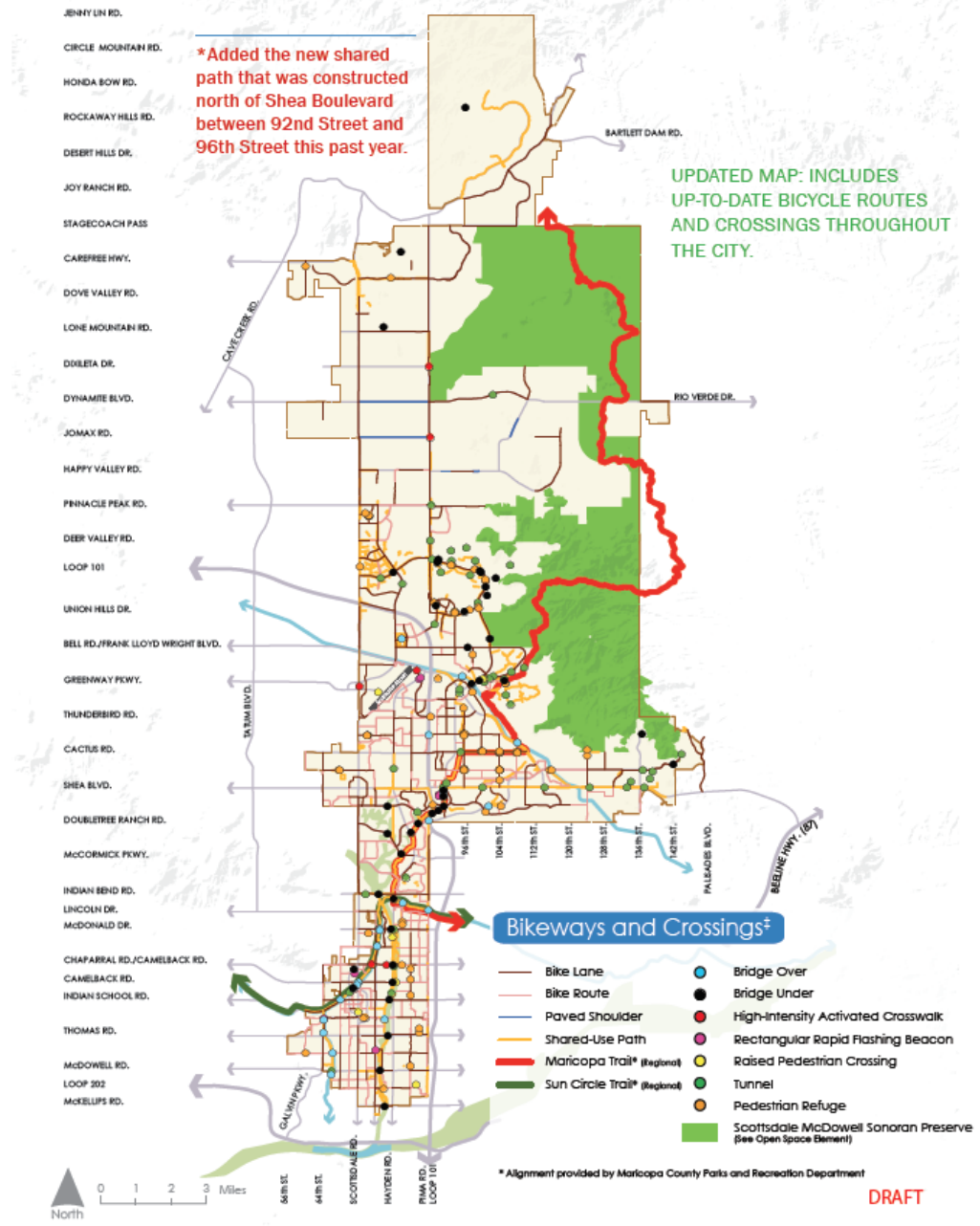
GOAL B 3

Promote bicycle education, safety, and enforcement.

Policies

- B 3.1 Promote **safe** bicycle access from neighborhoods to schools, parks, recreational centers, and services. *[Cross-reference Healthy Community; Recreation; Public Buildings; and Circulation Elements]*
- B 3.2 Promote opportunities for the community to participate in bicycling, ~~and educate residents, businesses, schools, and others on bicycle safety.~~ *[Cross-reference Healthy Community; Recreation; Safety; and Community Involvement Elements]*
- B 3.3 ~~Work to reduce~~ **MINIMIZE** physical and regulatory barriers that would hinder improvements to bicycling ~~safety, programming.~~ *[Cross-reference Safety Element]*
- B 3.4 † ~~incorporate safety measures at grade separations, street crossings, and intersections to minimize~~ **WORK TO REDUCE** conflicts with vehicles, pedestrians, and other bicyclists **BY INCORPORATING BEST PRACTICES FOR BICYCLES AS A TRANSPORTATION MODE IN ADDITION TO A RECREATIONAL ACTIVITY.** *[Cross-reference Circulation and Safety Elements]*
- B 3.5 Work with law enforcement **and THROUGH COMMUNITY EDUCATION** to ensure traffic laws are followed by both drivers and bicyclists. *[Cross-reference Safety Element]*
- B 3.6 **(NEW) EDUCATE RESIDENTS, BUSINESSES, SCHOOLS, AND OTHERS ON BICYCLE SAFETY.**





CRC Draft Plan: Implementation Chapter

Implementation is the goal of the General Plan

- Recommend measures to put the Plan into effect
- Promote public interest and understanding
- Communicate with other public officials, agencies and organizations
- Develop specific plans to implement the General Plan
- To receive and utilize grants or other financial assistance
- Render an annual report to City Council on the status of the General Plan
- Create and maintain a Capital Improvement Program (CIP)

COLLABORATION & ENGAGEMENT						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Citizen Survey	CI, HC, S				■	Administration
CITY PUBLIC PARTICIPATION MANUAL	CI, HC	■			■	ADMINISTRATION
Community Outreach Programs	ACC, B, C, CD, CI, CONSV, CRR, E, EP, H, HC, NPR, OS, S				■	Citywide
Community Visioning	ACC, CD, CI, HC, T			■		Planning & Development
General Plan 5-year & Annual/Reports	CD, CI, EV, LU, T		■		■	Planning & Development
City Council Annual Priorities/ Organization Strategic Plan	All				■	Citywide
Public Involvement Plans for projects	ACC, C, CI, CRR, EP, H, HC, R				■	Private Sector
Public Notification Requirements Update	ACC, CI, CRR, H, HC, LU	■				Planning & Development, Neighborhood Services

CONNECTIVITY						
Program	Elements Implemented	Years 1-5	Years 5-10	Years 10-20	On-Going/ Periodic	Responsible Agency
Airport Master Plan Update	C, COD, EP, EV, LU, PB, PSF, S, T		■			Airport
Bicycle Program	B, C, CRR, EP, EV, GA, HC, LU, NPR, R, S, T				■	Transportation
Transit Program	B, C, CRR, EP, EV, GA, H, HC, LU, NPR, PSF, T				■	Transportation
Transportation Master Plan Update	B, C, COD, CRR, EP, EV, GA, H, HC, LU, NPR, OS, PSF, S	■				Transportation


ELEMENT LEGEND
ACC= Arts, Culture & Creative Community
All- All Elements/ Entire General Plan
B= Bicycling
C= Circulation
CD= Character & Design
CI= Community Involvement
COD= Cost of Development
CONSV= Conservation
CRR= Conservation, Rehabilitation, & Redevelopment
E= Energy
EP= Environmental Planning
EV= Economic Vitality
GA= Growth Areas
H= Housing
HC= Healthy Community
LU= Land Use
NPR= Neighborhood Preservation & Revitalization
OS= Open Space
PB= Public Buildings
PSF= Public Services & Facilities
R= Recreation
S= Safety
T= TOURISM
WR= Water Resources

Next Steps





MENU

What are you looking for? 

- Download The Full Draft 2035 General Plan - Tracked, Legislative
- Download The Full Draft 2035 General Plan - Clean
- Executive Summary + Preface
- Character & Design Element
- Land Use Element
- General Plan Amendment Criteria
- Arts, Culture & Creative Community Element
- Open Space Element
- Environmental Planning Element
- Conservation Element
- Water Resources Element
- Energy Element
- Community Involvement Element
- Healthy Community Element
- Housing Element
- Recreation Element

Submit Comment on Draft Plan

* Required

1. Name *

2. Email address *

3. Select the Element or section to comment on *

Submit

Keyword “General Plan Updates”



Recommended Approach

Review, discuss, and provide input on those sections of the Citizen Review Committee recommended draft General Plan 2035 to which Transportation Commission has purview.

Need more information?

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Draft Scottsdale General Plan 2035

Case: 1-GP-2021

Transportation Commission

March 18, 2021

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Transportation Action Plan – Early Concepts
Meeting Date: March 18, 2021

Action: Review early concepts for various Transportation Action Plan mode elements.

Purpose:

Staff is in the early stages of drafting a new Transportation Action Plan (TAP) that will serve as an update to the 2016 Transportation Master Plan. As noted at the January 2021 Transportation Commission meeting, the TAP will be coordinated with the proposed General Plan Update and is expected to provide greater focus on refinement of the existing transportation system rather than adding extensive new infrastructure. This direction will emphasize livable streets/community over rapid traffic throughput.

Items to be reviewed this month include community survey trends related to mobility topics, key early concepts that will guide further refinement of various modal elements, ideas on how the plan will be accessed on the City’s website, and a request for input on the addition of special meetings to the Transportation Commission’s calendar.

Information:

National Community Survey Trends

Results from the latest National Community Survey’s *Community Livability Report for Scottsdale* were recently received. The *Community Livability Report* provides the opinions of a representative sample of 328 residents of the City of Scottsdale, with a margin of error of $\pm 5\%$. Reports have been prepared for Scottsdale going back to 2003. In all, eight surveys of Scottsdale citizens have been conducted using the same approach. Within the surveys, there are six topics that can provide background for the development of the TAP. A summary of the trends in the percentage of positive responses is provided in Table 1.

Topic	Percent rating positively (e.g., excellent/good)								Change 2003- 2020
	2003	2004	2006	2010	2013	2016	2018	2020	
Ease of travel by car	52%	51%	40%	69%	76%	70%	71%	84%	32%
Ease of walking	65%	68%	68%	73%	85%	78%	75%	76%	11%
Ease of travel by bicycle	54%	59%	55%	68%	69%	65%	63%	69%	15%
Street repair	63%	63%	60%	67%	66%	69%	67%	69%	6%
Bus or transit services	38%	35%	37%	57%	56%	64%	66%	62%	24%
Traffic signal timing	53%	54%	48%	57%	60%	62%	58%	60%	7%

Table 1

While only a snapshot of citizen perceptions regarding the City’s transportation system, the trends shown in Table 1 can help inform plan concepts that will be developed for wider public input.

Streets Element – Early Concepts

As discussed in January, the level of automobile travel demand on most street corridors has not grown significantly over the past 20 years. Therefore, one of the first areas of emphasis in the development of

the TAP is a review of the classifications for existing and planned streets. Important components of street classifications include standard right-of-way widths, the number of travel lanes, the type and general spacing of access, and the width of adjacent sidewalks. Preliminary analysis indicates that several reductions in street classifications may be recommended in the TAP. These include:

- Major Arterial (6 lanes w/raised median) to Minor Arterial (4 lanes w/raised median)
 - 1) Hayden Road: McKellips to Indian School
- Couplet (5 lanes w/raised median) to Minor Arterial
 - 1) Drinkwater Boulevard
 - 2) Goldwater Boulevard
- Minor Arterial to Minor Collector (2 lanes w/center turn lane or median)
 - 1) Tom Darlington Drive: Carefree Highway to Leisure Lane
 - 2) Westland Drive: Scottsdale to Hayden
- Major Collector (4 lanes w/center turn lane or median) to Minor Collector
 - 1) 92nd Street: Raintree to Frank Lloyd Wright
 - 2) 96th Street: Via Linda to Shea
 - 3) 100th Street: Frank Lloyd Wright to Frank Lloyd Wright
 - 4) 130th/132nd Street: Shea to Via Linda
 - 5) Legend Trail Parkway: Pima to Stagecoach Pass
 - 6) McCormick Parkway: Scottsdale to Hayden
 - 7) Osborn Road: 68th to Scottsdale
 - 8) Raintree Drive: Thompson Peak to Frank Lloyd Wright
 - 9) Redfield Road: Raintree to Frank Lloyd Wright
 - 10) Thunderbird Road: 89th to Frank Lloyd Wright

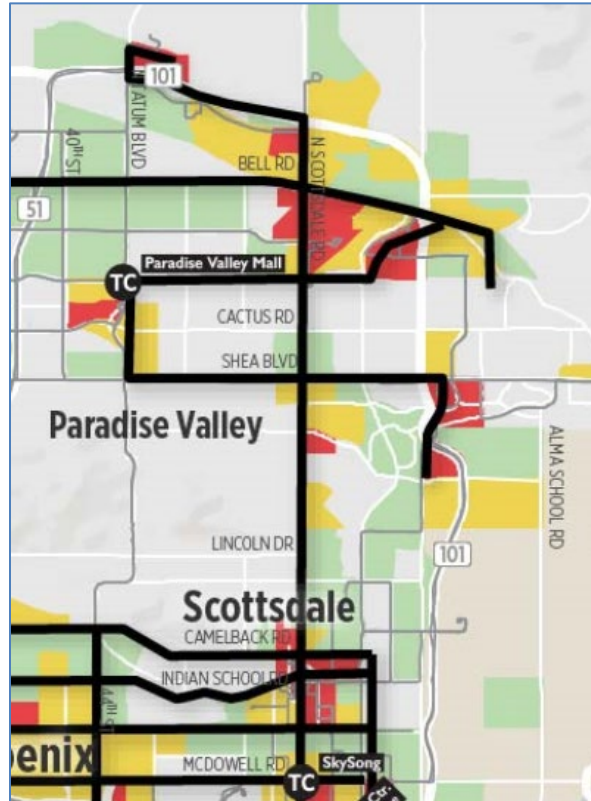
Staff is also reviewing typical street cross sections as preparation of the TAP moves forward. One area of early focus is the minor collector classification, where the standard cross section recommends a continuous center lane in most circumstances. Early analysis indicates that approximately 50 lane miles of minor collectors could be converted to a second minor collector cross section that does not include or plan for a center turn lane. These roadway segments are prime candidates for improving the comfort level of on-street biking and pedestrian access through the use of buffered bike lanes. A list of potential candidates is included as [Attachment 1](#).

Transit Element – Early Concepts

Transit staff is currently working on a performance-based assessment of the City's existing transit system, which includes nine bus routes and one express bus route operated by either Phoenix or Valley Metro and three trolley routes operated under a contract managed by the City. A fourth trolley route in Old Town Scottsdale remains on suspended service since the onset of the COVID-19 pandemic shutdown in 2020. As system analysis work continues, it will inform the development of recommendations in the TAP.

The TAP project team is also looking at planning work conducted through the Maricopa Association of Governments (MAG) and Valley Metro. One recently completed study is the Regional Transit Framework

Study Update (June 2019). A primary output from this study was the identification of the region's corridors with the highest potential for transit ridership. A map showing these corridors in the Scottsdale vicinity is provided below.

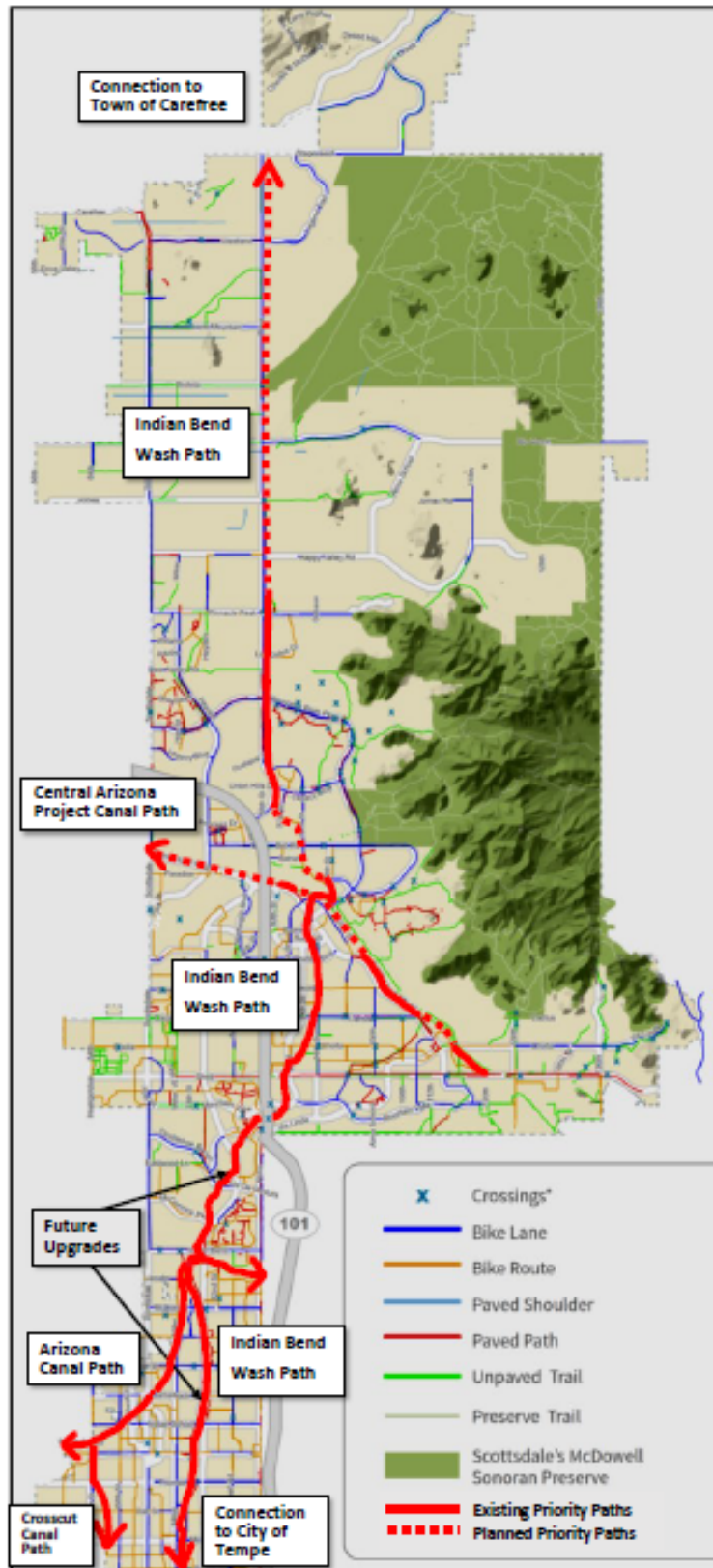


Corridors with Highest Potential Transit Ridership

Bicycle Element – Early Concepts

The City's shared-use path system is anchored by a planned 28-mile north/south spine, the Indian Bend Wash (IBW) Path. Two east/west corridors, the Arizona Canal Path and the Central Arizona Project (CAP) Canal Path, also provide local and regional connectivity. These paths link to the on-street network while providing connectivity to a wider range of cyclists. The paths feature grade-separated crossings in many locations. Segments are prioritized based on three criteria: the potential demand in the vicinity of the corridor, the existing bicycling conditions on parallel roadways, and the potential for connections to the City's existing bicycle network. More details on the three primary paths are provided below:

- **Indian Bend Wash (IBW) Path** – The entire IBW Path corridor in Scottsdale extends from McKellips Road at the City of Tempe border north to Stagecoach Pass Road at the Town of Carefree border. Approximately 15 miles of path exist from McKellips Road to the WestWorld area, which is the approximate center point of the IBW Path. The southern section of the path passes through several parks and neighborhoods and connects to the Salt River/Tempe Town Lake in Tempe, with further linkages to the east/west Rio Salado Path in Tempe, Mesa, and Phoenix. The southern section also connects to the Arizona Canal Path and the Central Arizona Project (CAP) Canal Path. From the WestWorld area, the path corridor extends northwesterly to Pima Road, where it then follows Pima Road to the Town of Carefree border. The northern section is approximately 13 miles long, of which 3.5 miles is constructed between Trailside View and Pinnacle Peak Road.



Primary Path Map

- **Crosscut Canal Path/Arizona Canal Path** – The 1.8-mile Crosscut Canal Path connects to a path in Tempe while the 5.8-mile Arizona Canal Path connects to Phoenix and the Salt River Pima Maricopa Indian Community. Both canals are paved throughout Scottsdale, with the final 700-feet north of Scottsdale Road scheduled for paving in spring/summer 2021.
- **Central Arizona Project (CAP) Canal Path** – The CAP Aqueduct system was constructed by the Bureau of Reclamation (BOR) and is operated by the Central Arizona Water Conservation District (CAWCD). As part of recreational planning for the CAP Aqueduct, BOR committed itself to maintain a 15-20-foot recreation corridor throughout the project. In Scottsdale, the 9.2-mile planned path is on the south side of the CAP Canal, outside the security fence, and primarily along adjacent developed land. Portions of the path are complete east of the Loop 101 along the Frank Lloyd Wright Boulevard corridor.

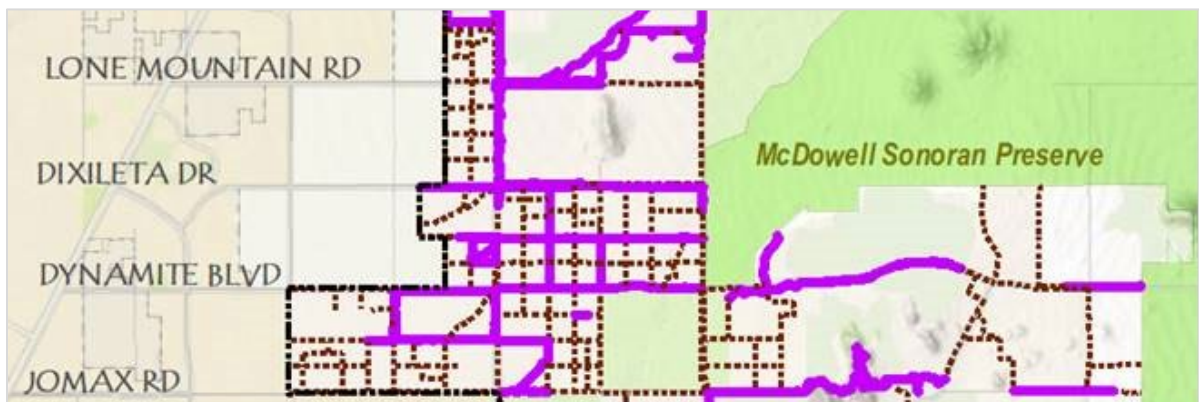
Filling in gaps and/or renovating older segments (portions of the existing IBW Path are over 40 years old) in the primary path corridors are expected to be high priorities in the TAP. Other shared-use paths will be constructed along primary roadway corridors such as north Scottsdale Road and Happy Valley Road when adjacent roadway improvements are constructed by the City or nearby development is stipulated to construct path improvements along their frontage.

The on-street bicycle system will continue to expand and improve as new roadway segments of minor collector size or larger are constructed. New construction will follow the standard cross sections already in place or identified for revision through the TAP. In addition, Transportation staff is continually updating a citywide list of potential restriping efforts that can be coordinated with the City's Pavement Priority Plan, which is currently being developed.

As noted in the Street Element section above, minor collectors that do not require a center turn lane will also be a focus area for adding improved bike lanes, typically with painted buffers. Future discussion on the benefits, applicability and maintenance issues associated with constructed bike lane buffers is anticipated as development of the TAP proceeds.

Trails Element – Early Concepts

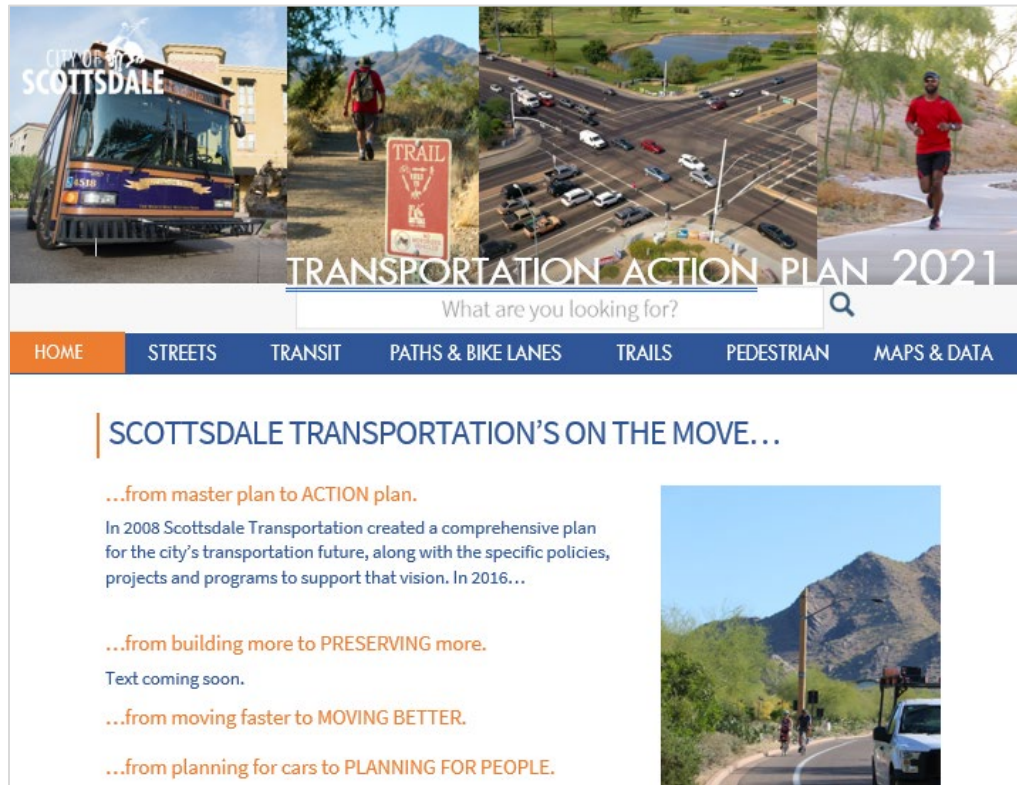
The existing trail network outside the McDowell Sonoran Preserve measures 150 miles with an additional 189 miles planned. Early prioritization concepts for the TAP center around completing the remaining connections to the Preserve and filling in gaps in neighborhood trail systems. The neighborhood trails play an even larger role in areas of the city where no sidewalks are in place or planned. Most of the planned neighborhood trails occur in the north part of the city between Jomax Road and Lone Mountain Road (see map below).



Existing and Planned Trails – Jomax Road to Lone Mountain Road

Website Landing Page - Early Concepts

As mentioned in January, it is expected that TAP will use an introductory section to “tell the story” of the transportation system in a manner that is user friendly and understandable to citizens who do not have expertise in the field. As part of this concept, a new landing page on the City’s website is being developed. A first mock-up of the landing page is provided below.



City Website Landing Page – Draft Mock Up

Future Transportation Commission Calendar

During the preparation of the 2008 and 2016 Transportation Master Plans, the Transportation Commission held special meetings outside of the normal monthly schedule to keep the planning process on track and provide additional opportunities for public input. Staff is requesting guidance from the Transportation Commission on whether to add additional meetings over the May thru August/September timeframe to allow more focused time for developing the TAP.

Next Steps:

Continue work on the preparation of the draft TAP. In addition to modal elements, development of draft policy updates will be initiated.

[Attachment 1](#): Potential Minor Collector Cross Section Changes

Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov

Potential Minor Collector Cross Section Changes

Street	From	To	2016 Classification	Proposed	Length (ft.)
78th Street	Jackrabbit Road	McDonald Drive	Minor Collector	Minor Collector - no center lane	2,600
78th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,550
84th Street	Shea Boulevard	Thunderbird Road	Minor Collector	Minor Collector - no center lane	10,350
90th Street	Cactus Road	Thunderbird Road	Minor Collector	Minor Collector - no center lane	5,150
92nd Street	Sweetwater Avenue	Thunderbird Road	Minor Collector	Minor Collector - no center lane	2,580
100th Street	Cactus Road	Camino del Santo	Minor Collector	Minor Collector - no center lane	3,400
104th Street	Shea Boulevard	Sweetwater Avenue	Minor Collector	Minor Collector - no center lane	7,800
108th Street	Via Linda	Cactus Road	Minor Collector	Minor Collector - no center lane	3,800
110th Street	Mountain View Road	Cholla Street	Minor Collector	Minor Collector - no center lane	5,600
110th Street/Alameda	Cholla Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	2,200
124th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,600
128th Street	Southern terminus	Dynamite Boulevard	Minor Collector	Minor Collector - no center lane	15,400
130th Street	Southern terminus	Shea Boulevard	Minor Collector	Minor Collector - no center lane	3,300
136th Street	Dynamite Boulevard	Lone Mountain Road	Minor Collector	Minor Collector - no center lane	10,400
Camelback Road	82nd Street	Granite Reef Road	Minor Collector	Minor Collector - no center lane	1,300
Chaparral Road	66th Street	Scottsdale Road	Minor Collector	Minor Collector - no center lane	3,900
Dove Valley Road	60th Street	64th Street	Minor Collector	Minor Collector - no center lane	2,650
Eastwood Lane/Via de Ventura	Scottsdale Road	Doubletree Ranch Road	Minor Collector	Minor Collector - no center lane	5,100
Granite Reef Road	Thomas Road	Osborn Road	Minor Collector	Minor Collector - no center lane	2,600
Granite Reef Road	McDonald Drive	Arizona Canal	Minor Collector	Minor Collector - no center lane	3,100
Grayhawk Drive	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	4,000
Jackrabbit Road	Quail Place	Scottsdale Road	Minor Collector	Minor Collector - no center lane	600
Jackrabbit Road	Miller Road	Hayden Road	Minor Collector	Minor Collector - no center lane	2,150
Miller Road	Shea Boulevard	Cactus Road	Minor Collector	Minor Collector - no center lane	5,250
Mountain View Road	117th Way	124th Street	Minor Collector	Minor Collector - no center lane	4,000
Oak Street/Murray Lane	Miller Road	Granite Reef Road	Minor Collector	Minor Collector - no center lane	5,800
Osborn Road	64th Street	68th Street	Minor Collector	Minor Collector - no center lane	2,400
Paradise Lane	98th Street	Thompson Peak Parkway	Minor Collector	Minor Collector - no center lane	3,300
Pinnacle Peak Road	92nd/93rd Street	Via Ventosa	Minor Collector	Minor Collector - no center lane	5,800
Raintree Drive	Frank Lloyd Wright Boulevard	100th Street	Minor Collector	Minor Collector - no center lane	1,350
Ranch Gate Road	118th Street	128th Street	Minor Collector	Minor Collector - no center lane	6,900
Roosevelt Street	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
Roosevelt Street	Granite Reef Road	Latham Street	Minor Collector	Minor Collector - no center lane	1,100
Sweetwater Avenue	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
Sweetwater Avenue	90th Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	9,700
Thunderbird Road	Hayden Road	84th Street	Minor Collector	Minor Collector - no center lane	2,600
Via Linda	Via de Ventura	Loop 101 underpass	Minor Collector	Minor Collector - no center lane	8,000



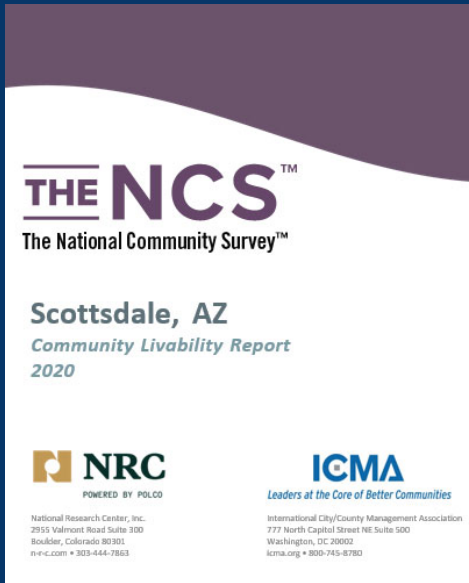
Transportation Action Plan

Transportation Commission
March 18, 2021

Discussion Items

- National Community Survey Trends
- Early Concepts
 - Streets
 - Transit
 - Bicycle
 - Trails
- On-line Access Approach
- Future Meetings

2020 National Community Survey: Scottsdale – Mobility Satisfaction Trends



Topic	Percent rating positively (e.g., excellent/good)								Change 2003-2020
	2003	2004	2006	2010	2013	2016	2018	2020	
Ease of travel by car	52%	51%	40%	69%	76%	70%	71%	84%	32%
Ease of walking	65%	68%	68%	73%	85%	78%	75%	76%	11%
Ease of travel by bicycle	54%	59%	55%	68%	69%	65%	63%	69%	15%
Street repair	63%	63%	60%	67%	66%	69%	67%	69%	6%
Bus or transit services	38%	35%	37%	57%	56%	64%	66%	62%	24%
Traffic signal timing	53%	54%	48%	57%	60%	62%	58%	60%	7%

Streets Element – early concepts



SCOTTSDALE

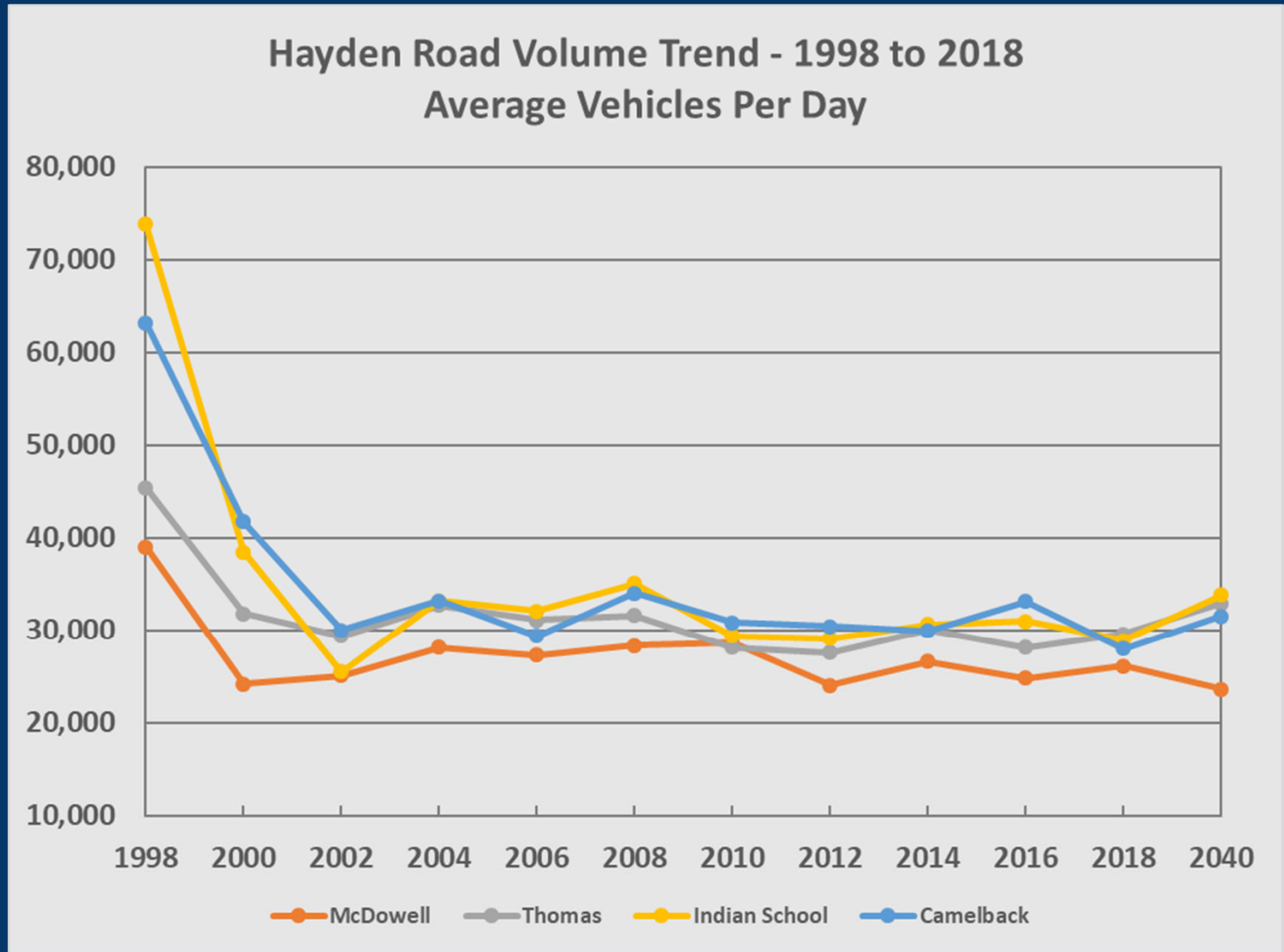
Potential Street Classification Changes – Reductions in Number of Lanes

- Major Arterial to Minor Arterial
 - 1) Hayden Road: McKellips to Indian School
- Couplet to Minor Arterial
 - 1) Drinkwater Boulevard
 - 2) Goldwater Boulevard
- Minor Arterial to Minor Collector
 - 1) Tom Darlington Drive: Carefree Highway to Leisure Lane
 - 2) Westland Drive: Scottsdale to Hayden

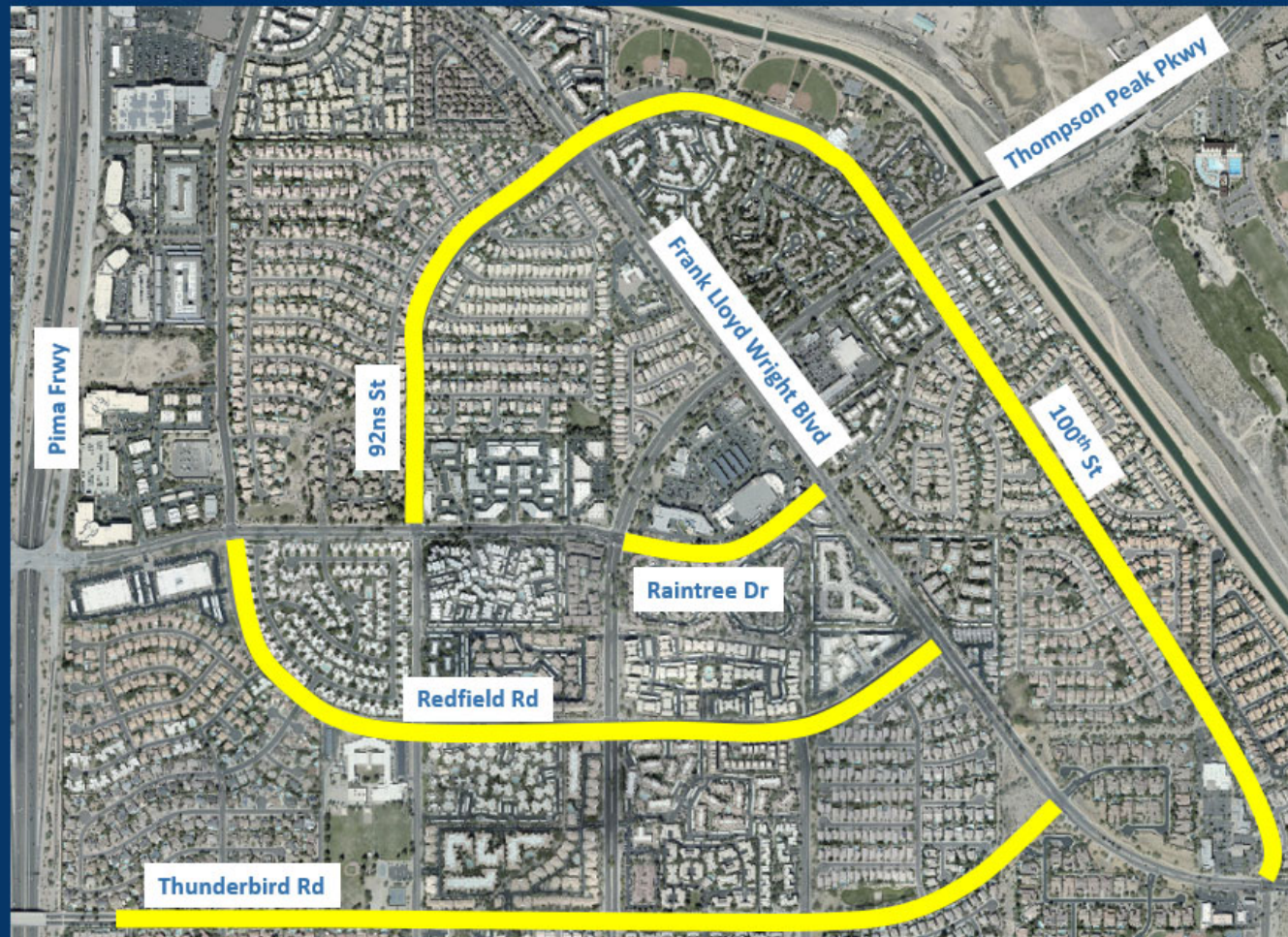
Potential Street Classification Changes (cont'd)

- Major Collector to Minor Collector
 - 1) 92nd Street: Raintree to Frank Lloyd Wright
 - 2) 96th Street: Via Linda to Shea
 - 3) 100th Street: Frank Lloyd Wright to Frank Lloyd Wright
 - 4) 130th/132nd Street: Shea to Via Linda
 - 5) Legend Trail Parkway: Pima to Stagecoach Pass
 - 6) McCormick Parkway: Scottsdale to Hayden
 - 7) Osborn Road: 68th to Scottsdale
 - 8) Raintree Drive: Thompson Peak to Frank Lloyd Wright
 - 9) Redfield Road: Raintree to Frank Lloyd Wright
 - 10) Thunderbird Road: 89th to Frank Lloyd Wright

Arterial Volume Trend Example



Street Reclassification Concepts – 4-lane to 2-lane



Opportunities Created Through Street Reclassifications



Major Collector
96th Street - Before



Minor Collector
96th Street - After

Opportunities Created Through Street Reclassifications



Major Collector
124th Street - Before



Minor Collector
124th Street - After

Opportunities Created Through New Cross Section Types



Minor Collector – with center turn lane



Minor Collector – no center turn lane

Approximately 50 additional lane miles of existing minor collectors could be converted to the no center lane cross section



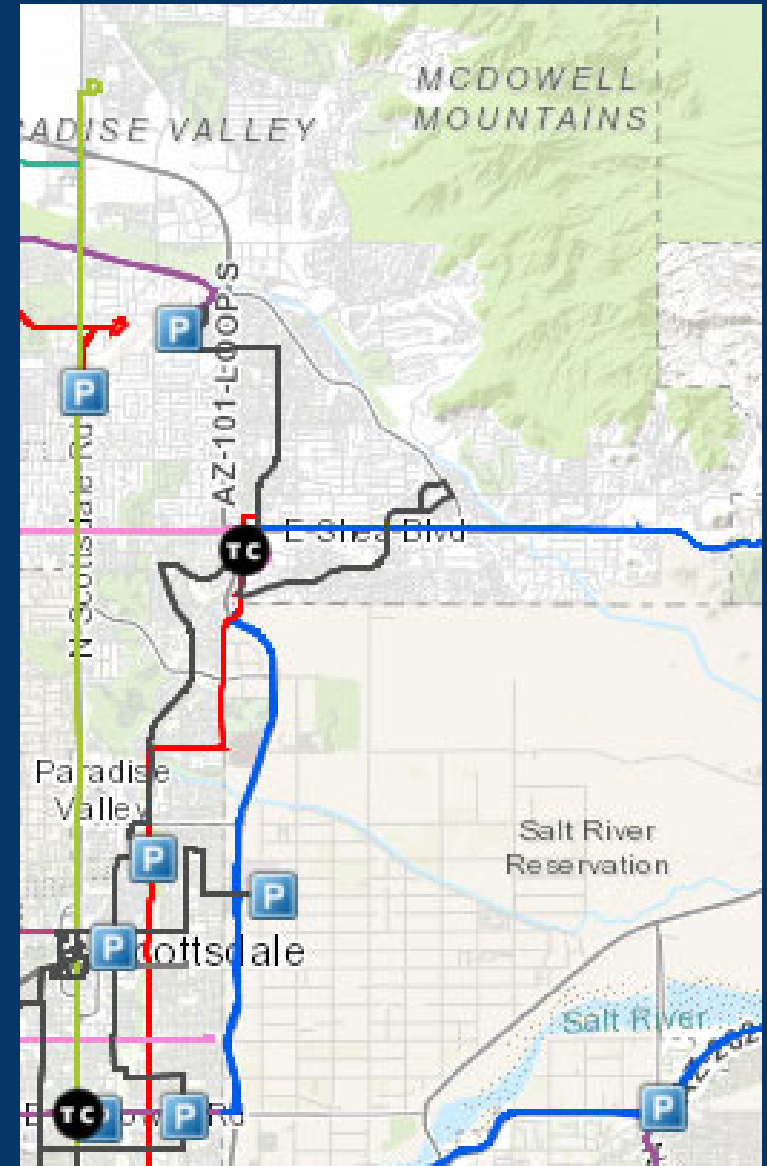
Transit Element – early concepts



Existing Transit Routes

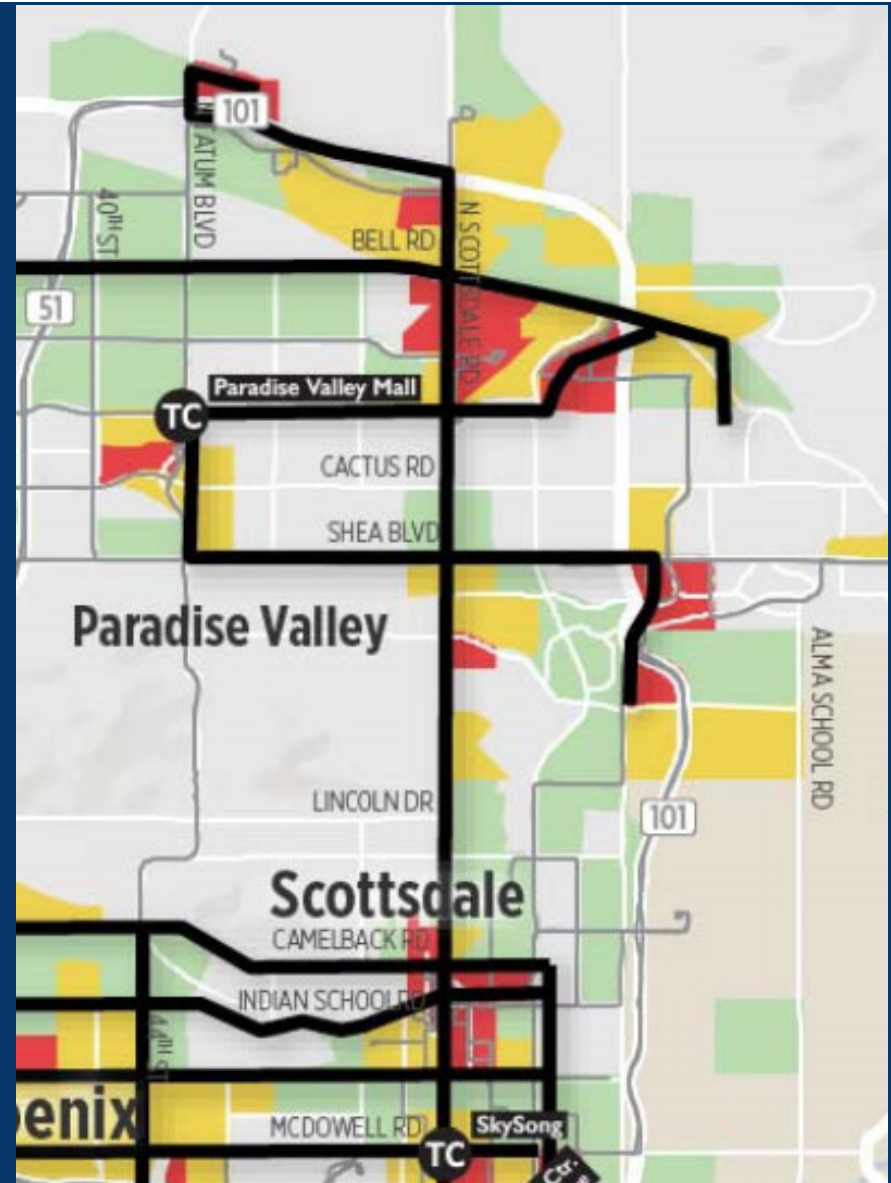
- 9 bus routes operated by Phoenix or Valley Metro
- 3 trolley routes contracted by Scottsdale
- 1 express bus route operated by Valley Metro

Current transit system undergoing in-house performance evaluation



Highest Transit Ridership Potential - MAG Regional Transit Framework Study 2019

- Key demand factors:
 - Population density
 - Employment density
 - Socioeconomics
 - Development patterns
 - Activity centers
 - Travel flows





Bicycle Element – early concepts

SCOTTSDALE

Priority Paths

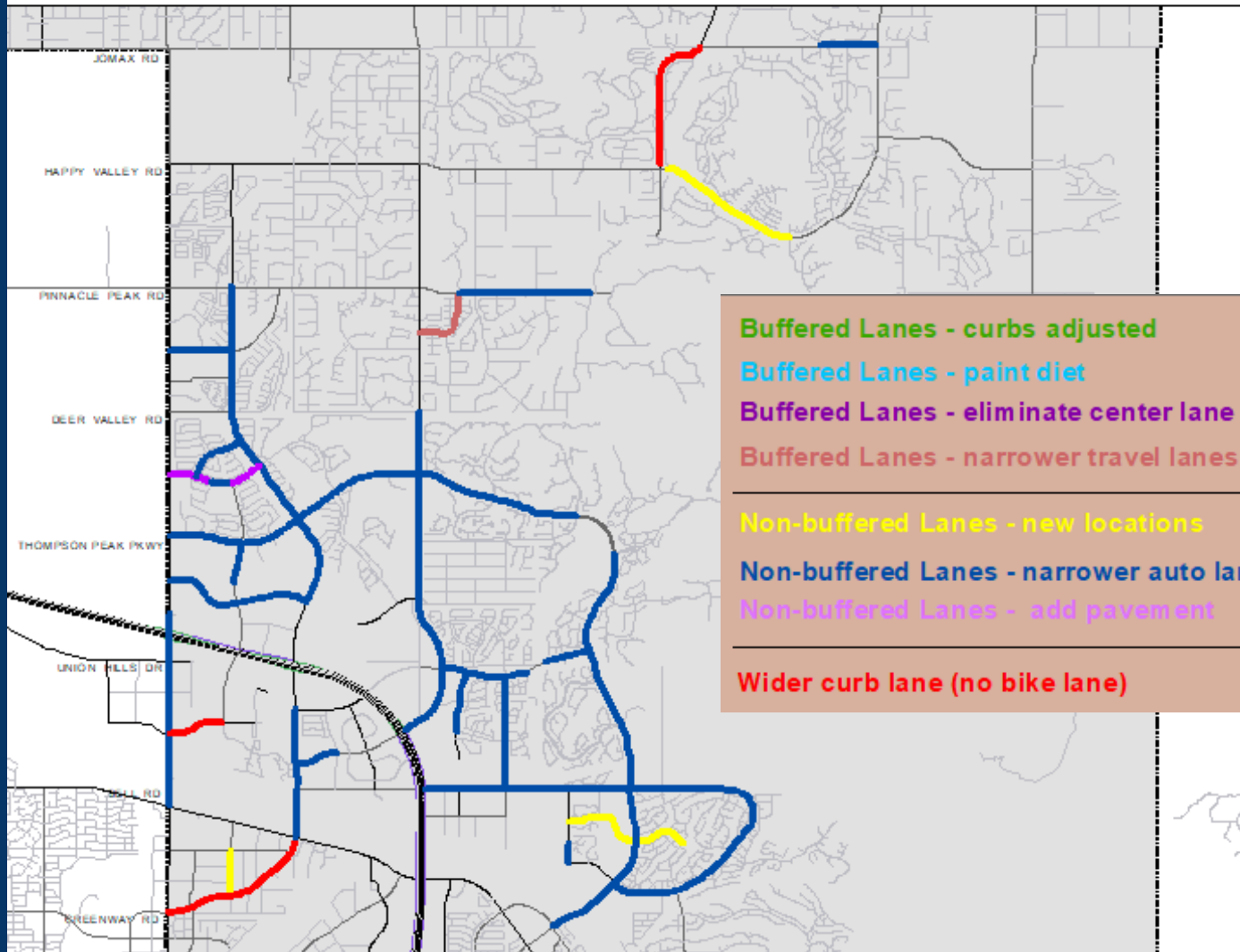
- Indian Bend Wash
- Cross Cut/Arizona Canal
- Central Arizona Project Canal

Secondary Paths

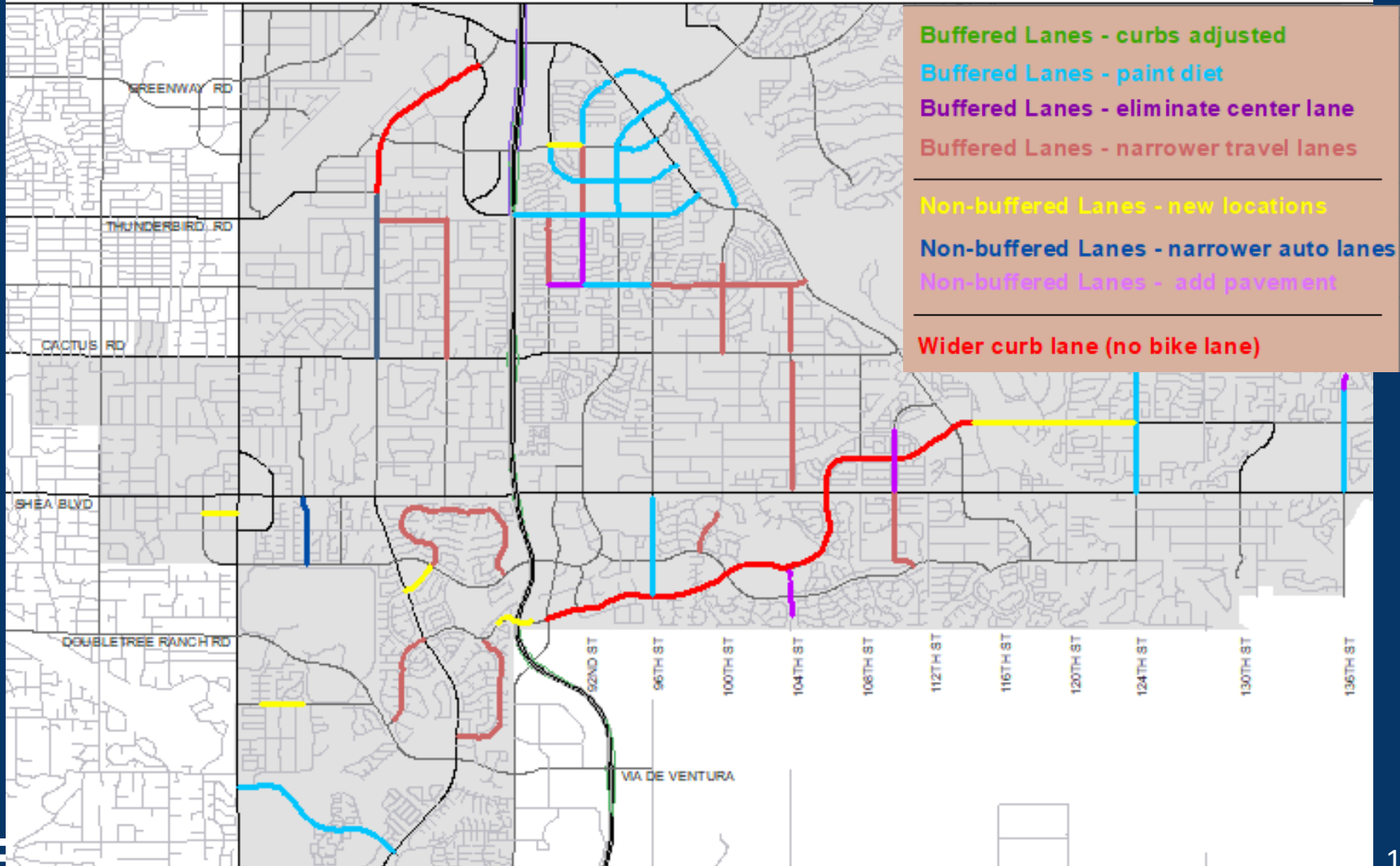
- Offset from key roadway corridors



Future Bike Lane Restripe Concepts by Type - portion of North Area



Future Bike Lane Restripe Concepts by Type - Central Area

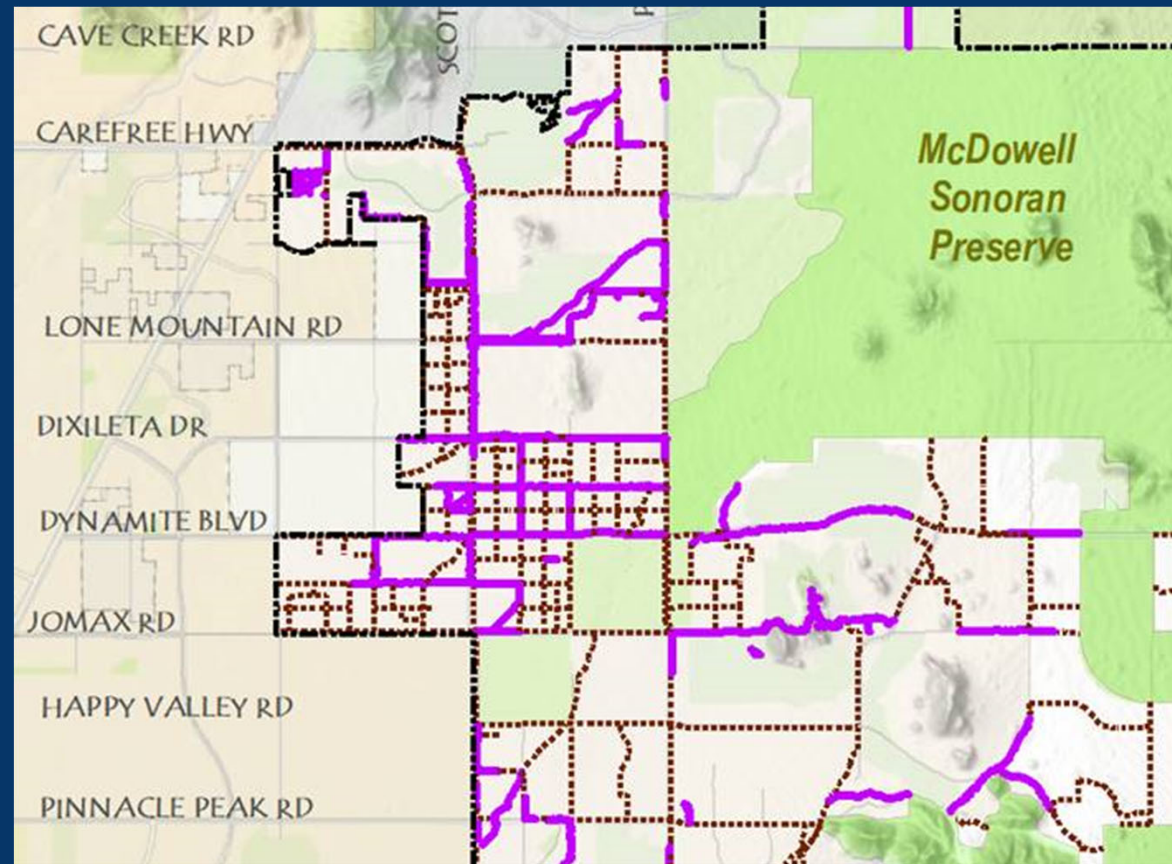


A photograph of two people riding horses on a dirt path in a desert landscape at sunset. The rider on the left is on a brown horse and wears a red shirt and a cowboy hat. The rider on the right is on a white horse and wears a blue plaid shirt and a helmet. In the background, there is a large saguaro cactus, a mailbox with the number 12086, and a mountain range under a sky with orange and blue clouds. The text "Trails Element – early concepts" is overlaid in yellow.

Trails Element – early concepts

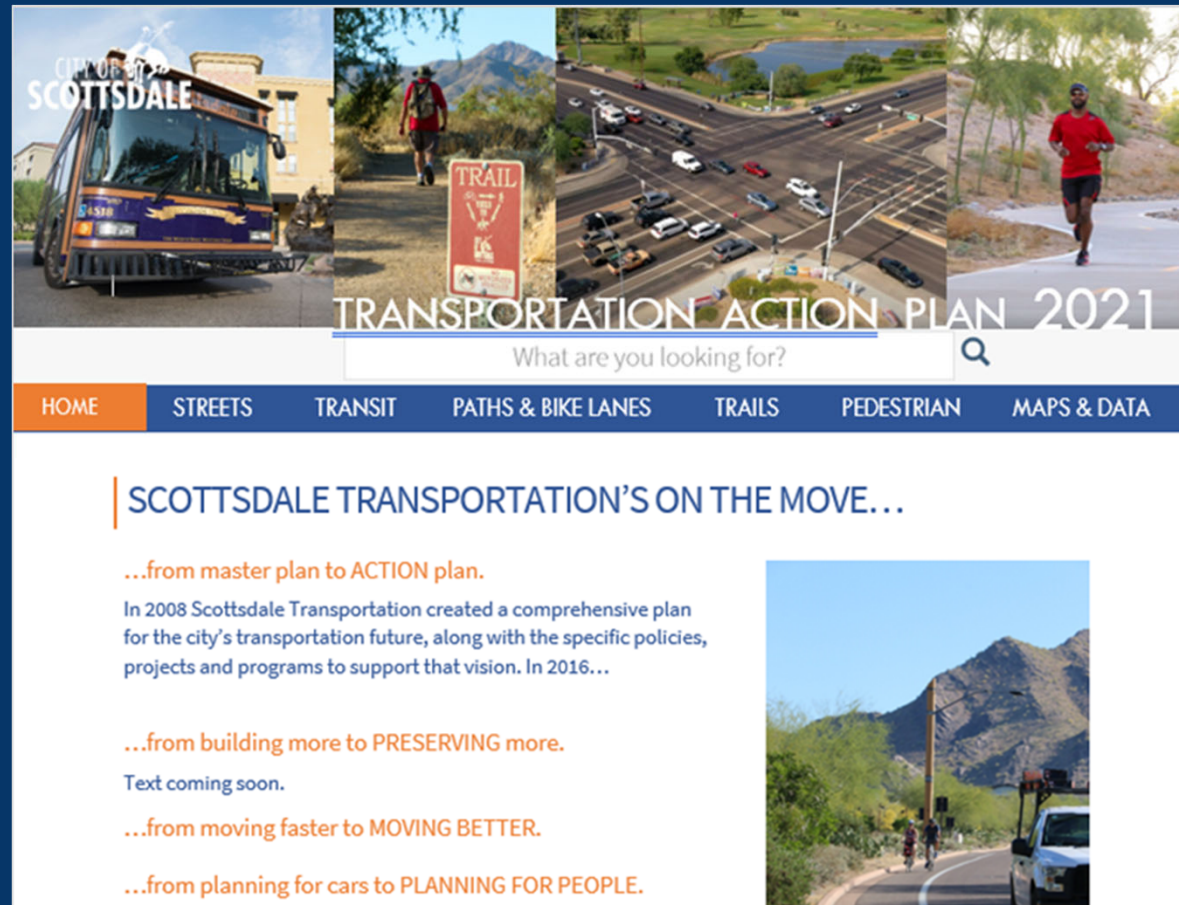
Key Focus Areas

- Completing connections to the McDowell Sonoran Preserve
 - Significant portion is complete
- Filling in gaps in neighborhood trail systems
 - Especially where no sidewalks are in place



Proposed Web-based Access

- Create a landing page on the City's website
- Link to transportation stories and plan specifics



Transportation Commission Calendar

- Consider adding TAP-only special meetings
 - Likely timeframe is May through August/September
- Target for completion remains Fall 2021

Discussion

TENTATIVE FUTURE AGENDA ITEMS

Rev.3-2-2021

TRANSPORTATION COMMISSION

MEETING DATE: April 15, 2021

REPORTS/PRESENTATIONS DUE APR 8

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes March 18, 2021
- **Miller Road Bridge and Flood Control Project**.....**Presentation and Discussion**
Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager or Jeremy Richter, Project Manager
- **Neighborhood Traffic Management Policy Update** **Action**
Update revised policy – Sam Taylor, Traffic Engineer
- **Other Transportation Projects and Programs Status****Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items**.....**Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: May 20, 2021

REPORTS/PRESENTATIONS DUE May 13

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes February 18, 2021
- **Old Town Bikeway Plan** **Action**
Presentation of the Old Town Bikeway Plan recommendations – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status****Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items**.....**Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

FUTURE ITEMS:

- **Impact on Parking**.....**Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **November 2018 Sales Tax Projects**.....**Presentation and Discussion**
Status of Projects funded by November 2018 Additional Sales Tax
- **Pedestrian Hybrid Beacons (HAWKs) overview including the McCormick-Stillman Underpass..**
Presentation and Discussion
Provide an overview on the Pedestrian Hybrid Beacons (HAWKs) including the McCormick-Stillman Underpass – Kiran Guntupalli, Traffic Engineer Principal
- **Assist Business’ during CIP Construction**.....**Presentation and Discussion**
Discussion on working with local business’ during Capital Improvement Projects – Dave Lipinski, City Engineer
- **Urban Air Mobility****Presentation and Discussion**
Discuss Urban Air Mobility as Mode of Transportation
- **Smart City**.....**Presentation and Discussion**
Discussion on the City’s participation in Smart City applications.
- **Pedestrian Crossing Policy** **Action**
Draft policy for Commission review – Sam Taylor, Traffic Engineer
- **Median Opening Analysis**.....**Presentation and Discussion**
Reviewing data for “pork Chop” median openings compared to standard median openings – David Smith, Traffic Engineer Senior
- **New Project Development****Presentation and Discussion**

Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager

- **Vacant Land****Presentation and Discussion**
Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager
- **Study and Results from Truck Platooning****Presentation and Discussion**
Update on Study and Results from Truck Platooning
- **Sidewalk Conditions**.....**Presentation and Discussion**
Update condition of sidewalks within the city
- **Electric Car Movement**.....**Presentation and Discussion**
Presentation on electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass****Presentation and Discussion**
Update on underpass – Greg Davies, Transportation Planner Senior or David Meinhart, Transportation Planning Manager
- **Downtown Trolley**.....**Presentation and Discussion**
Update on trolley usage – Ratna Korepella
- **General Plan Update**.....**Presentation and Discussion**
Update on general plan – Erin Perreault
- **Bus Ridership and the Transit System**.....**Presentation and Discussion**
Update on bus ridership and the Transit System – Ratna Korepella
- **Transportation Action Plan** **Action**
Presentation of the Transportation Action Plan recommendations - presented by David Meinhart
- **Transit System Evaluation Recommendations**..... **Action**
Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella
- **Old Town Bikeway Plan** **Action**
Presentation of the Old Town Bikeway Plan recommendations – Susan Conklu, Senior Transportation Planner
- **Bicycle and Related Devices Ordinance** **Action**
Presentation of the amended Bicycle and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner
- **70th Street Bikeway Plan**..... **Action**
Presentation of the 70th Street Plan recommendations – Susan Conklu, Senior Transportation Planner
- **Clever Devices Application on buses****Presentation and Discussion**
Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system
- **Update on MAG Prop 400E****Presentation and Discussion**
Update on MAG Prop 400E – MAG staff
- **Research Performed on Cool Pavement**.....**Presentation and Discussion**
Presentation on research performed on cool pavement and locations where it is used around Scottsdale – ASU Professor Kamil Kaloush, PhD, MS, BS
- **Pilot Locations of Cool Pavement**.....**Presentation and Discussion**
Discussion on potential high impact pilot locations – Shayne Lopez, Paving Manager
- **Approval and Funding Process of Projects Related to the Transportation Action Plan...****Presentation and Discussion**
Discuss the approval and funding process of projects related to the Transportation Action Plan– David Meinhart, Transportation Planning Manager

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April, 6 2021

REPORTS DUE March 30, 2021

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 2, 2021
- **Transportation Action Plan** **Presentation and Discussion**
Update on the Transportation Action Plan – David Meinhart, Transportation Planning Manager
- **Other Transportation Projects and Programs Status**..... **Information**
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
Planner

MEETING DATE: June, 1 2021

REPORTS DUE May 24, 2021

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 2, 2021
- **Other Transportation Projects and Programs Status**..... **Information**
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items**..... **Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
Planner

FUTURE ITEMS:

- **Bicycle Education Program** **Presentation and Discussion**
Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap** **Presentation and Discussion**
Information on Bike Month – Susan Conklu, Senior Transportation Planner
- **Scooters** **Presentation and Discussion**
Update on Scooter Regulation – Susan Conklu, Senior Transportation Planner
- **Wayfinding**..... **Presentation and Discussion**
Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Vision Zero**..... **Presentation and Discussion**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Access to Indian Bend Wash** **Presentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner