



**SCOTTSDALE TRANSPORTATION COMMISSION
SPECIAL MEETING
Notice and Agenda**

Date: Tuesday, May 4, 2021

Time: 4:00 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 agendized and non-agendized 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. [Transportation Action Plan](#)-----Information and Discussion

Update on proposed changes to Street Classification - David Meinhart, Transportation Planning Manager

Proposed changes to the Trail System – Greg Davies, Senior Transportation Planner

Proposed changes to the Shared-use Path System and proposed Neighborhood Bikeway

locations – Susan Conklu, Senior Transportation Planner

2. [Transportation Commission Special Meeting Schedule](#)-----**Information and Discussion**
Review of dates/times/planned topics for the special meeting schedule approved by the Transportation Commission on April 15, 2021 – David Meinhart, Transportation Planning Manager

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.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Transportation Action Plan
Proposed Map Changes to the Streets, Bikeways and Trails Elements
Meeting Date: May 4, 2021

Action: Discussion - no action requested.

Purpose:

At the March 2021 Transportation Commission meeting, staff introduced some early concepts for consideration in the development of Transportation Action Plan (TAP). Since March, staff has refined and/or identified proposed changes to the Street Classification, Trails System and Shared-Use Path System maps. In addition, a new map of proposed Neighborhood Bikeway corridors is proposed for inclusion in the TAP. The proposed changes support two previously-discussed focus points: 1) emphasize refinement of the existing transportation system over adding extensive new infrastructure, especially if the new infrastructure will be difficult to implement at a reasonable cost; and 2) emphasize livable streets/community over rapid traffic throughput.

Information:

Streets Element – Proposed Street Classification Map Changes

Staff has completed its in-house review of the classifications for existing and planned streets, which were reviewed by the Transportation Commission preliminarily in March 2021. 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. Staff is proposing that several reductions in street classifications be carried forward into the draft TAP, due to long-term traffic volume trends and 2040 travel demand forecasts, where available. These include (in numerical/alphabetical order):

- 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) 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

All of the proposed changes in street classification listed above would allow for use of either paint diets (converting curb lanes to buffered bike lanes) or road diets (moving curbs inward to reduce the amount of paved surface). Road diets would be considered the long-term solution on roadway segments where it would be the most difficult to provide improved cycling and pedestrian conditions without changes in curb placement and/or where existing and forecasted traffic volumes would be less than 50% of the capacity for the revised number of travel lanes. Regardless of choice, paint diets and road diets can both improve existing pedestrian conditions by moving auto traffic further from any existing sidewalks.

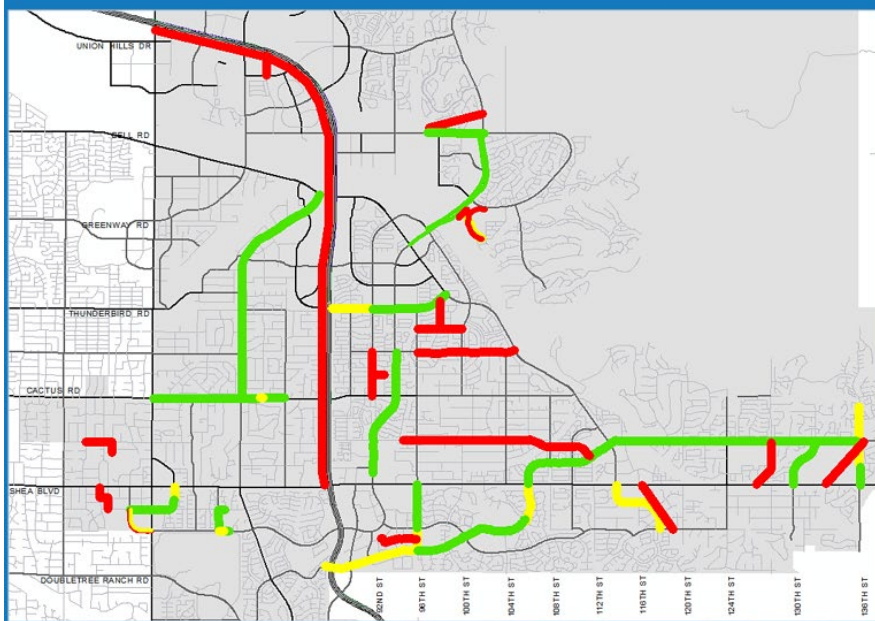
As was also discussed in March, staff had begun to analyze, and is now proposing, a second minor collector cross section that does not include or plan for a center turn lane. These roadway segments are prime candidates for improving the comfort level of on-street biking and pedestrian access through the use of buffered bike lanes. A list of thirty-nine potential candidates is included as [Attachment 1](#). Approximately fifty lane miles of minor collectors could be converted to this classification.

Bikeways Element – Proposed Path System Map Changes

A review of the City's existing and planned shared-use path system ([Attachment 2](#)) has been completed by staff. The three primary shared-use paths are the north/south running Indian Bend Wash (IBW) Path and the east/west running Arizona Canal Path and the Central Arizona Project (CAP) Canal Path. Adjustments to the non-primary path system were broken into three categories.

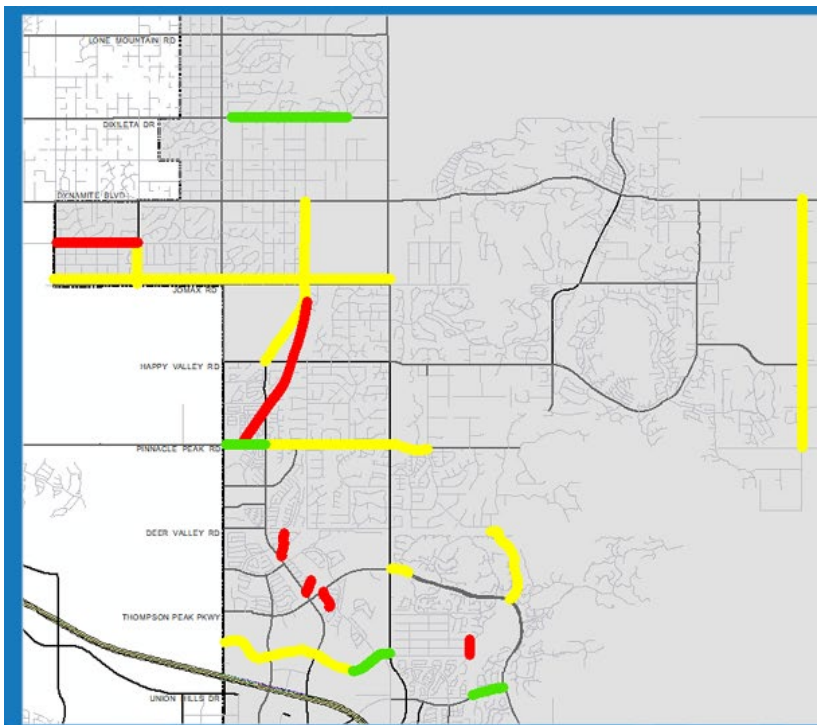
- 1) Additions to the planned system – 22 miles. Most of the proposed additions ([Attachment 3](#)) are completions of side paths in roadway corridors or other existing City rights-of-way and easements. A new regional path corridor using the Jomax Road alignment to connect west into the City of Phoenix is proposed.
- 2) Additions to the existing path system – 21 miles. All of the proposed additions to the existing path system map as side paths are 8-foot or 10-foot wide sidewalks that are separated from the back of curb in most cases and/or are adjacent to bike lanes. A list of the locations is provided in [Attachment 4](#).
- 3) Deletions from the planned path system – 31 miles. Proposed deletions focused on segments where cost and constructability would be significant factors. Proximity (typically ¼ mile or less) to other path or low vehicular volume on-street bike lanes was also taken into consideration. A list of the proposed deletions is provided in [Attachment 5](#).

Maps of the proposed changes are provided below.



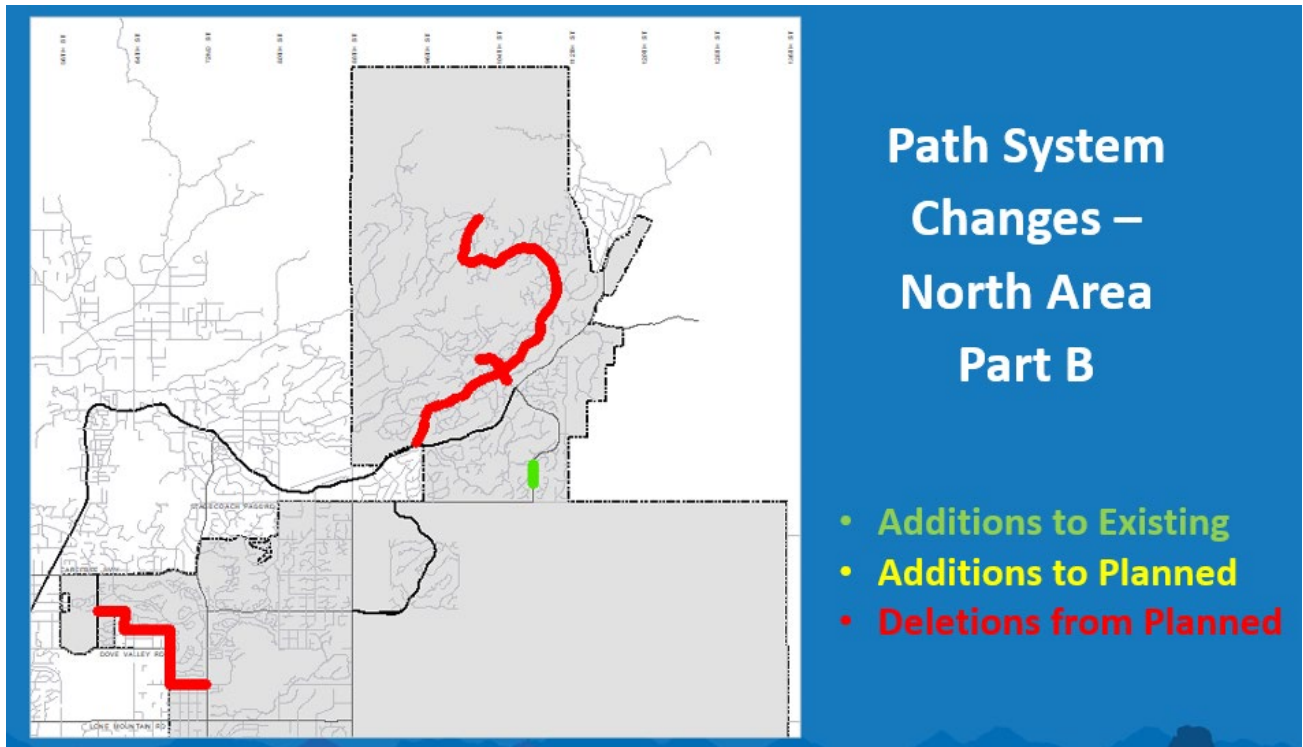
Path System Changes – Central Area

- Additions to Existing
- Additions to Planned
- Deletions from Planned



Path System Changes – North Area Part A

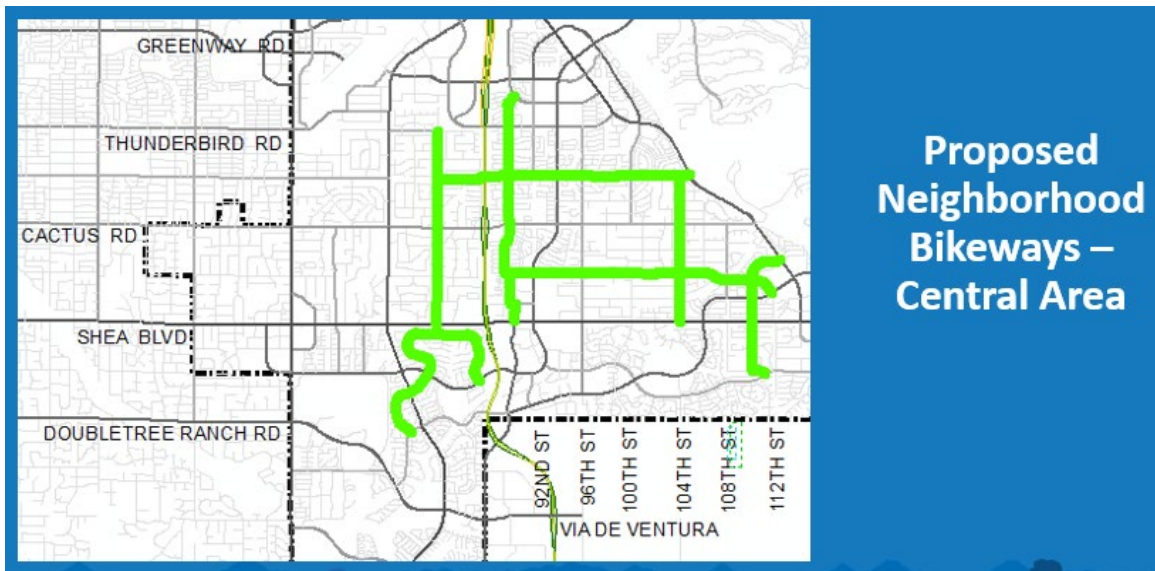
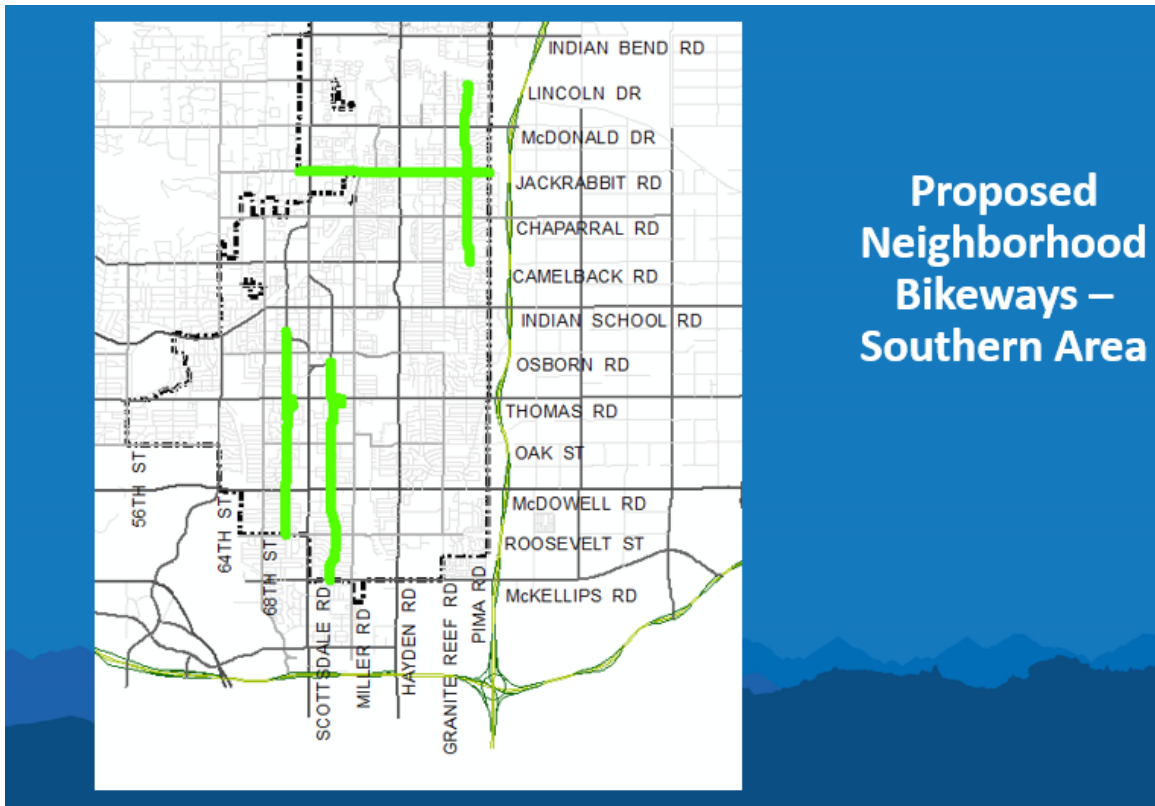
- Additions to Existing
- Additions to Planned
- Deletions from Planned



The net proposed change to the path system is an increase of 11 miles. 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

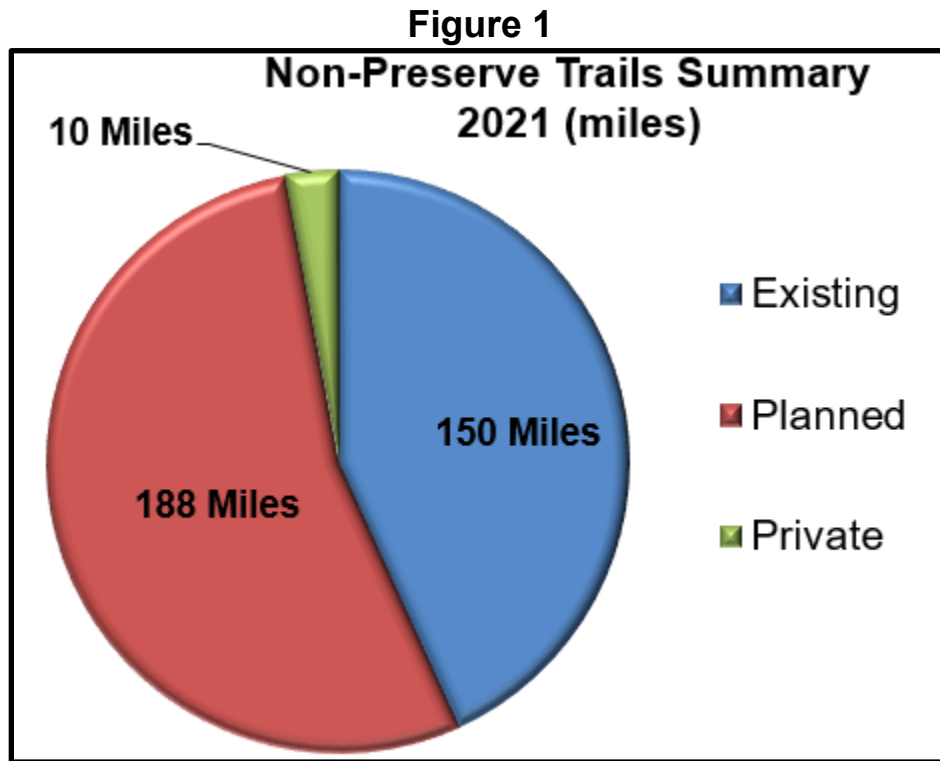
Bikeways Element – Neighborhood Bikeways

Neighborhood Bikeways are typically found on streets with traffic volumes of under 2,000 vehicles per day (vpd) and residential speeds. Often, bikeways contain connections that can only be made by bike or as a pedestrian. They are typically found on the ¼-mile network through neighborhoods but feature destinations such as parks, schools, libraries, community centers, religious centers, medical facilities, and connect to the rest of the bikeway network. These are considered low-stress bike routes for a wide range of users compared to bike lanes along busier streets. These corridors typically have shared lane markings (sharrows) or bike lanes depending on traffic volumes, and can include signage and traffic calming, and enhanced crossings at major streets. Maps of the proposed Neighborhood Bikeways are provided below. The list of proposed corridors is in [Attachment 6](#).

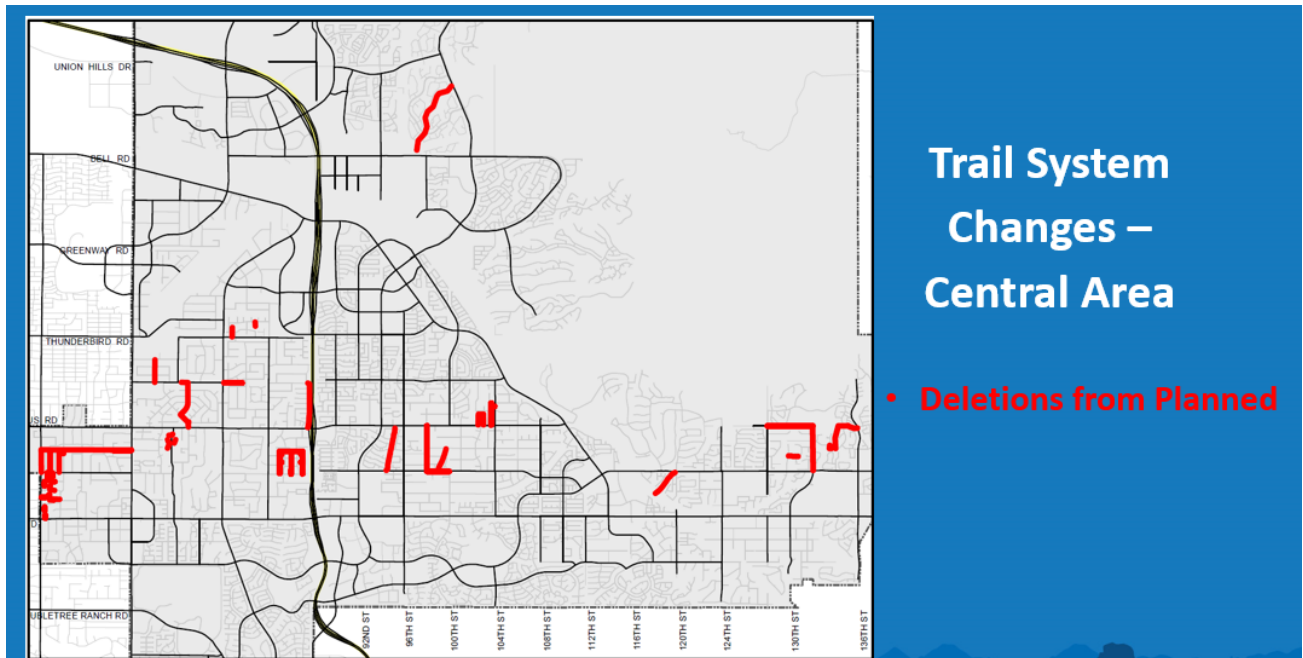


Trails Element – Proposed Trail System Map Changes

Today, the trail network outside of the McDowell Sonoran Preserve includes 150 miles of existing trails and 188 miles of planned trails (see Figure 1 and [Attachment 7](#)). Staff proposes reducing the planned trail network by 54 miles. The proposed changes are based on lack of connectivity, network redundancy, infeasibility due to terrain, and/or lack of sufficient public rights-of-way or easements.



Proposed deletions from the Trails System Map are provided on the maps below.



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[Attachment 4](#): Proposed Additions to the Existing Path System
[Attachment 5](#): Proposed Deletions from the Planned Path System
[Attachment 6](#): Proposed Neighborhood Bikeways
[Attachment 7](#): 2016 Planned and Existing Trail System Map

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

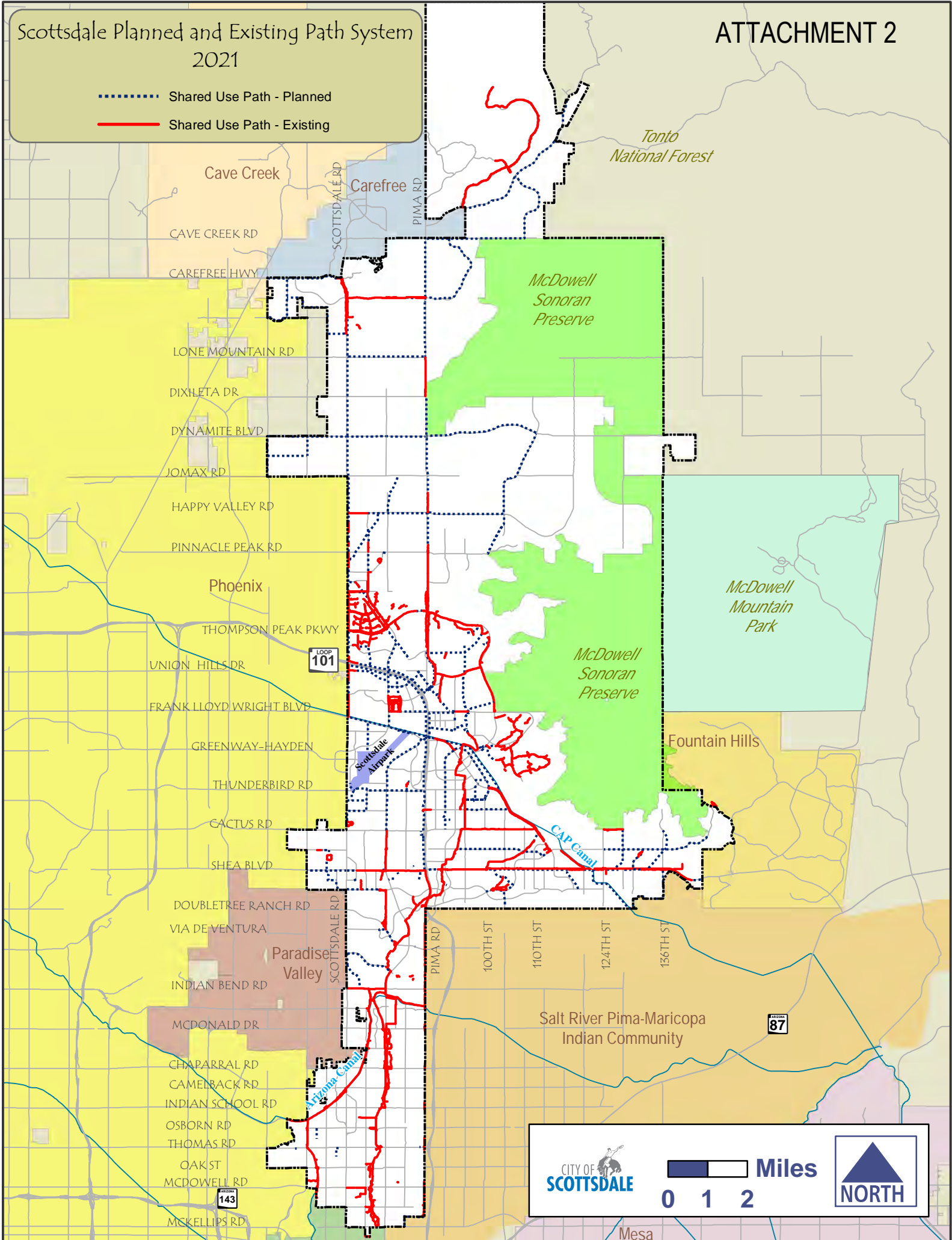
Potential Minor Collectors w/no Center Turn Lane

#	Street	From	To	2016 Classification	Proposed	Length (ft.)
1	68th Street	Camelback Road	Chaparral Road	Minor Collector	Minor Collector - no center lane	2,590
2	78th Street	Jackrabbit Road	McDonald Drive	Minor Collector	Minor Collector - no center lane	2,600
3	78th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,550
4	84th Street	Shea Boulevard	Thunderbird Road	Minor Collector	Minor Collector - no center lane	10,350
5	90th Street	Cactus Road	Thunderbird Road	Minor Collector	Minor Collector - no center lane	5,150
6	92nd Street	Sweetwater Avenue	Thunderbird Road	Minor Collector	Minor Collector - no center lane	2,580
7	100th Street	Cactus Road	Camino del Santo	Minor Collector	Minor Collector - no center lane	3,400
8	104th Street	Shea Boulevard	Sweetwater Avenue	Minor Collector	Minor Collector - no center lane	7,800
9	108th Street	Via Linda	Cactus Road	Minor Collector	Minor Collector - no center lane	3,800
10	110th Street	Mountain View Road	Cholla Street	Minor Collector	Minor Collector - no center lane	5,600
11	110th Street/Alameda	Cholla Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	2,200
12	124th Street	Mountain View Road	Shea Boulevard	Minor Collector	Minor Collector - no center lane	2,600
13	128th Street	Southern terminus	Dynamite Boulevard	Minor Collector - no center lane	Minor Collector - no center lane	15,400
14	130th Street	Southern terminus	Shea Boulevard	Minor Collector	Minor Collector - no center lane	3,300
15	136th Street	Dynamite Boulevard	Lone Mountain Road	Minor Collector	Minor Collector - no center lane	10,400
16	Camelback Road	82nd Street	Granite Reef Road	Minor Collector	Minor Collector - no center lane	1,300
17	Chaparral Road	66th Street	Scottsdale Road	Minor Collector	Minor Collector - no center lane	3,900
18	Dove Valley Road	60th Street	64th Street	Minor Collector	Minor Collector - no center lane	2,650
19	Eastwood Lane/Via de Ventura	Scottsdale Road	Doubletree Ranch Road	Minor Collector	Minor Collector - no center lane	5,100
20	Granite Reef Road	Thomas Road	Osborn Road	Minor Collector	Minor Collector - no center lane	2,600
21	Granite Reef Road	McDonald Drive	Arizona Canal	Minor Collector	Minor Collector - no center lane	3,100
22	Grayhawk Drive	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	4,000
23	Jackrabbit Road	Quail Place	Scottsdale Road	Minor Collector	Minor Collector - no center lane	600
24	Jackrabbit Road	Miller Road	Hayden Road	Minor Collector	Minor Collector - no center lane	2,150
25	Miller Road	Chaparral Road	Jackrabbitt Road	Minor Collector	Minor Collector - no center lane	2,650
26	Miller Road	Shea Boulevard	Cactus Road	Minor Collector	Minor Collector - no center lane	5,250
27	Mountain View Road	117th Way	124th Street	Minor Collector	Minor Collector - no center lane	4,000
28	Oak Street/Murray Lane	Miller Road	Granite Reef Road	Minor Collector	Minor Collector - no center lane	5,800
29	Osborn Road	64th Street	68th Street	Minor Collector	Minor Collector - no center lane	2,400
30	Paradise Lane	98th Street	Thompson Peak Parkway	Minor Collector	Minor Collector - no center lane	3,300
31	Pinnacle Peak Road	92nd/93rd Street	Via Ventosa	Minor Collector	Minor Collector - no center lane	5,800
32	Raintree Drive	Frank Lloyd Wright Boulevard	100th Street	Minor Collector	Minor Collector - no center lane	1,350
33	Ranch Gate Road	118th Street	128th Street	Minor Collector	Minor Collector - no center lane	6,900
34	Roosevelt Street	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
35	Roosevelt Street	Granite Reef Road	Latham Street	Minor Collector	Minor Collector - no center lane	1,100
36	Sweetwater Avenue	Scottsdale Road	Hayden Road	Minor Collector	Minor Collector - no center lane	5,200
37	Sweetwater Avenue	90th Street	Frank Lloyd Wright Boulevard	Minor Collector	Minor Collector - no center lane	9,700
38	Thunderbird Road	Hayden Road	84th Street	Minor Collector	Minor Collector - no center lane	2,600
39	Via Linda	Via de Ventura	Loop 101 underpass	Minor Collector	Minor Collector - no center lane	8,000

Scottsdale Planned and Existing Path System 2021

ATTACHMENT 2

- ⋯⋯⋯ Shared Use Path - Planned
- Shared Use Path - Existing



Additions to Planned Path System

Corridor/Area	From	To	Min. Width	Feet	Notes
136th Street	Desert Cove	Trailhead	8	3,250	Approx. 1200' is built on east side from Shea to Desert Cove
74th Street	North Lane	Shea	8	500	East side; current 6' sidewalk
96th Street	Via Linda	Mt. View	8	1,250	Connect to existing side path on west side north of Mt. View
114th/117th Street	Mountain View	Shea	8	4,400	Connects to Shea/FLW underpass
Desert Canyon School vicinity	south	north	8	1,900	Reconfigure using existing 25' path and trail easement west of ballfields
Thunderbird Road	Loop 101	92nd	8	2,100	Less than 8' on north side starts at trail crossing; 8' continues on south side to park access
Via Linda	87th Place	96th	8	5,900	Use north side to connect to Pima Path on west end and Via Linda north side path on east end
Via Linda	Lakeview Dr.	Shea	8	2,050	Consider shifting to south/east side at Lakeview signal rather than at Shea; fewer slope and utility issues; matches further north
64th Street	Jomax	Pinnacle Vista	8	2,600	Extend planned path further south
128th Street	Southern end	Rio Verde Dr.	8	15,600	Approx. 3,900' is in Preserve boundary
Dixileta Drive	67th	Pima	8	13,800	Approx. 7200' in place on north side east of Scottsdale Road; possibly shift to south side west of Scottsdale (higher density)
Hayden Road	Happy Valley	Dynamite	10	10,800	Along State Land that was rezoned within the Preserve boundary
Jomax Road	56th	Pima	10	21,100	Long-range regional connection to Cave Creek Rd and Sonoran Blvd along lower volume road
Legacy Boulevard/Hualapai Drive	Scottsdale	Powerline corridor	8	11,400	Approx. 1700' is built on the north side and 2500' is built on the south side
Pinnacle Peak Road	Miller	92nd	8	10,300	8' exists on south side from Scottsdale to Miller; 8' exists on south side from approx. 1,550' to 550' west of Pima
Reata Pass Wash corridor	TPP	98th St cul-de-sac	10	5,400	City owns the drainageway through DC Ranch
Thompson Peak Parkway	Pima	90th	10	1,200	Connect north side of underpass to Pima Road; currently unpaved trail
				22	Miles

Additions to Existing Path System

Corridor/Area	From	To	Min. Width	Feet	Notes
78th Street	Mountain View	Gold Dust	8	1,250	8' side path exists and connects to Mountain View underpass to east (approx. 330' on north side of Mt. View to widen)
92nd/94th Street	IBW Path	Sweetwater	8	7,700	8' side path is continuous on west side from Upper Camelback Walk portion of IBW north to Sweetwater bikeway
96th Street	Mt. View	Shea	8	2,500	8' side path is continuous on west side
130th/132nd Street	Shea	Via Linda	8	3,050	Already have a sidewalk approx. 8' wide for entire length on east side
136th Street	Shea	Desert Cove	8	1,200	Approx. 1200' is built on east side from Shea to Desert Cove
Cactus Road	Scottsdale	84th	8	7,800	8' side path is continuous on north side, with a 300'-long narrow section approx. 950' east of Hayden
Gold Dust Ave./74th St.	70th	North Lane	8	3,200	8' side path is continuous on south/east side; back of curb but adjacent to bike lane; connection to Gold Dust east
Gold Dust Avenue	78th	79th Way	8	600	All but a few feet on the south already at 8'
Hayden Road	Cactus	Redfield	8	6,500	8' side path is continuous on east side
Hayden Road	Redfield	FLW	8	9,000	8' side path is continuous on west/north side
Thompson Peak Parkway	FLW	Bell Road	8	8,200	Continuous 8' side path in place on south/east side
Thompson Peak Parkway	100th	Bell Road	8	7,350	Continuous 8' side path in place on north/west side
Thunderbird Road	92nd	FLW	8	4,500	8' side path is continuous on north side
Via Linda	124th	128th	8	2,550	8-10' side path is continuous on south side
Via Linda	132nd	136th	8	2,550	8' side path is continuous on north side
Via Linda	FLW	124th	8	6,850	Continuous 8' side path on north side; also continuous 8' side path on south side (except for CAP bridge)
Via Linda	Shea	FLW	8	6,050	8' side path is continuous on east/south side
Via Linda	96th	Mt. View Lake Dr.	8	3,600	8' side path is continuous on north side; connects to Scottsdale Ranch Park path
Via Linda	Scottsdale Ranch Park	Lakeview Dr.	8	1,200	8' side path is continuous on north side
Dixileta Drive	72nd Way	Ensueno	8	7,200	Approx. 7200' of 8' side path in place on north side east of Scottsdale Road
Hualapai Drive	Powerline corridor	Pima	10	2,500	10' exists on south side along Water Campus
Legacy Boulevard	Reata Pass Wash	TPP	8	2,000	8' side path already exists on north side
Lone Mountain Parkway	Via Cortana	Standing Stones	8	1,300	8' side path already exists on east side
Pinnacle Peak Road	Scottsdale	Miller	8	10,300	Connect to existing 8' side path on south side west of Miller
				21	Miles

Deletions from Planned Path System

Corridor/Area	From	To	Feet	Notes
68th Place	Mescal Park	Cholla	600	Neighborhood residential street with only 7 nearby houses
68th Way/68th Place	Gold Dust	Shea	1,400	Provides improved access to area with Chaparral HS on-street parking issues
82nd Street alignment	Mayo	Loop 101	1,350	AXON development reoriented the planned street network
92nd Alignment	Cactus	Thunderbird	5,350	Nearby buffered bike lanes and IBW path; keep trail only
128th/Wash Corridor	Shea	Via Linda	3,050	Planned 124th and 132nd options work better
Aztec Park and school area	96th	100th	4,740	Eliminate all back yard-type alignments
Cholla Street	94th Way	Via Linda	12,270	Bikeway instead
Cholla Street	66th	68th Place	1,500	Rural neighborhood with trail, traffic calming and bike lanes
Desert Canyon School vicinity			3,000	Reconfigure using existing 25' path and trail easement west of ballfields
Larkspur alignment	92nd	93rd	850	Proposing elimination of future path this segment would connect with; keep trail only
Mayo Clinic/Wash Corridor	Shea	Cactus	6,200	Use 136th St. corridor instead
Mt. View/70th St.	Scottsdale	Gold Dust	0	Same length; shift alignment to north/east side of street; Chaparral HS bike parking is off Gold Dust
Pima Freeway Corridor	Shea	Bell	21,150	West side
Pima Freeway Corridor	Bell	Scottsdale	12,900	South side
Powerline	Mountain View	Shea	2,700	Use 114th/117th instead
Sweetwater Avenue	96th	FLW	5,700	Buffered bike lanes in place; very low volume street
Thompson Peak Parkway	CAP Basin Bridge	800' NE	800	Already have side path on TPP
Via Linda	124th	128th	2,550	8-10' side path is continuous on south side
Via Linda	132nd	136th	2,550	8' side path is continuous on north side
Via Linda	Mt. View Rd.	Lakeview Dr.	3,900	8-10' side path is continuous on north side
Villages at McCormick Ranch	91st	96th	2,350	Private path; no evidence of public easement for path/sidewalk
Windgate Ranch	Bell	TPP	3,600	Route using north side of Bell; easemnt does not allow paving
96th Street alignment	Hualapai	Diamond Rim	1,050	Only connects to 4 parcels
Desert Mountain gated	Private	Private	31,600	All paths behind gates
Grayhawk gated	Private	Private	3,800	Behind gates east of Hayden/Miller and north of TPP
Pinnacle Vista	56th	64th	5,200	Use Jomax corridor instead
Rawhide Wash	Pinnacle Peak	Jomax	11,600	Sandy bottom wash with floodwalls blocking ingress/egress
Terravita Trail/NOAS			12,550	Trail easement is within NOAS - no pavement allowed in NOAS
			31 Miles	

Neighborhood bikeway corridor ideas as of 4-12-21

Street	From	To	Mileage	Destinations within 1/4 mile	Comments			
70th St.	Continental	2nd St.	2.4	Scottsdale Road corridor	Could connect to Indian School and Arizona Canal via 69th St. and sidewalk to 68th St. signal. Existing signals at McDowell, Thomas and Osborn. Scottsdale Stadium and Honor Health Osborn campus are 1/2 mile east via Osborn Road. Provides connection to SW quadrant of Old Town Scottsdale. Intersects four bus/trolley corridors.			
				McDowell Road redevelopment corridor				
			(potential extension)				0.4	Skysong and Transit Center
							Scottsdale Christian Church	
							Post Office	
							Rock Church Assembly of God	
							New Life Community Church	
							Thomas Road streetscape corridor (future)	
							First Bible Church	
							Scottsdale Artist's School	
							Museum of the West	
							Museum Square redevelopment area	
Hotel Valley Ho								
74th St.	McKellips	Thomas	2.0	Scottsdale Road corridor	Can be extended to Drinkwater Boulevard via signalized crossing of Thomas Road at Civic Center Plaza. Existing signals at McDowell Road and Oak Street. Would need a crossing treatment McKlipsis to provide lin to north Tempe sites. Link along Civic Center Plaza would provide acces to Scottsdale Stadium, Honor Health Osborn campus, Civic Center area and SE quadrant of Old Town Scottsdale. Intersects four bus/trolley routes.			
				North Tempe Multigenerational Center				
			(potential extension)				0.5	Boys and Girls Club - North Tempe Branch
							Laird Elementary School (Tempe)	
							Scottsdale South Corporation Yard	
							St. Mark Coptic Orthodox Church	
							Yavapai Elementary School	
							Vista del Camino Park	
							McDowell Road redevelopment corridor	
							Skysong and Transit Center	
							Arizona Retirement Home	
							Cornerstone Old Town Scottsdale Church	
Latter Day Saints Church								
Eldorado Park								
Eldorado Park Aquatic Center								
Coronado High School								
Thomas Road streetscape corridor (existing)								
84th	Shea	Thunderbird	2.5	Arabian Trail bikeway	Extend west along Thunderbird between Hayden and 84th. Traffic calming and bike lanes/ribbon curb between Shea and Cactus. Traffic calming and width for buffered bike lanes between Cactus and Thunderbird. Width for buffers along Thunderbird between Hayden and 84th. Hayden side path on east side extends north of signal at Redfield. Intersects Shea bus route.			
				Shea side path				
				Office on north side of Shea				
				Pima Crossings plaza				
				St. Patrick's Church				
				Cactus Road side path				
				Northsight Park				
				Hayden Road side path				
				Scottsdale Airpark				
				Redfield Road bike lanes				
86th St.	Camelback	Lincoln	2.0	Pima Path	Corridor can follow Lincoln Drive 1/2 mile west to connect with Pueblo Elementary School and Saguaro High School. Saguaro High School can also be accessed by using Rose Lane for 1/2 mile. Existing signals at Chaparral Road and McDonald Drive. Overlaps one trolley route for 1/2 mile.			
				Scottsdale Congregational United Church				
			(potential extension)				0.5	Navajo Elementary School
							Chestnutt Park	
							Pima Road/Chaparral Road businesses	
				Mohave Middle School				

Attachment 6

Neighborhood bikeway corridor ideas as of 4-12-21

Street	From	To	Mileage	Destinations within 1/4 mile	Comments
				McDonald Drive/Granite Reef Road businesses	
				Trinity Church	
				Agua Linda Park	
				Saint Maria Goretti Church	
				Arizona Canal Multi-use Path	
Arabian Trl.	Via Linda	Mt. View (east)	2.5	Via Linda bike lanes	Crossings at Hayden and Mt. View Road need to be considered. Most of corridor has width for buffered bike lanes. Intersects trolley route at 3 locations (Hayden/Mt. View/Mt. View). Shea bus route stop 0.1 mile away.
				Hayden Road side path (west side)	
				Mountain View Plaza	
				Mountain View Church	
				McCormick Executive Center offices	
				Cochise Elementary School	
				Mt. View Park and Community Center	
				Neighborhood Greenbelt sidewalk	
				Pima Path	
90th St.	Shea	Redfield	2.4	Mustang Library and Transit Center	Sidewalk provides link between Desert Cove Avenue and Mescal Street, which allows connection to Cholla Street. Uses 89th Street between Cholla Street and Riviera Drive. Provides linkage between two major employment/activity areas (Shea/Loop 101 and Scottsdale Airpark). Intersects one bus route. Have added buffered bike lanes from north of Cactus to Sweetwater. Traffic calming in place between Cholla and Cactus.
				Honor Health Shea campus	
				Loop 101/Shea business and motel area	
				Camelback Walk greenbelt path	
				Armenian Apostolic Church	
				Westminster Village Retirement Home	
				Cactus Road multi-use path and trail corridors	
				Thunderbird Park	
				Redfield Elementary School	
				Northsight Boulevard (Airpark connection)	
				Raintree/Loop 101 SE quadrant businesses	
104th	Shea	Sweetwater	1.5	Shea Path	Traffic calming between Shea and Cactus. Buffered bike lanes being installed on entire corridor (except where traffic calming prohibits) Spring 2021.
				Via Linda side path	
				Bent Tree Wash Path	
				Cholla bikeway	
				Cactus Path	
				Sweetwater bikeway	
				CAP Path (FLW)	
110th	Mt. View	F. Lloyd Wright	1.5	Mt. View Road bike lanes	Already buffered bike lanes between Cholla and FLW. Enough to buffer the remaining corridor if CTWLT is removed. Crossing of Via Linda is currently uncontrolled. Overlaps trolley route between Cholla and FLW.
				Shea Path	
				Bent Tree Wash Path	
				Former Cheyenne School site	
				STARS campus	
				Miracle League of Arizona ballfield	
				CAP Path (FLW)	
				Cholla Park	
Jackrabbit	Scottsdale	87th Terr.	2.0	Town of Paradise Valley	On the half-mile grid. Only section with bike lanes is Miller to Hayden (also 30 mph in this section). Has physical barriers to auto continuity at IBW and AZ Canal. Option for quarter-mile grid streets running east/west are blocked by IBW. Parts of south half of street between Scottsdale Road and the AZ Canal are in
				Scottsdale Road corridor	
				Arizona Canal Path and bridge crossing	

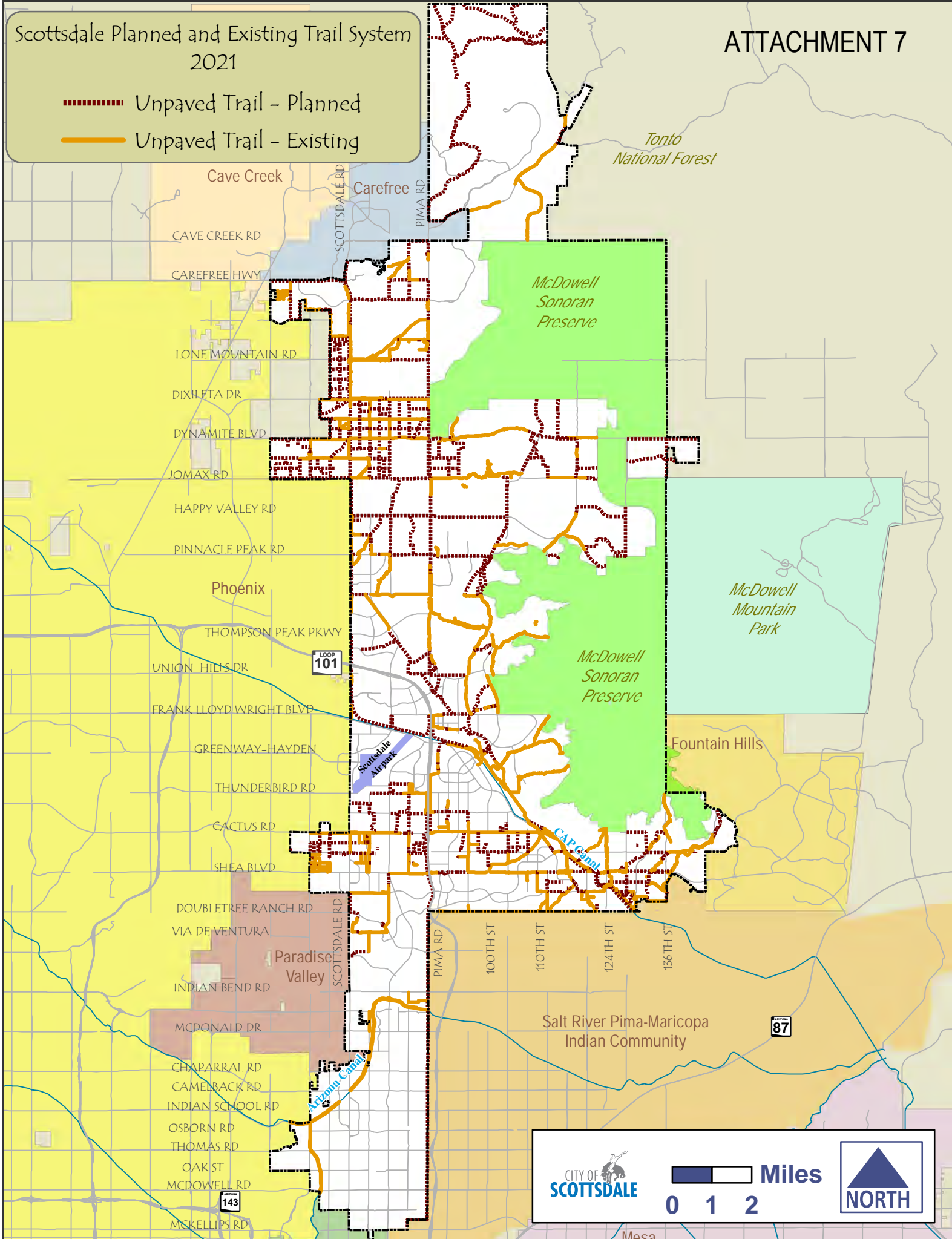
Neighborhood bikeway corridor ideas as of 4-12-21

Street	From	To	Mileage	Destinations within 1/4 mile	Comments
				Indian Bend Wash greenbelt path	Paradise Valley. Existing signals at Scottsdale Road and Hayden Road. Intersects/overlaps four bus/trolley routes.
				Chaparral Park	
				Chaparral Park Aquatic Center	
				Mohave Middle School	
Cholla	89th	Via Linda	2.8	89th/90th neighborhood bikeway	On half-mile grid. Bike lanes in place on sections w/o residential frontage. Has some traffic calming and a non-auto link near 102nd alignment. Quarter-mile grid options are discontinuous on Desert Cove and Jenan. Intersects trolley route at two locations (p2nd and 110th).
				Desert Cove office/motel corridor	
				92nd Street side path	
				IBW (Upper Camelback Walk) Path	
				Camelback Desert School	
				Bent Tree Wash Path	
				Former Cheyenne School site	
				STARS campus	
				Miracle League of Arizona ballfield	
				Cholla Park	
Sweetwater	84th	F. Lloyd Wright	2.6	84th Street bikeway	Width for buffered bike lanes from 89th to FLW. Buffers already in place between 96th and 100th. Uncontrolled crossing at FLW. Intersects trolley route at 94th.
				Loop 101 overpass	
				90th Street bikeway	
				92nd/94th side path	
				IBW (96th Street) Path	
				Aztec School/Park complex	
				CAP Path (FLW)	

Scottsdale Planned and Existing Trail System 2021

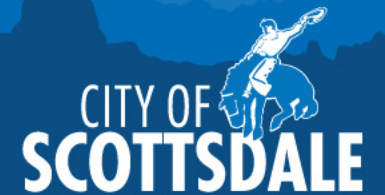
ATTACHMENT 7

- - - - - Unpaved Trail - Planned
- Unpaved Trail - Existing



Transportation Action Plan

Transportation Commission Special Meeting
May 4, 2021



Proposed Street Classification Changes

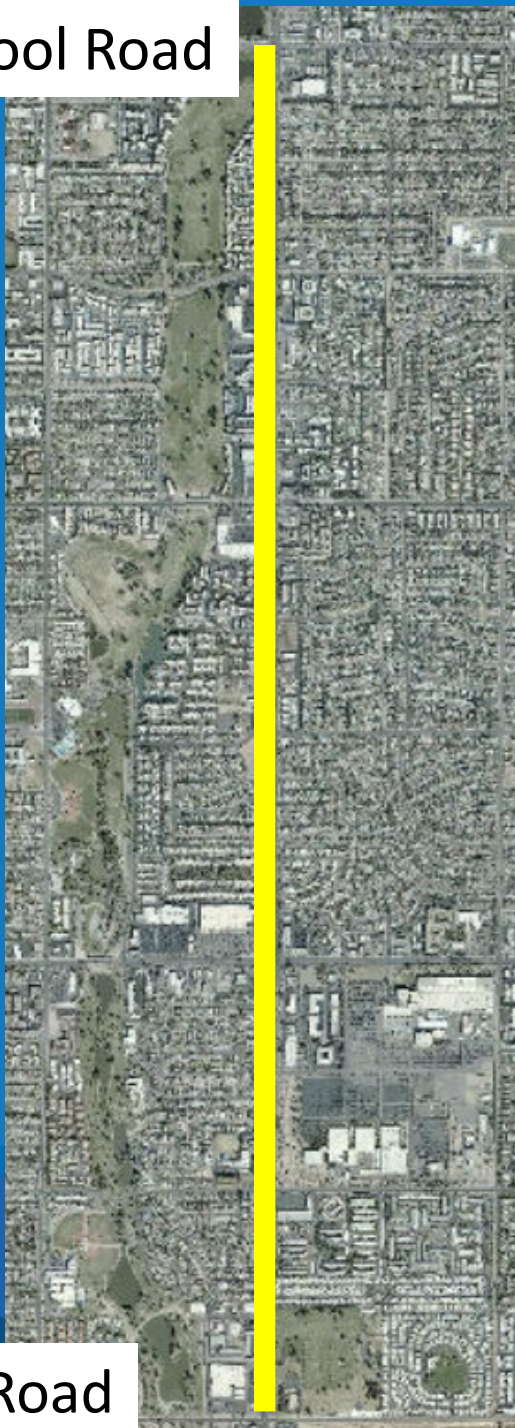
Points of Emphasis

- 1) Refinement of the existing transportation system over adding extensive new infrastructure
 - Especially if the new infrastructure will be difficult to implement at a reasonable
- 2) Livable streets/community over rapid traffic throughput

Potential Street Classification Changes – Reductions in Number of Travel Lanes (Arterials)

- Major Arterial to Minor Arterial
 - 1) Hayden Road: McKellips to Indian School
- Couplet to Minor Arterial
 - 1) Goldwater Boulevard
 - 2) Drinkwater Boulevard
- Minor Arterial to Minor Collector
 - 1) Westland Drive: Scottsdale to Hayden

Indian School Road



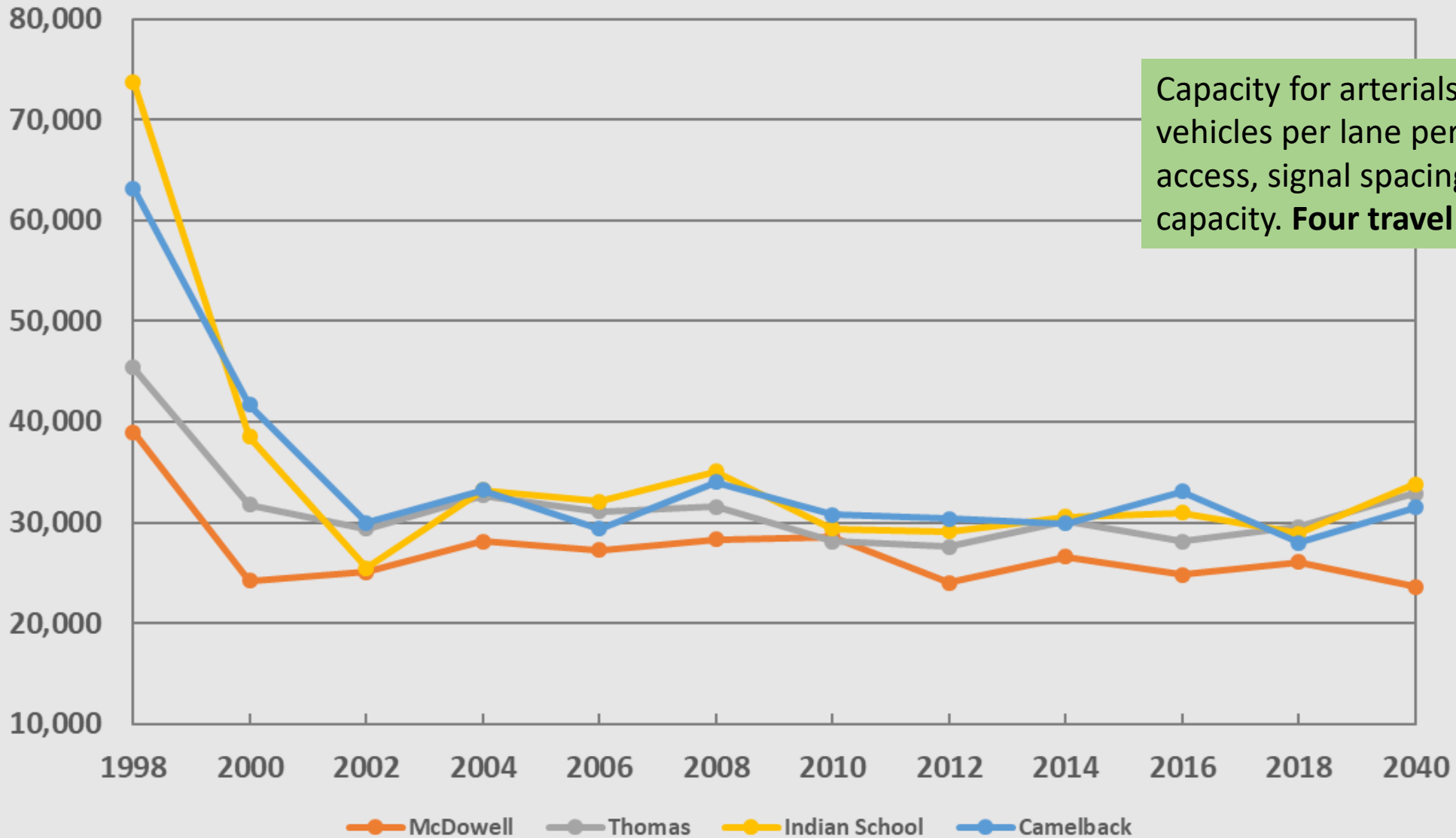
McKellips Road

Hayden Road – McKellips to Indian School

- Major arterial (6 travel lanes) to minor arterial (4 travel lanes)
- Would allow for complete street options

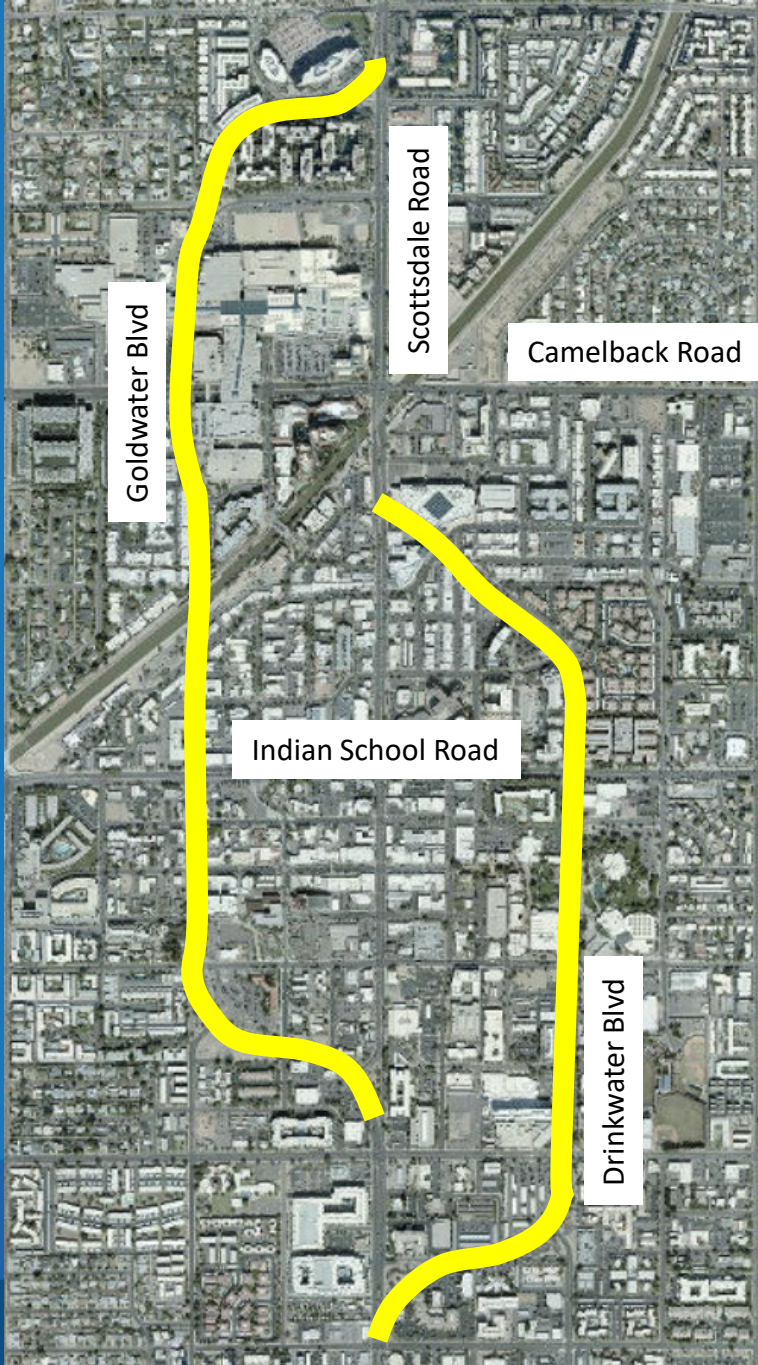


Hayden Road Volume Trend - 1998 to 2018 and 2040 Forecast Average Vehicles Per Day



Capacity for arterials is 8,000-10,000 vehicles per lane per day – based on side access, signal spacing and intersection capacity. **Four travel lanes is sufficient.**





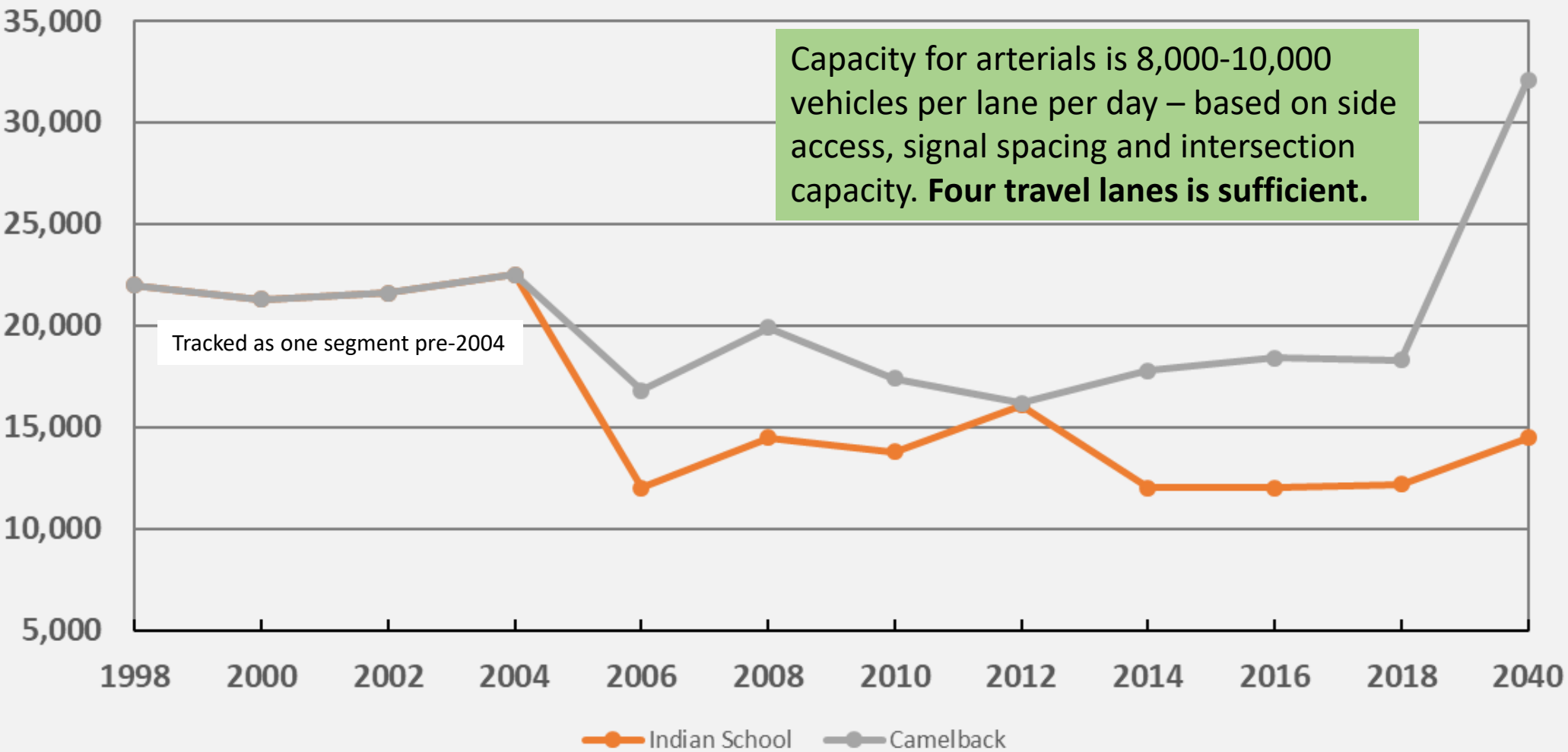
Goldwater/Drinkwater Couplet

- Couplet (5 travel lanes) to minor arterial (4 travel lanes)
- Would allow for complete street options

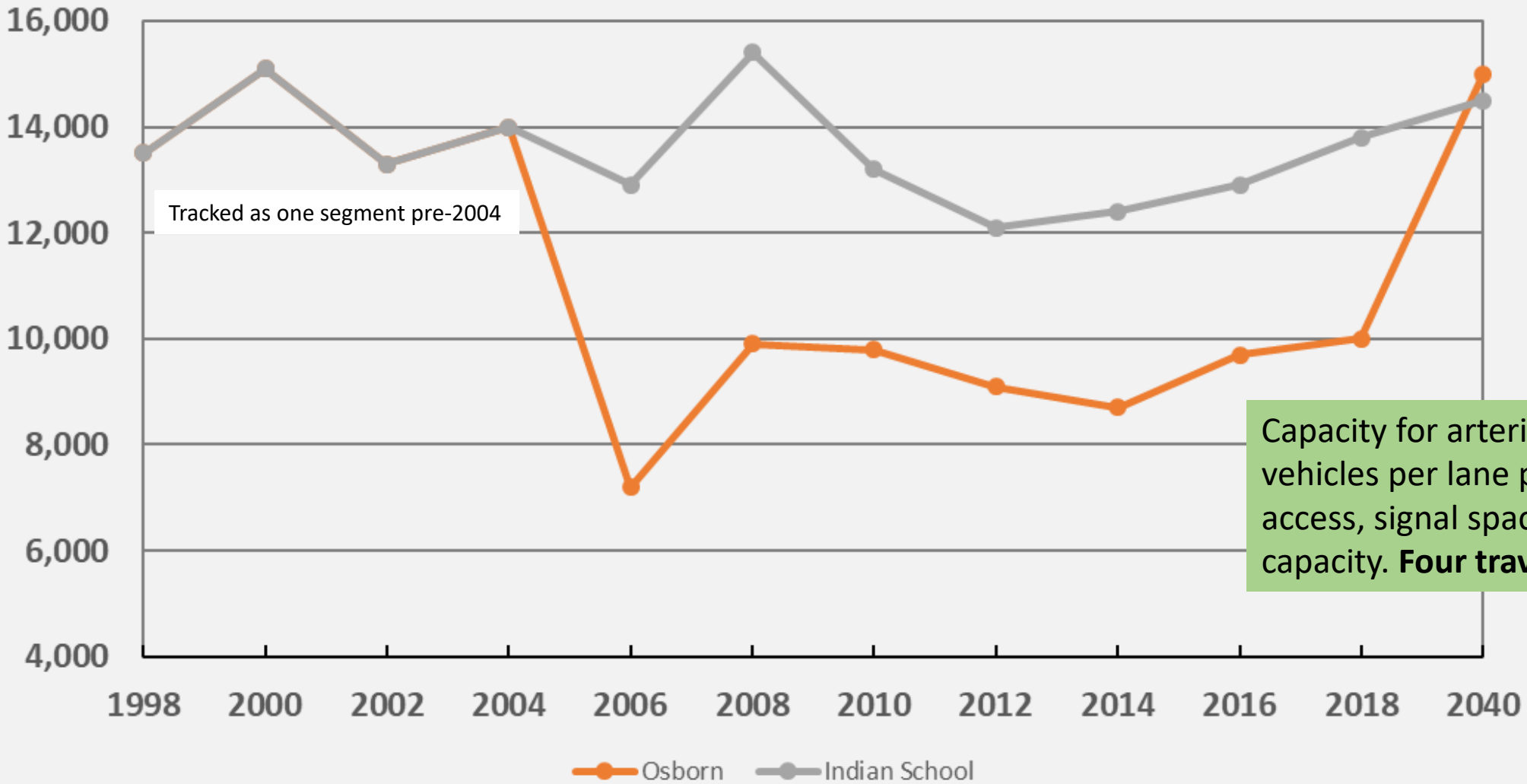


Goldwater Boulevard Volume Trend - 1998 to 2018 and 2040 Forecast Vehicles Per Day

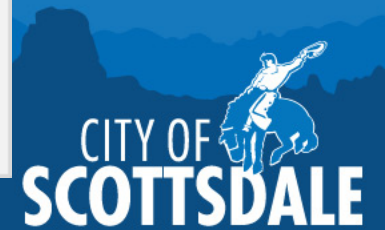
Capacity for arterials is 8,000-10,000 vehicles per lane per day – based on side access, signal spacing and intersection capacity. **Four travel lanes is sufficient.**



Drinkwater Boulevard Volume Trend 1998-2018 and 2040 Forecast Vehicles Per Day

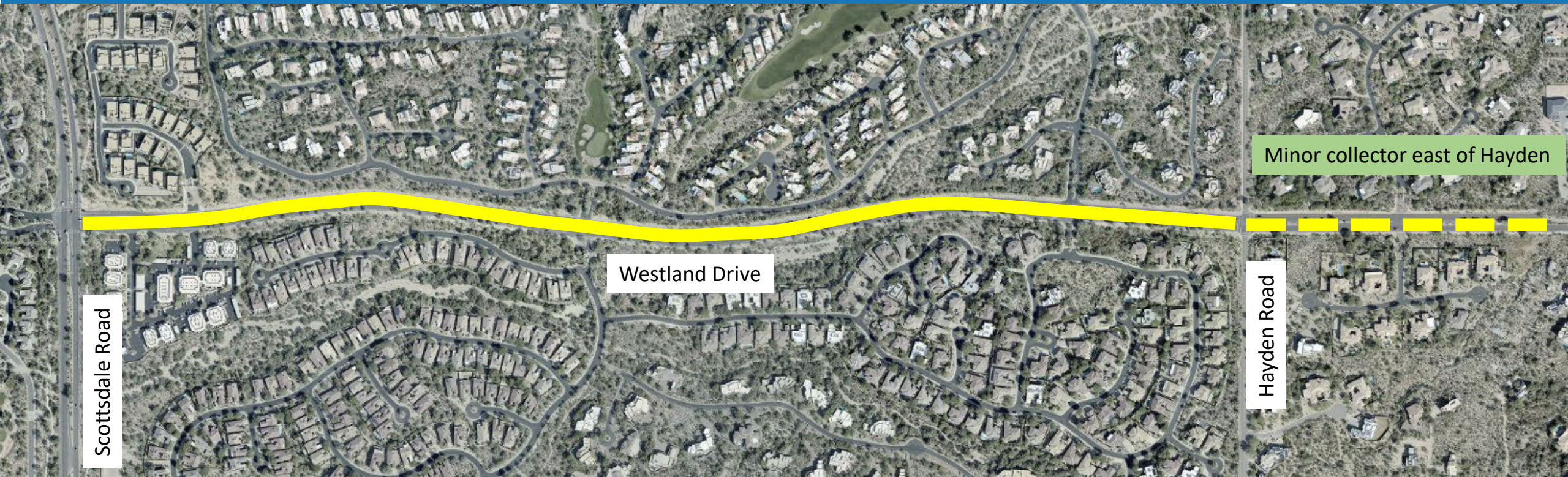


Capacity for arterials is 8,000-10,000 vehicles per lane per day – based on side access, signal spacing and intersection capacity. **Four travel lanes is sufficient.**



Westland Drive – Scottsdale to Hayden

- Minor arterial to minor collector (2 travel lanes)
- Highest volume counted since 2006 was 5,900 vehicles per day in 2016 – approx. 35% of minor collector capacity
- Would allow for consistent future cross section to Pima Road



Potential Street Classification Changes (cont'd)

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

Streets with long-term traffic volumes counted at 10%-60% of minor collector capacity (15,000-18,000 vehicles per day based on side access, signal spacing and intersection capacity)

Changes would allow for improved cycling and pedestrian comfort; restriping can often be coordinated with future pavement preservation treatments

Opportunities Created Through Street Reclassifications (paint diet coordinated with pavement treatment)



Major Collector
124th Street - Before



Minor Collector
124th Street - After

Opportunities Created Through Street Reclassifications (road diet)



Major Collector
96th Street - Before



Minor Collector
96th Street - After

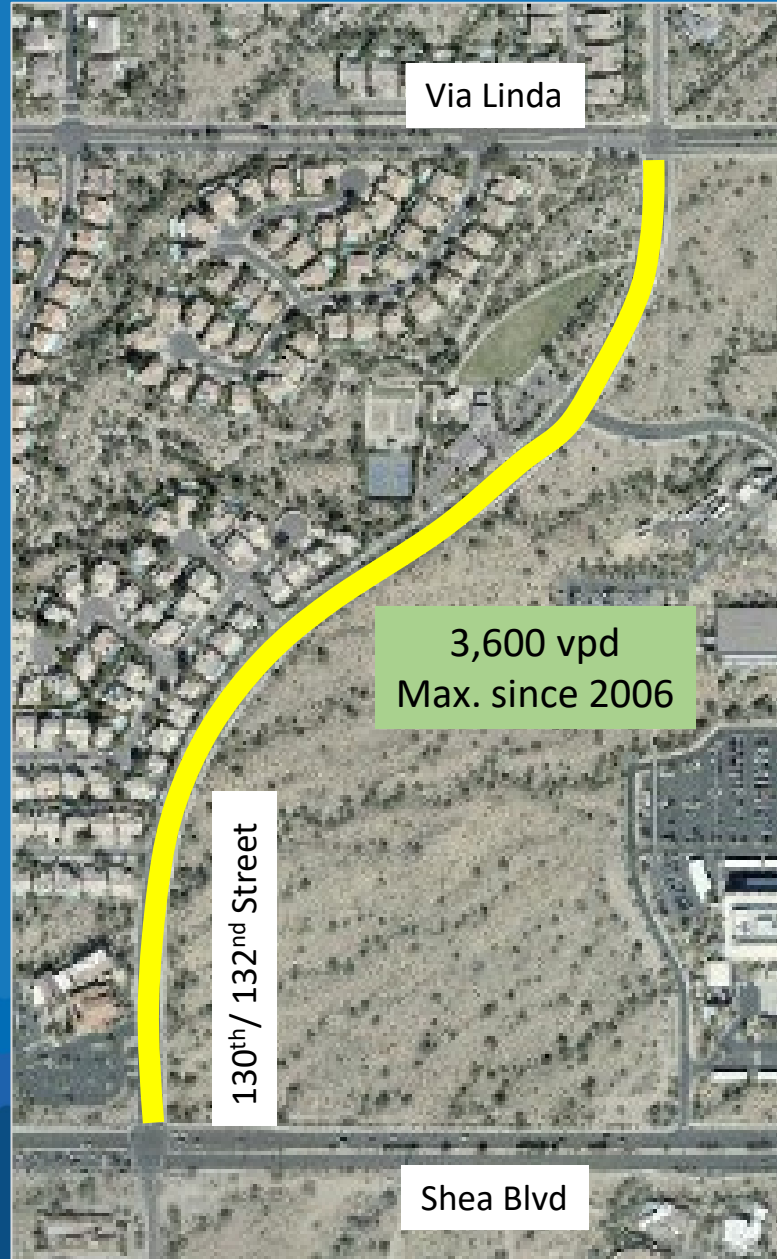
Major Collectors to Minor Collectors – Horizon Area



Highest volumes 2006-2018
(vehicles per day)

- 1) 92nd Street – 2,400 vpd
- 2) 100th Street
 - 9,000 north of Thompson Peak
 - 6,900 south of Thompson Peak
- 3) Raintree Drive – 9,000 vpd
- 4) Redfield Road – n/a
- 5) Thunderbird Road
 - 6,900 vpd west of 96th Street
 - 4,600 vpd east of 96th Street

Major Collector to Minor Collector





Major Collector to Minor Collector



Major Collector to Minor Collector



Street	From	To
78th Street	Mountain View Road	Shea Boulevard
84th Street	Shea Boulevard	Thunderbird Road
90th Street	Cactus Road	Thunderbird Road
92nd Street	Sweetwater Avenue	Thunderbird Road
100th Street	Cactus Road	Camino del Santo
104th Street	Shea Boulevard	Sweetwater Avenue
108th Street	Via Linda	Cactus Road
110th Street	Mountain View Road	Cholla Street
110th Street/Alameda	Cholla Street	Frank Lloyd Wright Blvd.
124th Street	Mountain View Road	Shea Boulevard
130th Street	Southern terminus	Shea Boulevard
Eastwood/Via de Ventura	Scottsdale Road	Doubletree Ranch Road
Miller Road	Shea Boulevard	Cactus Road
Mountain View Road	117th Way	124th Street
Paradise Lane	98th Street	Thompson Peak Parkway
Raintree Drive	Frank Lloyd Wright Blvd.	100th Street
Sweetwater Avenue	Scottsdale Road	Hayden Road
Sweetwater Avenue	90th Street	Frank Lloyd Wright Blvd.
Thunderbird Road	Hayden Road	84th Street

Minor Collectors with No Center Turn Lane

Changes in striping typically coordinated with pavement treatment



Street	From	To
Via Linda	Via de Ventura	Loop 101 underpass
128th Street	Southern terminus	Dynamite Boulevard
136th Street	Dynamite Boulevard	Lone Mountain Road
Dove Valley Road	60th Street	64th Street
Grayhawk Drive	Scottsdale Road	Hayden Road
Pinnacle Peak Road	92nd/93rd Street	Via Ventosa
Ranch Gate Road	118th Street	128th Street
68th Street	Camelback Road	Chaparral Road
78th Street	Jackrabbit Road	McDonald Drive
Camelback Road	82nd Street	Granite Reef Road
Chaparral Road	66th Street	Scottsdale Road
Granite Reef Road	Thomas Road	Osborn Road
Granite Reef Road	McDonald Drive	Arizona Canal
Jackrabbit Road	Quail Place	Scottsdale Road
Jackrabbit Road	Miller Road	Hayden Road
Miller Road	Chaparral Road	Jackrabbitt Road
Oak Street/Murray Lane	Miller Road	Granite Reef Road
Osborn Road	64th Street	68th Street
Roosevelt Street	Scottsdale Road	Hayden Road
Roosevelt Street	Granite Reef Road	Latham Street

Minor Collectors with No Center Turn Lane (cont'd)

Changes in striping typically coordinated with pavement treatment



Opportunities Created With No Center Turn Lane

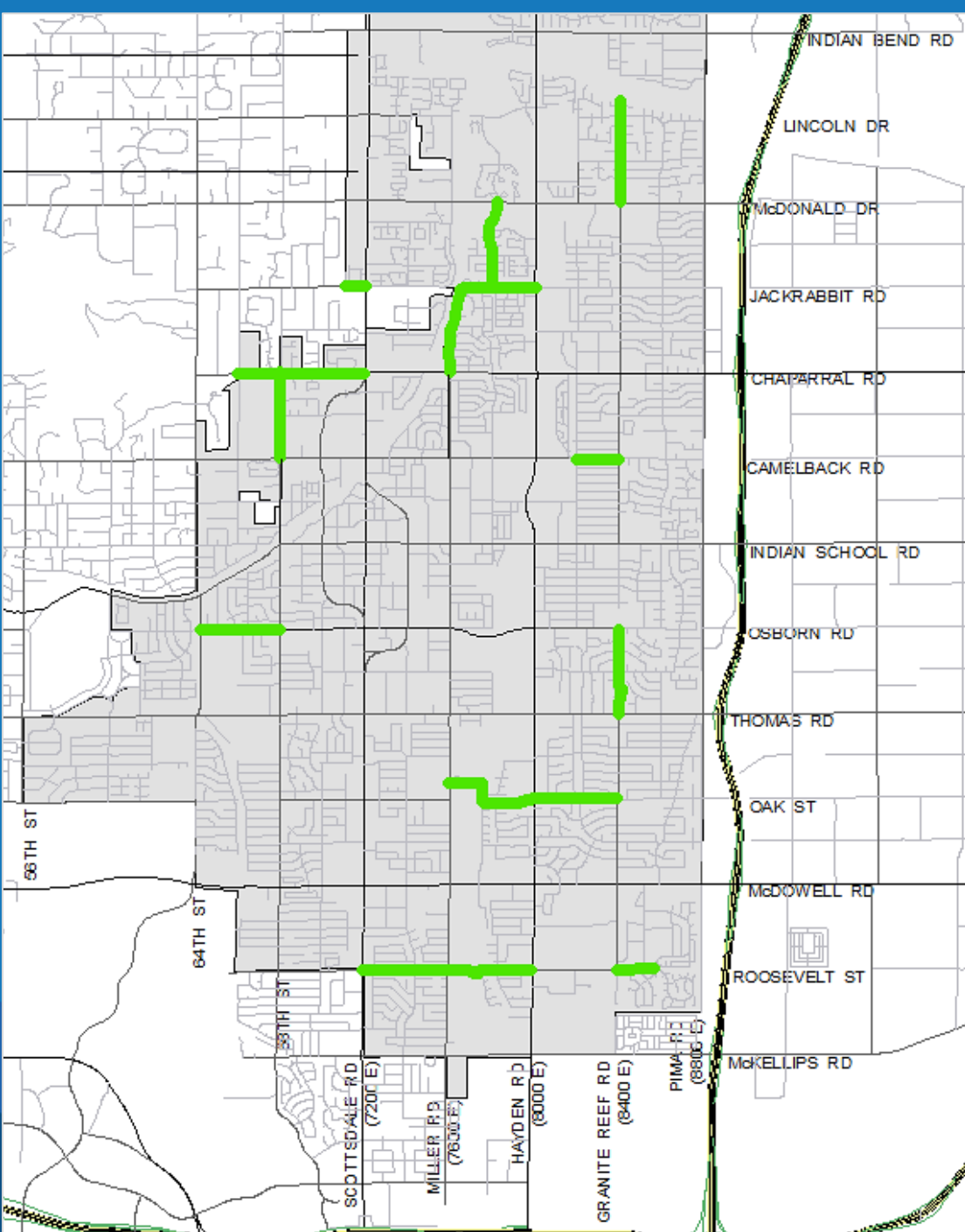


Minor Collector – with center turn lane



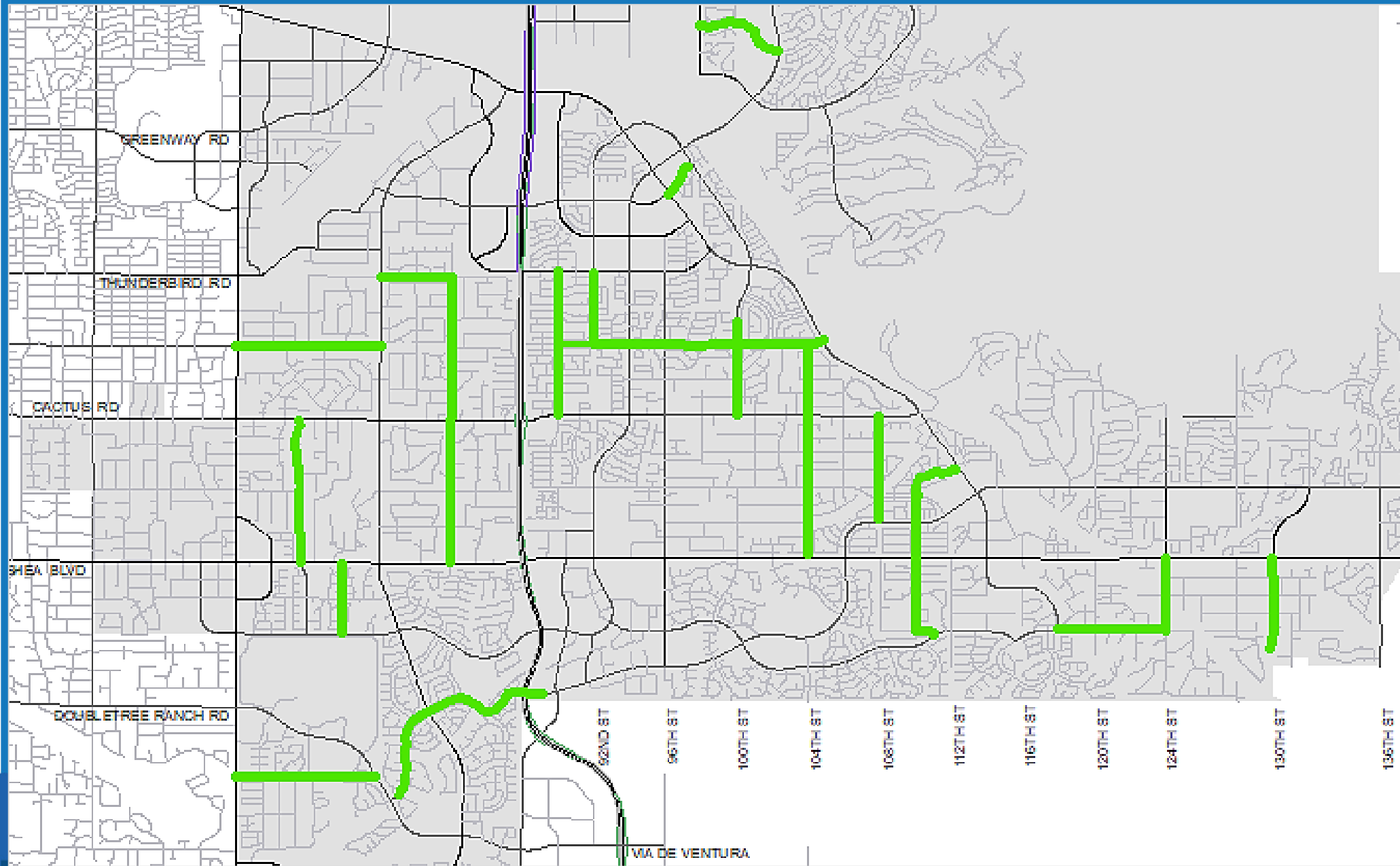
Minor Collector – no center turn lane

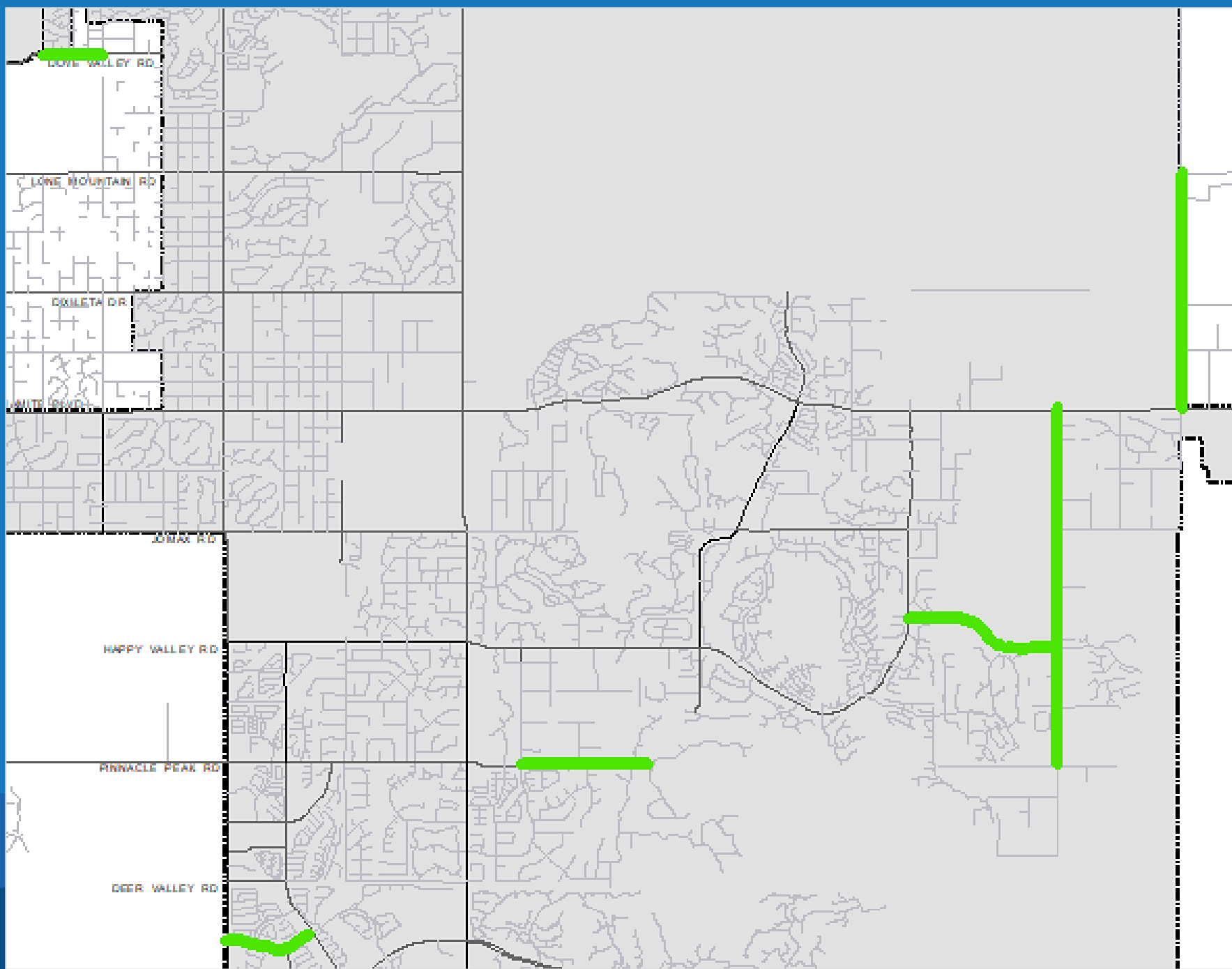
Approximately 50 additional lane miles of existing minor collectors could be converted to the no center lane cross section



Minor Collectors with no Center Turn Lane – South Area

**Minor
Collectors
with no
Center
Turn Lane –
Central
Area**





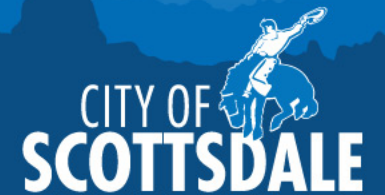
**Minor
Collectors
with no
Center Turn
Lane –
North Area**



Discussion

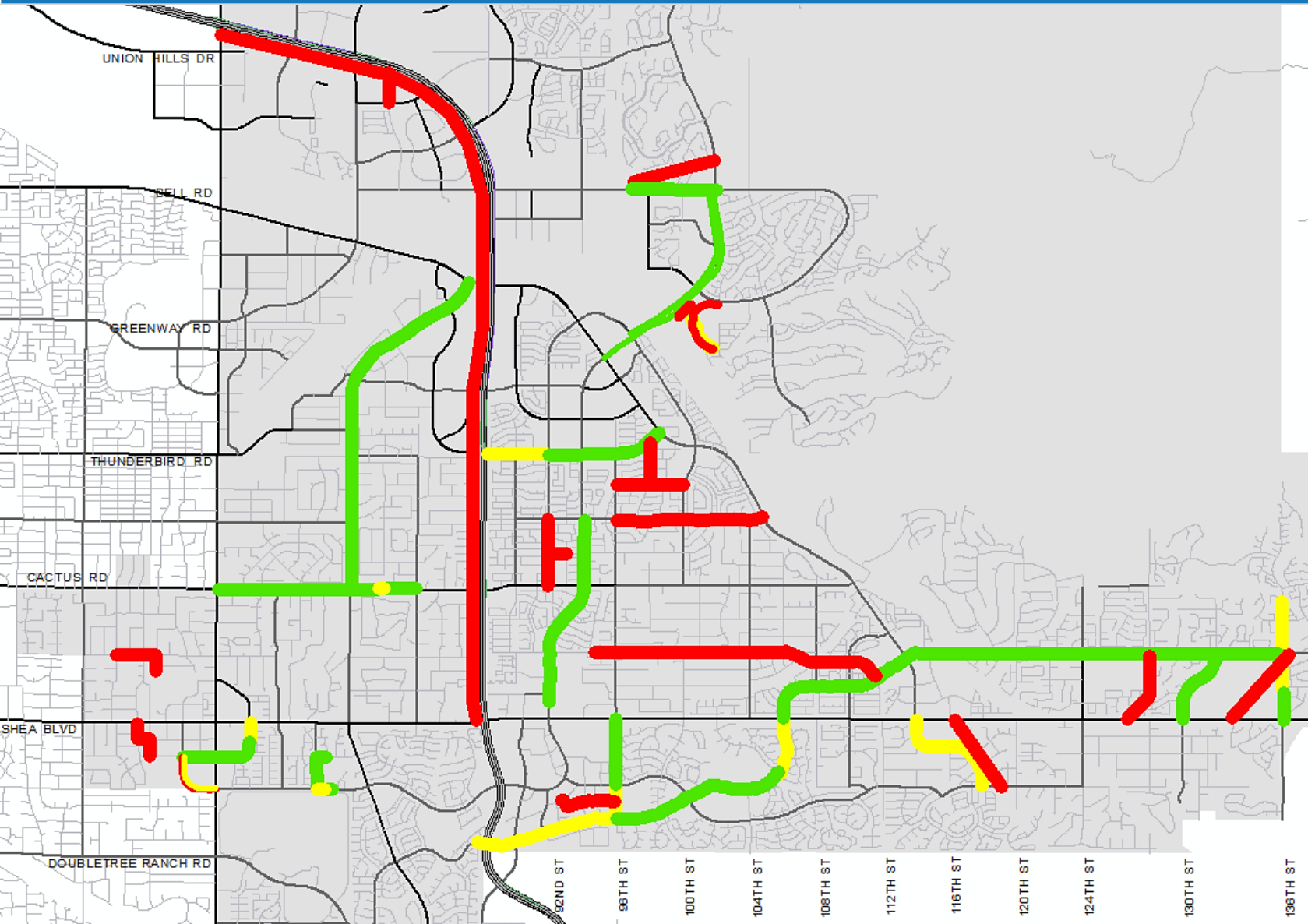
Transportation Action Plan

Transportation Commission Special Meeting
May 4, 2021



Potential Shared Use Path System Changes

- Additions to Planned Network
 - Primarily side path links/approx. 22 miles
- Additions to Existing Network
 - Street Corridor Side Paths/approx. 21 miles
- Deletions from Planned Network
 - Reasons
 - High cost/constructability/right-of-way/proximity to other options
 - Approx. 31 miles
- Net Change = +12 miles

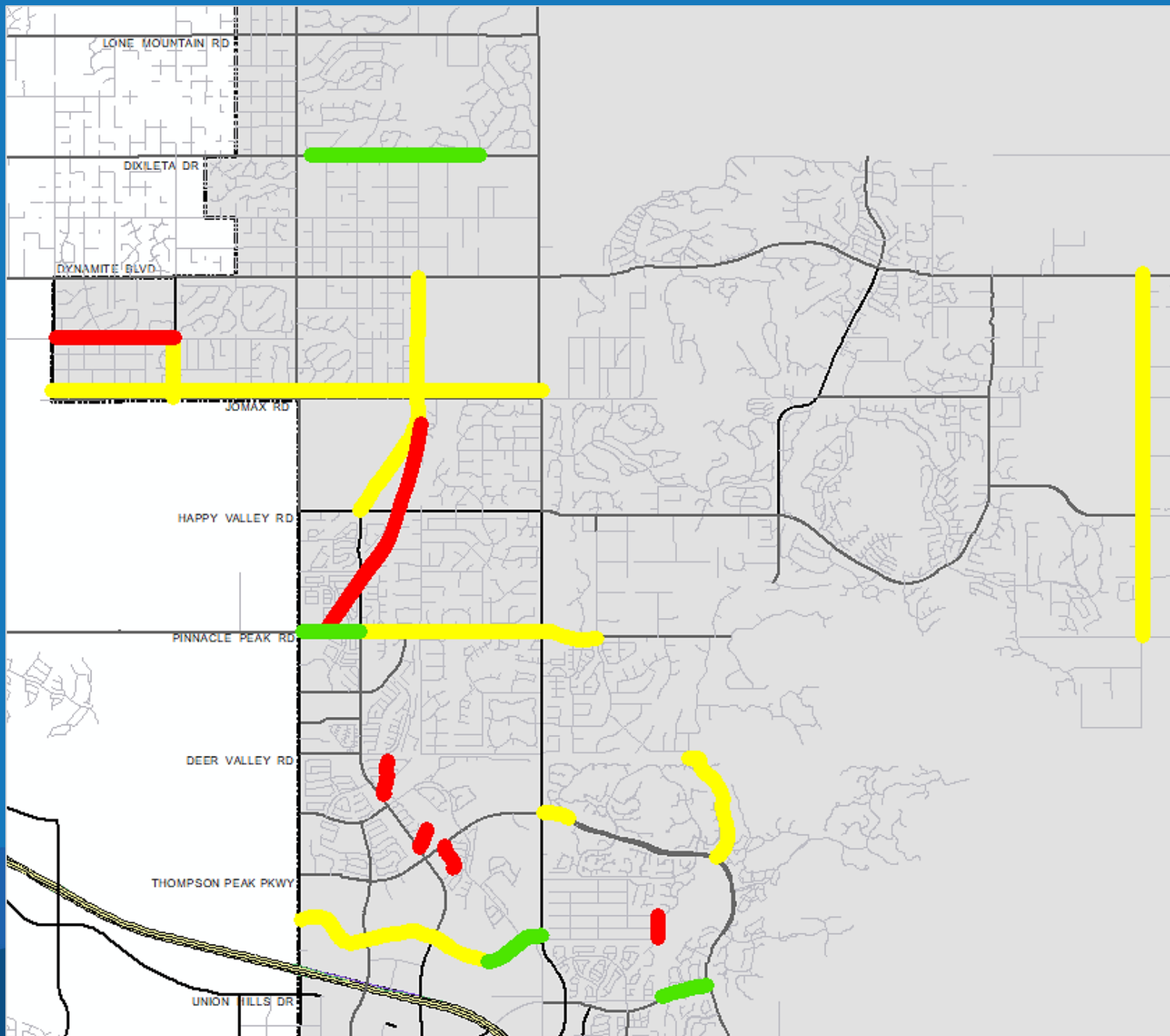


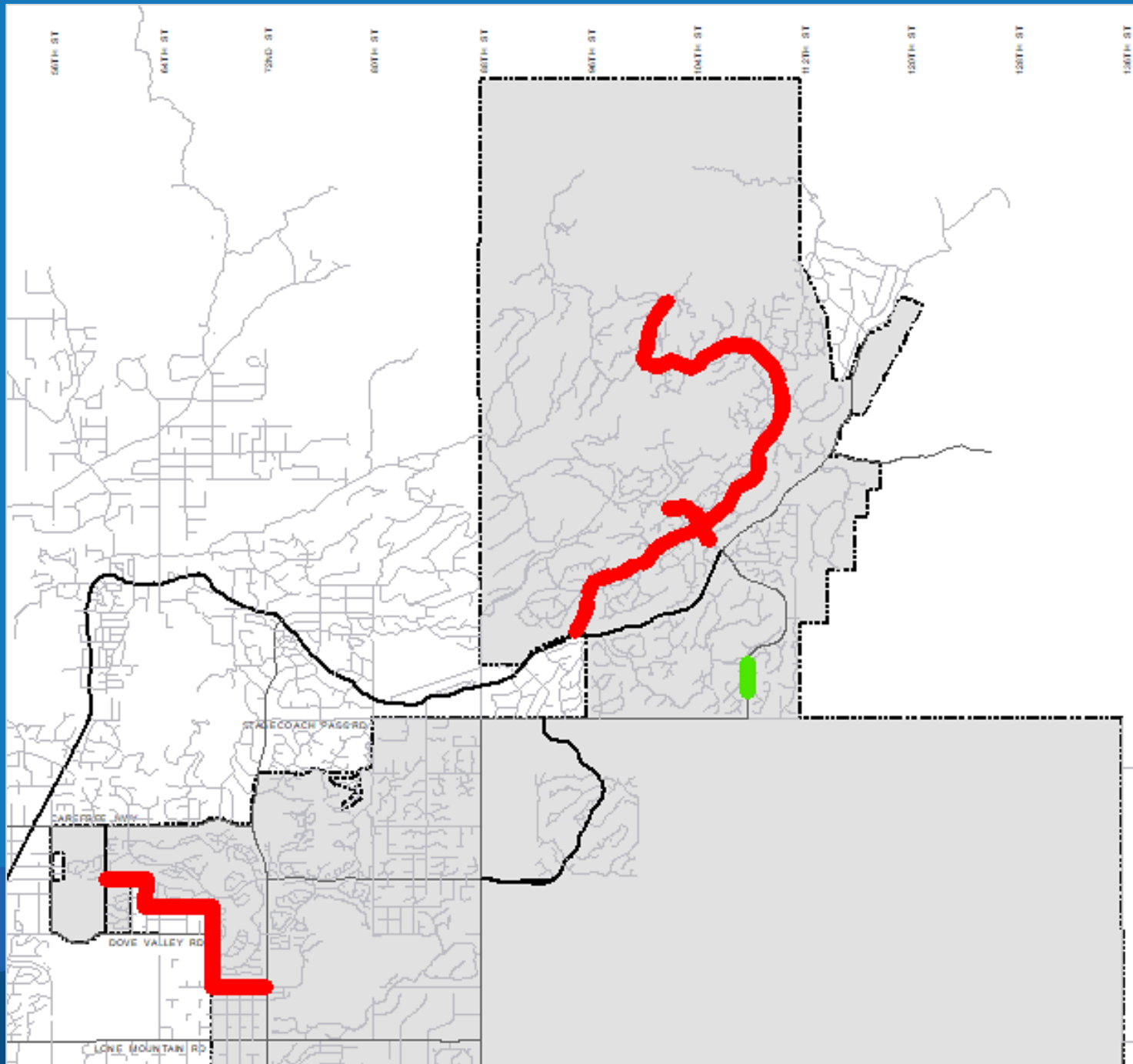
Path System Changes – Central Area

- Additions to Existing
- Additions to Planned
- Deletions from Planned

Path System Changes – North Area Part A

- Additions to Existing
- Additions to Planned
- Deletions from Planned





Path System Changes – North Area Part B

- Additions to Existing
- Additions to Planned
- Deletions from Planned

Discussion

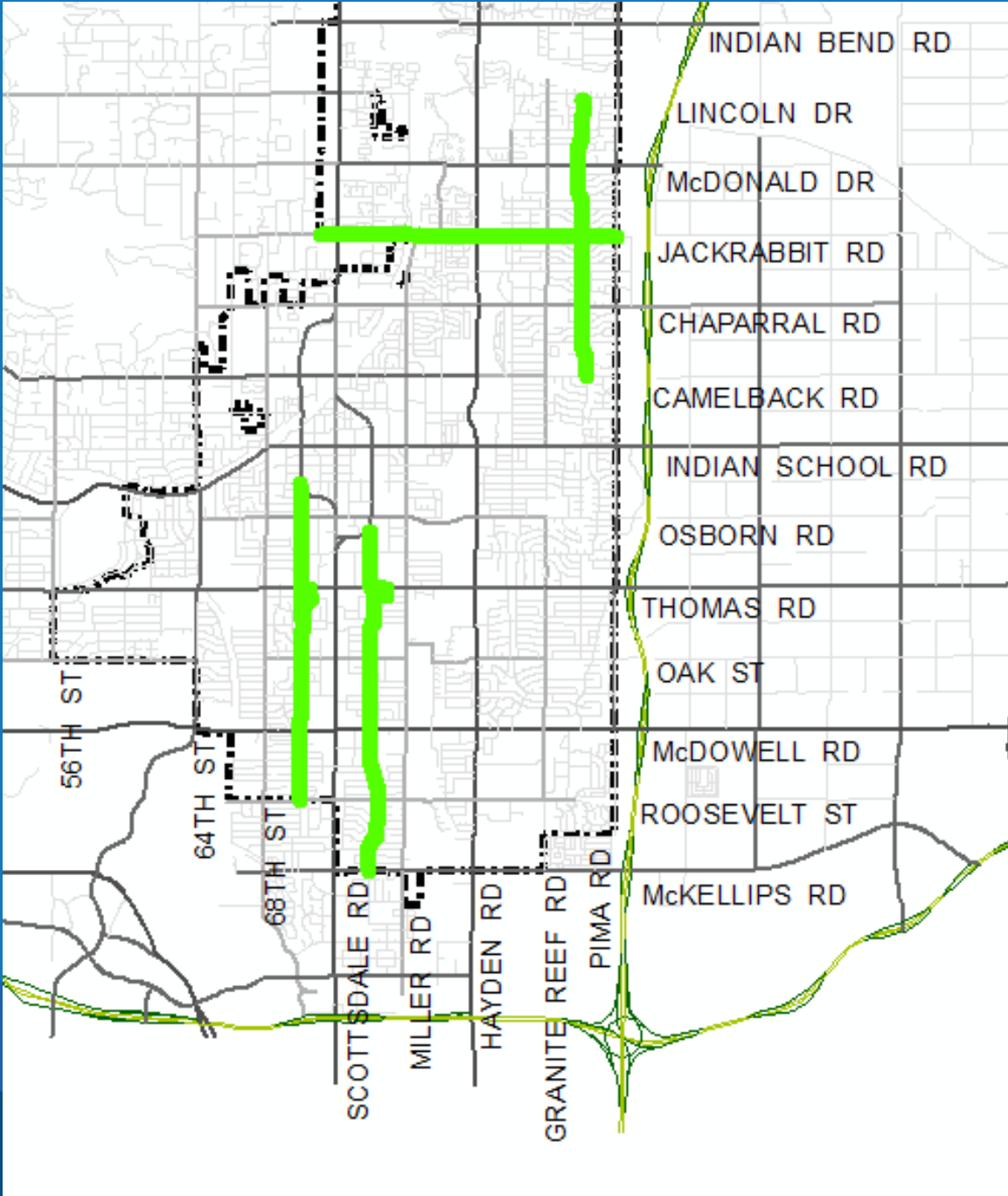
Proposed Neighborhood Bikeway Corridors

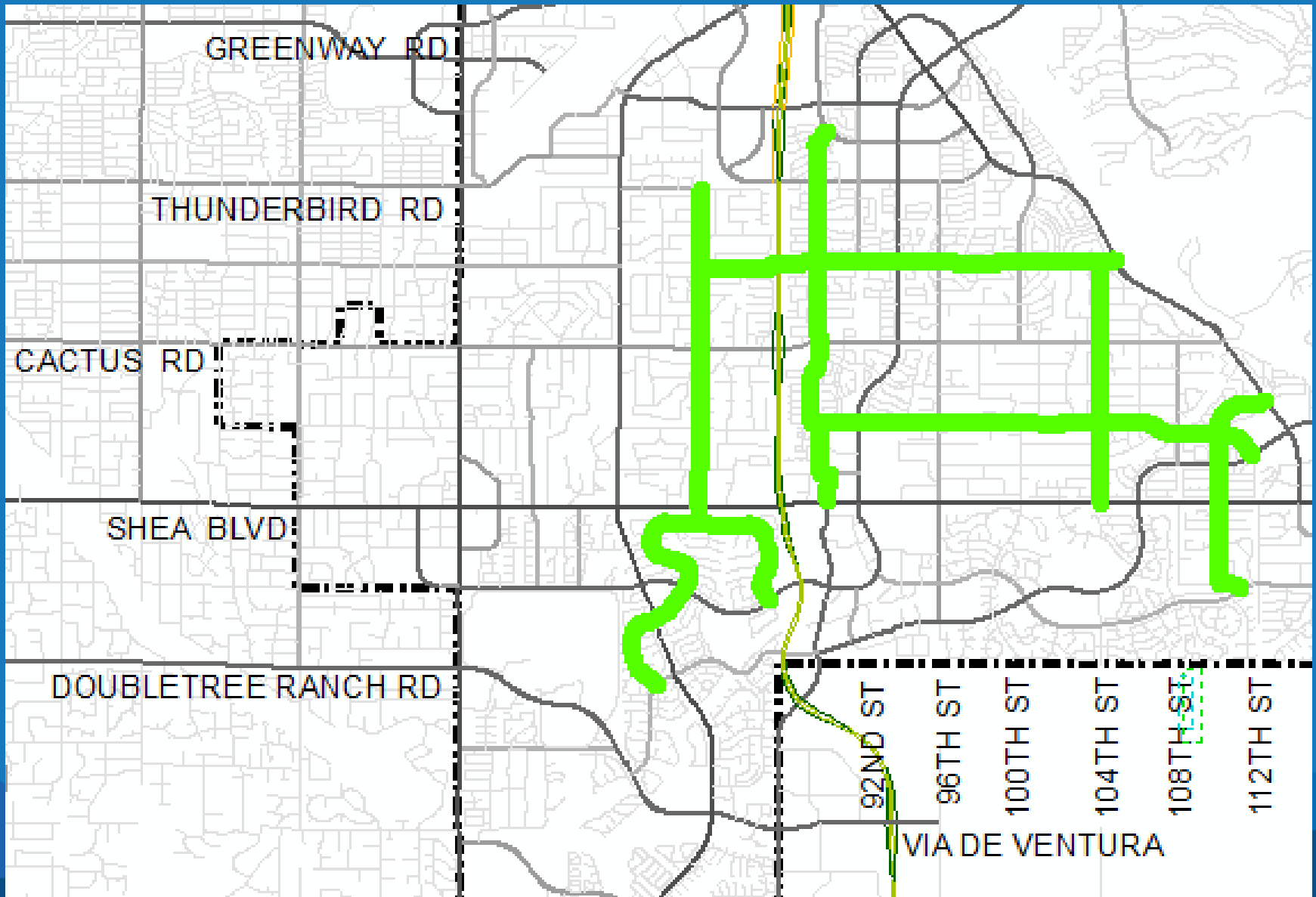
- Proposed new designation
 - Approximately 26 miles -

Reasons:

- Emphasize refinement of existing system
- Promote livable streets/ community over rapid traffic movement

Proposed Neighborhood Bikeways – Southern Area





Proposed Neighborhood Bikeways – Central Area



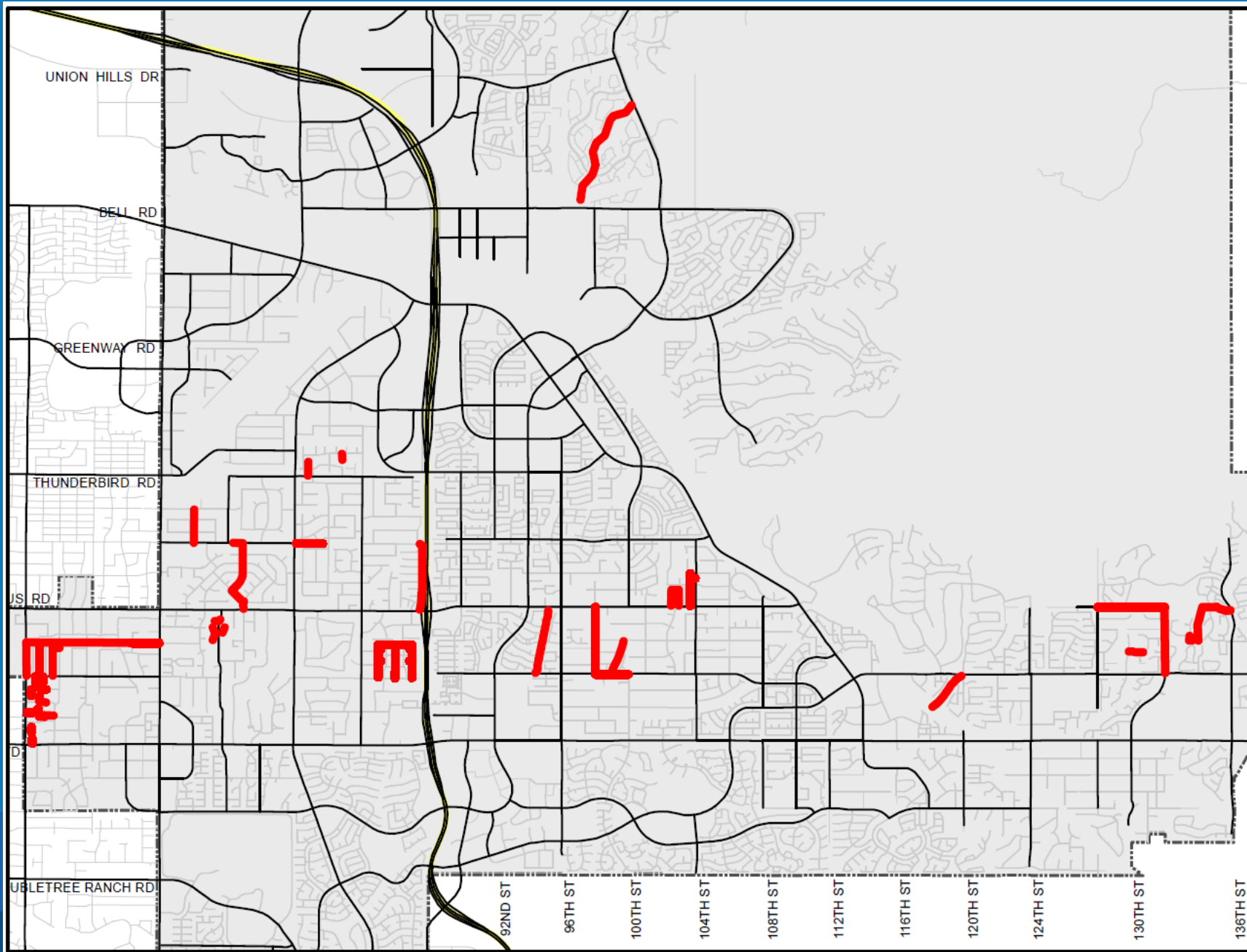
Discussion

Potential Trail System Changes

- Deletions from Planned Network
 - Approximately 54 miles -

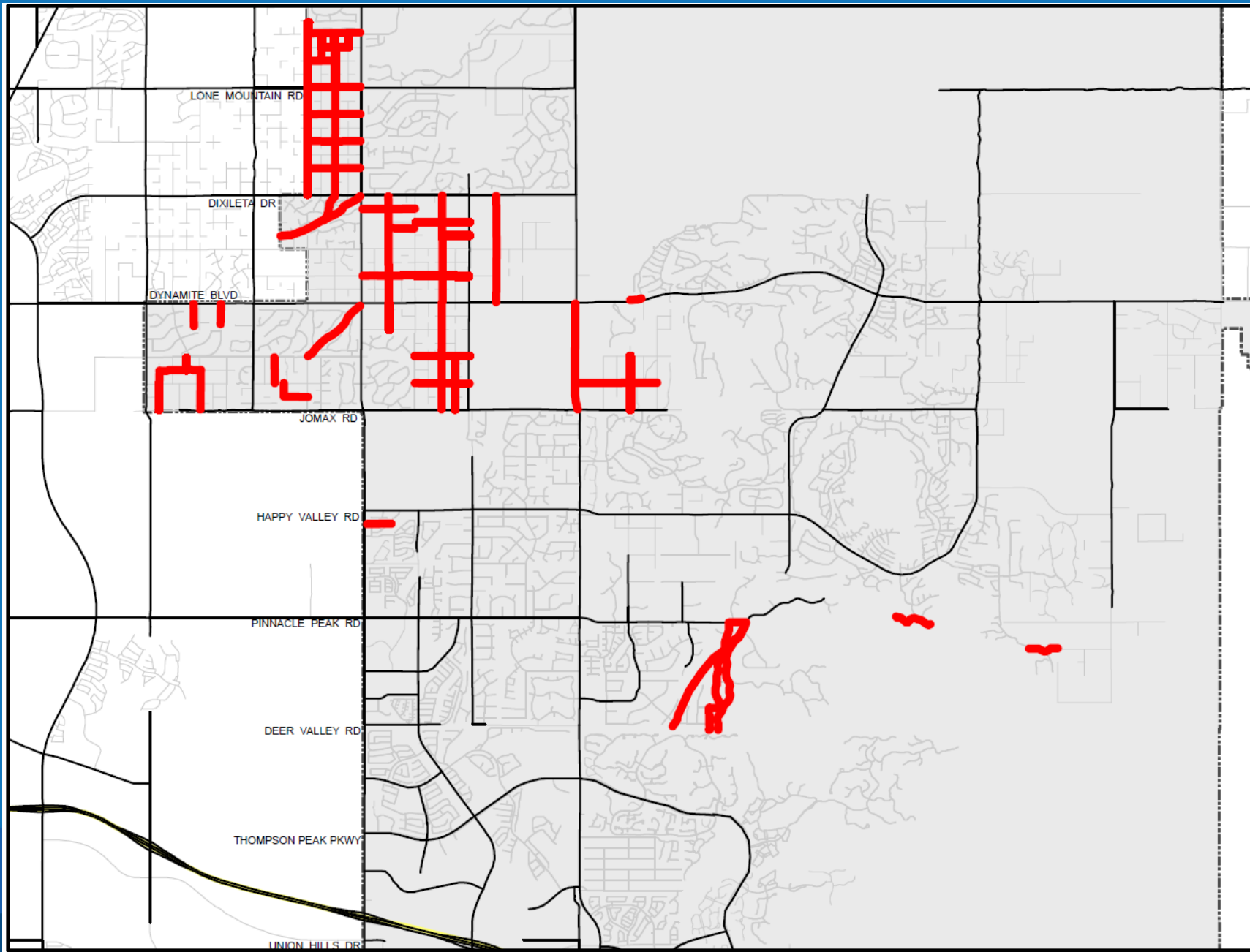
Reasons:

- Lack of Connectivity
- Network Redundancy
- No Existing Easement
- Unfeasible



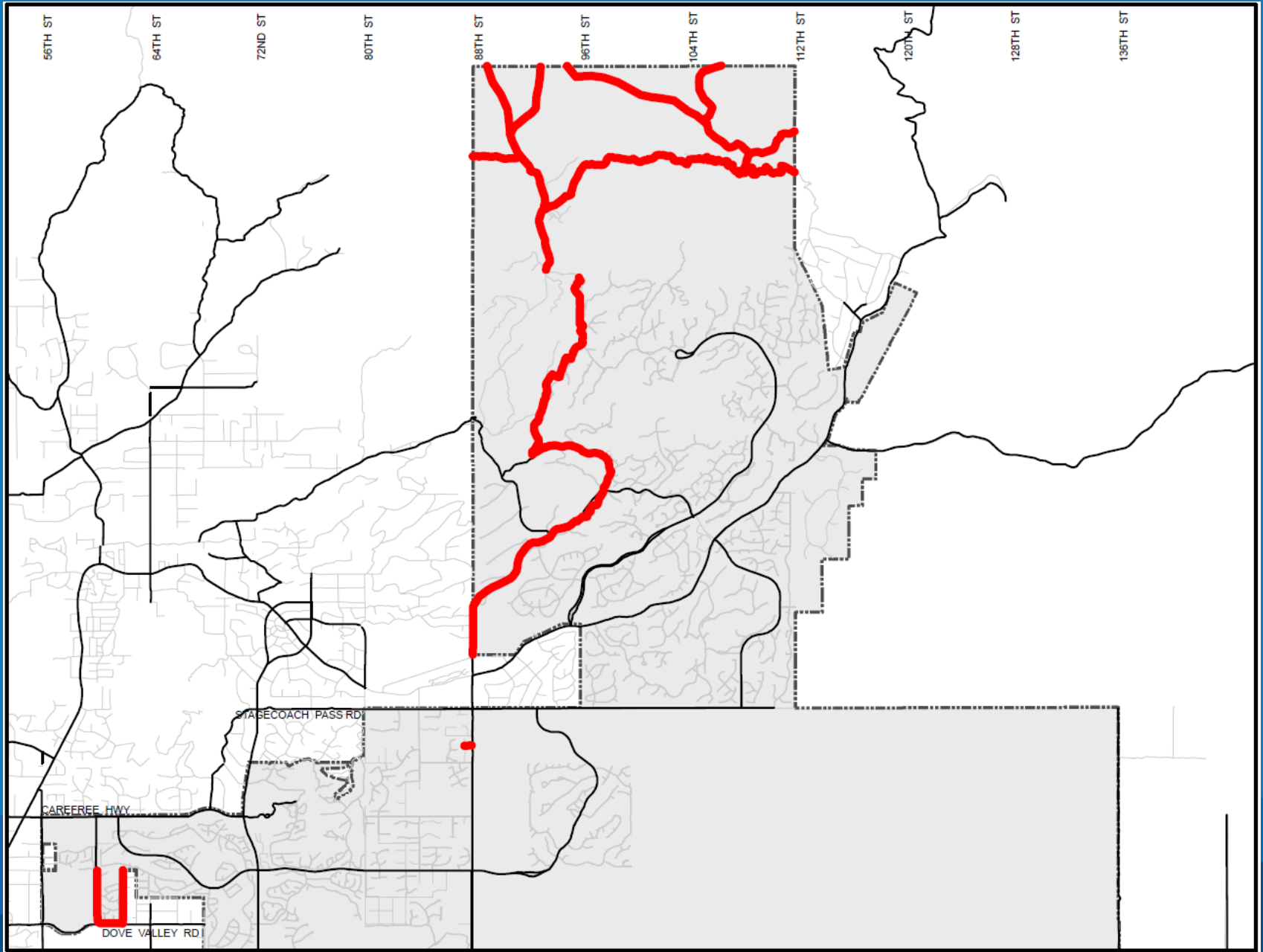
Trail System Changes – Central Area

- Deletions from Planned



Trail System Changes – North Area Part A

- **Deletions from Planned**



Trail System Changes – North Area Part B

- **Deletions from Planned**

Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Special Meeting Calendar and Topics
Meeting Date: May 4, 2021

Action: None

Purpose:

Review of dates, times and planned topics for upcoming Transportation Commission Special Meetings.

Information:

At the April 15, 2021 meeting, the Transportation Commission approved a schedule for up to five Special Meetings to further develop the Transportation Action Plan. The proposed topics for the June-September meetings are provided below.

June 3, 2021 (5:15 PM-7:15 PM)

- Transit System proposed regional routes, local routes, circulators, and enhanced service corridors
- Paratransit and pedestrian accessibility
- Sidewalk standards and pedestrian crossings (grade separations and signalized)

July 8, 2021 (5:15 PM-7:15 PM)

- Policy Changes
- Goals and Performance Measures
- System Preservation/Maintenance

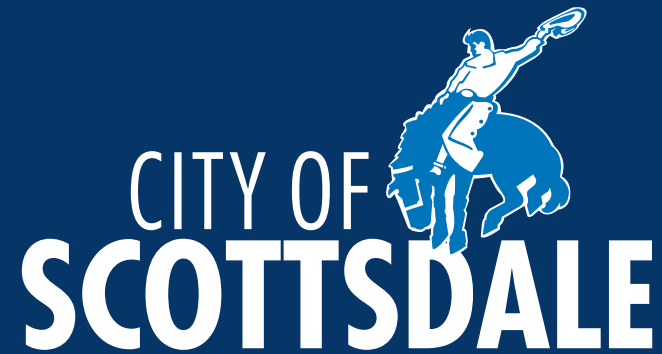
August 4, 2021 (4:00 PM-6:00 PM)

- Implementation Plan
- Draft Plan Review

September 9, 2021 (5:15 PM-7:15 PM)

- Draft Plan review

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



Special Meeting Calendar and Topics

Transportation Commission
May 4, 2021

Transportation Commission Remaining Special Meetings and Topics

- June 3, 2021 (5:15 PM-7:15 PM)
 - Transit System proposed regional routes/local routes/circulators/enhanced service corridors
 - Paratransit and pedestrian accessibility
 - Sidewalk standards and pedestrian crossings (grade separations and signalized)
- July 8, 2021 (5:15 PM-7:15 PM)
 - Policy Changes/Goals/Performance Measures
 - System Preservation/Maintenance
- August 4, 2021 (4:00 PM-6:00 PM)
 - Implementation Plan
 - Draft Plan Review
- September 9, 2021 (5:15 PM-7:15 PM)
 - Draft Plan review