



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

Date: Thursday, June 3, 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 items 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**
Special Meeting of the Transportation Commission – May 4, 2021
2. [Transportation Action Plan](#)----- **Information and Discussion**
Transit System proposed changes to regional routes, local routes, circulators, enhanced service corridors, and paratransit – Ratna Korepella, Transit Manager
Proposed changes to pedestrian crossings – Greg Davies, Senior Transportation Planner
Proposed changes to sidewalk standards and pedestrian accessibility – Susan Conklu, Senior Transportation Planner

3. [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 Susan Conklu at 480-312-2308. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Susan Conklu at 480-312-2308.



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

DRAFT MINUTES

Tuesday, May 4, 2021

Meeting Held Electronically

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

ABSENT: Andy Yates, Commissioner

STAFF: Mark Melnychenko, Transportation and Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Principal Transit Planner
Greg Davies, Senior Transportation Planner
Dan Worth, Executive Director, Public Works

Call to Order

Chair Iacovo called the meeting to order at 4:00 p.m.

Roll Call

Members present as noted above.

Public Comment

No comments were submitted by members of the public.

1. Transportation Action Plan

Dave Meinhart, Transportation Planning Manager, noted that the presentation would be broken into segments and that rather than focusing on entire systems, the focus would be on things that might change moving forward. Staff is looking at refining the existing transportation system and creating livable streets and community as priorities, rather than adding extensive new infrastructure, especially if new infrastructure will be difficult to implement at a reasonable cost, rather than focusing on rapid traffic throughput.

Mr. Meinhart reviewed details of the list of potential street classification changes, which primarily focused on reduction in the number of travel lanes on arterial streets. It was noted that Tom Darlington Drive was removed from the list, because travel counts were not high enough to reduce the number of travel lanes. Proposed changes included:

- Hayden Road from McKellips to Indian School from a major arterial to a minor arterial
- Goldwater Blvd. and Drinkwater Blvd. from a couplet to a minor arterial
- Westland Drive from Scottsdale to Hayden from a minor arterial to a minor collector

Mr. Meinhart said that there are ten different segments of major collector identified where the long-term volumes are between 10 and 60 percent of a minor collector capacity. A corridor's characteristics, such as signal spacing, number of driveways, and capacity of intersections, determine the capacity of a roadway. Adjustments can be made through either a "road diet" or a "paint diet". A road diet is the process of converting a corridor with pavement to less pavement, which incurs significant upfront costs, but has long-term maintenance budget benefits. A paint diet consists of restriping existing pavement. He gave examples of locations where each treatment would improve cycling and pedestrian comfort.

Thirty-nine segments have been identified as future bike lane miles that would create approximately 50 bike lane miles.

In response to a Commissioner question, Mr. Meinhart said that of the 50 proposed bike lane miles, approximately 60 percent are buffered and 40 percent are new.

Mr. Meinhart said that prioritization of major to minor conversions will be determined through an implementation element that will be developed as part of the action plan. Prioritization will also be tied to opportunities for paint diets and coordinated with the pavement treatment schedule. There are two ways for conversions to be prioritized, either because a treatment is coming up in the next year or two or because an opportunity is available to invest capital dollars.

A Commissioner suggested that staff contact Mayo Clinic to find out what type of future plans they have planned for the Mayo Clinic site. Mr. Meinhart said that as part of the prioritization process, staff looks at MAG forecasted projections. Mayo Clinic could be treated with the paint diet option, so that it would be easily reversible as necessary to address both development at Mayo Clinic and development to the east of the site.

A Commissioner asked if there is a potential long-term cost benefit to the City by reducing the travel lane list. Mr. Meinhart explained that elimination of pavement would benefit the City in that that pavement would no longer need to be maintained in perpetuity. From a community

and livability perspective, an investment in a paint diet done while already resurfacing can significantly improve the quality of life of a neighborhood.

Chair Iacovo asked in what ways developers will participate in implementation. Mr. Meinhart explained that in most of the proposed areas, there is not a lot of opportunity for development. In areas where there is development, the City will work with the developer on back of curb to improve the pedestrian experience. There is potential for development in the area north of Mayo Clinic, but developer contributions are not likely. There might be an opportunity for a voter- approved improvement district in the Horizon area.

Chair Iacovo asked if there would be a huge cost to the City if treatment near the 101 needs to be reversed. Mr. Meinhart said that trends over time would determine whether or not a treatment would need to be reversed. If necessary the work would coincide with pavement treatment cycles on a 10 to 12 year basis. The key on corridors where capacity is being reached is to add turning capacity at intersections.

Mr. Melnychenko commented that there is a great opportunity to make positive changes in the city and the proposed changes are backed up with data and historical trend analysis. Proposed changes would help the livability of the city in a number of neighborhoods.

Mr. Meinhart noted that the action plan is consistent with the General Plan. City Council is focusing on improving livability and transportation corridors. Staff plans to begin extensive public outreach once City Council has voted on sending the General Plan to voters. Mr. Melnychenko said that last fall, City Council voted unanimously to approve amendments to the 2016 plan.

Greg Davies, Senior Transportation Planner, gave a presentation outlining recommended changes to the shared use path system. As part of his presentation he reviewed the history of the active transportation network, dating back to the 1965 Scottsdale Town enrichment program. He said that in preparing the recommendations, staff looked holistically at the system to determine additions that could be made to the planned network, additions that could be made to the existing network, and deletions that could be made from the planned network. The planned network is currently 127 miles and would be approximately 180 miles once completed. He reviewed the areas in central Scottsdale and north areas A and B that are recommended for deletion from the plan and outlined reasons for these recommendations.

In response to a Commissioner question, Mr. Davies explained that the area on the north side on the north area B map was built by Desert Mountain Community and is primarily gated and not available to the general public.

In response to a Commissioner question, Mr. Meinhart explained that the area between Cactus Road and Shea Blvd, and Scottsdale Road and 64th Street is recommended for deletion because there is not space for a stand-alone eight to ten-foot path.

Susan Conklu, Senior Transportation Planner, gave a presentation on proposed changes to the shared use path system and proposed neighborhood bikeway corridors. Neighborhood bikeway corridors is a new designation that would cover approximately 26 miles. The purpose of the new designation is to emphasize refinement of the existing system and promote livable streets

and community over the rapid traffic movement. She reviewed proposals for the southern area and central area. Southern area proposals included the 70th Street corridor, and the area connecting through Chaparral Park to the area of Jackrabbit from 87th Terrace to Scottsdale Road. She noted that typically the corridors are two-and-a-half miles to meet guidelines for these types of bikeways; however, there are a few mile-and-a-half corridors on the list because they still meet other guidelines and recommendations for how they serve the neighborhood.

Mr. Davies gave a presentation outlining potential trail system changes. He noted that deletions from the planned network total approximately 54 miles. He noted that in 2009, the ad hoc Trails Task Force added approximately 54 miles of trails in locations that they thought would work. He reviewed the list of deletions in the central area and north areas part A and B. Deletions are recommended based on lack of connectivity, network redundancy, no existing easement, or not being feasible.

Mr. Melnychenko noted that staff is working with HOAs and other property owners in the northern part of the city on the planning of trails, because ultimately, they will be responsible with maintaining areas within private easements.

2. Transportation Commission Special Meeting Schedule

Mr. Melnychenko reviewed the list of tentative special meetings as follows:

- June 3 - Transit issues, paratransit, pedestrian accessibility, sidewalks, and pedestrian crossings.
- July 8th - Discussion of policy changes, planned goals, and performance measures as well as start talking about preservation and maintenance
- August 4th – Discussion about the implementation plan
- September 9th – Review of the draft plan

Mr. Meinhart said that he anticipates that City Council will take action on the General Plan before going on summer break so that the plan can be scheduled to go to a public vote this November. Once Council has approved the General Plan, staff will initiate planning public input opportunities for the Transportation Action Plan.

Staff will collect input from the Transportation Commission during the special meetings and plans to ask for a recommendation during the September meeting.

Adjournment

VICE-CHAIR ANDERSON MOVED TO ADJOURN THE MEETING. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED SIX (6) TO ZERO (0). CHAIR IACOVO, VICE-CHAIR ANDERSON, COMMISSIONERS KOWAL, POCHOWSKI, LALL, AND MILLER VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

With no further business to discuss, being duly moved and seconded, the meeting adjourned at 5:49 p.m.

Recorded and Transcribed by eScribers, LLC.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Ratna Korepella, Transit Manager
Subject: Transportation Action Plan
Potential Transit and Paratransit Elements
Meeting Date: June 3, 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 the Transportation Action Plan (TAP). Since that meeting, the Transportation team through the initial step of planning process developed a series of transit improvement strategies to be phased in over the next 10 years. The proposed transit improvements and emphasis closely align with the draft 2035 General Plan and are consistent with the City Council's objective of 'Advancing Transportation.'

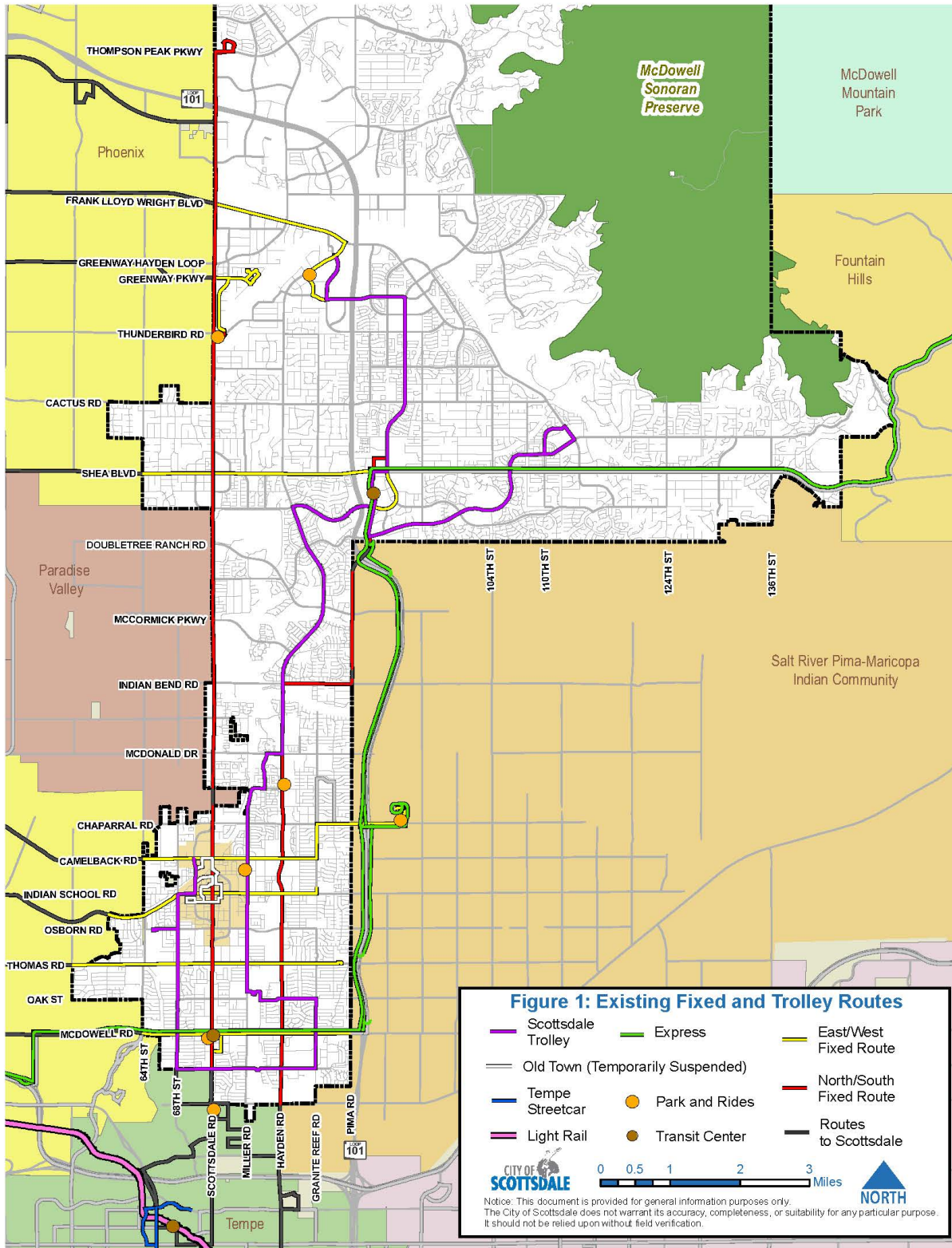
Background:

Public Transportation is a viable transportation alternative for all income levels and lifestyles. This coincides with the City of Scottsdale's collection of unique character areas, each with varying needs and lifestyles. The City also attracts visitors from all over the world along with a large seasonal population. Effective transit service provides citizens with transportation choices to meet their specific needs. The draft 2035 General Plan recommends providing transit with the use of future technologies and micro-mobility solutions – connectivity to schools; inter-jurisdictional coordination; mobility choices that are accessible; reduce congestion and pollution and improve quality of life.

A balanced transit system does not stop at the city boundaries but makes strong connections to the regional system. In order to ensure transit service is attractive and competitive with other forms of transportation, it must be frequent, fast, and convenient. In addition, the vehicles and bus facilities must be clean, reliable, and comfortable. Routes should effectively serve major employment and activity centers throughout the City and provide transfers to other routes that link other parts of the Valley. Transit supports local businesses and employees that work within and outside of Scottsdale. The draft general plan also reaffirms our continuing collaboration with schools to provide convenient and safe access to transit.

Current transit System

City of Scottsdale currently has 9 (nine) fixed routes, 1 (one) express route, and (4) trolley routes. Trolley is the brand name for City of Scottsdale's owned and operated service. Figure 1 is a map of existing fixed and trolley routes in Scottsdale. City of Scottsdale has Intergovernmental Agreements with Valley Metro and City of Phoenix in place to operate fixed route service. Fixed routes, where the Regional Fare Policy applies, are primarily funded with the Proposition 400 Regional Sales Tax dollars and are paid for on a per mile basis.



Trolley routes differ from fixed routes because they provide a direct link (without transfers) to selected activity centers. Trolley routes deliver better connectivity between neighborhoods, commercial corridors and the regional system. Also, Trolley is a free service funded by the 0.2% Scottsdale transportation sales tax dollars. The City also receives some preventative maintenance funds 5307(FTA) and Arizona Lottery Funds (ALF), and other federal grants to offset some trolley operating expenses. In addition, all trolley buses are purchased with FTA (Federal Transit Administration) grant funds which typically has a 15 to 20 percent local match requirement.

The City has 524 active bus stop locations for all routes. To date, 250 of those locations have a bench or seating and 163 have transit shelters. Out of the 524 locations, 237 provide shade. Bus stop shelter amenities include a concrete pad, bench, bike rack and trash can(s).

The future for Scottsdale transit hinges on the ability to leverage and build on the existing bus system and improve connectivity to the rest of the region through cost-effective solutions. Transit changes go through a regional public involvement process twice a year. Proposed modifications are based on public input, ridership, public requests, survey data and funding. Lastly, strong partnerships with neighboring communities such as Phoenix and Tempe are very important for ensuring a successful transit system in Scottsdale and staff has continued to build those relationships.

Recommendations

The Transportation team, through the planning process, developed a series of transit improvement strategies to be phased in over the next 10 years and are broken down into near, mid, and long-term solutions.

Near term Improvements (Next 3 years)

Bus stops

- Outsource bus stop maintenance to a contractor to help address our expanding system, growing homeless concerns and other issues such as lack of weekend and after hour service.
- Improve bus stop refurbishment and prioritization process.
- Expand and improve shade at bus stops.
- Improve ADA accessibility at bus stops in conjunction with the City's ADA Transition Plan.

Service

- Coordination of layover locations on a continual basis to ensure drivers have amenities.
- Modify end of line turnarounds as needed to ensure connections are made with productive mileage.
- Recent change on 68CM route – Effective April 26, 2021, the 68CM route is truncated at Fashion Square Mall and Route 50 extended to serve the Scottsdale Community College.
- Provide connectivity between MLHD and 68CM Trolley.

Regional Connectivity

- Expand the use of Thunderbird Park-and-Ride and Mustang Transit Center.

- Reinstatement of downtown circulator service focusing on linking major parking facilities with commercial/retail.

Data

- National Transit Database – Improvement on reporting process to ensure City compliance to receive federal funding. Also, accurate reporting on revenue miles and costs as those are multipliers used in funding allocation.
- Develop a Transit Asset Management Plan.
- Use Automated Passenger Counter data to evaluate routes at segment level.

Information

- Marketing
 - Start with city staff.
 - Use Social Media and water bills to reach out to the public.
- Travel Training
- Revisit “Scottsdale Trolley” branding – Plan to go through a public process.

Mid-term Improvements (5 to 7 years)

- Connect to McDowell Mountain Aquatic Center, Arabian Library, Scottsdale Airpark and areas beyond SR101 along Scottsdale Road.
- Based on the ridership, funding and public comments, plan for service frequency improvements on Phoenix and East Valley routes coming into Scottsdale.
- Continue to improve shade at bus stops and modify structures to address solutions for full day coverage.
- Transit Signal Priority improvements.
- Expand connectivity to the regional Light Rail system and Streetcar in Tempe with trolley and fixed route service.
- Express route connecting Scottsdale Mustang Transit Center/SCC to downtown Phoenix using Freeway.
- Circulator service that provides links from area businesses to commercial retail areas in Airpark.

Long term Improvements (7-10 years)

- Connection to on-street Bus Rapid Transit (BRT) routes from Phoenix.
- BRT route on Scottsdale Road from Mustang Transit Center to Chandler.

Paratransit

Paratransit is a federally mandated program. As a recipient of federal funds, the City of Scottsdale is required to provide paratransit service in the mandated area. Federally mandated service area is defined as area within $\frac{3}{4}$ mile of fixed route transit, inclusive of small areas fully surrounded by ADA service area. Figure 2 is a map of the current paratransit service area. As the transit service area changes the paratransit service area changes and can financially impact the paratransit program.

Currently the City does not have any bus service north of Frank Lloyd Wright Blvd. Residents that reside outside of SR101 fall outside the paratransit service area boundary. Until June 30, 2019, Scottsdale used to provide paratransit service for residents outside the mandated area. Effective July 1, 2019, the City made a decision not to serve outside the mandated area. However, to help residents that fall outside the mandated area, Scottsdale started participating

in the RideChoice program with Valley Metro. The City currently provides three different programs. Table 1 details each of the three distinct programs which staff is continuing to refine and improve as funding allows and service warrants. In the coming years, maximum participant benefit will be evaluated and adjusted, if necessary.

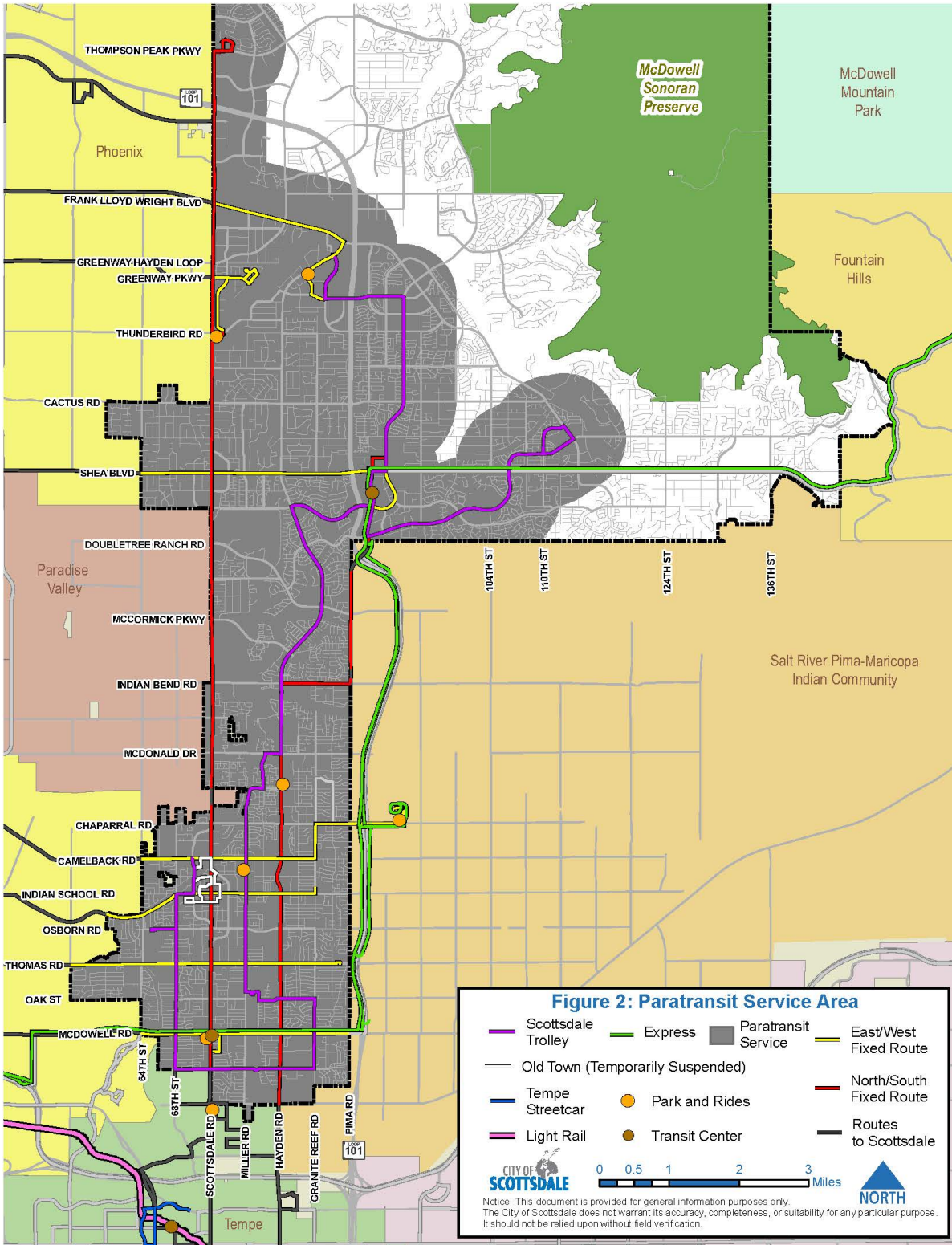


Table 1 - Alternative Transportation Services Comparison Chart

	ADA Paratransit	RideChoice	Cab Connection
Cost to User	\$4	\$3 first 8 mi, \$2/ addt'l mi	20% of the total fare. <u>Maximum benefit is \$10</u>
Cost to City	\$48	\$22	80% of the total fare. <u>Maximum City share is \$10</u>
Vehicle Types	Van/Small Bus/Taxi	Taxi/Van/Rideshare	Taxi
ADA Requirement	Yes	Yes	No, <u>if over 65 years old</u> Yes, <u>if under 65 years old</u>
Age Requirement	No	Any age 18 years or older. <u>Under 18 allowed if accompanied by an adult</u>	Yes
Number of Rides	Unlimited	20 plus 30 additional for Work or Medical	20
Same Day Service	No	Yes	Yes



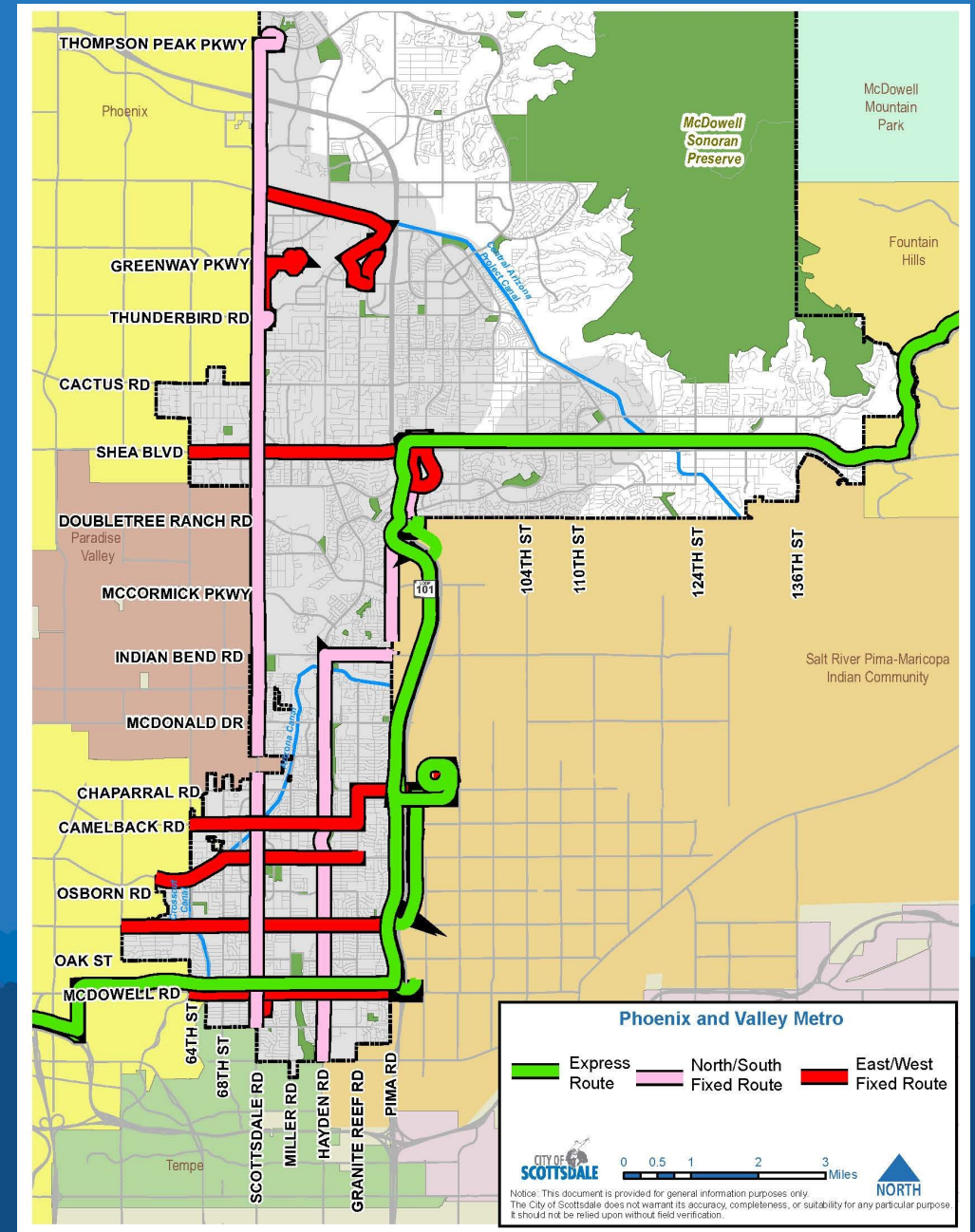
TRANSIT AND PARATRANSIT ELEMENTS

Transportation Commission Special Meeting

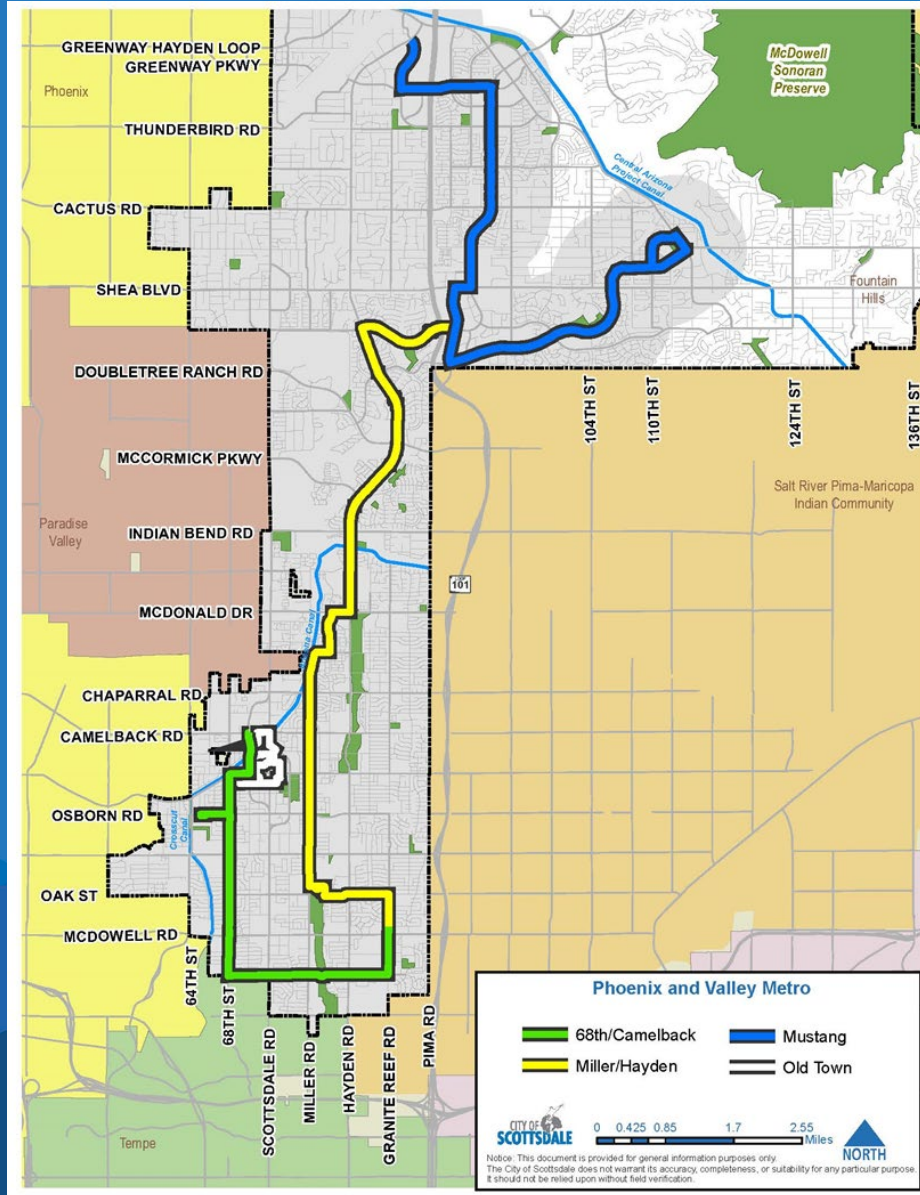
June 3, 2021

Phoenix and Valley Metro Intergovernmental Agreements

Fixed Route operates at 20-minute or 30-minute frequency



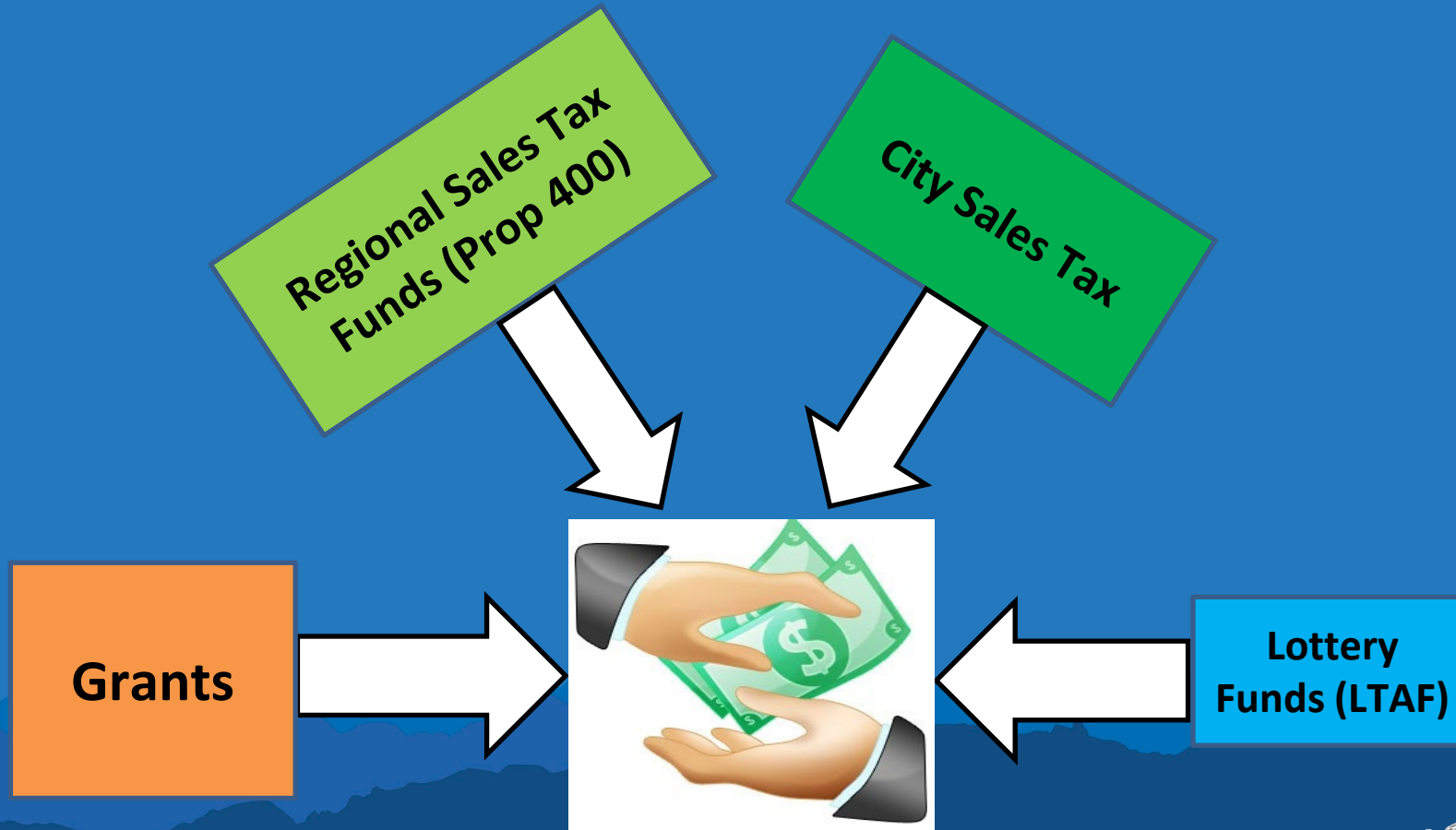
Trolley Routes



Operates at 20-minute frequency



Transit Operations Funding Sources

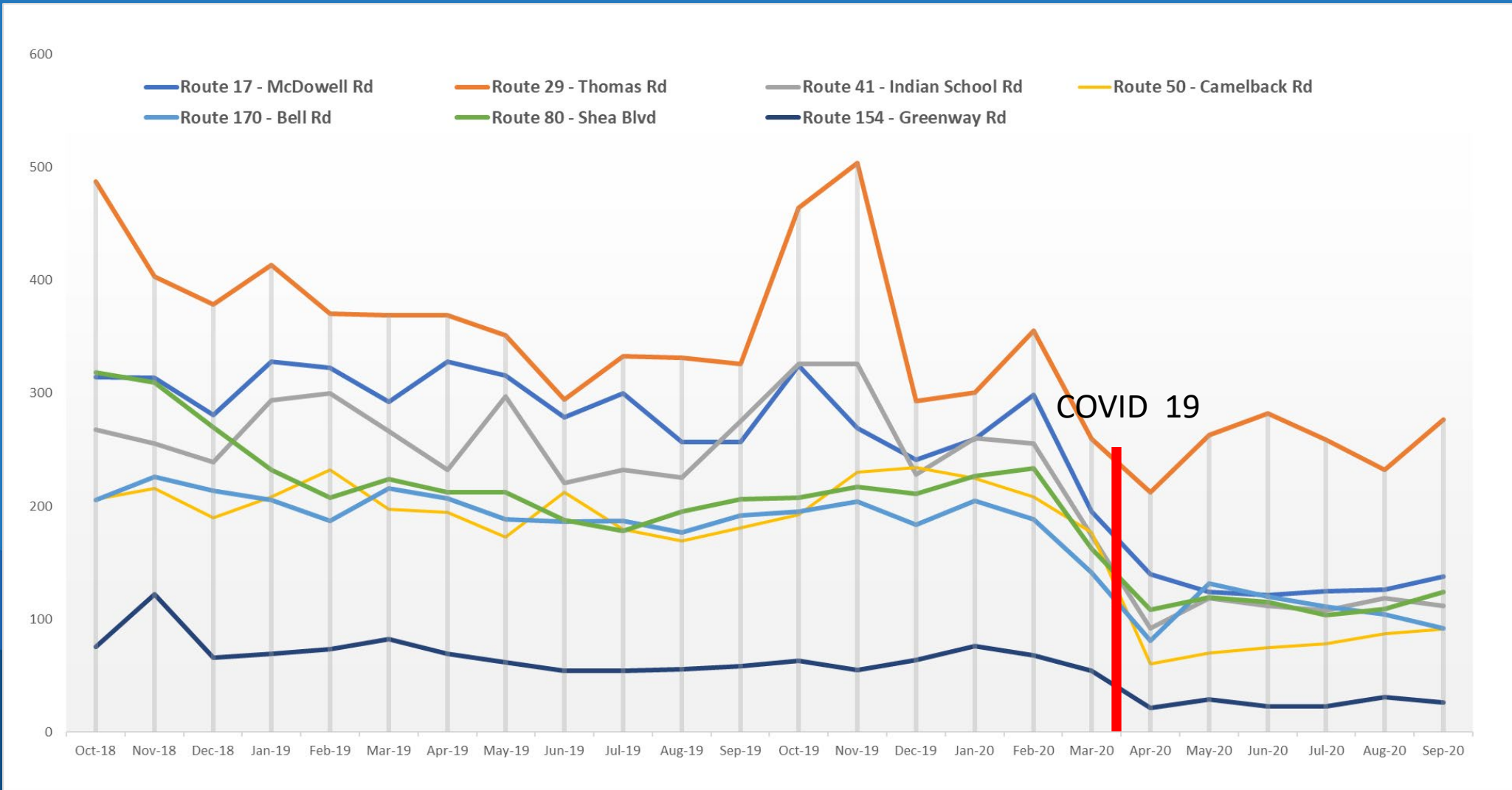


TRANSIT DATA

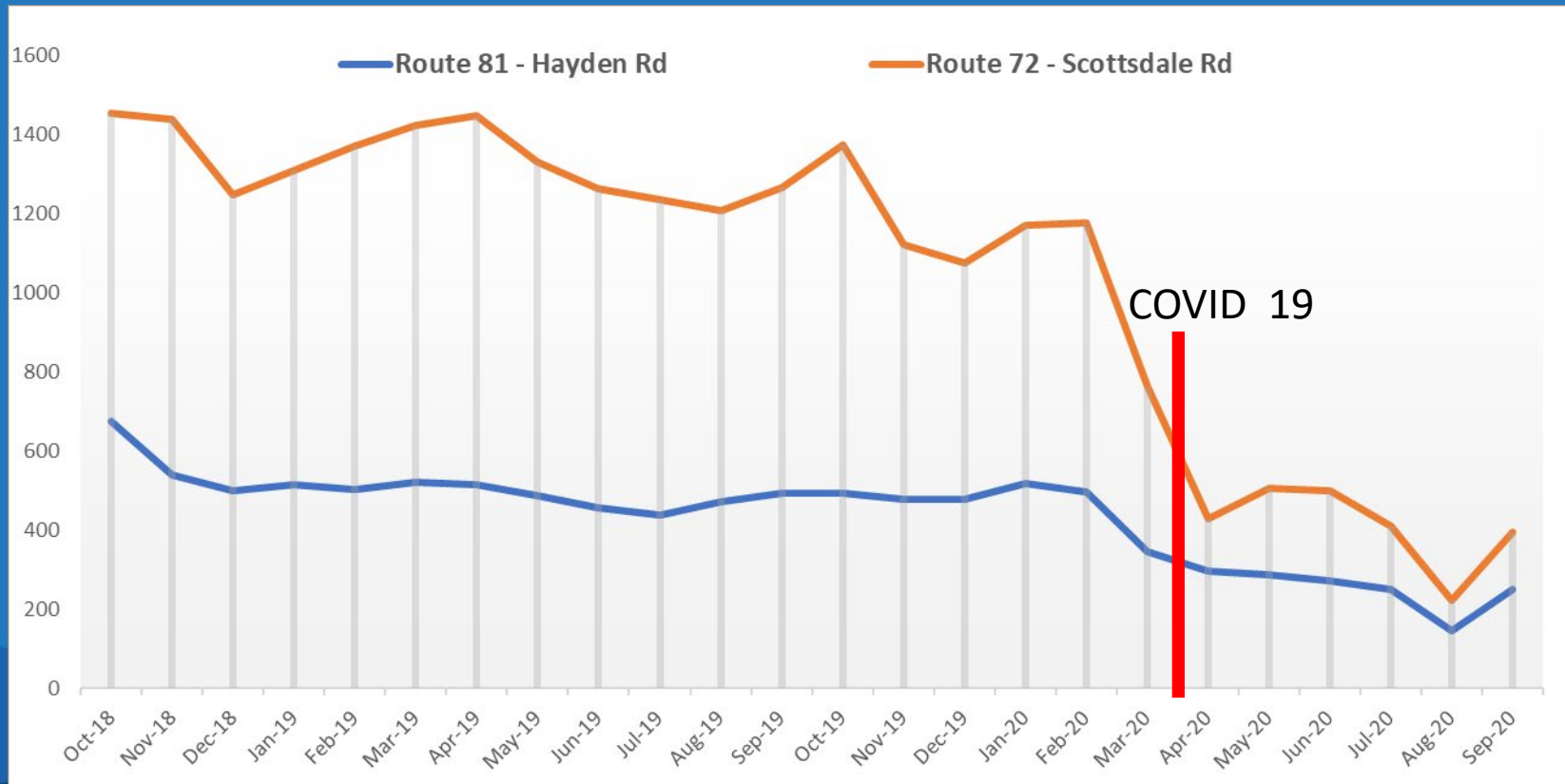
- Service
- Bus Stop
- Fleet
- Surveys
- Public Input & Feedback



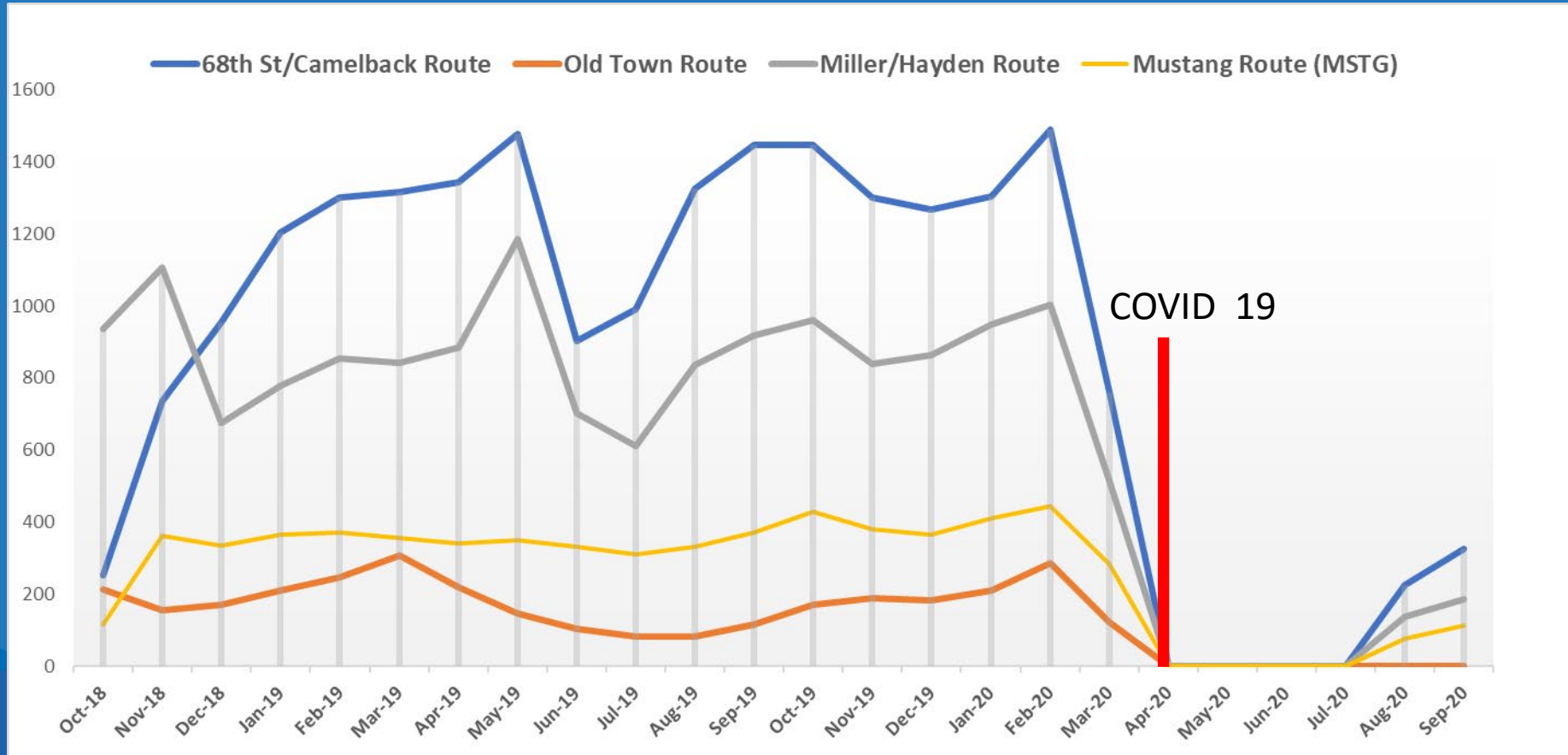
Average Weekday Daily Boardings – East/West Routes



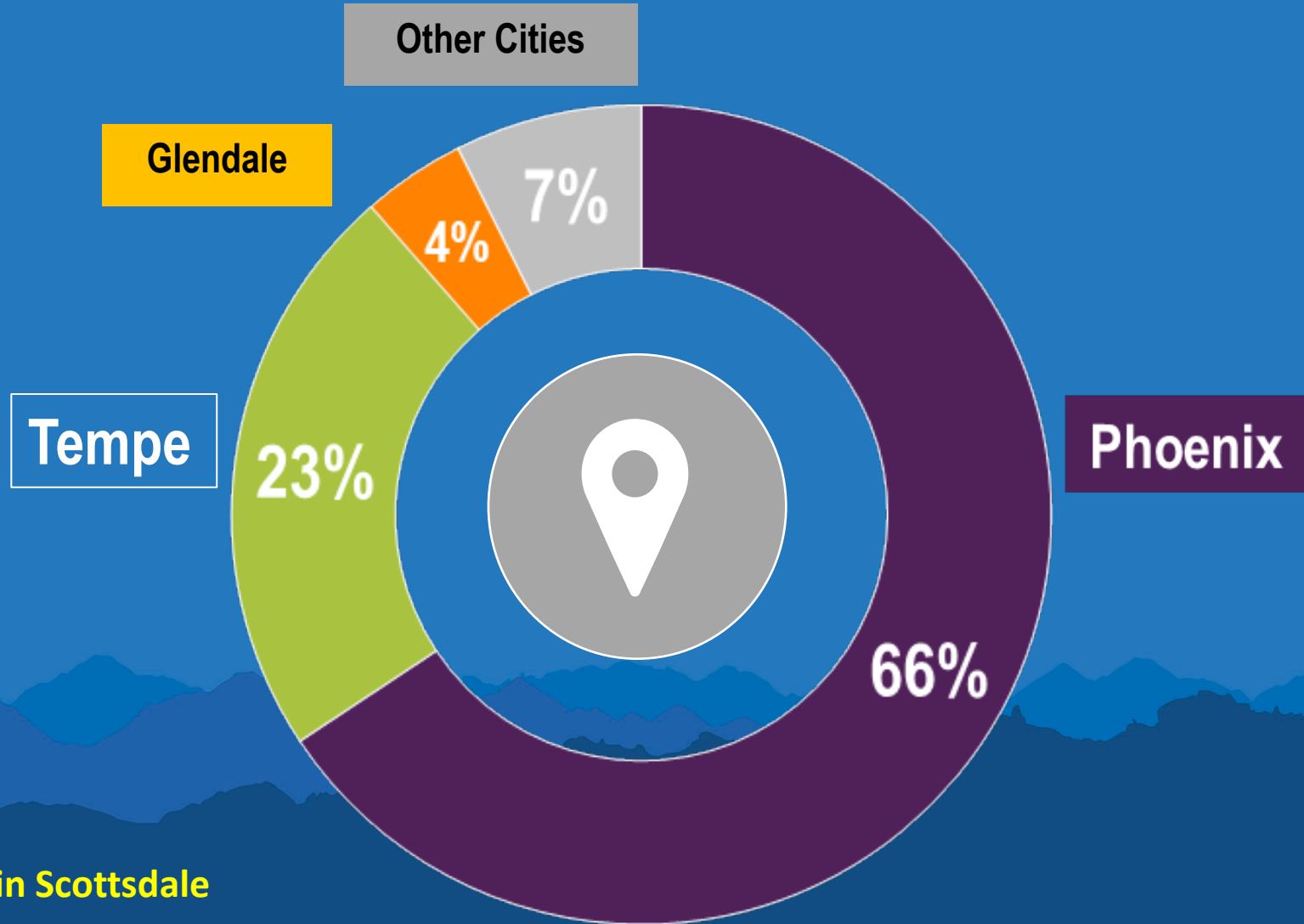
Average Weekday Daily Boardings – North/ South Routes



Average Weekday Daily Boardings - Trolley



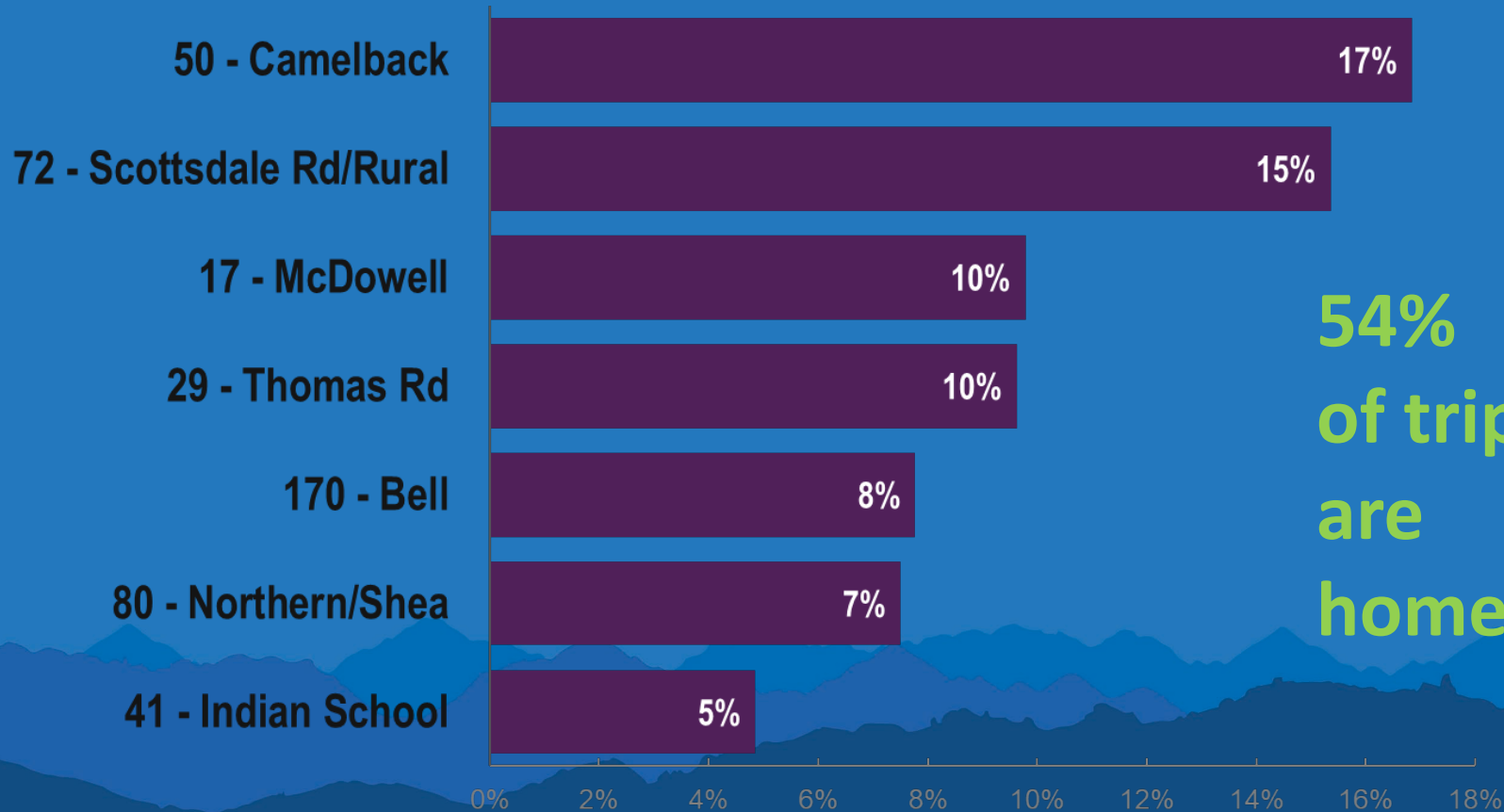
2019 Transit On-Board Survey- Trips into Scottsdale



Excludes origins in Scottsdale

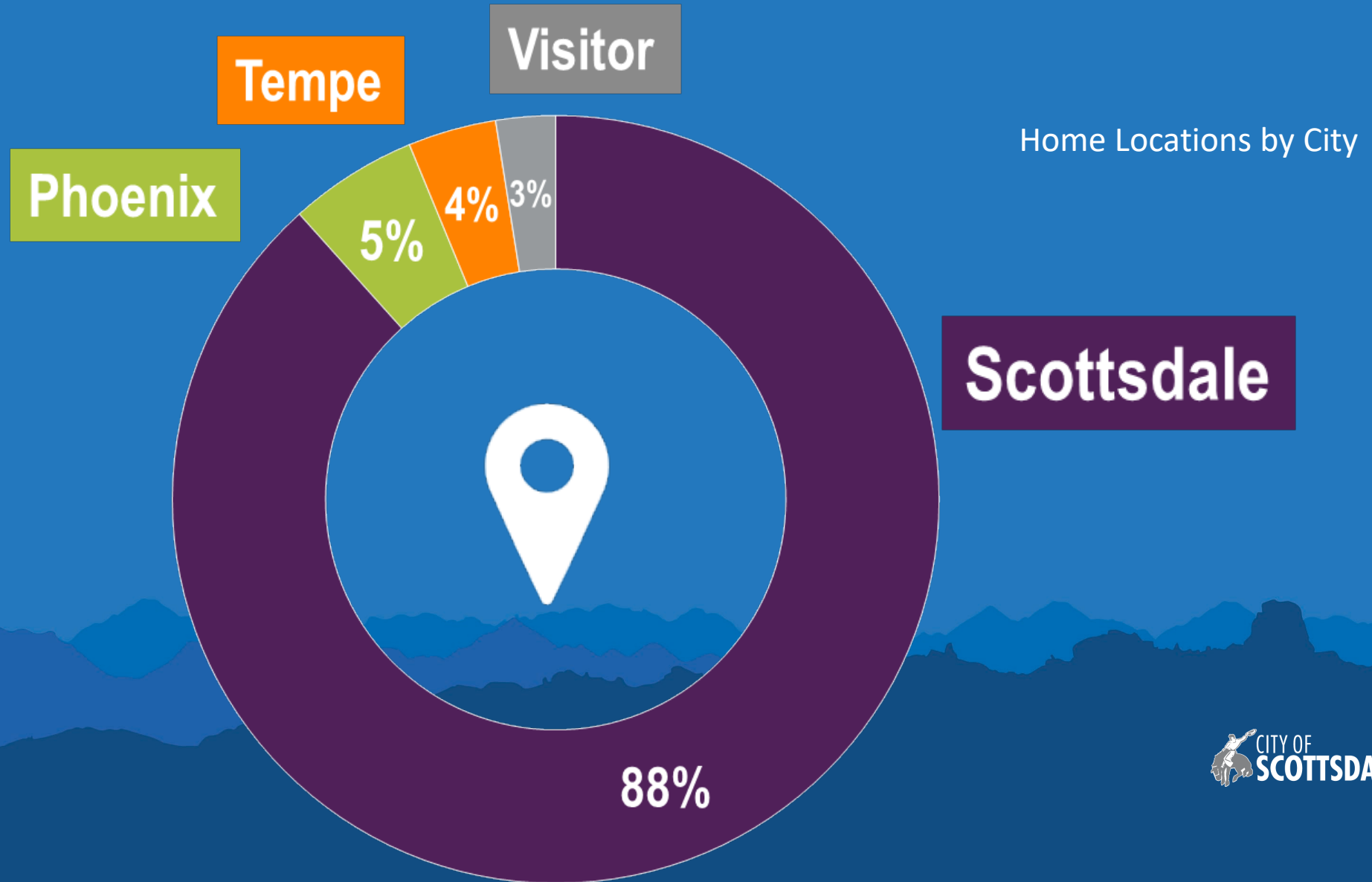


Route usage in and out of Scottsdale



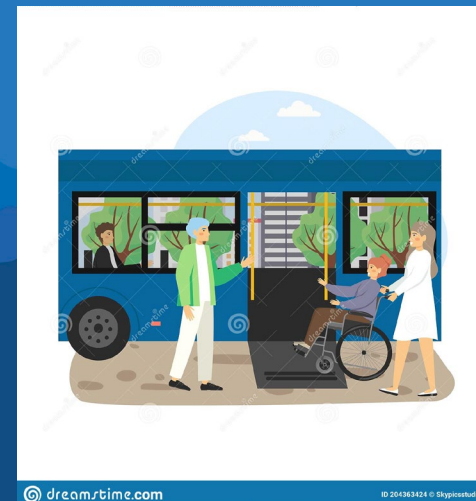
54%
of trips into Scottsdale
are
home-to-work trips

TROLLEY TRIPS



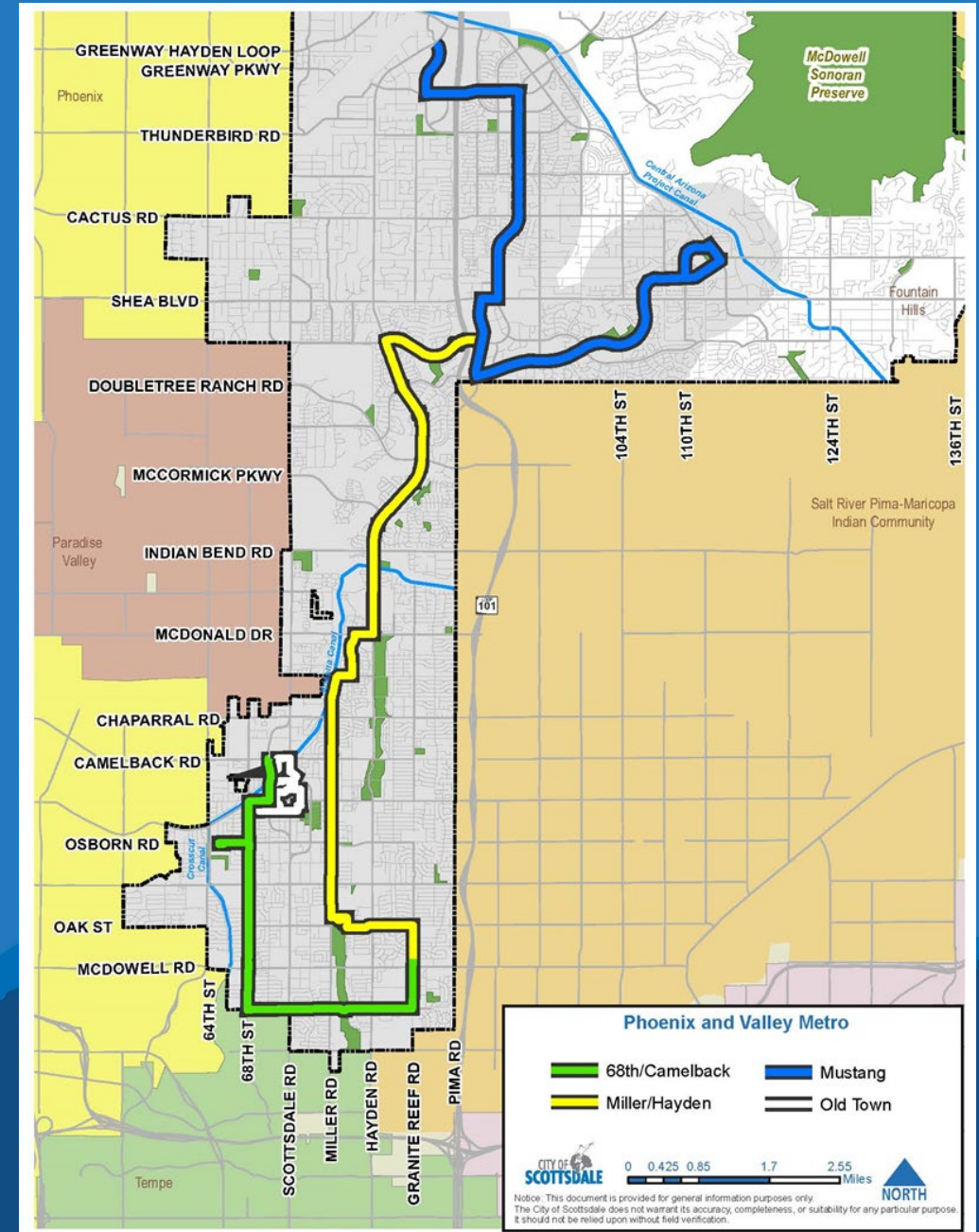
Recommendations – Bus Stops

- 524 active stops
 - Maintenance
 - Improvement prioritization process
 - Shade
 - ADA Accessibility

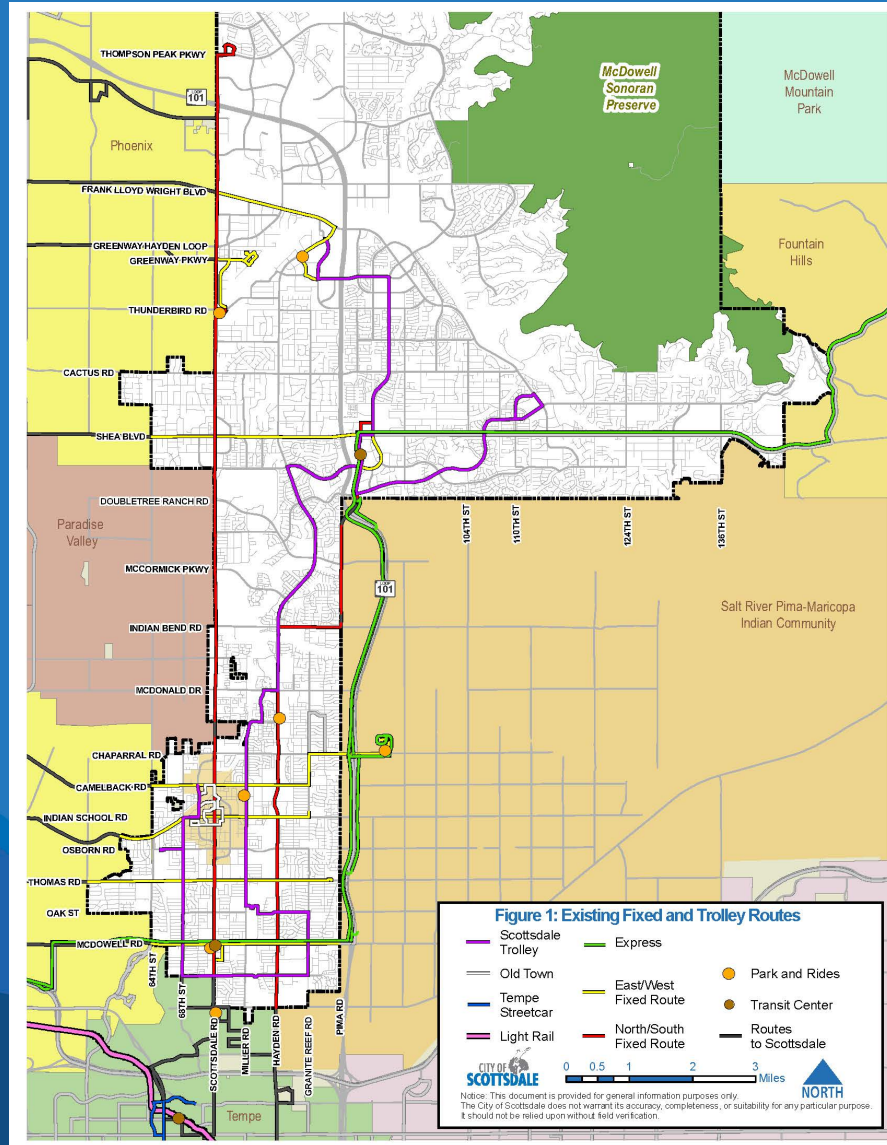


Recommendations – Service

- Driver layovers and connections to key land uses in route turnarounds
- 68CM and Route 50 switch
- Connectivity -MLHD & 68CM

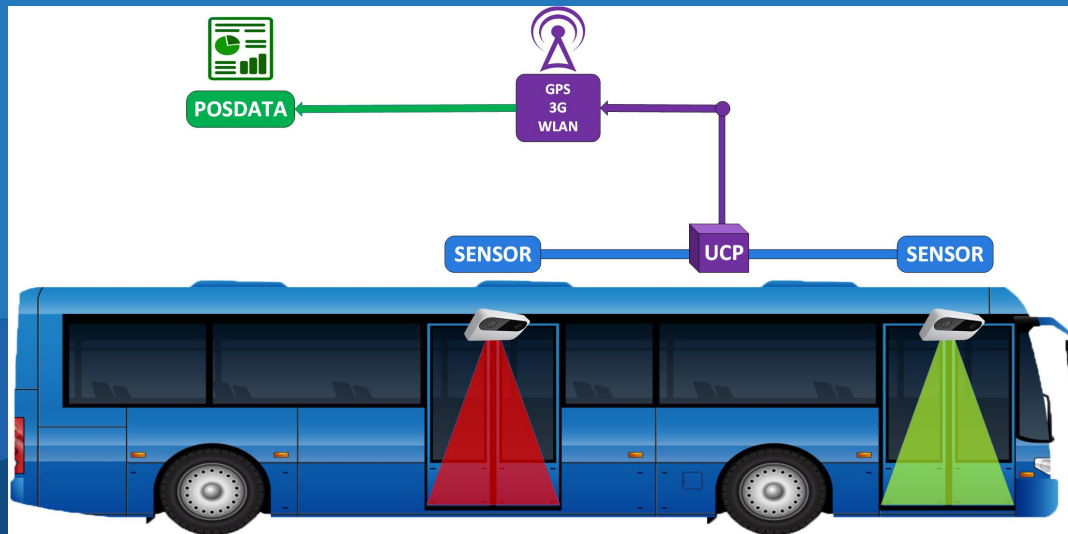
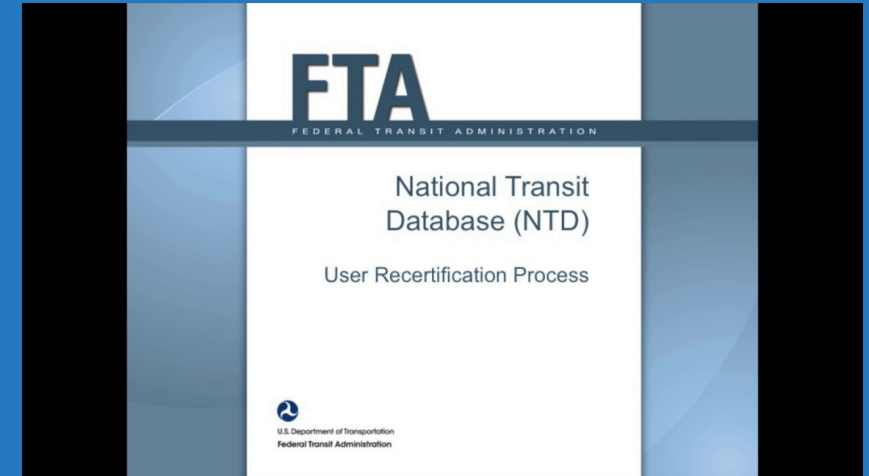


Regional Connectivity



Recommendations – Data

- National Transit Database
- Transit Asset Management Plan
- APC Data



Transit Asset Management (5326)
 Final Rule: 7/26/16
 Effective: 10/1/16

Transit 1/1/17	Develop TAM Targets
MPO Transit targets +180 days	Establish Performance Targets
Transit 10/1/18	Establish TAM Plan

Safety (5329)
 Final Rule: 7/19/18
 Effective: 7/19/19

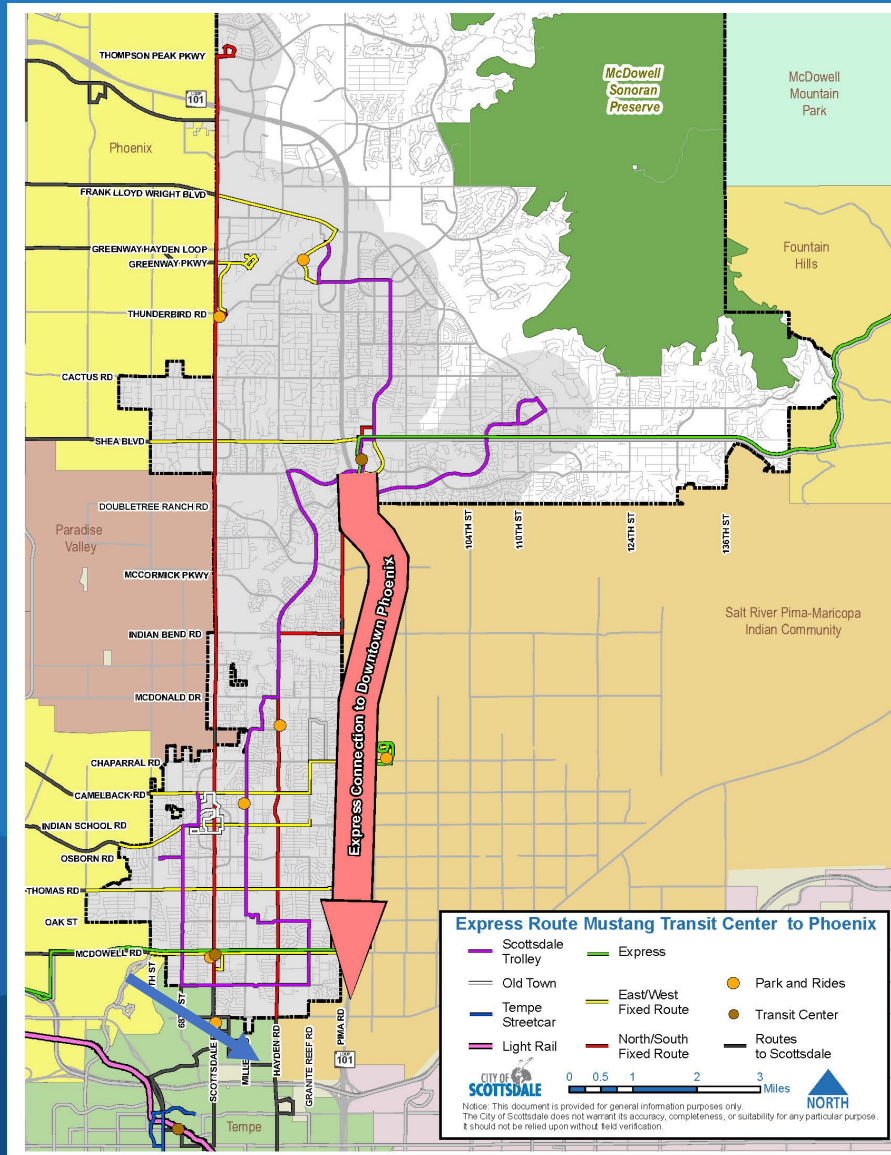
Transit 7/20/20	Establish Public Transportation Agency Plan - Including Safety Performance Targets
MPO Initial Safety Plan +180 days	

Recommendations – Information

- Marketing
- Travel Training
- Trolley Branding

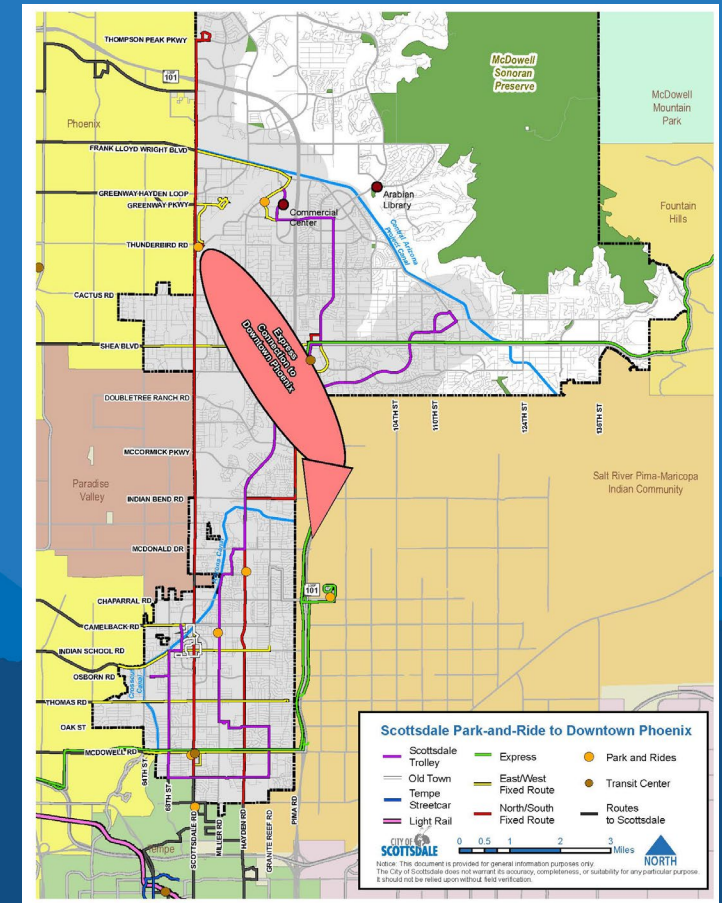
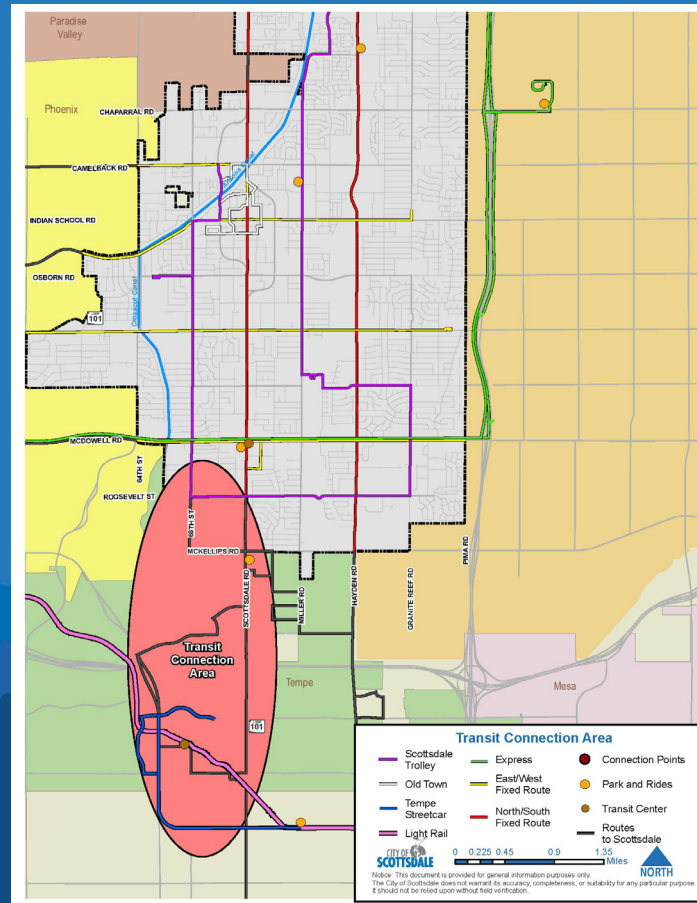
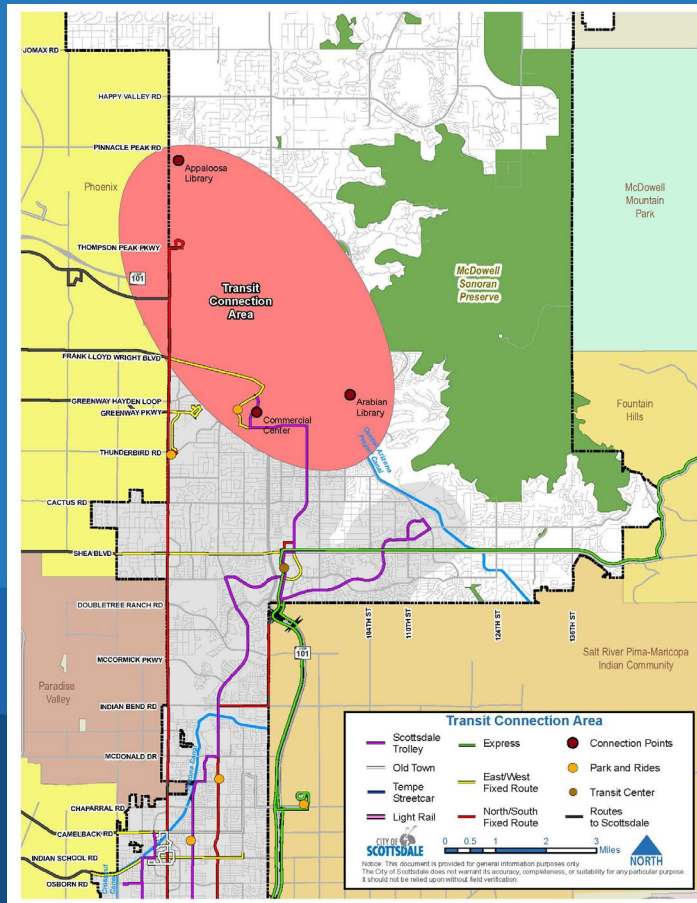


Recommendations – Mid-term

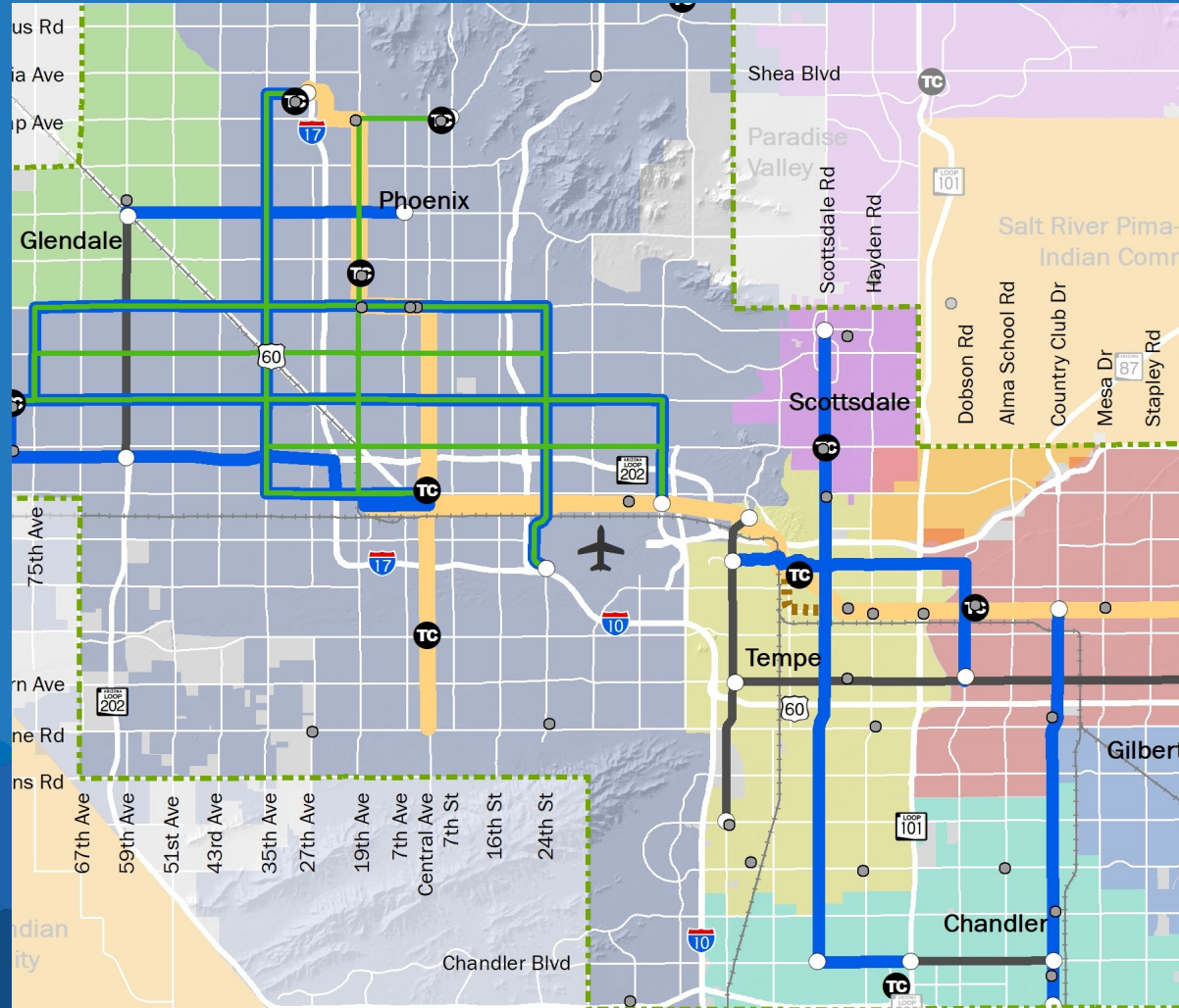


Recommendations – Mid-term

North extensions Link to LRT Freeway Express



Recommendations – Long Term - BRT



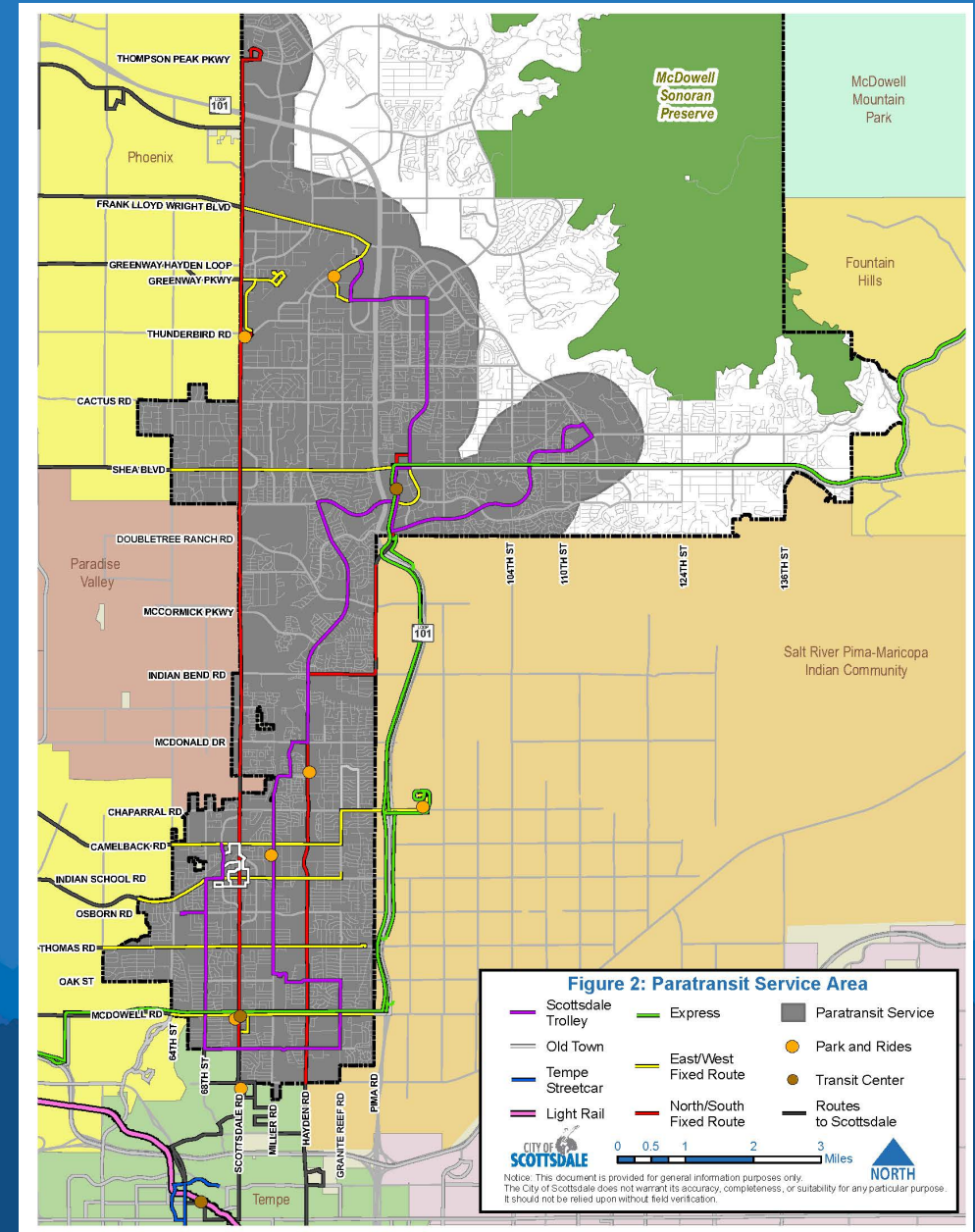
Scottsdale Road

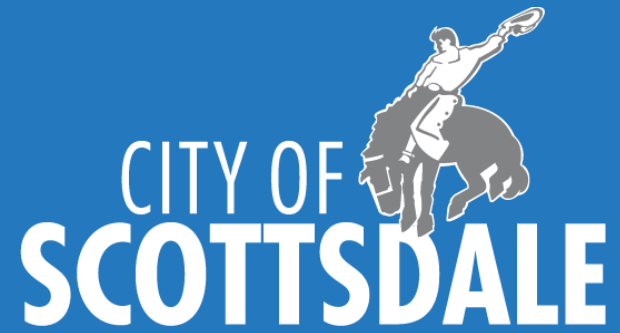
Link to Phoenix
on-street BRT



ADA Paratransit

- Federally mandated
- Transit Route Changes impacts Paratransit Service Area





TRANSIT AND PARATRANSIT ELEMENTS

Transportation Commission Special Meeting

June 3, 2021

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Subject: Transportation Action Plan
Proposed Changes to Pedestrian Element
Meeting Date: June 3, 2021

Action: Discussion - no action requested.

Background:

Enhanced pedestrian crossings provide safer connectivity at various locations including intersections, physical barriers, and high pedestrian and bicycle activity areas. Enhanced crossings also provide regional connectivity, transit access, and Americans with Disabilities Act (ADA) accessibility. Types of enhanced pedestrian crossings include bridges, tunnels, pedestrian refuge islands, raised pedestrian crossings, high intensity activated crosswalks (HAWK), and rectangular rapid flashing beacons. Currently, there are 220 enhanced crossings in Scottsdale with several planned locations (see Table 1 and [Attachment 1](#)).

Table 1
Scottsdale Enhanced Crossings June 2021

Bridge over	23
Bridge under	42
HAWK	10
Raised Pedestrian	5
Rectangular Rapid Flashing Beacon	7
Pedestrian Refuge	86
Tunnel	45
Tunnel (pending improvements)	2
Total	220

Existing sidewalk standards are found in the Design Standards and Policies Manual (DS&PM) Street Geometrics. City staff refer to the approved 2018 update to the DS&PM, and there is currently a draft 2021 update. The Streets Element of the 2008 Transportation Master Plan (TMP) provided cross sections by functional classification with similar guidance to the DS&PM. These cross sections outlined sidewalk placement and widths, which varied by functional classification and character areas. The Pedestrian Element of the TMP assessed priorities for making Scottsdale more walkable and the need to provide safe, convenient pedestrian ways and facilities that promote walking short distances. Shade along sidewalks and bus stops was included. The 2021 draft Scottsdale ADA Self-Evaluation and Transition Plan Update prioritizes areas for improvements for pedestrians along streets and transit routes.

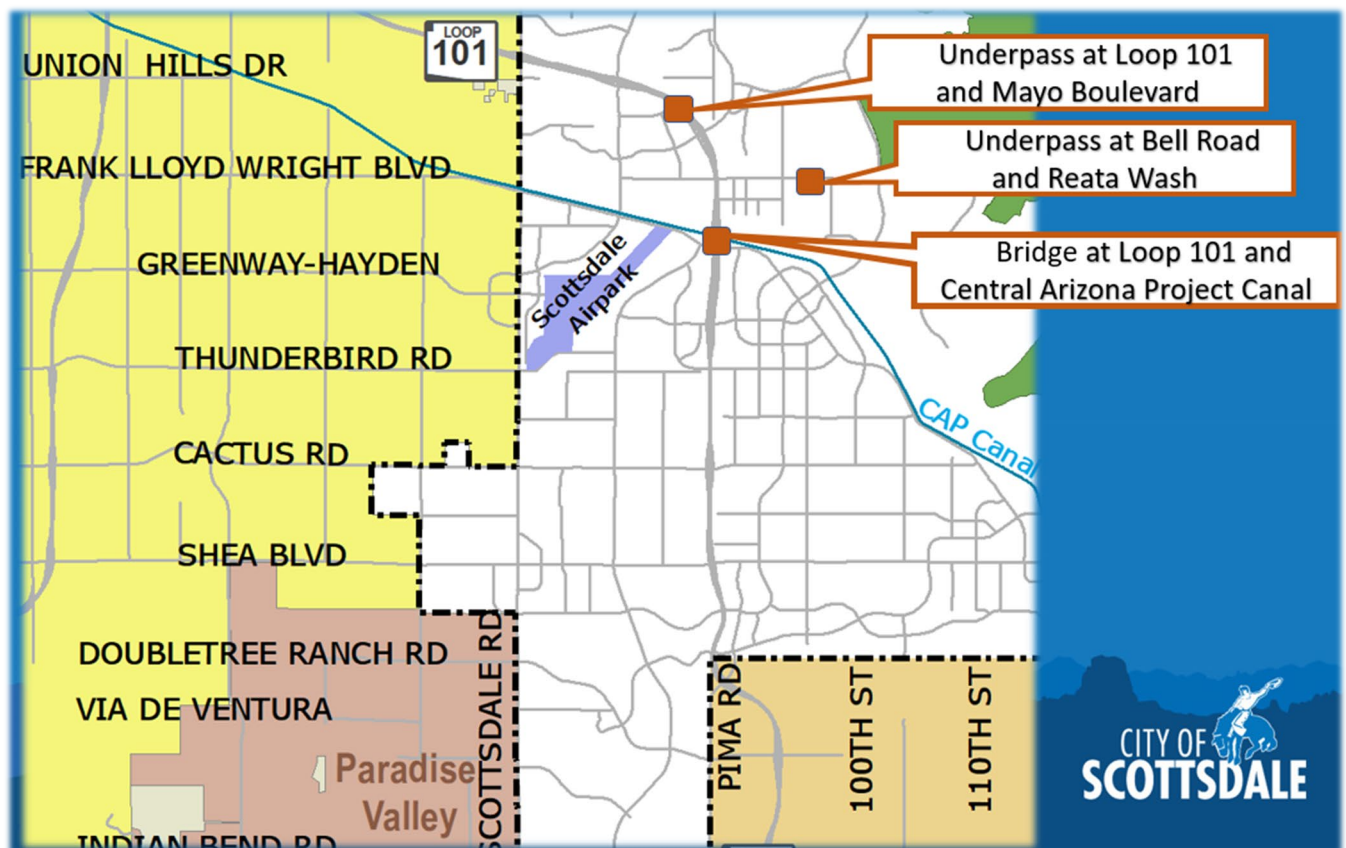
Information:

Proposed Changes to Enhanced Pedestrian Crossings

Scottsdale recently developed guidelines to assist in determining what type of crossing is appropriate for an identified location. The draft document titled *Guidelines to Identify Pedestrian Crossing Treatments* provides a standardized process to evaluate new crossing locations and establishes criteria and considerations when establishing a new enhanced crossing. The guidelines outlined in the document will be brought to the Transportation Commission prior to completion of the draft Transportation Action Plan (TAP). These guidelines will be a useful tool in determining the most appropriate enhance crossing based on the context of the proposed location.

In addition to utilizing establish guidelines for the installation of a new enhanced crossings, Scottsdale will continue to be proactive in the planning and future capital programming of three identified locations that are critical for regional connectivity. These locations are a bridge over the Loop 101 along the Central Arizona Project Canal, an underpass at Bell Road within the Reata Wash to provide connectivity between WestWorld and the Scottsdale McDowell Sonoran Preserve, and an underpass at Loop 101 at the Mayo Boulevard alignment see Figure 1). These three enhanced crossing have significant costs and will include detailed design. Scottsdale will have opportunities to apply for federal funds to construct these enhanced crossings.

**Figure 1
Future Enhanced Crossings**



Proposed Changes to Sidewalk Cross Sections

Staff are proposing a change to the location of trees on one side of the street to provide shade on the sidewalk during hotter times of the year. This will change the standard cross section footprint to add trees on the west side and north side of streets outside the sidewalk, rather than between the sidewalk and the curb. On this side of roadways, lower growing landscaping will typically remain in a 3-4-foot buffer between the sidewalk and curb. Figures 2 and 3 below show locations where the cross sections will change, indicated by yellow areas. Figure 4 shows a photo of the proposed changes. The cross sections will not change on the south side and east side of streets in relation to the placement of trees. This cross section will continue to place a landscape buffer between the sidewalk and curb.

Figure 2
Cross Section North/South Direction



Figure 3
Cross Section East/West Direction



Figure 4
Proposed Cross Section



Rural character cross sections in north Scottsdale are proposed to change on one side of streets. In areas where sidewalks are less likely to experience high volumes of pedestrians, one side of the street will have a narrower sidewalk of 6-feet, while maintaining an 8-foot wide sidewalk on the other side. This wider sidewalk will also serve as a sidepath for bicyclists. Some roads will be planned to have a 10-foot multi-use path in place of a sidewalk to provide regional non-motorized connections to the city of Phoenix.

New Policy

A proposed policy focuses on pedestrian access from neighborhoods. This will support efforts to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers, especially in corridors with existing or planned transit service, by reducing average walk distances from nearby homes. Figure 5 below shows how the layout of neighborhoods currently requires pedestrians to walk far out of their way to access the intersection and transit stop, that is close to their homes.

Figure 5
Circuitous Neighborhood

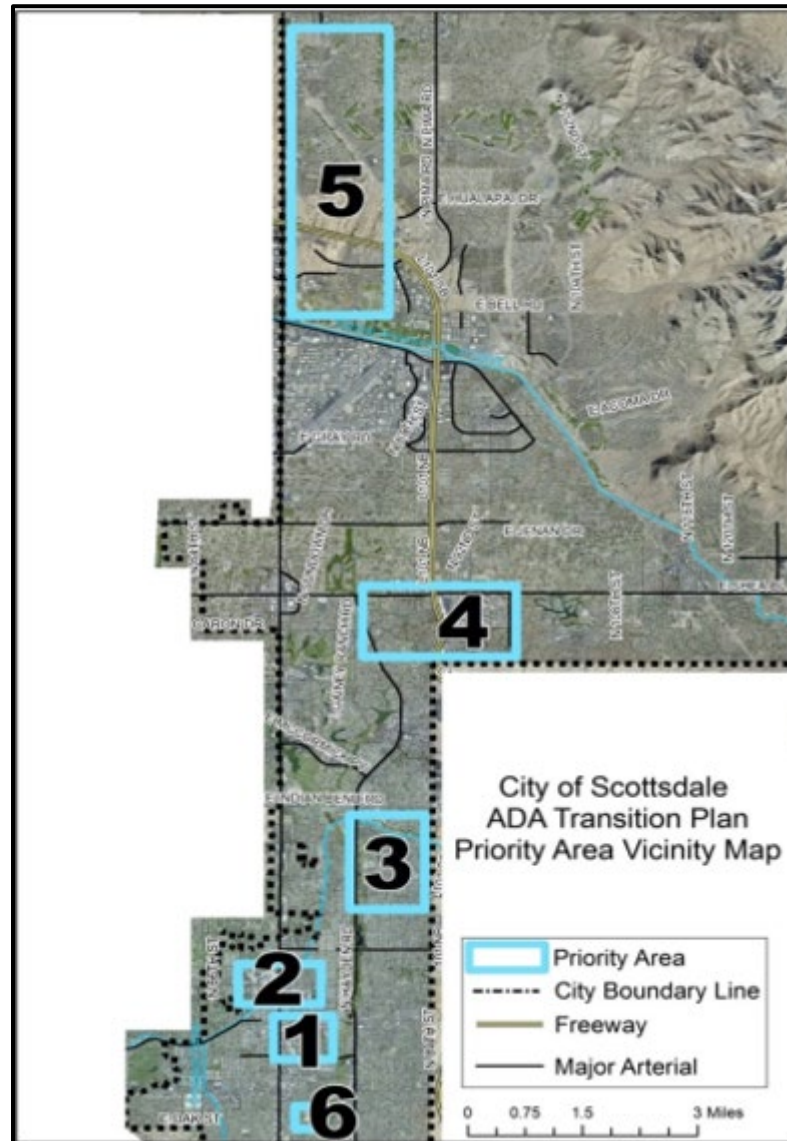


Accessibility

The draft Scottsdale ADA Self-Evaluation and Transition Plan Update determined Priority Areas for pedestrian improvements along streets over the next five years. This includes access to transit. Most of the priority areas include sub-areas with Pedestrian Generators which typically indicate high potential pedestrian activity and need for accessibility. Figure 6 below shows the locations for the Priority Areas. The Transportation Action Plan will focus on all five areas for implementation. Additional ADA

improvements will continue to be included on streetscape and pavement maintenance projects, regardless of their location in relation to Priority Areas.

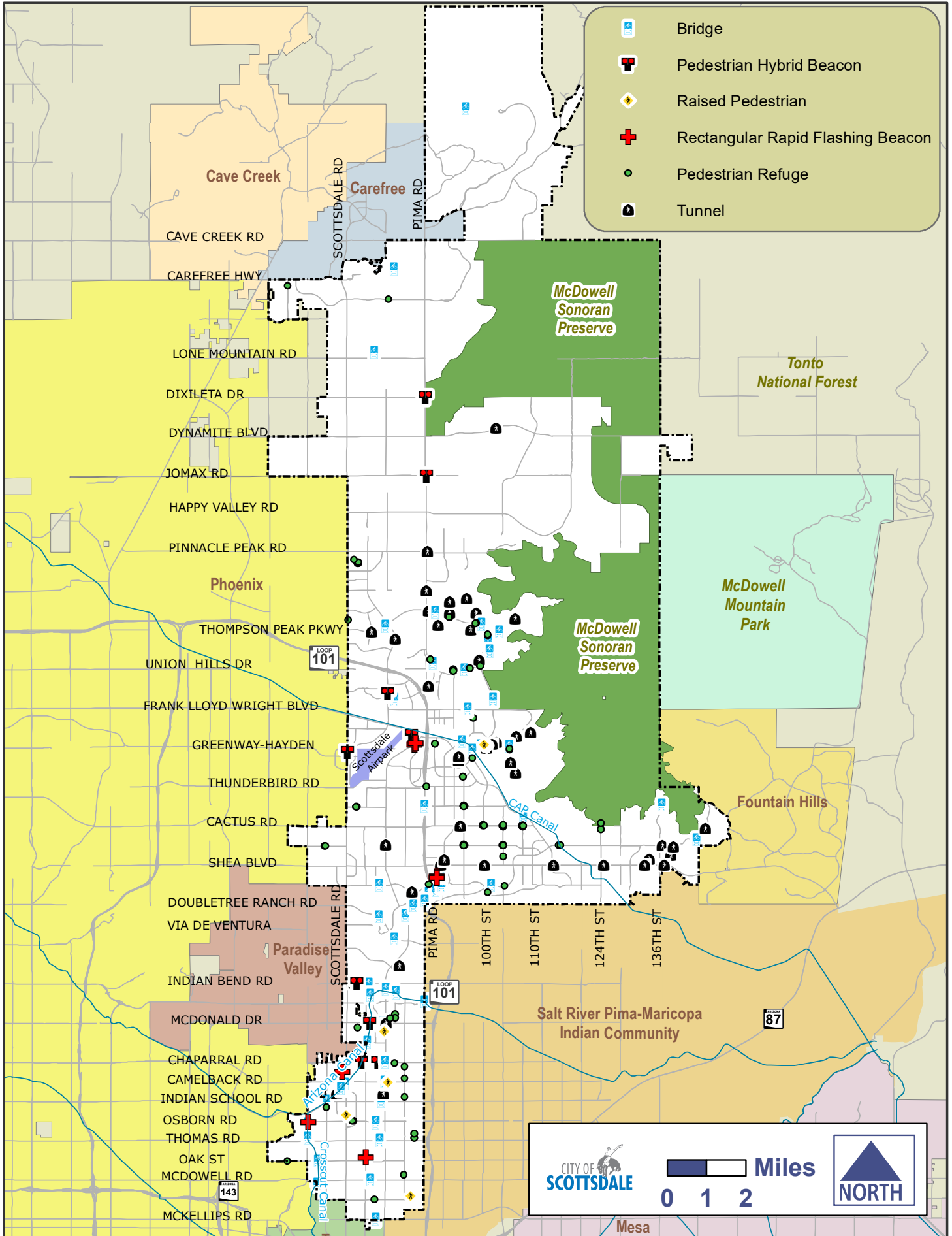
Figure 6
Priority Areas



Next Steps:
Continue work on the preparation of the draft TAP.

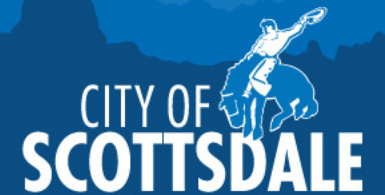
[Attachment 1](#): Existing Enhanced Crossings Map

Contacts:
Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov
Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov



Transportation Action Plan

Transportation Commission Special Meeting
June 3, 2021



Typical Locations for Enhanced Crossings

- Intersections
- Physical Barriers
- At Grade Crossings with High Ped/Bike Volumes

Justifications for Enhanced Crossings

- Regional Connectivity
- Transit Access
- Americans with Disabilities Act Access

Enhanced Pedestrian Crossing Guidelines

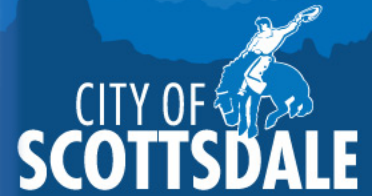
- Standardized Process
- Evaluation Procedures and Considerations



**Future
Transportation
Commission
Item**

Guidelines to Identify Pedestrian Crossing Treatments

Effective: January 2020



Enhanced Pedestrian Crossing Types



Bridge Over



Bridge Under



HAWK
(Pedestrian Hybrid Beacon)



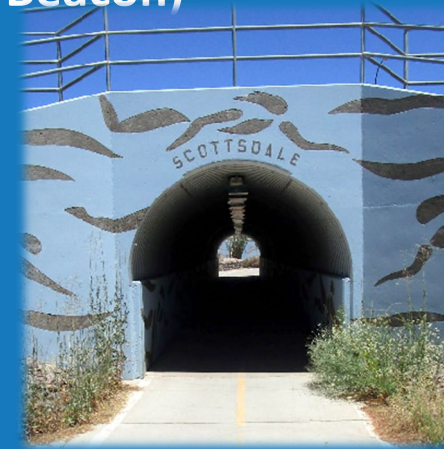
Raised Pedestrian



Rectangular Rapid Flashing Beacon



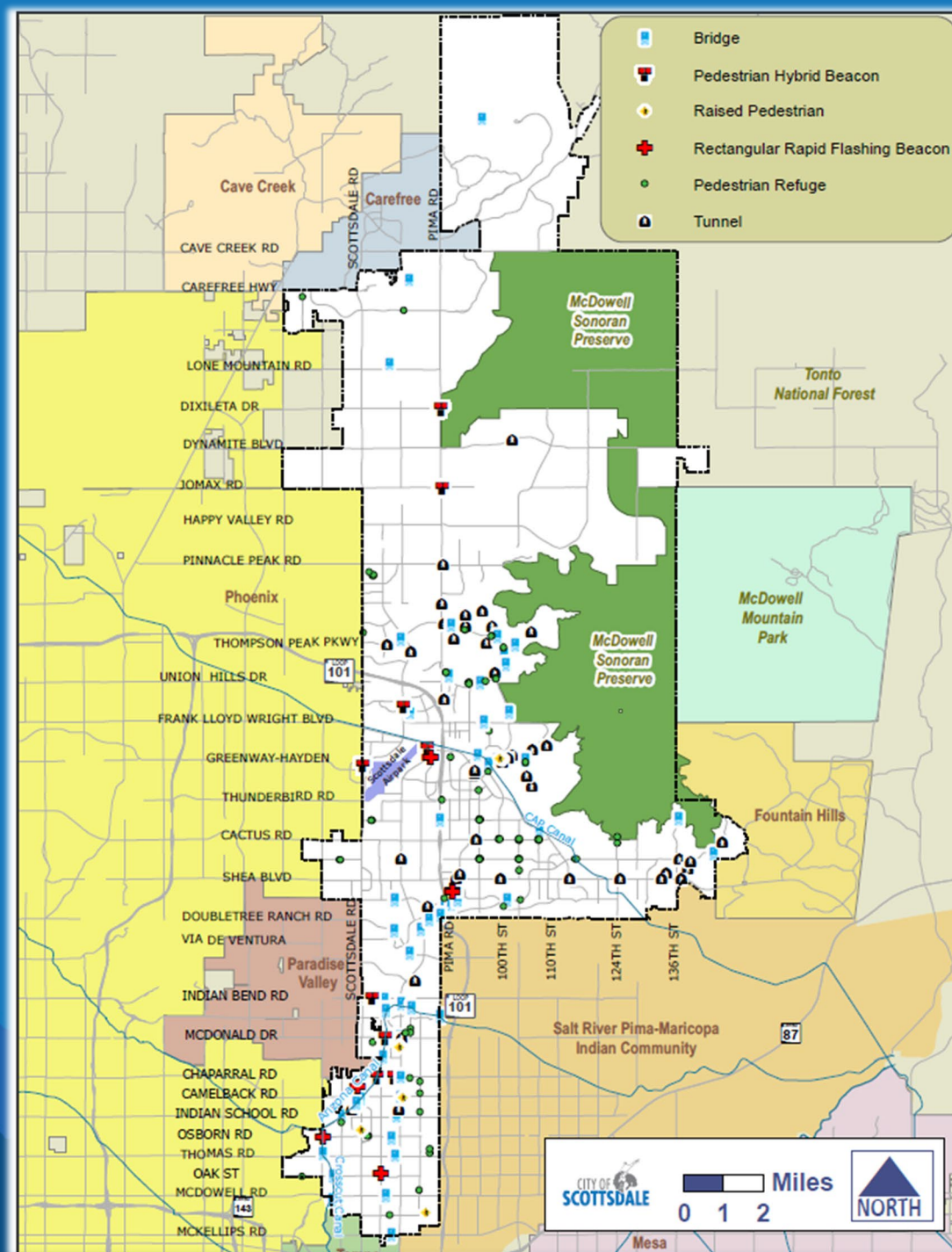
Pedestrian Refuge



Tunnel

Existing Enhanced Crossings June 2021

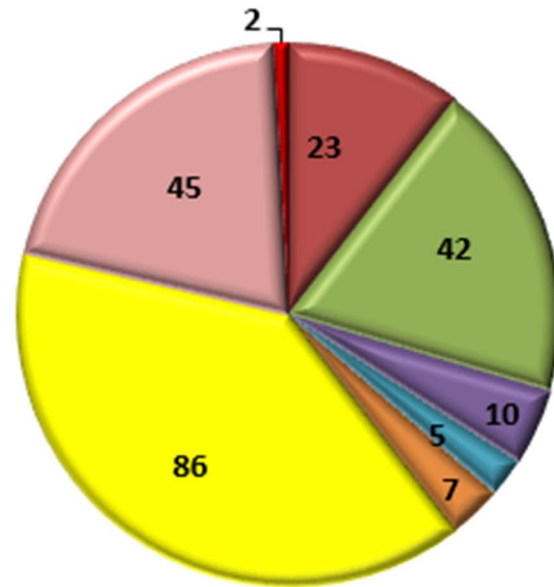
Total = 220



Existing Enhanced Pedestrian Crossings

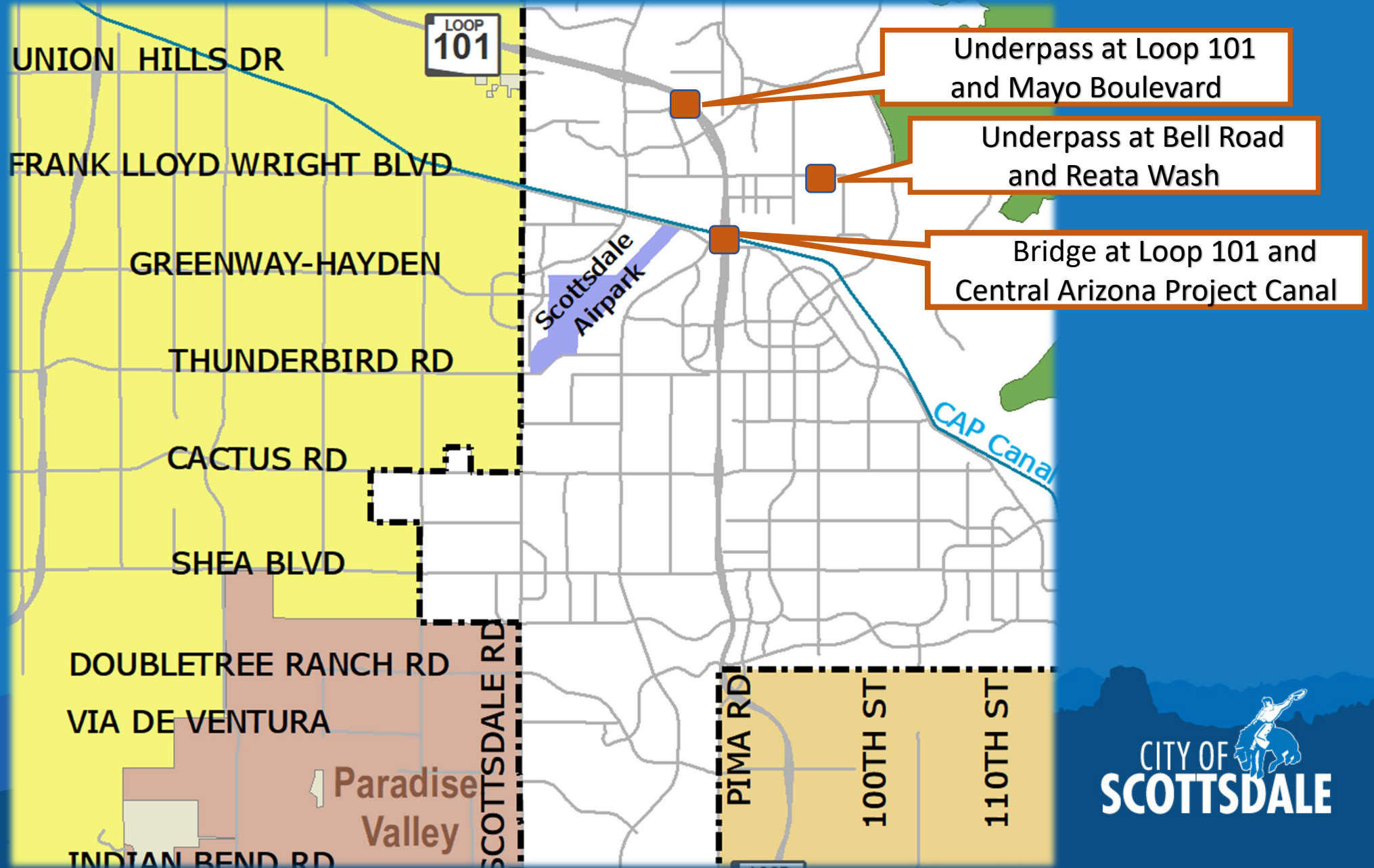
Enhanced Crossings Summary June 2021	
Bridge over	23
Bridge under	42
HAWK	10
Raised Pedestrian	5
Rectangular Rapid Flashing Beacon	7
Pedestrian Refuge	86
Tunnel	45
Tunnel (pending improvements)	2
Total	220

Enhanced Crossings Summary
June 2021



- Bridge over
- Bridge under
- HAWK
- Raised Pedestrian
- Rectangular Rapid Flashing Beacon
- Pedestrian Refuge
- Tunnel
- Tunnel (pending improvements)

Future Enhanced Crossings



Future Enhanced Crossing Loop 101 at Mayo Boulevard

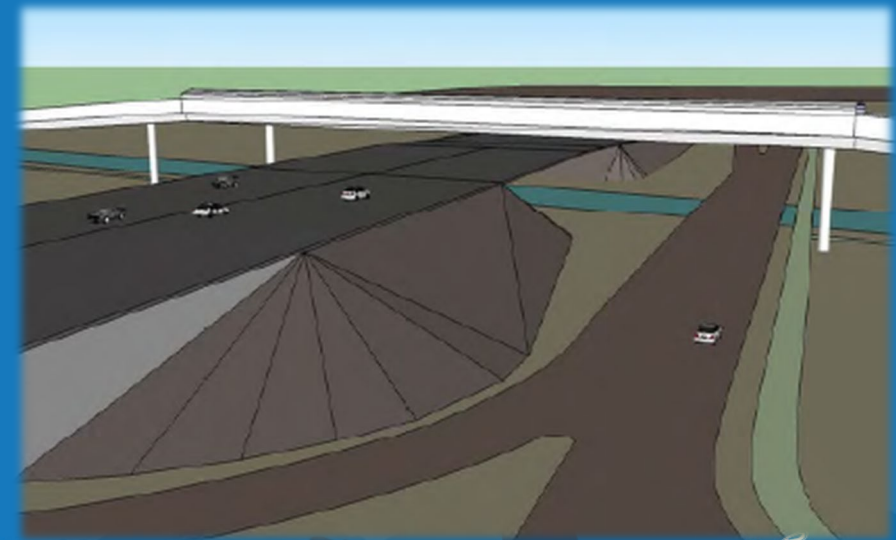
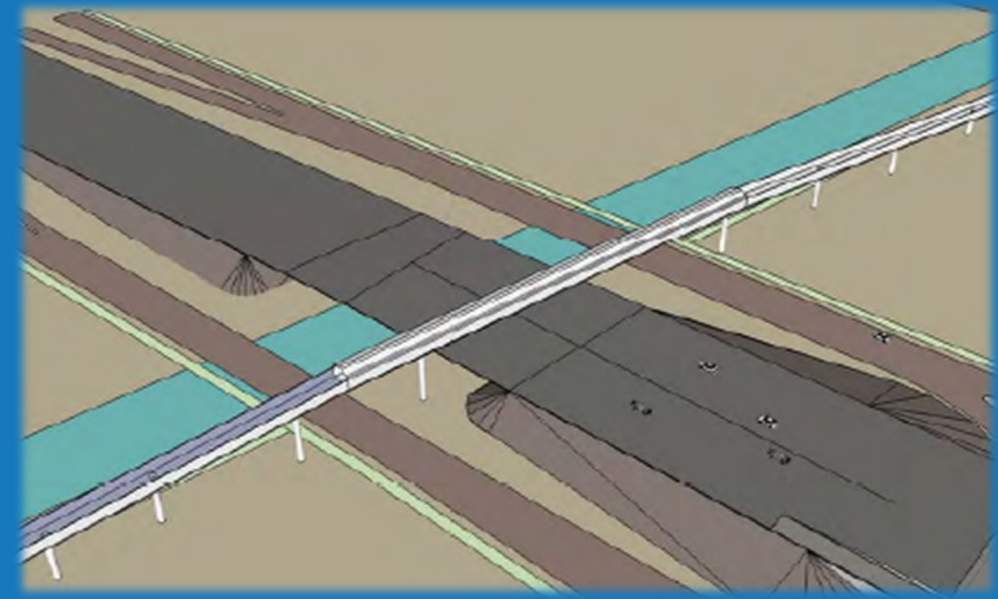


Loop 101 at Mayo Boulevard



Arizona Canal: Cactus Road at 51st Avenue

Future Enhanced Crossing Loop 101 at Central Arizona Canal



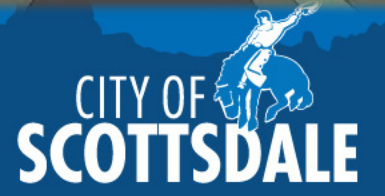
City of Scottsdale
Nonmotorized
Crossing of the SR101L

ALT. 3: Fly Over Bridge

Date: Oct. 3, 2013



1,800' Expanse





Fly Over Bridge: I-17 North of Jomax Road – 900’ Expanse

Future Enhanced Crossings

Priority Corridors for New Crossings

- ❖ Scottsdale Road
- ❖ Pima Road
- ❖ Frank Lloyd Wright
- ❖ Shea Boulevard

Other Opportunities

- ❖ Drainageways
- ❖ Existing Bridges
- ❖ New Development

Discussion

Existing Sidewalk Standards

- 2008 Transportation Master Plan
 - Streets Element cross sections by functional classification
 - Pedestrian Element
- Design Standards and Policies Manual
 - Cross Sections
- Accessibility
 - Public Rights-of-Way
 - Transit
 - 2021 ADA Self-Evaluation and Transition Plan Update draft

Proposed Changes to Sidewalks

- Cross sections
 - Landscaping placement to move on north and west side of streets

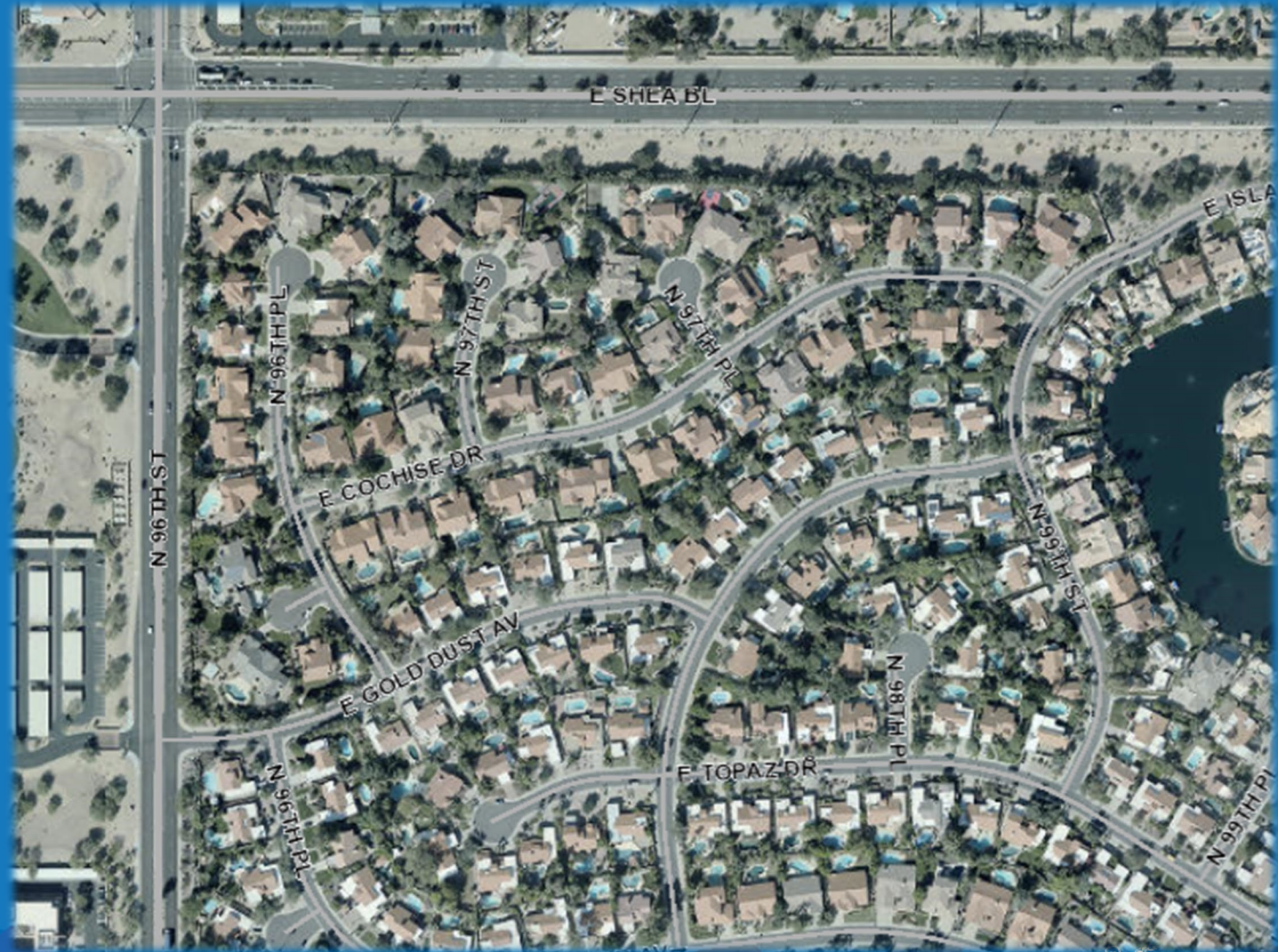


Proposed Changes to Sidewalks

- Sidewalk width in north Scottsdale
 - 8-feet wide on one side acting as a sidepath
 - 6-feet wide on the other side

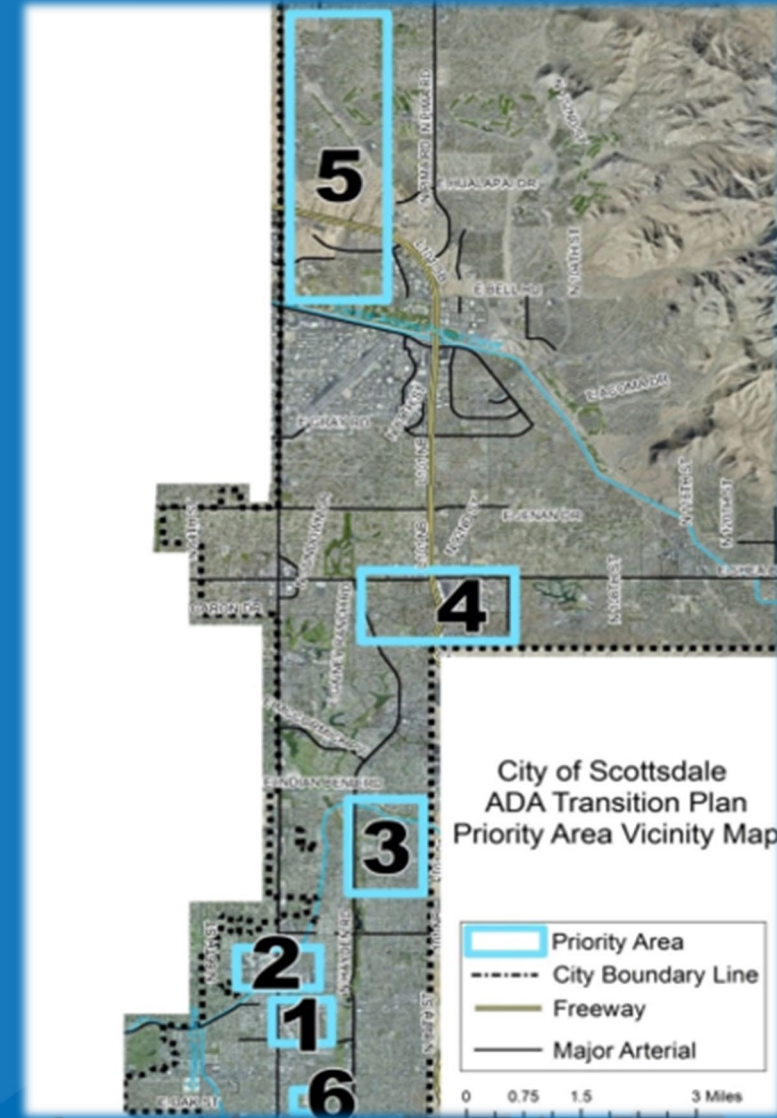
New Policy

- Pedestrian access from neighborhoods
 - Support efforts to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers, especially in corridors with existing or planned transit service, by reducing average walk distances from nearby homes.



Accessibility

- ADA Transition Plan Priority Areas
 1. Civic Center – focus for FY 2022
 2. Fashion Square
 3. Saguaro High School
 4. Scottsdale Healthcare Shea
 5. Scottsdale Healthcare Thompson Peak
 6. Coronado High School
- Access to transit stops



Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Special Meeting Calendar and Topics
Meeting Date: June 3, 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 July-September meetings are provided below.

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

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

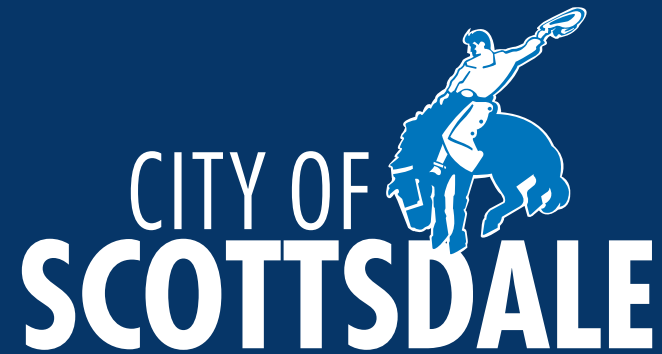
August 4, 2021 (4:00 PM-6:00 PM)

- 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
June 3, 2021

Transportation Commission Remaining Special Meetings and Topics

- 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