



**SCOTTSDALE TRANSPORTATION COMMISSION  
Notice and Agenda**

**Date: Thursday, April 20, 2023  
Time: 5:15 P.M.  
Location: Kiva – City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

**Call to Order**

**Roll Call**

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	Emmie Cardella, Commissioner
B. Kent Lall, Commissioner	

**One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)**

**Public Comment**

Spoken comment is being accepted on both agendized and non-agendized items. Request to speak forms must be submitted to staff in-person 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](#).

- Approval of Meeting Minutes----- Discussion and Action**  
Regular Meeting of the Transportation Commission – March 16, 2023
- Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Project Information----- Information and Discussion**  
Update on existing project in the CIP on Thomas Rd from 56<sup>th</sup> St to 73<sup>rd</sup> St. Project involves updating balanced roadway configuration by removing one travel lane and providing bike lanes and dedicated turn lanes at intersections. Project also includes improvements to ADA ramps, traffic signals and pavement – Mark Melnychenko, Transportation & Streets Director & Nathan Domme, Transportation Planning Manager
- Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Real Property Acquisition----- Action**

Discussion and action on a recommendation to acquire Public Access Easements and Temporary Construction Easements in order to improve ADA ramps and traffic signals along the existing project Thomas Road from 56<sup>th</sup> St to 73<sup>rd</sup> St – Mark Melnychenko, Transportation & Streets Director & Nathan Domme, Transportation Planning Manager

4. [Projects and Programs Update](#) ----- **Information**  
A continuing overview of the Transportation & Streets Department programs and activities –  
Mark Melnychenko, Transportation & Streets Director

## Adjournment



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



## **SUMMARIZED MEETING MINUTES - DRAFT**

### **CITY OF SCOTTSDALE TRANSPORTATION COMMISSION REGULAR MEETING**

**Thursday, March 16, 2023  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, Arizona 85251**

#### **CALL TO ORDER**

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

#### **ROLL CALL**

**PRESENT:** Pamela Iacovo, Chair  
Don Anderson, Vice Chair  
Emmie Cardella  
Karen Kowal  
Mary Ann Miller  
Kerry Wilcoxon

**ABSENT:** B. Kent Lall

**STAFF:** Mark Melnychenko, Transportation & Streets Director  
Susan Conklu, Senior Transportation Planner  
Nathan Domme, Transportation Planning Manager  
Kiran Guntupalli, Principal Traffic Engineer  
Kyle Lofgren, Office Manager

#### **PUBLIC COMMENT**

There were no members of the public who wished to speak. Written comments were included in the commission packet.

## **1. APPROVAL OF MINUTES**

VICE-CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON FEBRUARY 16, 2023, AS PRESENTED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS CARDELLA, KOWAL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **2. SENSAGRATE PILOT PROJECT: MONITORING PEDESTRIAN CONFLICTS AT THE SCOTTSDALE AND CAMELBACK INTERSECTION.**

Kiran Guntupalli, Principal Traffic Engineer, stated six months ago an agreement was made with Sensagrate to study the intersection of Scottsdale Road and Camelback Road and gain an understanding of pedestrian movement on the road, sidewalk, and curb and to include how near misses are occurring. This is a pilot project with no cost to the City.

Darryl Keaton, President and Founder of Sensagrate, provided some background on creating Sensagrate and its purpose. Mr. Keaton presented the details of the study, data collected, and next steps.

The Governor's Highway of Safety Association study on pedestrian safety from January to June 2022 revealed pedestrian fatalities has increased by 18% since 2019.

SensaVision captures real time data using a LiDAR camera, which include night vision, radar and video sensors were installed to track pedestrian, vehicles, cyclists, and other mobility users. Such data collected is useful in supporting pedestrian safety, capital projects, and design planning. This product uses AI and IoT software platform, use of their own internet capability, and IoT Edge Device that processes the data and sends it to the cloud for storage. The object is the detection, classification, and tracking of the movements and behaviors of the engagement between vehicles and pedestrians. Data outputs and visualizations are provided in JSON format.

Data was collected from September 2022 to February 2023 using a camera facing southbound and one facing westbound. Data collected includes pedestrian counts and movements at the crosswalk waiting area, time in the crosswalk, lane counts and assessing safety using near miss collision analysis. The data revealed 29,000 pedestrians southbound and 38,000 westbound. The high-volume days were Friday, Saturday, and Wednesday. The average time a pedestrian is in the crosswalk is between 14.5 and 18.9 seconds. There were large number of vehicles making right hand turns while pedestrians were in the crosswalk, which is classified as a near-miss.

Near miss analysis uses two algorithms; Post-Encroachment Time (PET), which is based on a predictive path and speed to obtain the measurement of risk. Time to Collision (TTC) is used to predict the path and speed of an object and time for direct impact or ability to brake. This data is used to assess roadway conditions and identify data to predict potential spots where the next injury or death is most likely to occur.

The data collected over a period consisted of 2,664 PET near misses with 252 involving pedestrians and of those 33 were severe near misses. Nine of these incidents involved vehicles going above 30 mph, which is high enough to lead to a fatality. Using the TTC algorithm, there were 3,719 near misses. Of those 58 were severe, with vehicles going over 30 mph. Near miss



rate is highest in the evening between the hours of 10:00 p.m. and 12:00 a.m. When there are fewer cars on the road, pedestrian behavior changes and they are not following the path and using crosswalks. The second highest time is between the hours of 8:30 a.m. and 3:30 p.m. Pedestrian trajectory is used to assess the common and unique behaviors of pedestrians.

This information is beneficial when trying to understand the risk and safety as well as how people about for purposes of future zoning and redesign. This data can be integrated into the traffic control signal with on demand signal control and improve pedestrian safety. The signal should be delayed promoting safety when someone takes longer to cross the road.

Next steps are to begin Phase 2 by expanding to Saddleback, which is the entertainment district, to capture events beyond the intersection and mid-block. Roadside and curbside drop offs have been prohibited in this area. Monitoring compliance will help understand pedestrian behavior, present more consistent data and demonstrate a full solution by understanding and providing enhanced detailed and predictive analytics on pedestrian safety in the corridor. Another area of focus is understanding the velocity and path of the object as they go into the intersection. This data is being processed to help predict when specific outcomes occur, to implement recommendations and solutions to prevent any potential incident from happening.

Commissioner Wilcoxon inquired if there was any correlation with the observed behavior with near misses and actual crashes. Mr. Keaton stated that is part of the next phase, which is to understand the commonality between them and the behavior of the car and person.

Commissioner Wilcoxon inquired if there is anything in this system that compensates for parallax. Mr. Keaton explained within the first phase it was just to cover the intersection, as all expenses were out of pocket. However, additional funding has been received for phase 2 and will be able to capture a full view of the intersection. The detection models are being improved to see pedestrians farther than 100 meters.

Commissioner Wilcoxon inquired if the software allows for compensation of intentionality. Mr. Keaton stated that will be part of the predictive analysis behavior which comes with an understanding of more data to build models of predictive movement.

Commissioner Wilcoxon inquired if this software is compatible with the technology used by the City if a signal had to be sent. Mr. Keaton stated they have found expert partners that have established technology to streamline the data into their software to provide those solutions.

Commissioner Kowal inquired if the data provided something unexpected. Mr. Keaton stated he was not expecting the volume of near misses during midday versus nighttime. Commissioner Kowal asked if the City took the data and looked to see if there was any correlation with what is occurring with the signals during that time. Mr. Keaton advised this is the first time he has been able to look at the data and assures there will be deeper look into the details and report back to the Commission.

Chair Iacovo inquired what is done with the data and if cities have any liability issues pertaining to safety. Mr. Guntupalli stated they are doing their job putting every effort into making intersections safer and does not think there is any additional liability on them. This project was launched from a traffic engineering standpoint to see if anything can be done to make it safer for pedestrians and vehicles.

Chair Iacovo inquired if the 14-18 seconds to cross the street is the time it takes or the allowable time. Mr. Keaton clarified it is the time it takes to cross and stated the signal and crosswalk time data is being looked at to see how they correlate.

Chair Iacovo inquired if this data shows vehicles that are looking right then left and start to turn right only to find a pedestrian in the crosswalk. Mr. Keaton stated within phase 2 they will be looking to understand that path, the level of risk, and when it is happening.

Commissioner Cardella inquired if the city owned more plug and play devices could they be moved around and if so, what is the ideal time to be gathering useful information? Mr. Keaton explained the technology would need to remain in place to collect transportation data 24/7.

Vice-Chair Anderson inquired of the parameters used to determine the interaction between vehicles and pedestrians in near miss incidents. Mr. Keaton explained their algorithms have been enhanced and continue to be improved for better accuracy. He went on to explain the process they use, which includes GPS coordinates. Vice-Chair Anderson clarified vehicle speed and pedestrian location measurements are gathered. Based on the results the model is refined. Mr. Keaton said exactly, the closer one approaches zero risk rate the more risk there is. He wants to compare and understand what other companies are doing and review publicly available data. Vice-Chair Anderson inquired about privacy issues and what happens to the data. Mr. Keaton stated the data is not reshared or repurposed without approval from the City and legal department.

Commissioner Wilcoxon inquired if any of the test intersections are equipped with leading pedestrian intervals (LPI). Mr. Keaton stated they are not. Commissioner Wilcoxon inquired if any of the intersections in Scottsdale have LPI. Mr. Guntupalli stated this intersection does have LPI; more will be installed, as they want to address pedestrian safety concerns.

### **3. INTRODUCTION OF THE NEW TRANSPORTATION PLANNING MANAGER**

Chair Iacovo reminded the Commission that Dave Meinhart held this position prior to his retirement in December.

Mark Melnychenko, Transportation and Streets Director, stated Nathan Domme was selected for the Transportation Planning Manager position. Mr. Domme will be a great fit as he is a multifaceted planner, worked closely with Mr. Meinhart, has experience as a transportation planner in the public and private sectors, and work on CIP projects. Chair Iacovo welcomed Mr. Domme.

Mr. Melnychenko stated Shane Lopez, Paving Manager moved on to Salt River Pima-Maricopa Indian Community and Ed Padron, Paving Supervisor, was selected to be his predecessor. Mr. Padron has 25 years of experience in the asphalt industry and has been employed with the city for about five years. Chair Iacovo stated Mr. Padron's background in paving is critical, as half of the CIP projects relate to preservation, paving, and pothole repair.

### **4. UPDATE ON GRANT APPLICATIONS, STATUS, AND AWARDS**

Nathan Domme, Transportation Planning Manager, provided an overview of grant applications, results, and awards.

Grants provide additional funding on all exclusive projects; allows development of projects not likely to be done with regular funding and allows the City to leverage funds; permits faster implementation of projects and generates more innovative projects. Grant titles help to define what they will cover.

He presented an overview of available federal grants, the meaning of “call for projects”, design assistance grants, Federal grants applied for and received. In 2022, applications were submitted to seven grants; three were awarded and one is still in process. Mr. Domme provided an overview of current projects going forward because of grant funds received.

Chair Iacovo inquired how much has been requested from the RAISE grant. Mr. Domme stated \$14.5 million was requested with a \$4.8 million local match.

The process for selecting projects and grants begins with staff identifying grant opportunities and their timeline, grant criteria that can change each year, and review of future projects. Projects are selected based on the need and ability to score high on the grant. Transportation staff will also assist other departments with grant applications they are requesting which are related to transportation.

Mr. Domme provided an overview of recently completed and active grant-funded projects. The City has received \$22 million in grant funding for current CIPs, which are at various stages of completion.

Vice-Chair Anderson inquired how the grant opportunities are found. Mr. Domme stated the usual way to find grants is through the Federal Highways Website and Maricopa Association of Governments (MAG) website. Ms. Conklu stated a ‘call for project’ is sent out to member agencies, which provides parameters, funding, and deadline. Mr. Melnychenko stated they also have a liaison in D.C. who corresponds with the City regarding federal initiatives.

The RAISE grant’s criteria is specific to the safety, environment, sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity.

Chair Iacovo stated the grants are so competitive and commended City staff on their hard work. She noted Mr. Melnychenko has previously presented all the current projects so the Commission is familiar with them.

Mr. Melnychenko stated he and Ms. Conklu had an opportunity to sit down with DOT after their submittal was denied and gained insight on how to improve the grant applications to make stronger connections with economic need and transit.

Mr. Domme provided information on the HonorHealth Blue Zones Project that helps communities to live better and longer by improving their environment through economic vibrancy, environmental quality, and public health. The goal is to make communities more livable, walkable, and bikeable. Scottsdale has been chosen this year as the first city in Arizona. This is an exclusive partnership and the City intends to actively participate in this process. Mr. Melnychenko stated HonorHealth felt strong about the adoption of TAP, work on a sustainability and safety action plans were strong elements in being selected.

Commissioner Wilcoxon complimented Mr. Domme on the job he and his staff are doing looking for these opportunities to advance safety and equity for all. Mr. Domme stated he finds value in

matching the criteria based on directives from MAG, State, and Federal government, as it helps to plan initiatives that help in leading and directing good projects.

## **5. BICYCLE FRIENDLY COMMUNITIES' APPLICATION PROCESS**

Susan Conklu, Senior Transportation Planner, provided an update on the League of American Bicyclist (LAB) Bicycle Friendly Community Program that actively supports and encourages people to ride bikes for transportation and recreation.

- LAB looks comprehensively at a city's achievement in the "5 Es"
  - Engineering
  - Education
  - Encouragement / Events
  - Equity
  - Evaluation and Planning
- Provides measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Helps compete for grant funding
- Acts as a tool for economic development

The LAB provides awards that range from Honorable Mention up to Diamond status. In 2005 and 2007 Scottsdale was the first community to be awarded the silver level without a university or college. In 2011, 2015, and 2019 Scottsdale advanced to and maintained the gold level. There are almost 500 communities in the LAB program with 5 platinum communities and 34 gold communities. Approximately 80% of the gold and platinum communities have a major college campus. Part of the application process is for LAB to acquire public input, utilize local reviewers to evaluate the application, and provide a report card with feedback, which includes building blocks, categories, and key outcomes. The report card provides information on the average platinum community that offers ideas for improvement.

The 2022 TAP, bikeway element includes an important goal to achieve the platinum level status, policies, and performance measures, such as wayfinding, bike counts, and mileage of bike lanes completed.

Key steps to reaching the platinum level include improve low stress on street bike network, increase separation and protection based on the adjacent motor vehicle to make bicycling more appealing to all ages and abilities. Things that are already being done and relate to this are the improvements to 68th and 70th Street bikeways and adding buffered bike lane to Jackrabbit Road. Another component is education such as safe routes to school program that they are improving on since the pandemic. As part of the Bicycle Friendly Business program that engages businesses to promote biking to their employees and customers, Scottsdale initiated a Bike to Work day with sponsored stops. This engages small businesses and help the City become more bike-friendly.

Scottsdale is already working on comprehensive street safety action plan, right-sizing the road, and keeping it appropriate for the capacity, which address safety. As well as the work being done with bicycle and pedestrian collision study. Bike counts are being collected in certain locations, with more being added.

Goals that were incorporated in the 2020-2023 application include:

- Improving biking within Old Town as part of the Old Town Bicycle Master Plan
- Increase overall bikeway mileage
- Complete bike lanes on Dynamite Blvd, which has been completed
- Implement path wayfinding signage, which will be implemented over the summer
- Increase education for kids and adults
- Hold signature events, such as an open street event and expand Bike Month
- Pedestrian and bicycle safety outreach
- Messaging for sharing the road and path, which is in the discussion phase
- Scottsdale has installed 24-hour continuous counters to obtain bike counts
- Analyze bikeway gaps
- Update Old Town Bicycle Master Plan and TAP

The next steps are to prepare to complete the application which is due by August 30, 2023. Last spring staff attended webinars by the LAB related to new questions such as accessibility and equity. Meetings with colleagues at the platinum level were held to gain important knowledge on their programs and gain ideas to grown Scottsdale's events. Staff has gathered input from the public, the Paths & Trails Subcommittee, and the Transportation Commission.

Mr. Melnychenko stated this shows the City where they want to be headed. The active transportation system makes Scottsdale special; it is important to solidify that with this designation. The designation helps with grant processes, and has a strong economic impact with development opportunities.

Commissioner Kowal provided an overview of Scottsdale Life and suggested they promote education and physical activity utilizing this program.

Commissioner Wilcoxon inquired if practical growth is seen in bicycling as an alternative means of transportation. Ms. Conklu stated there have not been a lot of businesses wanting to put more bike parking than required under ordinance. Every now and then staff is asked what the City can do to help provide more bike parking. They would like to see what patterns the comprehensive data reveals prior to taking on new projects.

Vice-Chair Anderson inquired if there are certain goals that must be met to reach platinum and do they raise the bar once a city has reached that level. Ms. Conklu explained LAB provides feedback on things they would like to see when scoring. It is important to demonstrate the City is doing the things they said they would, and new goals were developed. LAB does not raise the bar, but the city must continue demonstrating it is doing more all the time. Vice-Chair Anderson stated they expect progress, and asked if the awards are strictly subject to judgment by LAB or do they have guidelines they abide by. Ms. Conklu stated they have guidelines to make it as consistent as possible and have local reviewers assist them.

Chair Iacovo inquired if the TAP and Bicycle Master Plan is pointed to in the application as there is a large section of the TAP that focuses on bicycles, bike-friendly community, and buffered lanes. Ms. Conklu state the application allows them to link the TAP and Bicycle Master Plan and during scoring they can see the actual documents.

## **6. PROJECTS AND PROGRAMS UPDATE**

Mr. Melnychenko provided an update on projects and programs.

- Coordination with Scottsdale Ranch and Salt River Pima-Maricopa Indian Community to clean out four washes that drain into contributories in the Indian Community. Staff will assist in trimming and removing vegetation and grading. This project is awaiting approval from the landowners and hopes to begin within the next month and a half.
- Updating the ADA ramps within Scottsdale Ranch HOA and installing colored concrete in two areas near the lake.
- Exploring changing the code to prohibit the homeless from using the transit shelters from 10:00 p.m. to 7:00 a.m. and reduce the homeless issue within the transit system. Another way is to add standard shelters within the city. A further update will be brought before the Commission.
- The Street Maintenance Crew has been providing interdepartmental assistance.
- The Spring Training Trolley Route will be providing free transportation to home games, which will start one and a half hours before the first pitch and end one and a half hours after the last inning. This ridership data will also be used in discussing bringing back the Downtown Circulator in Old Town.
- Staff attended the Senior Expo at the Scottsdale Center for the Arts to promote the trolley service, cab connection, transit, bike path and trail system. Feedback was obtained by those who attended, noting senior residents are interested in transit services. This feedback will be used to make the system more effective and to grow ridership.
- Upcoming Transportation events for Bike Month include:
  - Bike to Read on April 1st
  - Cycle of the Arts on April 16th
  - Bike to Work on April 27th
  - Earth Day at North Corp yard

Commissioner Miller inquired if any work has been done with the City to deal with the homeless people and provide resources instead of just chasing them off. Mr. Melnychenko stated the Human Services department has primary contact with the homeless residents. They also work with the Police Department and transit providers, as the purpose is to make sure the riders have a safe place to sit daily, but need more tools in the toolbox to address this concern within the system. Vice-Chair Anderson inquired if Scottsdale has a program to create a homeless shelter. Mr. Melnychenko advised the only discussion he is aware of is in Tempe, where a shelter would be constructed on the border and used by both cities. Chair Iacovo asked how many shelters were affected by this issue. Mr. Melnychenko stated he does not have the exact information with him but noted Mustang Library, Scottsdale Road, Thomas Road, and Earl Road are those of highest concern at this time.

## **7. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

- Sensagrate Phase 2
- HonorHealth Blue Zone
- Follow up Bicycle Friendly Community Application
- Construction Mitigation Plan

## **8. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Kowal, the meeting adjourned at 7:21 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardella, Kowal, Miller,  
and Wilcoxon 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.as>**

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Mark Melnychenko, Transportation & Streets Director  
Nathan Domme, Transportation Planning Manager  
**Subject:** Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Project Information  
**Meeting Date:** April 20, 2023

## ITEM IN BRIEF

---

**Action:** Information and Discussion

**Purpose:** Update on existing project in the CIP on Thomas Rd from 56<sup>th</sup> Street to 73<sup>rd</sup> Street.

### Background:

There are several documents that guide decision-making on Transportation & Streets improvements and are adopted by City Council:

- **General Plan**
  - Circulation and Bicycling Elements
- **Transportation Master Plan**
  - Complete Streets Policy, Multi-modal approach
- **Transportation Action Plan**
  - Refining existing infrastructure
  - Plan/ Design for all users
- **Design Standards & Policies Manual**
  - Standard bike lanes on arterial and collector streets
  - Buffer pedestrians from traffic

Commonalities in these guiding documents include:

- Complete Streets
- Multi-Modal approach
- Accommodation for all users
- Livable community
- Safety for all users

Staff apply comprehensive solutions for successful projects in several ways:

- Effective use of the existing right-of-way
- Consistent roadway configuration
- Address the needs of all users
- Fill system gaps and needed upgrades for a safer roadway and travel options
- Pool resources to fully complete a corridor
- Use data-driven solutions

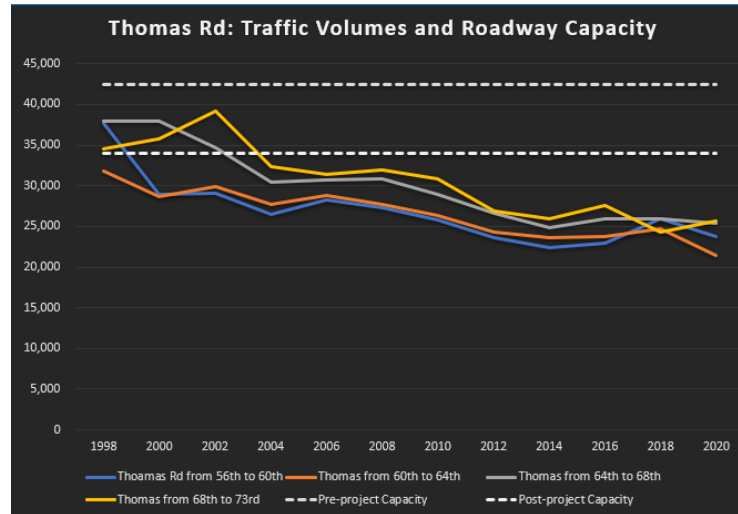
As with many projects, the city has been evaluating Thomas Road improvements for several years.

### **Past Milestone Progress with Thomas Road: 56th to 73rd Street Project**

- 2007 Project Assessment Thomas Road Bicycle and Pedestrian Improvements: 64th Street to Pima Road.
- 2016 Transportation Master Plan Update – Thomas Road reclassified as Minor Arterial.
- 2017 Applied for federal funding.
- 2019 included in Adopted Fiscal Year 2019-2020 CIP Budget.
- 2020 Design started.
- 2022 Transportation Action Plan (TAP) adoption – the project aligns with the policies in the TAP.
- 2022 Public open house and project webpage.



Travel demand on most corridors in the city has not grown significantly over the past 20 years, even with continued development. This is also indicative of traffic volumes on Thomas Road shown in the figure below.



Data on other modes is also evaluated including transit ridership, bicyclist and pedestrian usage to determine planned improvements.

### Project Information:

The Thomas Road 56<sup>th</sup> to 73<sup>rd</sup> Street Project will improve safety and provide a more consistent roadway for those traveling by car, bus, foot, or bicycle and other micromobility vehicles. ADA improvements, new traffic signals, a pavement treatment, right turn lanes and intersection improvements will be implemented on Thomas Road between 56<sup>th</sup> Street and 73<sup>rd</sup> Street. The dual left turn lane will remain throughout the project limits. Drainage improvements and a new right turn lane will be constructed at the southwest corner of Thomas Road at 68<sup>th</sup> Street. The project team will work with SRP to underground the power poles at this location. The unbalanced roadway configuration will change from three eastbound travel lanes to two travel lanes in each direction, to provide space for bike lanes and turn lanes and link to the improvements that will be implemented on 68<sup>th</sup> Street. This will also match the existing roadway configuration from 73<sup>rd</sup> Street to Pima Road. The new bike lanes will fill the remaining gap in the bicycle network on Thomas Road between 56<sup>th</sup> Street and 73<sup>rd</sup> Street.

### Funding:

Construction is currently scheduled to begin in 2024. This estimated \$5.2 million project is being funded by the 0.2% Transportation Sales Tax (\$1.5 million) and has Federal funding (\$3.7 million) through the Transportation Alternatives Program. The project is currently in the approved Fiscal Year 2019/2020 – 2022/2023 CIP budgets. In addition, \$411,000 has been added to the Draft FY 2023/2023 CIP to address increased paving costs. Additional federal funding was recently awarded from the Surface Transportation Block Grant Program. The CIP will be updated when the grant funds are accepted in the future to reflect the current federal and local amounts from all sources. The federal funding requests were selected through a competitive process against other bicycle and pedestrian projects in the region.

Currently, the Transportation and Streets Department has \$25,337,897 of federal funding in the FY 23/24 CIP which illustrates the importance of augmenting our limited local resources with other opportunities. In addition, other city departments utilize \$20,341,802 in federal funding.

### **Regional Coordination:**

The city of Phoenix is proposing adding bike lanes from 48th Street to 56th Street during upcoming pavement maintenance on Thomas Road. The project would change from three eastbound travel lanes to two travel lanes in each direction. The City of Scottsdale project will coordinate design east of 56th Street with the Phoenix project to link improvements with our neighboring city, pushing forward a key goal in the TAP for regional coordination. The unbalanced traffic lanes were a byproduct of the travel patterns prior to the develop of the freeway system.

Completing this bike connection with Phoenix will provide an east/west connection from the 48th Street multi-use path to the Pima multiuse path. The connection will have a total 5 miles of complete bike access connecting the 48th Street multi-use path, Crosscut Canal multi-use path, Indian Bend Wash Greenbelt, and Pima multi-use path.

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 was 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. Several reductions in street classifications were included in the TAP. However, Thomas Road was fully reclassified to a Minor Arterial roadway across the city in the 2016 Transportation Master Plan Update approved by the Transportation Commission and adopted by City Council. The typical Minor Arterial roadway cross-section provides either a center turn lane or raised median, two travel lanes and bike lanes in each direction. This project will include a center turn lane.

### **Land Rights – Thomas Road 56th Street to 73rd Street (Future requested City Council Action):**

No new fee simple right-of-way is being acquired for this project, however new land rights are needed and are as follows:

- Easements for upgrading ramps to be ADA compliant.
- Easements for new and existing traffic signal poles.
- Easements for two new streetlights just west of 68th Street where we are working with SRP to underground existing power poles so that a right turn lane can be constructed at the SWC of 68th and Thomas Road. The existing streetlights are currently mounted to the power poles which will be eliminated for the conversion from overhead to underground utility.

The City is also acquiring a few Temporary Construction Easements (TCE) which are temporary land leases for the contractor to have sufficient room to do their work. The largest one is in front of the Chase Bank on the NWC of Thomas Road and Scottsdale Road where the bus stop is being relocated closer to the intersection. This bus stop is heavily used, and there are frequent instances of pedestrians crossing mid-block to get to the existing bus stop.

### **Public Outreach - Thomas Road 56th to 73rd Street Project:**

Staff conducted an open house on December 5, 2022 for both the Thomas Road and 68th Street projects. The open house allowed attendees to see the project's design details, future cross-sections and project areas, ask questions, and provide feedback. The meeting was promoted through a mailing to nearly 6,000 properties in the neighborhood and social media outreach. Two project websites have also been active and provide project information, contact information, and a comment link since that time. Between 2019 and 2022 three Project Updates were given to the Southwest Village Neighborhood Association at their annual meetings.

To build off the previous outreach efforts that are typical of our CIP projects, staff canvassed businesses along Thomas Road in person April 10-12, 2023 and held a second public open house April 17, 2023. The open house, Transportation Commission Meeting, and project webpage were promoted through a second mailing to the nearly 6,000 properties in the neighborhood and social media.

Staff will take the Land Rights item to City Council on May 2, 2023. These are all opportunities to hear from the residents and provide information on the project.

**Next Steps:**

The design is nearing completion. Utility coordination and Land Rights requests are in progress.

**Current and Upcoming Milestone Progress with Thomas Road: 56th to 73rd Street Project**

- 90% Design complete.
- Utility coordination with SRP for undergrounding of overhead electric lines in progress.
- Appraisals in progress for the Land Rights.
- May 2, 2023 Land Rights Item Requested City Council Action
- 100% Design anticipated for May 2023.
- Submit full plans, specifications and estimates for final approval of federal funds in June 2023.
- 2024 construction to begin.

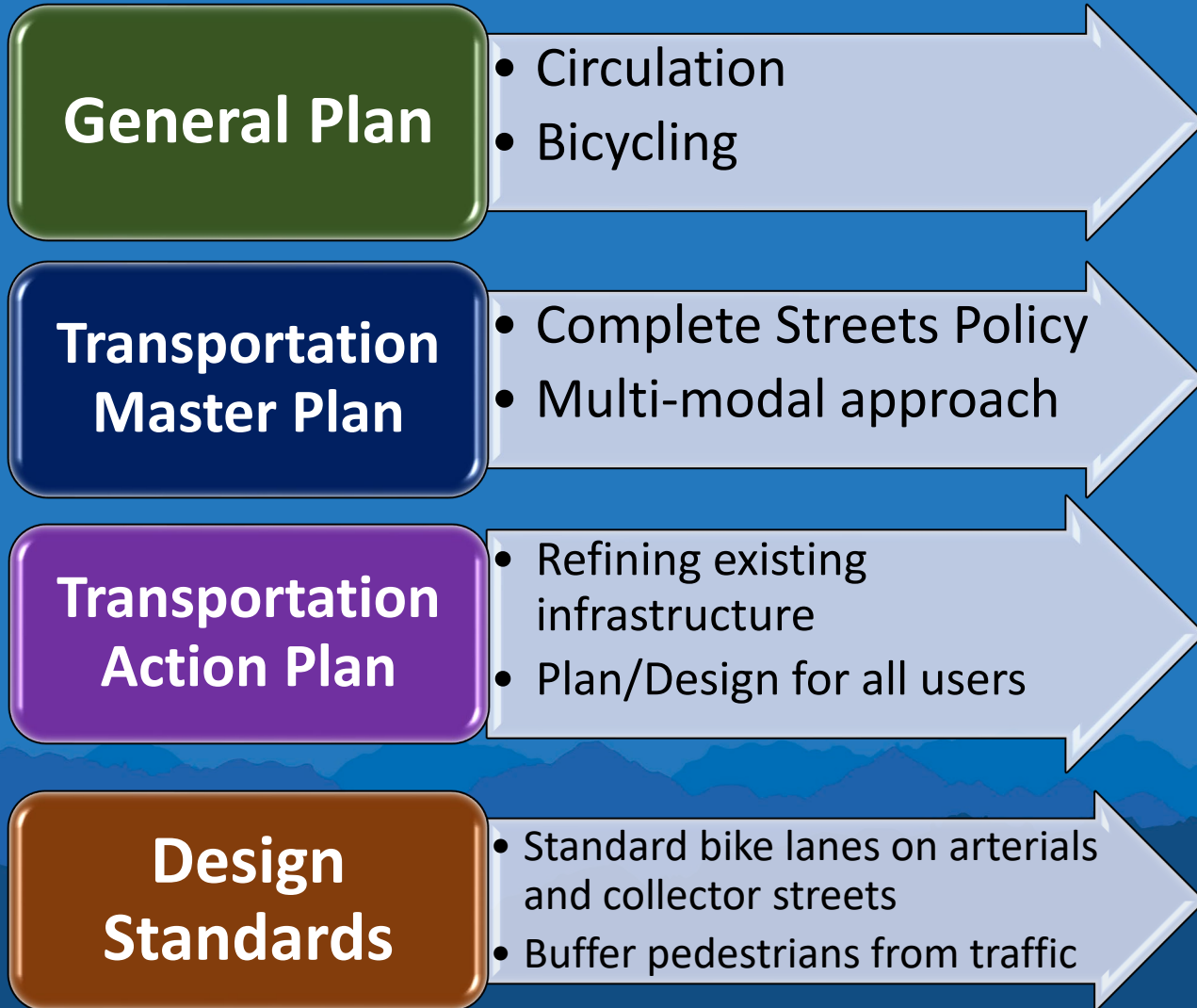
---

**Contacts:** Mark Melnychenko, 480-312-7652, [mmelnychenko@scottsdaleaz.gov](mailto:mmelnychenko@scottsdaleaz.gov)  
Nathan Domme, 480-312-2732, [ndomme@scottsdaleaz.gov](mailto:ndomme@scottsdaleaz.gov)

# **Thomas Road Complete Street: 56<sup>th</sup> Street to 73<sup>rd</sup> Street Project Information**

**Transportation Commission  
April 20, 2023**

# What guides our decision-making?



## Commonalities :

Complete Streets

Multi-modal

Accommodation for all users

Livable community

Safety for all users

# Comprehensive Solutions for Successful Project

- ✓ • Effective use of the existing right-of-way
- ✓ • Consistent roadway configuration
- ✓ • Address the needs of all users
- ✓ • Fill system gaps and needed upgrades for a safer roadway and travel options
- ✓ • Pool resources to fully complete a corridor
- ✓ • Use data-driven solutions





# Data-driven Solutions



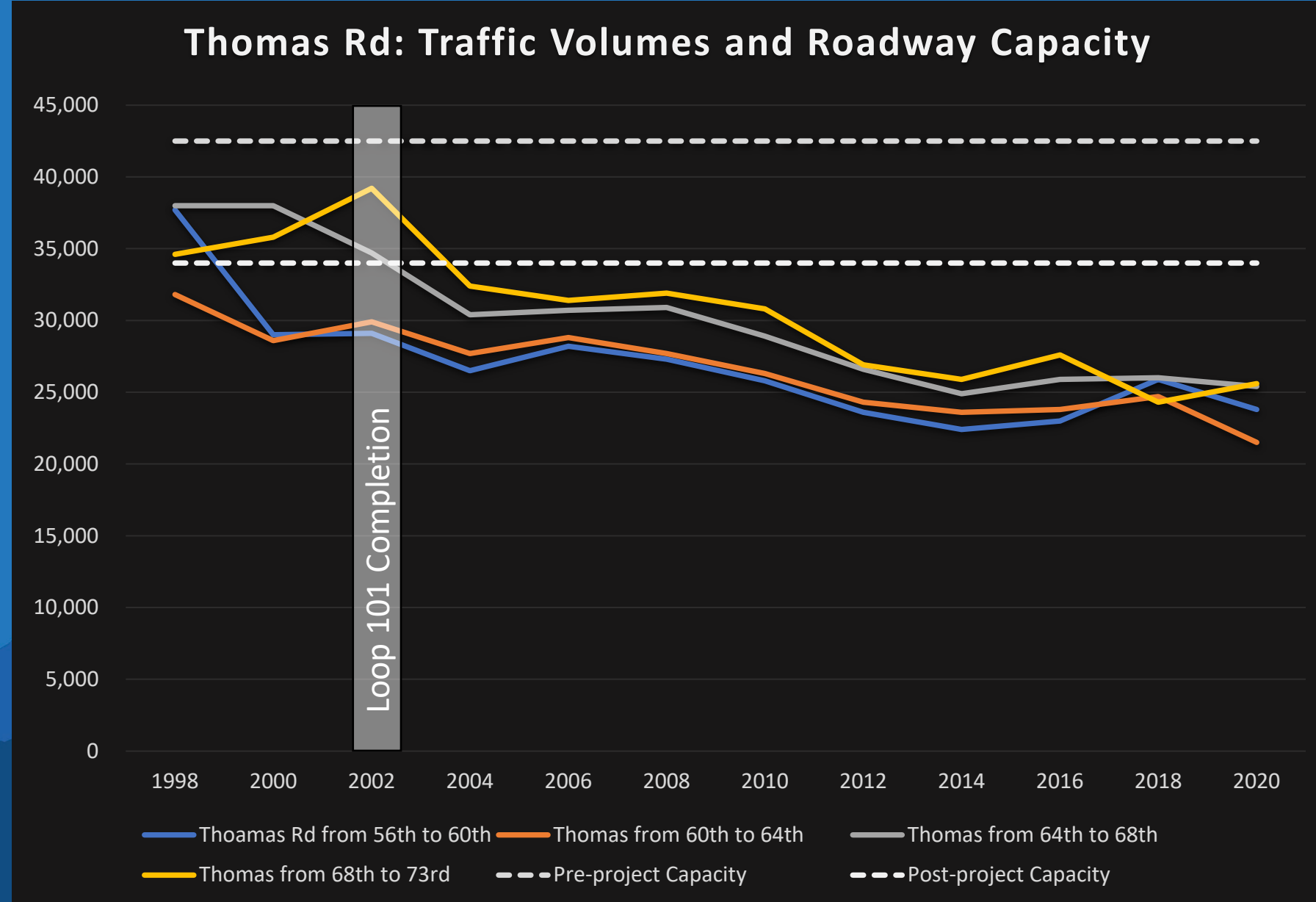
## City of Scottsdale 2020 Bicycle and Pedestrian Collision Report



Traffic Engineering  
Transportation Department  
7447 East Indian School Road, Suite 205  
Scottsdale, Arizona 85251

# Traffic Volumes on Thomas and Snapshot of Past 20 Years

*Travel demand on most corridors in the city has not grown significantly over the past 20 years, even with continued development. This is also indicative of traffic volumes on Thomas Road.*





# Bicyclist and Pedestrian Count Data

Pre Project 2020

Time: 7am-9am

Intersection:



56<sup>th</sup> Street

51

49

July 28 – 30

64<sup>th</sup> Street

64

143

August 4 – 8

68<sup>th</sup> Street

29

108

July 7 – 11

74<sup>th</sup> street

32

95

August 11 – 15

Post Project

Time: 7am-9am

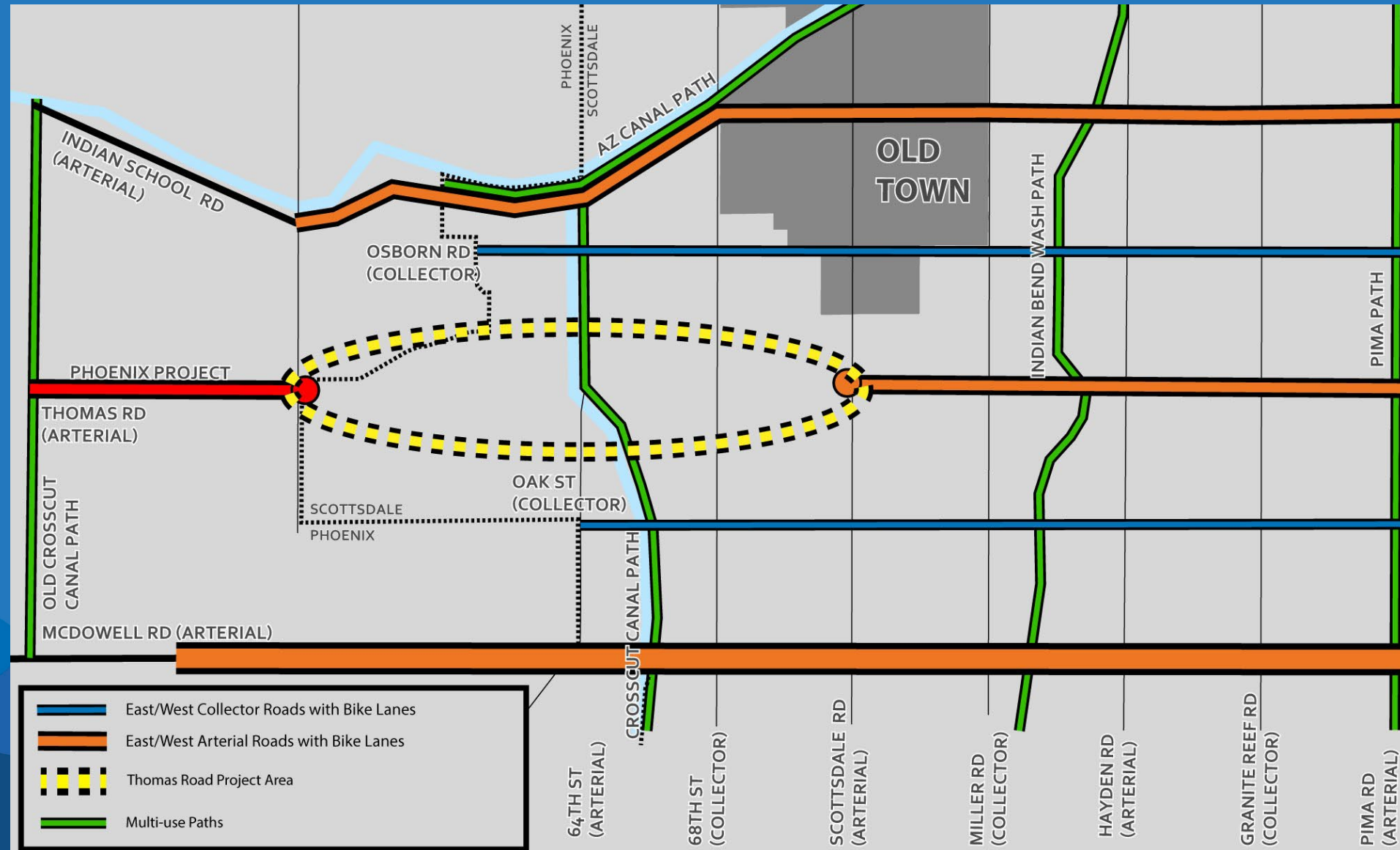
Intersection:



“After” counts will be collected after the project is completed – same locations, time of year/ days of week/ time of day

# Network Connections

- Direct links to multi-use path system.
- Fills bike lane gap in network.
- Consistency of east-west arterial roadway.
- Upgrades for multiple users.



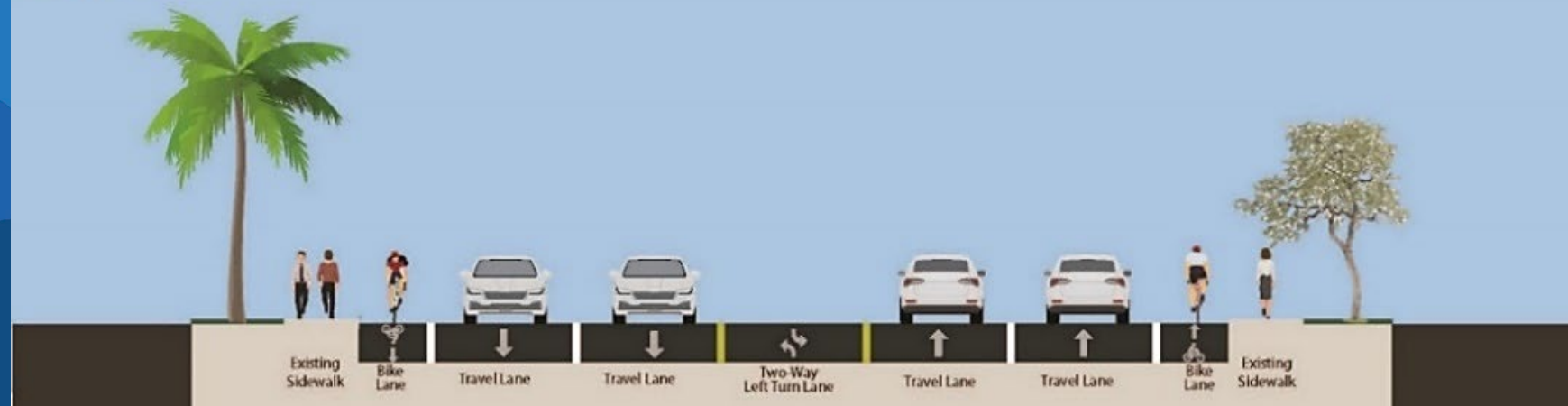
Thomas Road was fully reclassified to a Minor Arterial roadway across the city in the 2016 Transportation Master Plan Update approved by the Transportation Commission and adopted by City Council.

The typical Minor Arterial roadway cross-section provides either a center turn lane or raised median, two travel lanes and bike lanes in each direction. This project will include a center turn lane.

## Thomas Road: Looking East Before

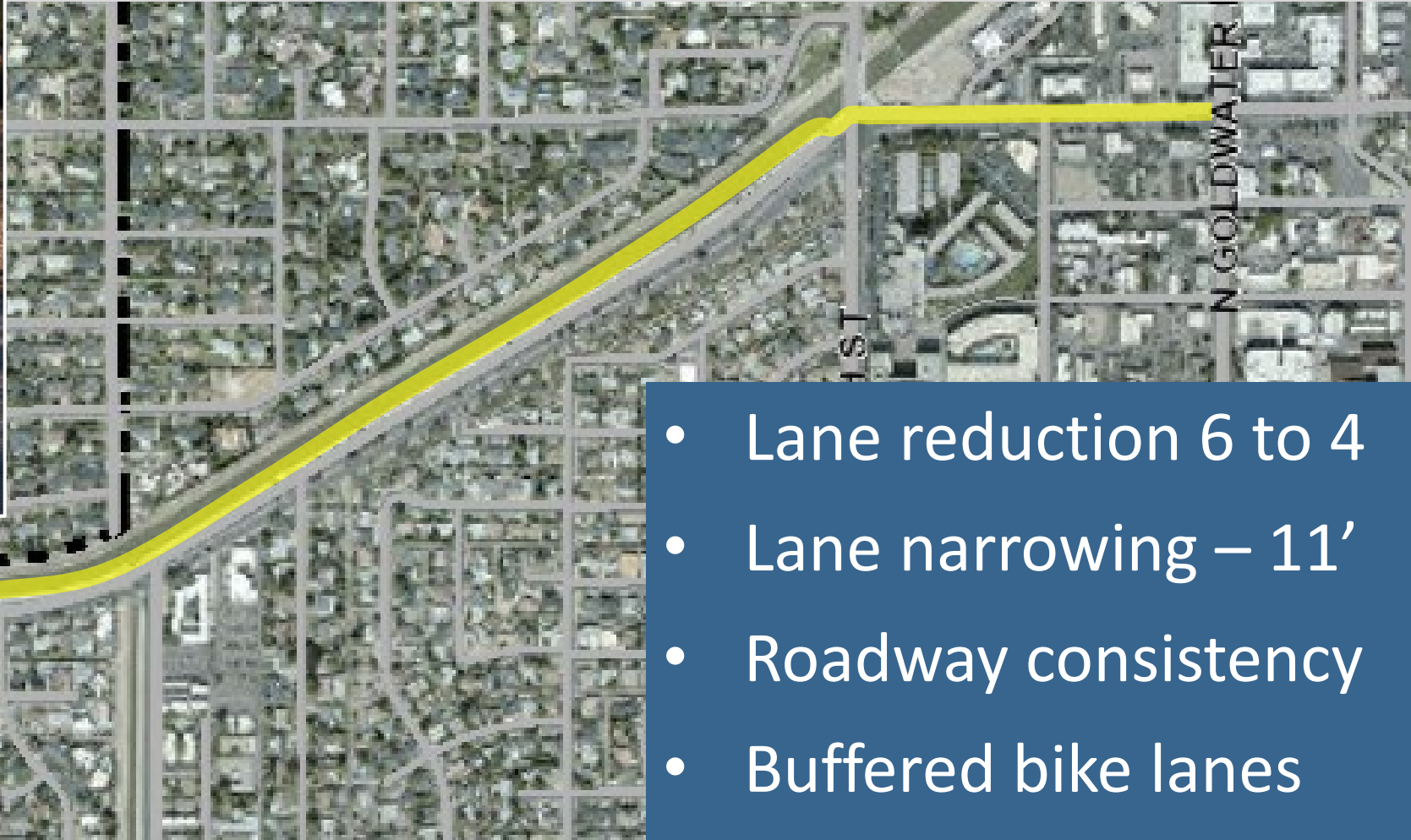


## Thomas Road: Looking East After



## *Example:* Indian School – 60<sup>th</sup> St. to Goldwater

Reclassification from Major to Minor Arterial -2020



- Lane reduction 6 to 4
- Lane narrowing – 11'
- Roadway consistency
- Buffered bike lanes

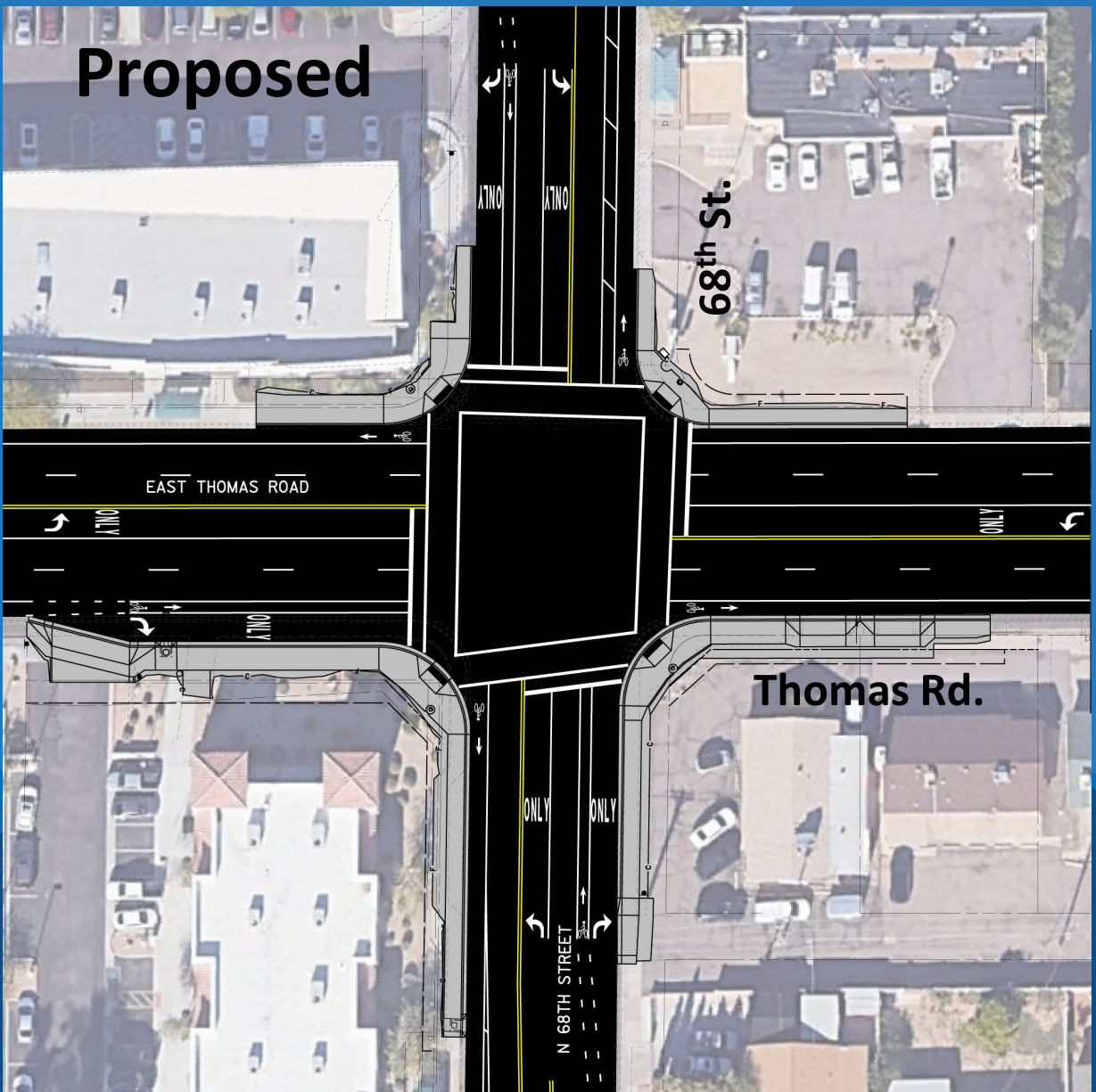
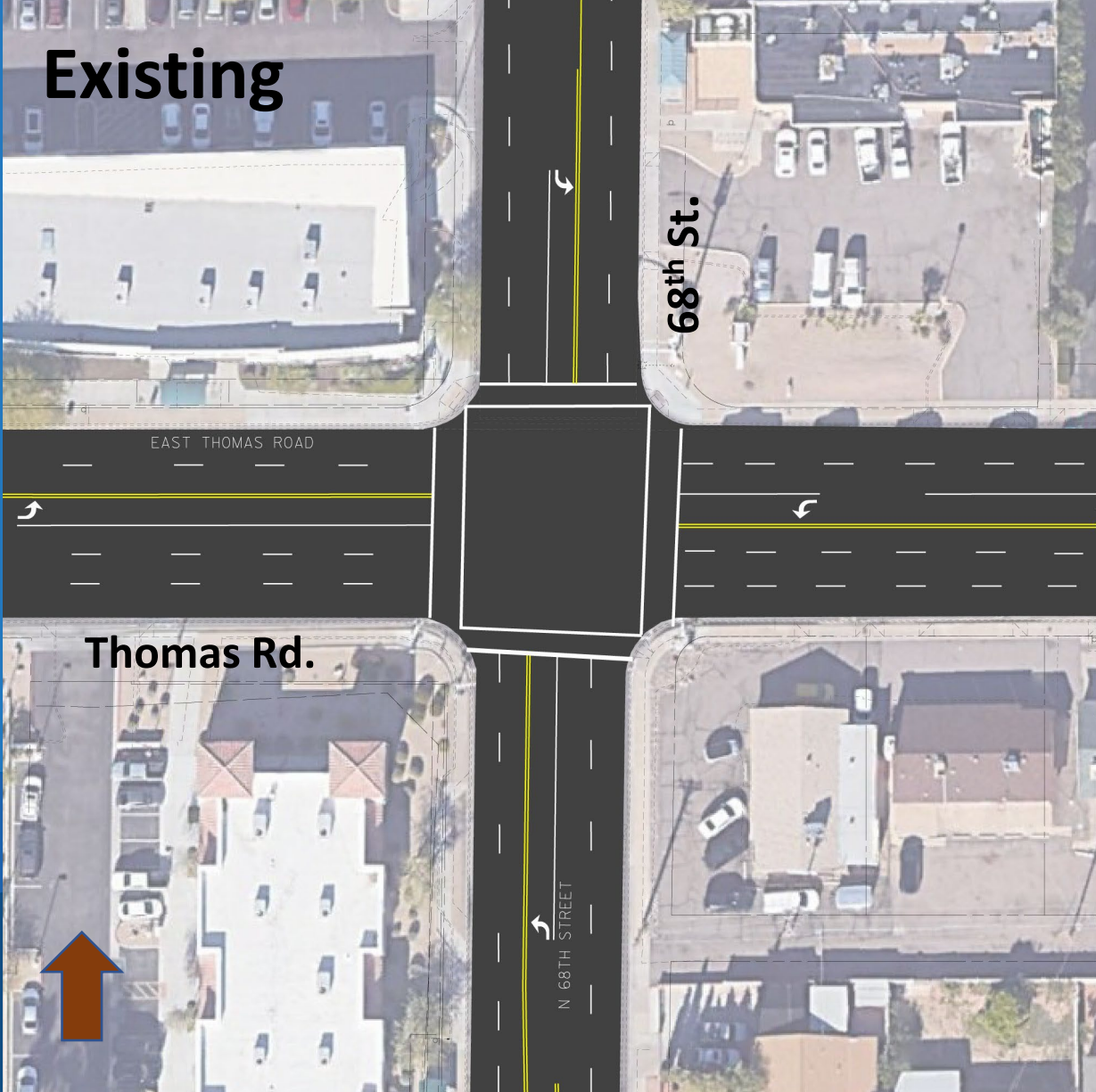


# Significant Improvements for Auto Use

*Along with active transportation upgrades, auto access and safety improvements are included in the project:*

- Right turn lanes at 64<sup>th</sup>, 68<sup>th</sup> and Scottsdale Road.
- Accessibility improvements to meet ADA requirements.
- New traffic signals.
- Drainage improvements.
- Paving treatment throughout the corridor.
- Drivers won't need to share the travel lane with bicyclists who currently must "take the lane" when biking.

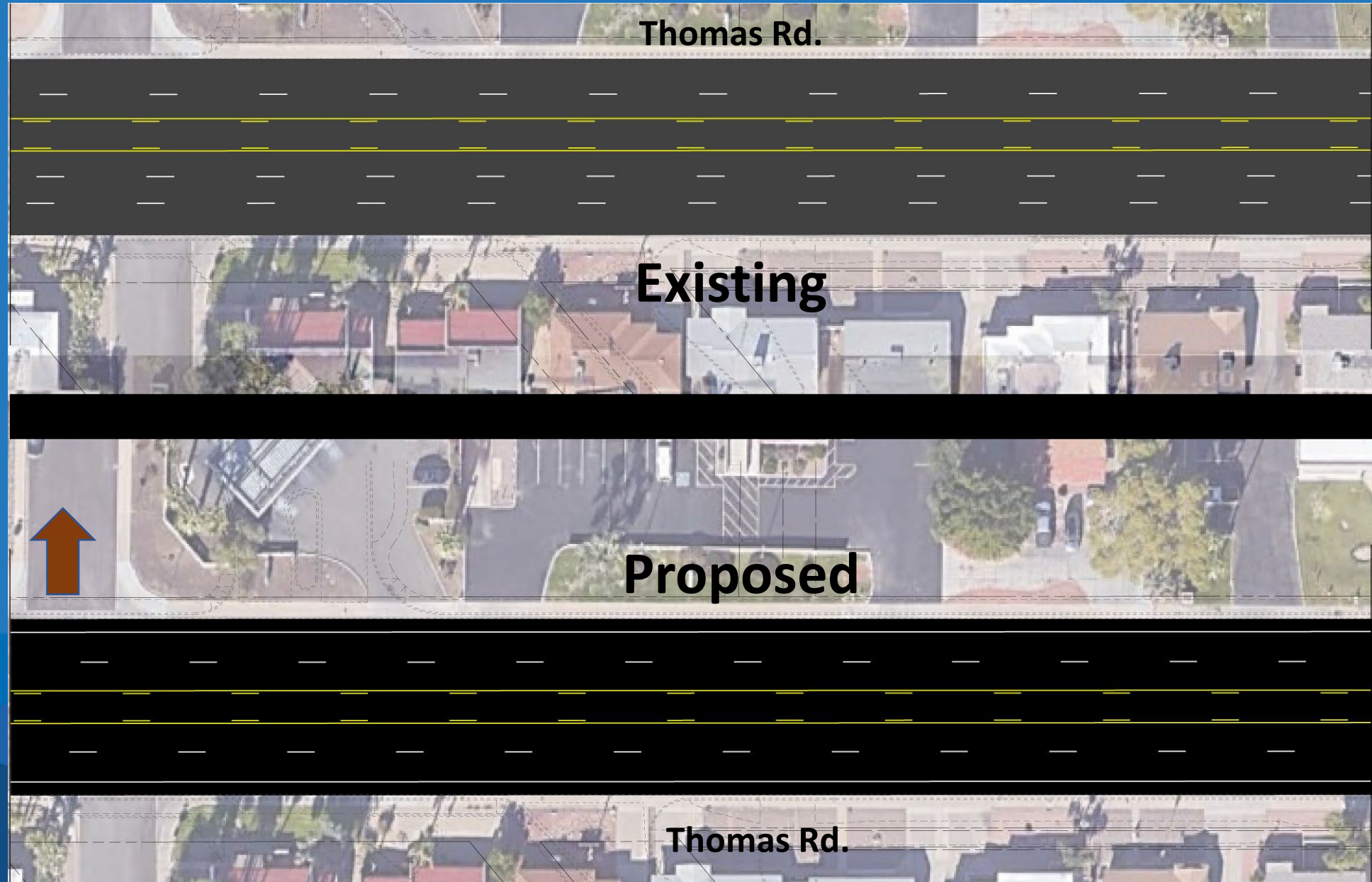
# 68<sup>th</sup> St and Thomas Rd Intersection Improvements





# Aerial View of Roadway (Typical)

- Consistent lane configuration.
- Minor Arterial.
- Fills bike lane gap in network
- Provides buffer between traffic and pedestrians







Lane narrowing and pedestrian buffering with addition of bike lanes



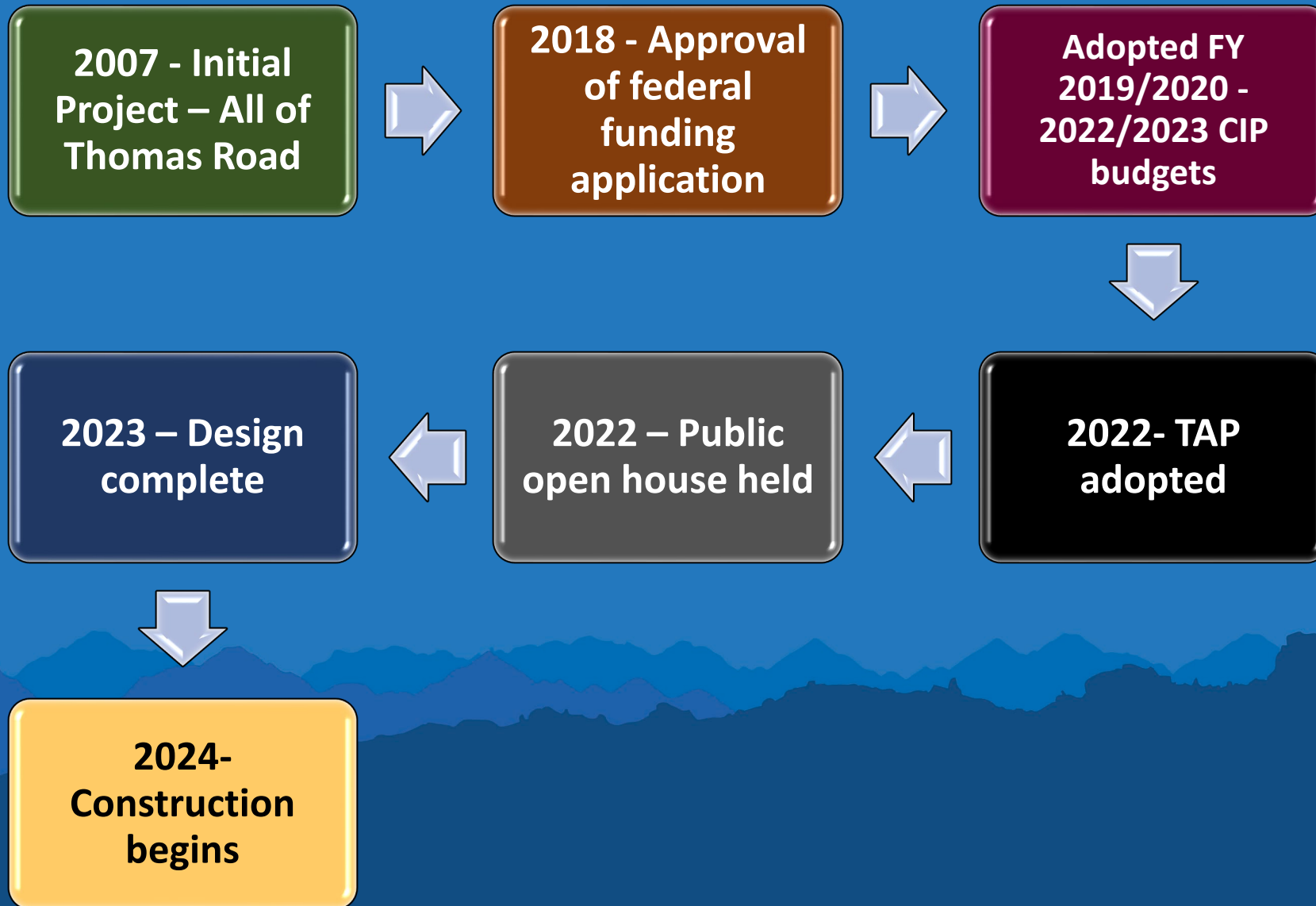
# Example: Successful Strategy for Speeding/Safety

86<sup>th</sup> Street:  
McDonald to Chaparral



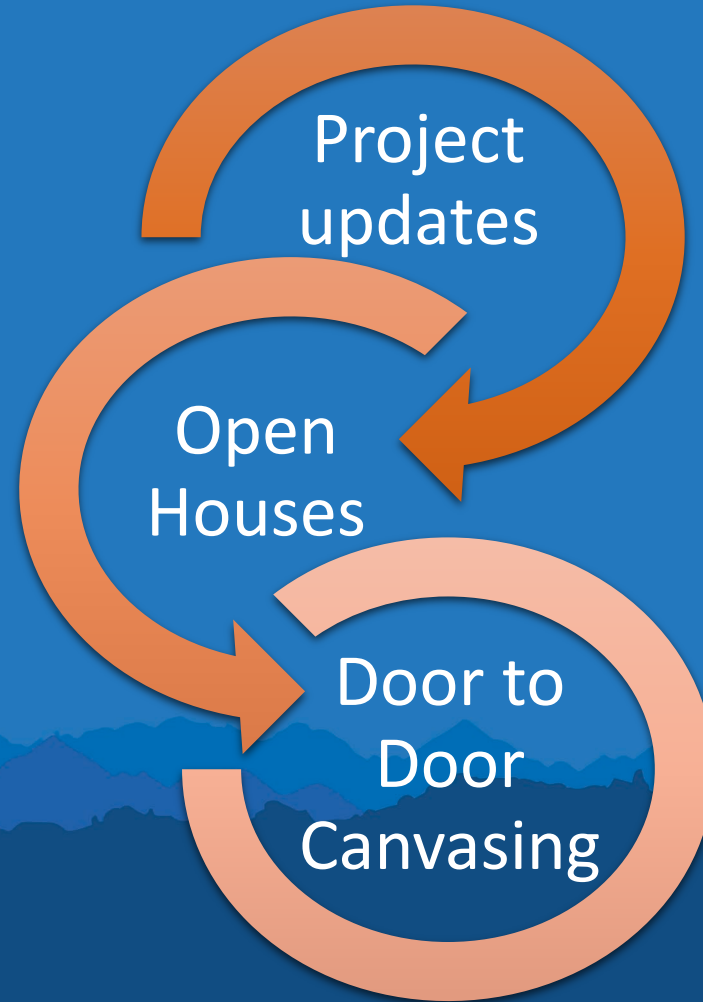


# Timeline of Project and Approvals

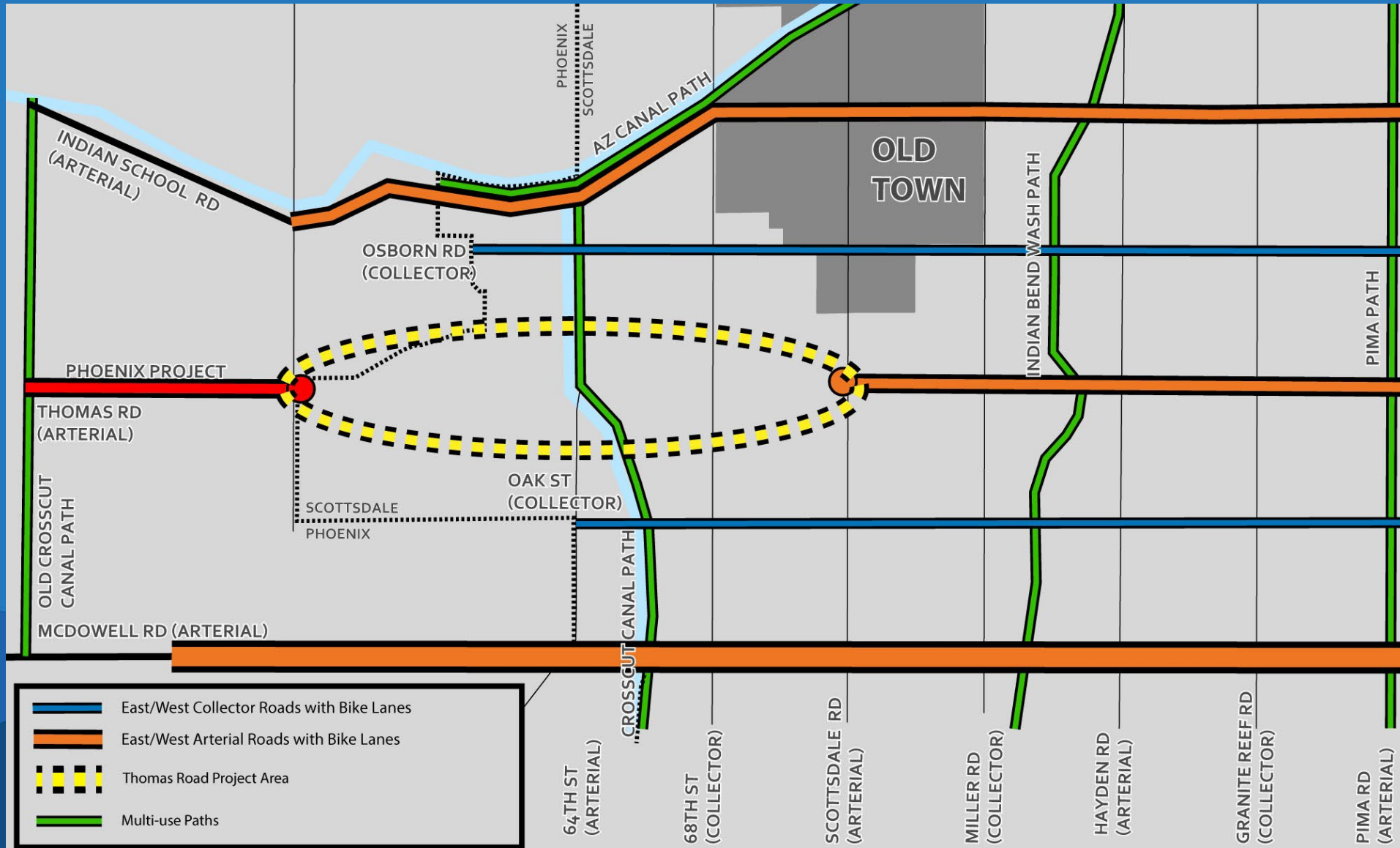


# Thomas Road Public Involvement Summary

- *April 17, 2023:* Open House #2.
- *April 10 – 12, 2023:* Door to Door Canvassing of Businesses.
- *December 5, 2023:* Open House #1.
- *Between 2019 and 2022:* Three Project Updates were given.



# Questions?



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Transportation Planning Manager  
**Subject:** Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Real Property Acquisition  
**Meeting Date:** April 20, 2023

## ITEM IN BRIEF

---

**Action:** Action Item

**Purpose:** Discussion and action on a recommendation to acquire Public Access Easements and Temporary Construction Easements in order to improve ADA ramps and traffic signals along the existing project Thomas Road from 56<sup>th</sup> Street to 73<sup>rd</sup> Street.

### Background:

The project will improve safety by adding bicycle lanes, right-turn lanes, and new street lighting, reduce persistent drainage problems, and remove non-compliant pedestrian ramps all while increasing capacity and accessibility for motor vehicles, bicycles, and pedestrians. The purpose of the requested City Council action is to authorize the acquisition of sidewalk, traffic signal easements, and temporary construction easements necessary to complete the Thomas roadway improvements from 56th to 73rd Streets.

No new fee simple right-of-way is being acquired for this project, however new land rights are needed and are as follows (see Attachment):

- Easements for upgrading ramps to be ADA compliant.
- Easements for new and existing traffic signal poles.
- Easements for two new streetlights just west of 68th Street where we are working with SRP to underground existing power poles so that a right turn lane can be constructed at the SWC of 68th and Thomas Road. The existing streetlights are currently mounted to the power poles which will be eliminated for the conversion from overhead to underground utility.

The City is also acquiring a few Temporary Construction Easements (TCE) which are temporary land leases for the contractor to have sufficient room to do their work. The largest one is in front of the Chase Bank on the NWC of Thomas Road and Scottsdale Road where the bus stop is being relocated closer to the intersection. This bus stop is heavily used, and there are frequent instances of pedestrians crossing mid-block to get to the existing bus stop.

Based on current design plans, approximately 1,200 sq. ft. of sidewalk easement, 50 sq. sf. of Traffic Signal Easement, and 4,160 sq. ft. of Temporary construction easement is needed from 9 property owners for the completion of the project.

### Next Steps:

Staff will request City Council authorization for acquisition of real property rights for the Thomas Road – 56<sup>th</sup> Street to 73<sup>rd</sup> Street Project on May 2, 2023. If Council approves this request, staff will commence the process to complete the acquisitions.

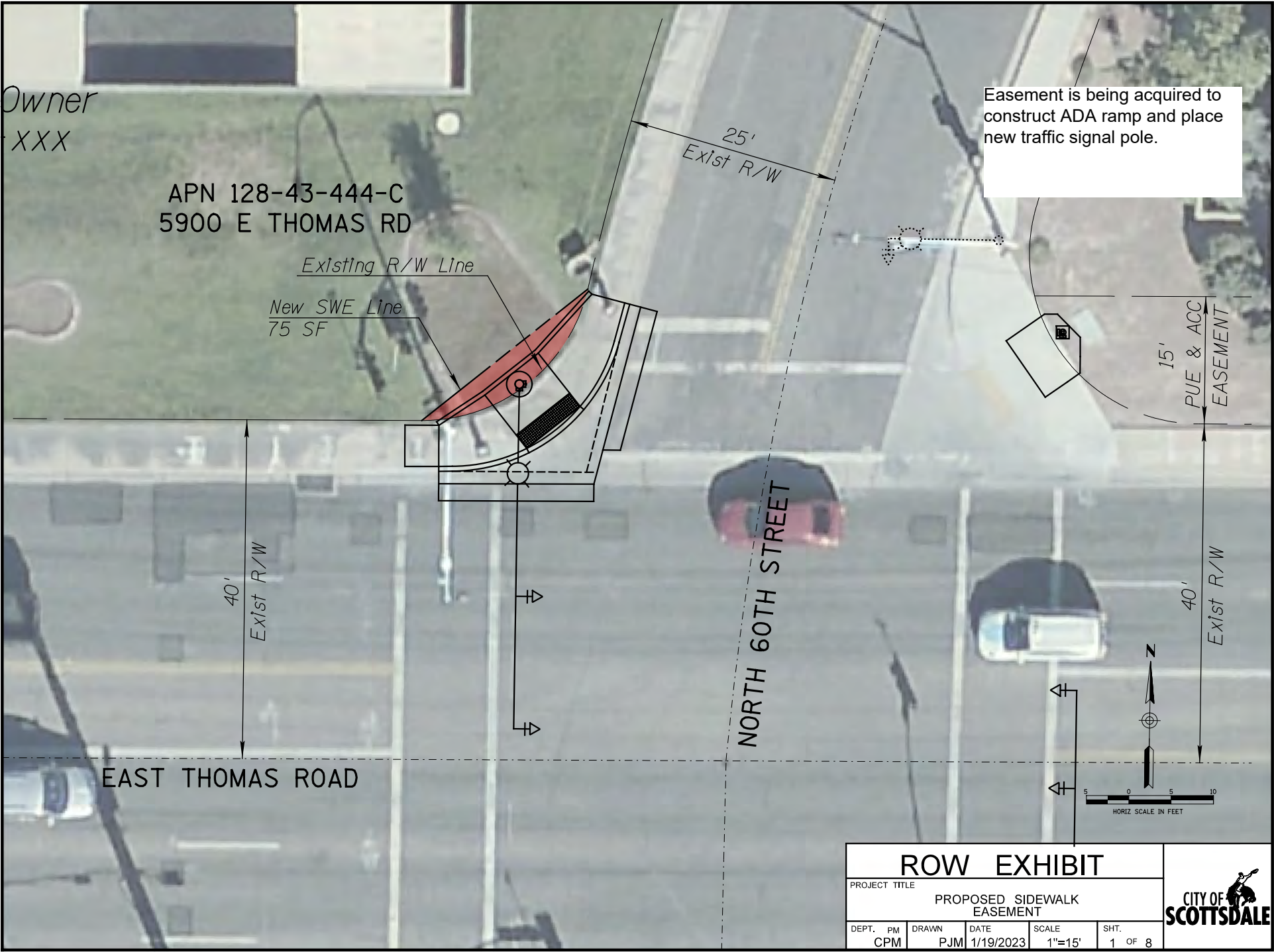
### Attachment:

Exhibits of Land Rights Needed

---

**Contacts:** Nathan Domme, 480-312-2732, [ndomme@scottsdaleaz.gov](mailto:ndomme@scottsdaleaz.gov)





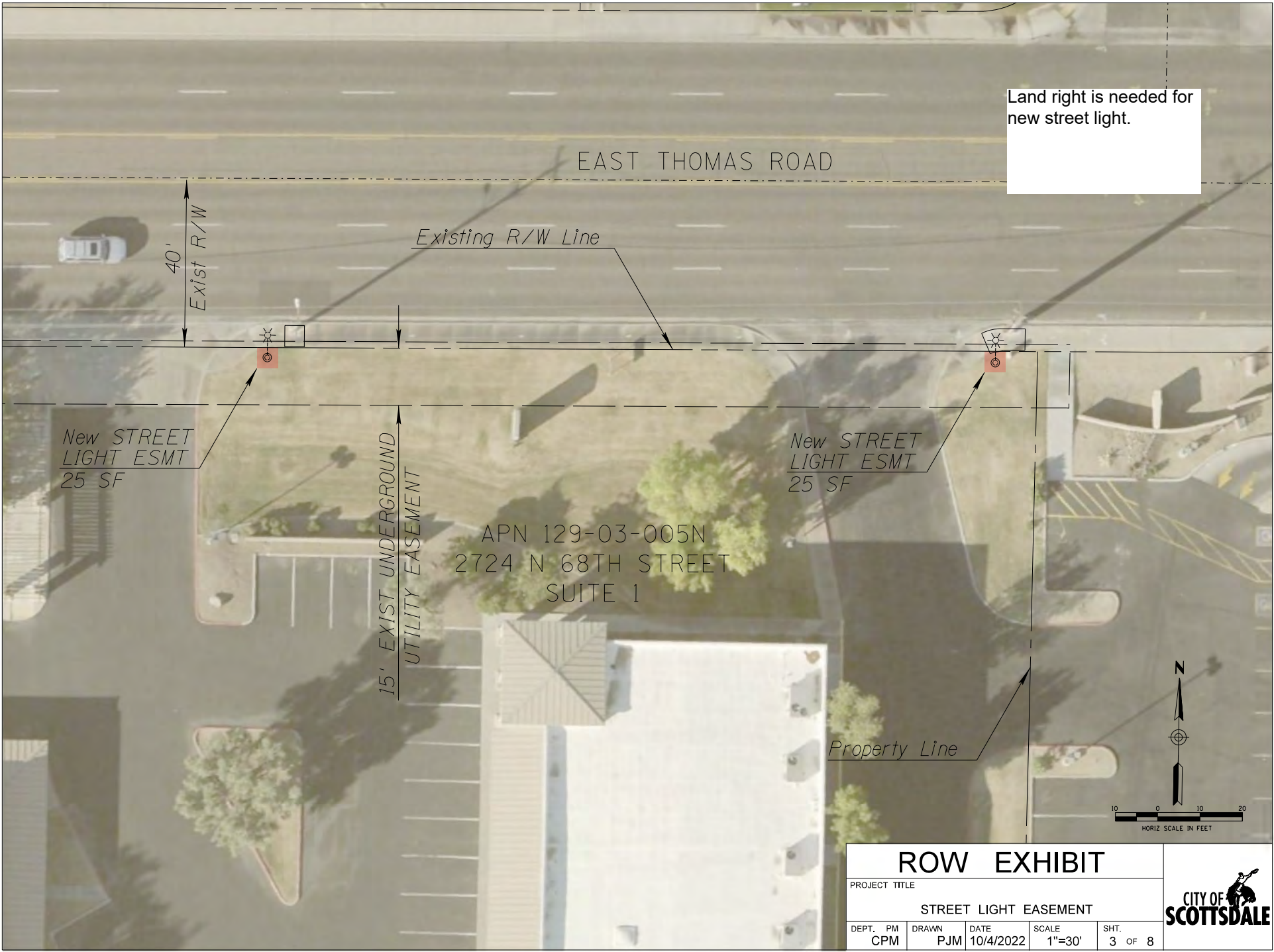
<b>ROW EXHIBIT</b>					
PROJECT TITLE PROPOSED SIDEWALK EASEMENT					
DEPT. PM	DRAWN	DATE	SCALE	SHT.	
CPM	PJM	1/19/2023	1"=15'	1 OF 8	



ROW EXHIBIT				
PROJECT TITLE SIDEWALK EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT				
DEPT. PM CPM	DRAWN PJM	DATE 1/19/2023	SCALE 1"=15'	SHT. 2 OF 8

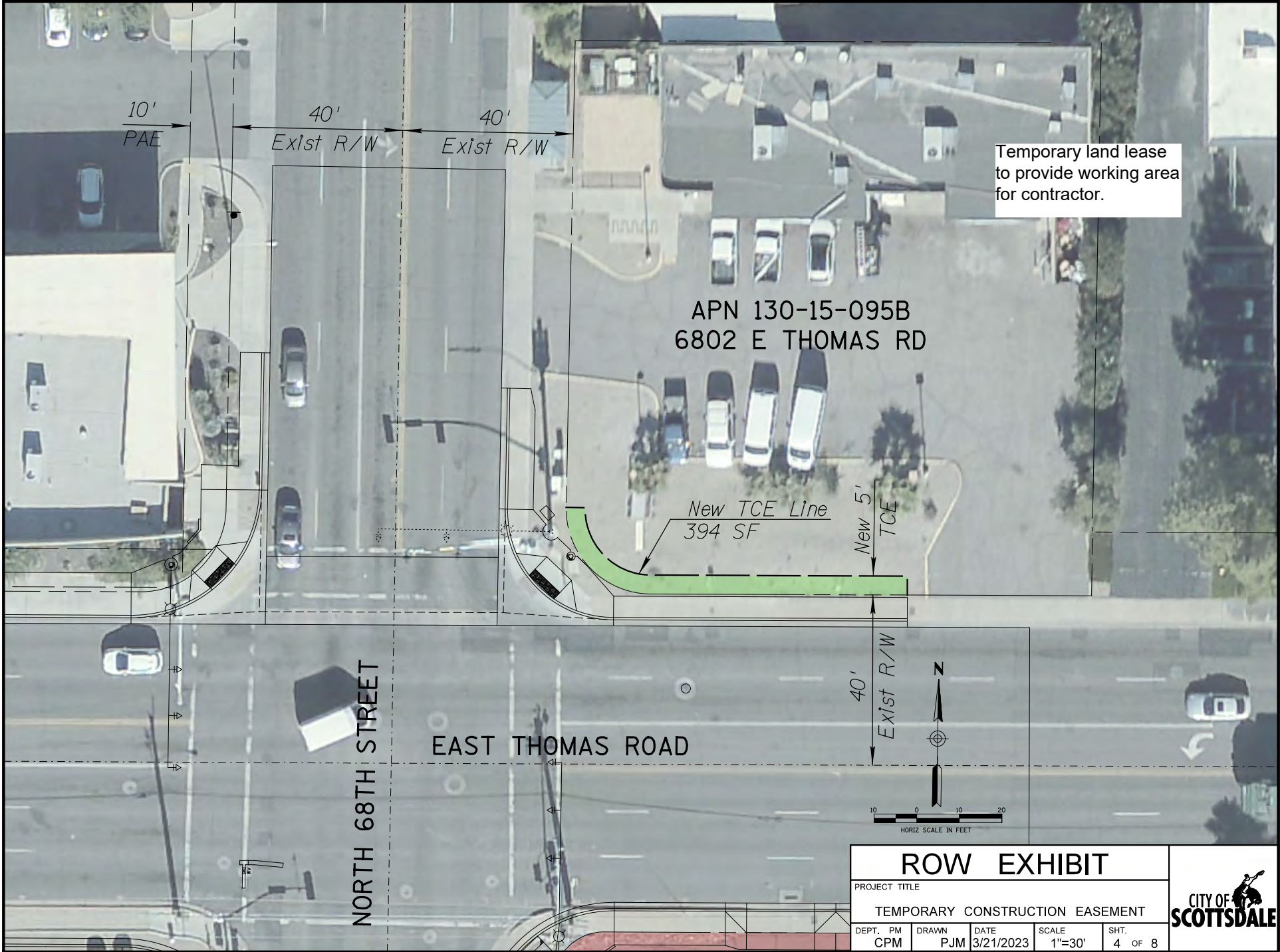






Land right is needed for new street light.

<b>ROW EXHIBIT</b>					
PROJECT TITLE					
STREET LIGHT EASEMENT					
DEPT. PM	DRAWN	DATE	SCALE	SHT.	
CPM	PJM	10/4/2022	1"=30'	3 OF 8	



Temporary land lease  
to provide working area  
for contractor.

APN 130-15-095B  
6802 E THOMAS RD

New TCE Line  
394 SF

40'  
Exist R/W

40'  
Exist R/W

10'  
PAE

40'  
Exist R/W

40'  
Exist R/W

NORTH 68TH STREET

EAST THOMAS ROAD

### ROW EXHIBIT

PROJECT TITLE				
TEMPORARY CONSTRUCTION EASEMENT				
DEPT. PM	DRAWN	DATE	SCALE	SHT.
CPM	PJM	3/21/2023	1"=30'	4 OF 8







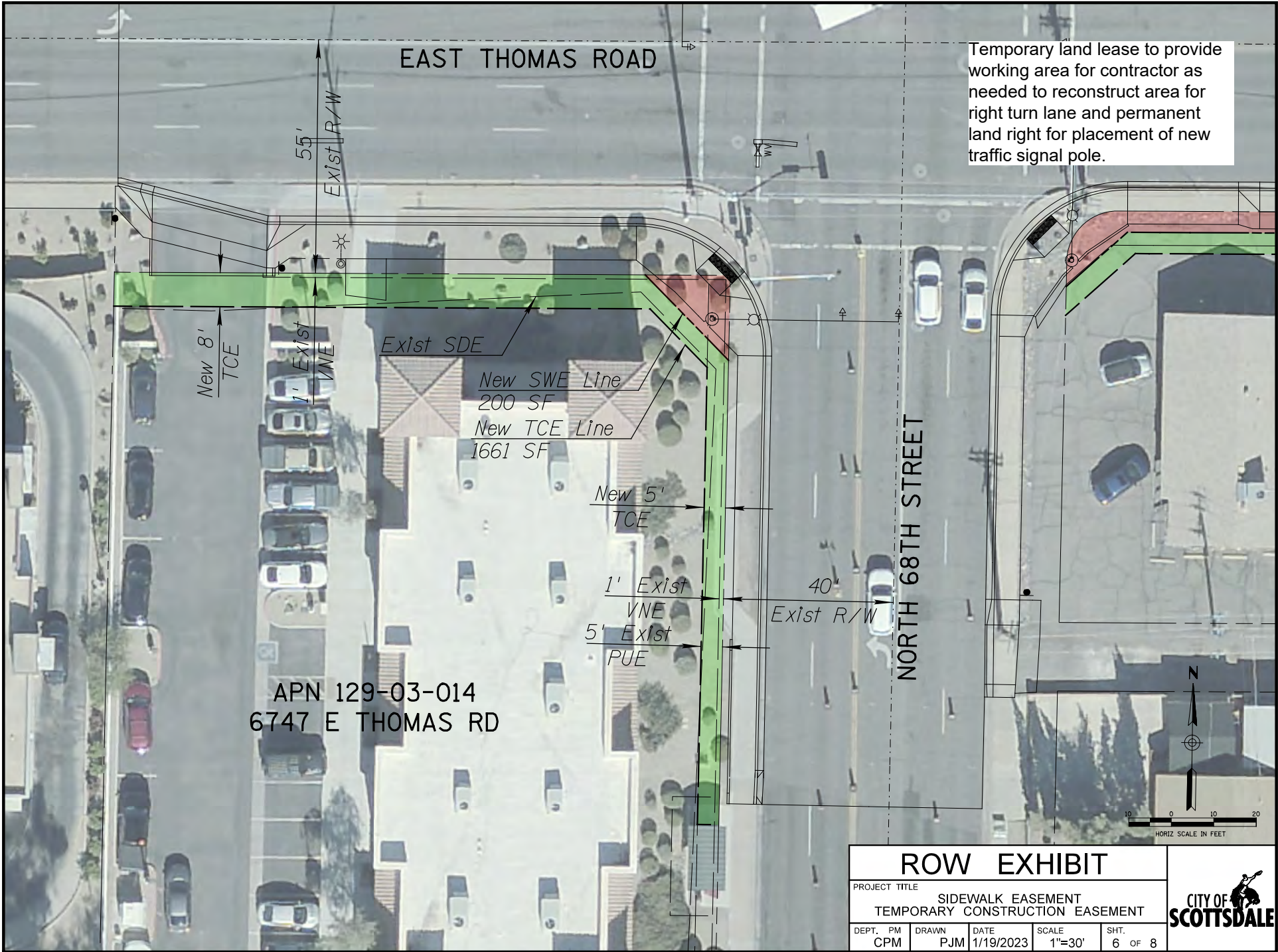
Sidewalk easement is being acquired to provide land right needed for ADA compliance at existing driveways and a temporary land lease for working area for contractor.



ROW EXHIBIT				
PROJECT TITLE				
SIDEWALK EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT				
DEPT. PM	DRAWN	DATE	SCALE	SHT.
CPM	PJM	1/19/2023	1"=30'	5 OF 8





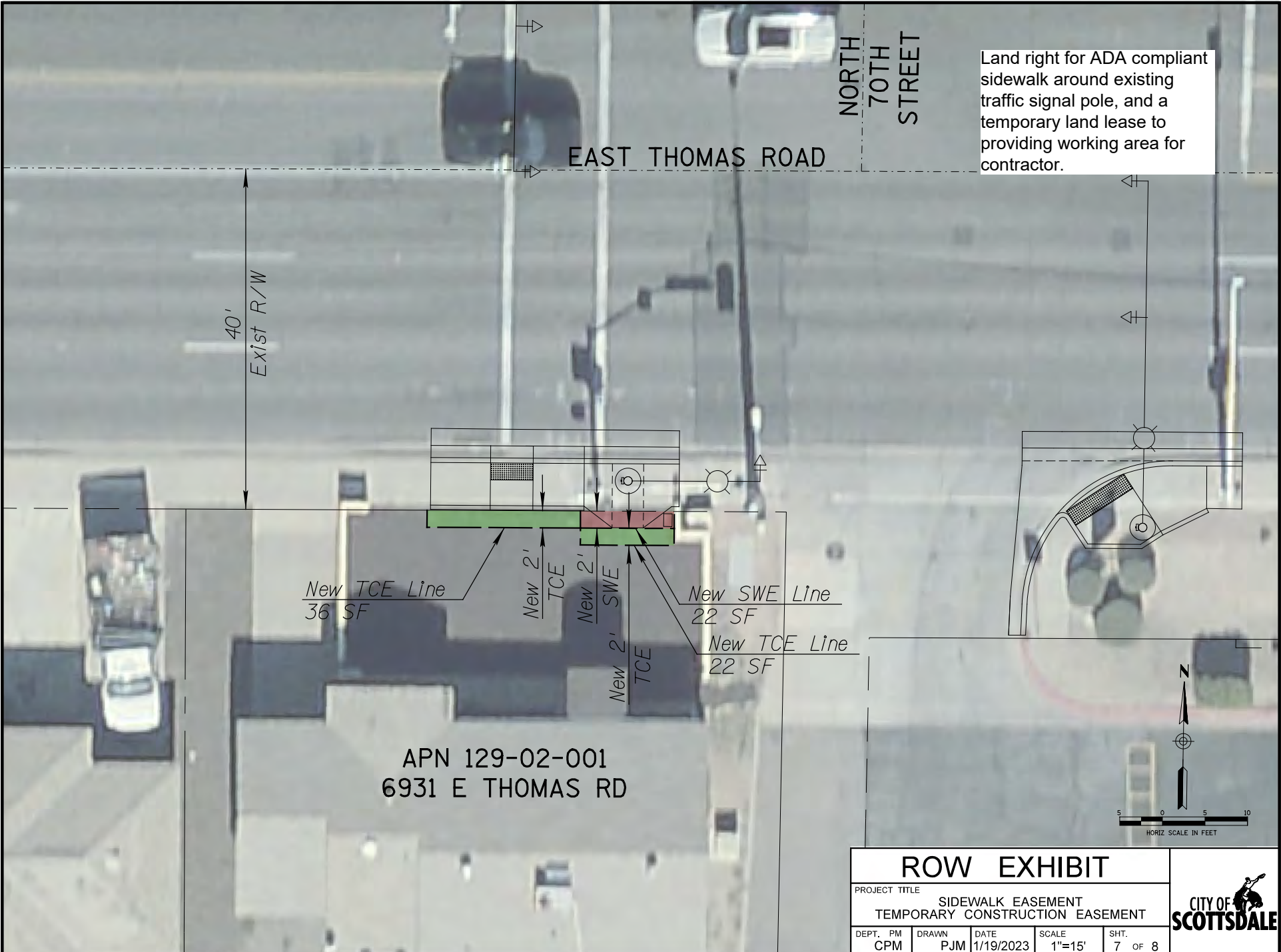


Temporary land lease to provide working area for contractor as needed to reconstruct area for right turn lane and permanent land right for placement of new traffic signal pole.

APN 129-03-014  
6747 E THOMAS RD

<b>ROW EXHIBIT</b>				
PROJECT TITLE				
SIDEWALK EASEMENT TEMPORARY CONSTRUCTION EASEMENT				
DEPT. PM	DRAWN	DATE	SCALE	SHT.
CPM	PJM	1/19/2023	1"=30'	6 OF 8



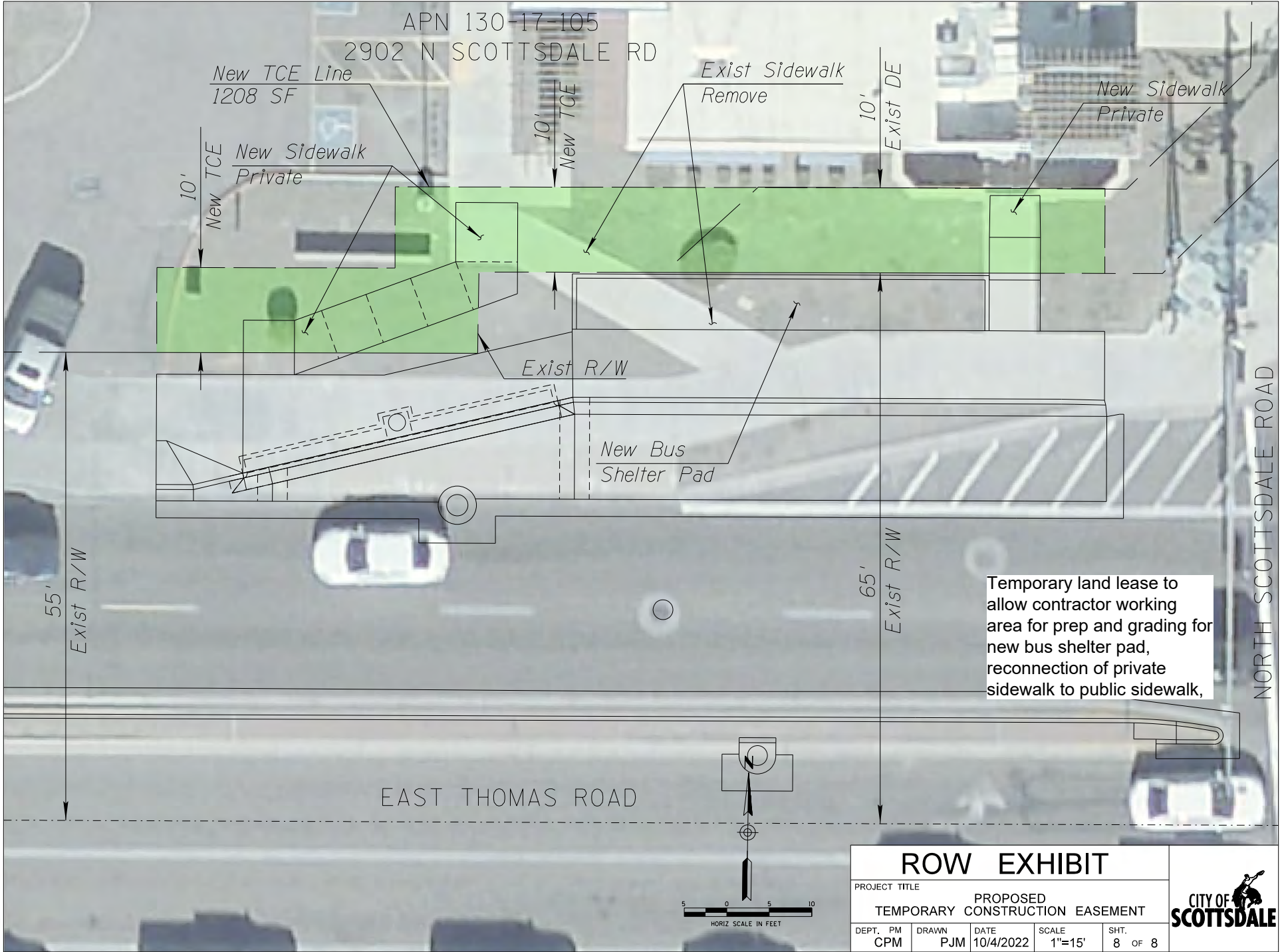


Land right for ADA compliant sidewalk around existing traffic signal pole, and a temporary land lease to providing working area for contractor.

APN 129-02-001  
6931 E THOMAS RD

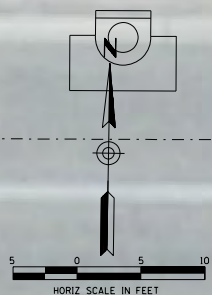
<b>ROW EXHIBIT</b>					
PROJECT TITLE					
SIDEWALK EASEMENT TEMPORARY CONSTRUCTION EASEMENT					
DEPT. PM	DRAWN	DATE	SCALE	SHT.	
CPM	PJM	1/19/2023	1"=15'	7 OF 8	





# ROW EXHIBIT

PROJECT TITLE				
PROPOSED TEMPORARY CONSTRUCTION EASEMENT				
DEPT. PM	DRAWN	DATE	SCALE	SHT.
CPM	PJM	10/4/2022	1"=15'	8 OF 8



# Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Real Property Acquisition

Transportation Commission  
April 20, 2023

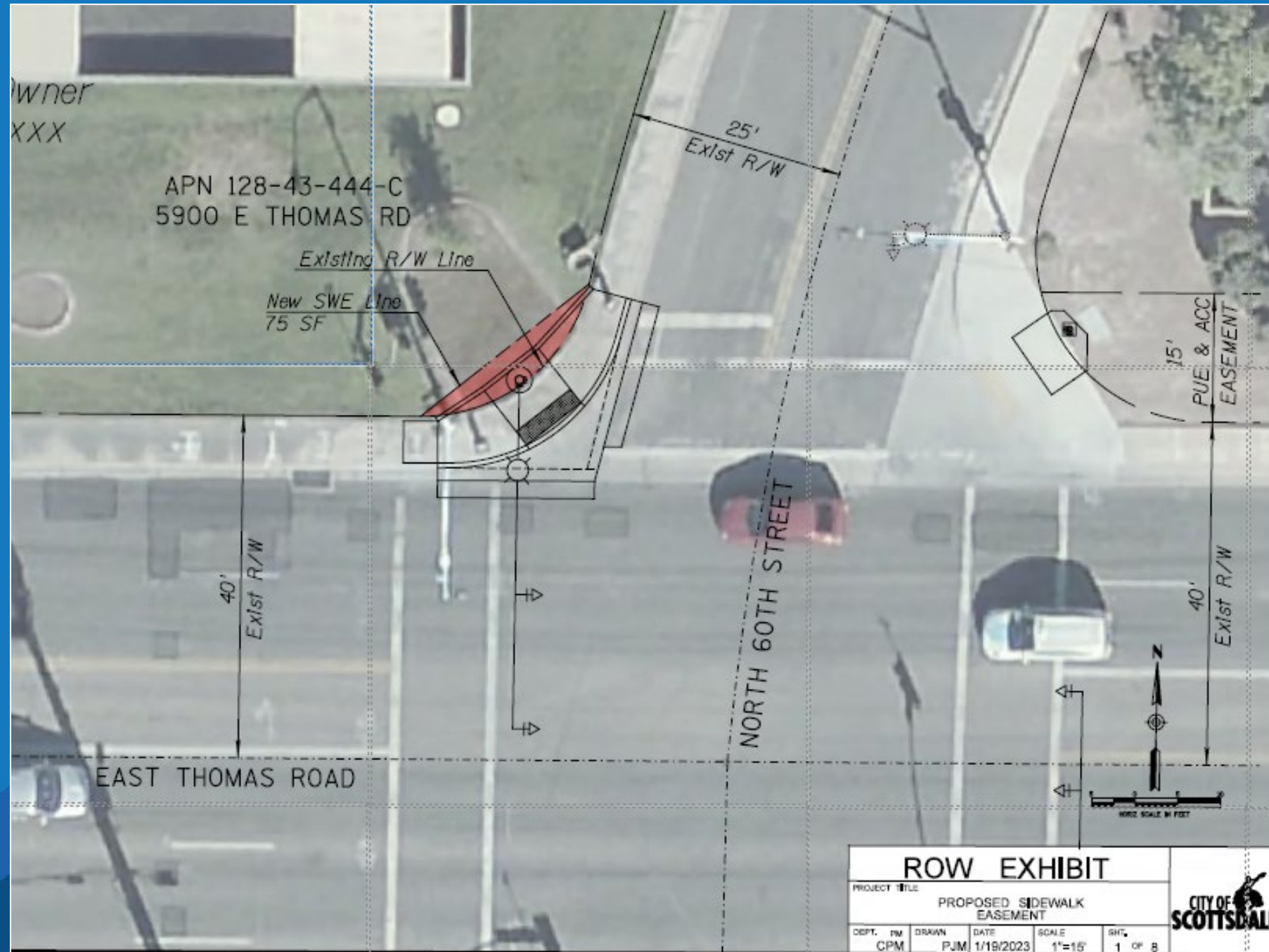
# Land Rights

- No new right-of-way is being acquired for this project, however new land rights are needed:
  - Easements for upgrading ramps to be Americans with Disabilities Act (ADA) compliant
  - Easements for new and existing traffic signal poles
  - Easements for two new street lights
- A few Temporary Construction Easements (TCE) will also be acquired, which are a temporary land lease for the contractor to have sufficient room to do their work.



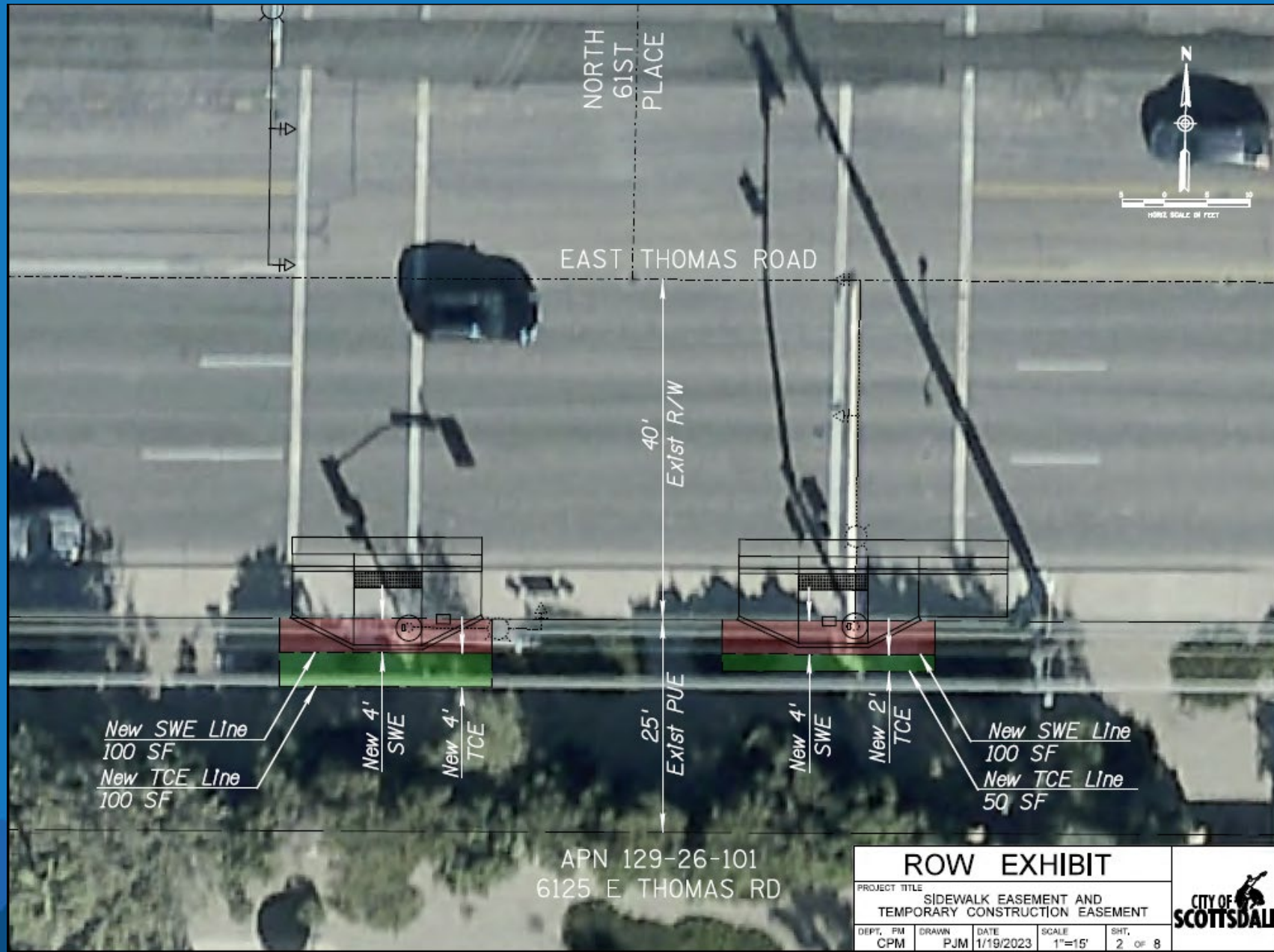
# NW Corner of Thomas Road & 60<sup>th</sup> Street

- Easement – 75 sf
- New ADA ramp
  - New traffic signal pole



# Thomas Road & 61<sup>st</sup> Place – South Side

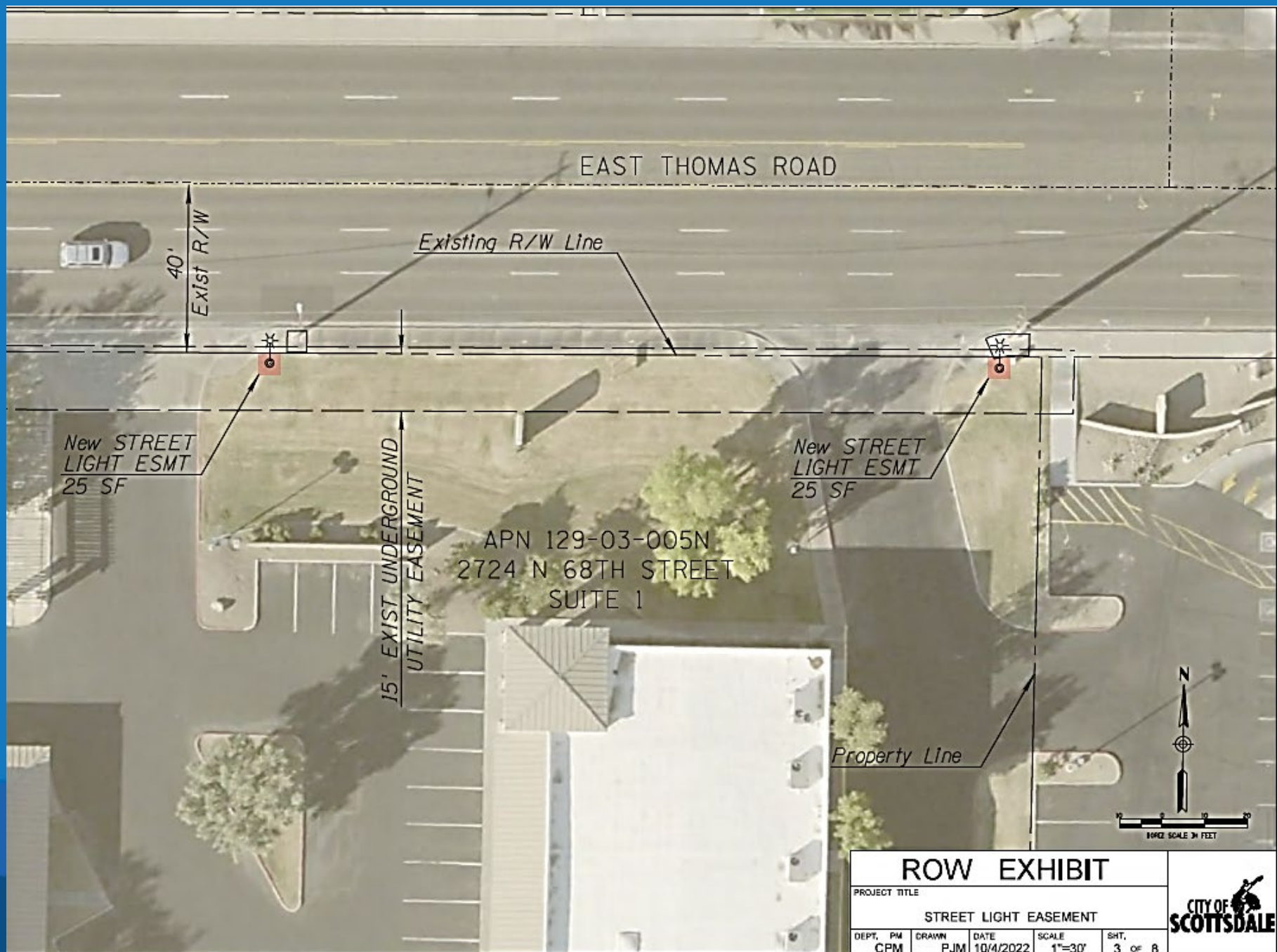
- Easement – 200 sf
  - 2 New ADA Ramps
  - Land Right for Existing Traffic Signal Poles
- Temporary Construction Easement
  - 150 sf





# Thomas Road West of 68<sup>th</sup> St – South Side

- Easement - 50 sf
  - 2 New Street Lights



# Thomas Road East of 68<sup>th</sup> St – North Side

- Temporary Construction Easement
  - 394 sf on the northeast corner





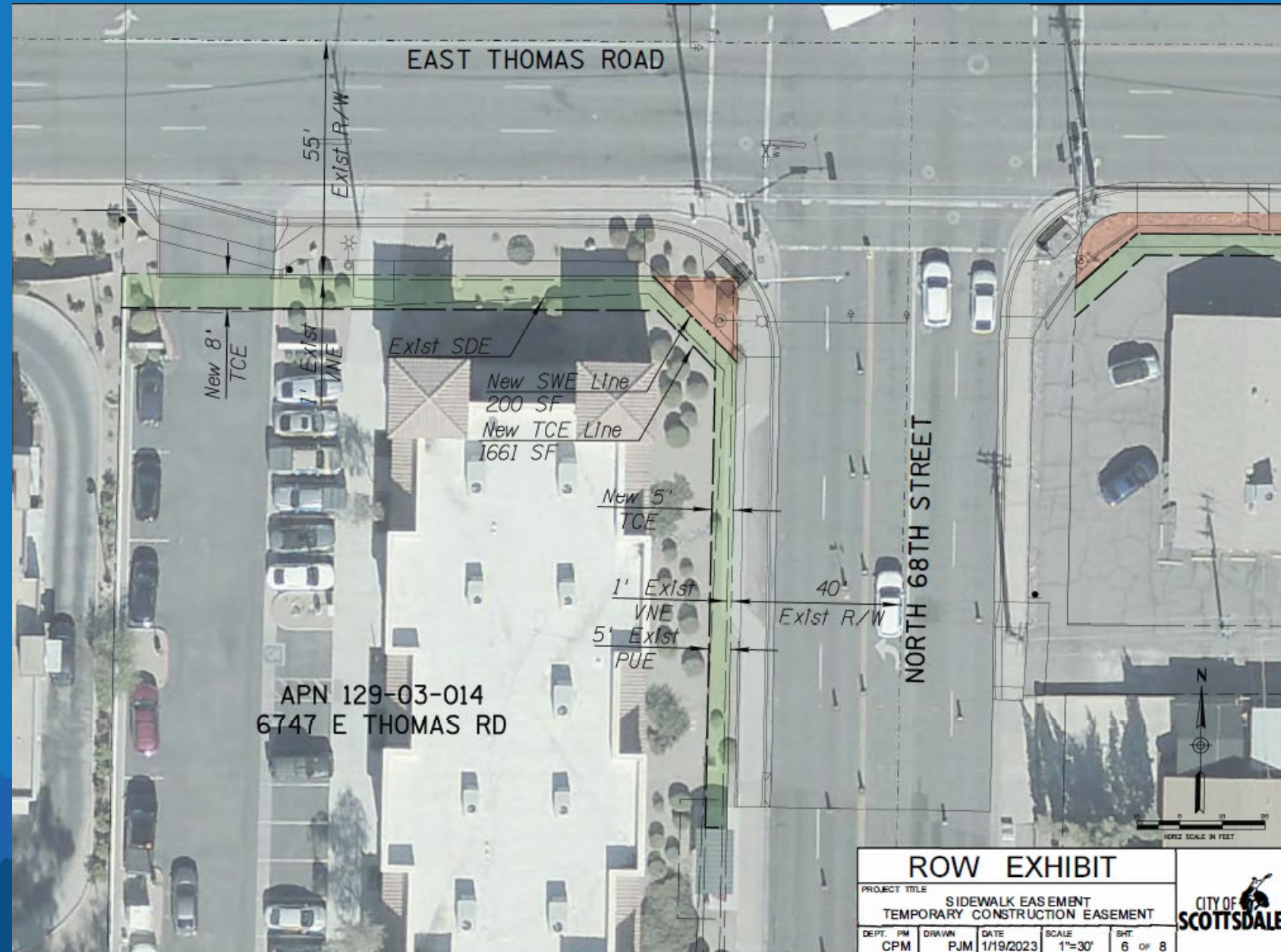
# Thomas Road & 68<sup>th</sup> St – South Side

- Easement – 310 sf
  - 2 New ADA Ramps
  - ADA compliance at existing driveways
- Temporary Construction Easement
  - 611 sf on the Southeast



# Thomas Road & 68<sup>th</sup> St – South Side

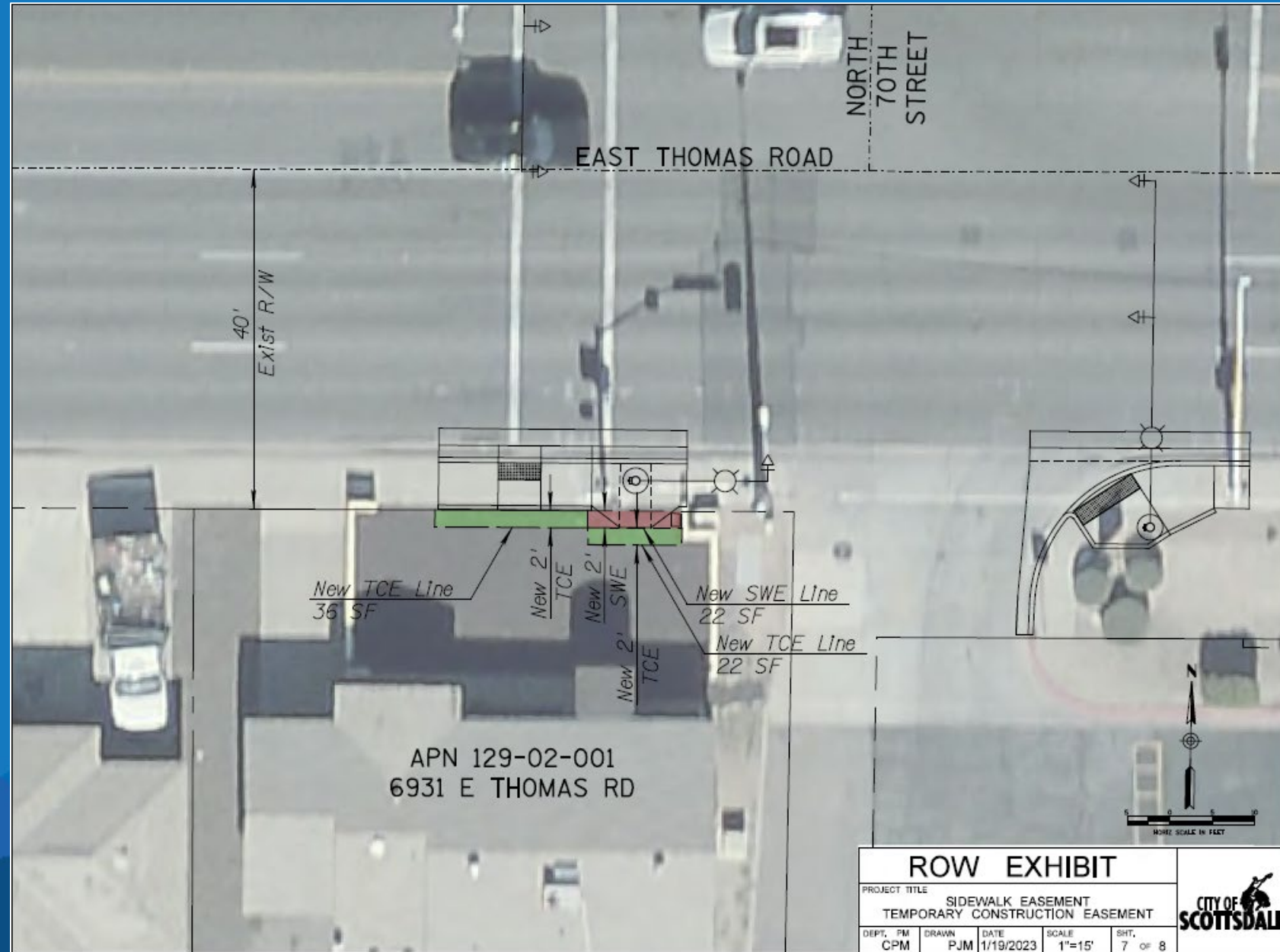
- Easement – 200 sf
  - 2 New ADA Ramps
  - Land Right for Existing Traffic Signal Poles
- Temporary Construction Easement
  - 1,661 sf





# Thomas Road & 70<sup>th</sup> Street – South Side

- Easement – 22 sf
  - New ADA compliant sidewalk around existing traffic signal pole
- Temporary Construction Easement
  - 58 sf on the southern side

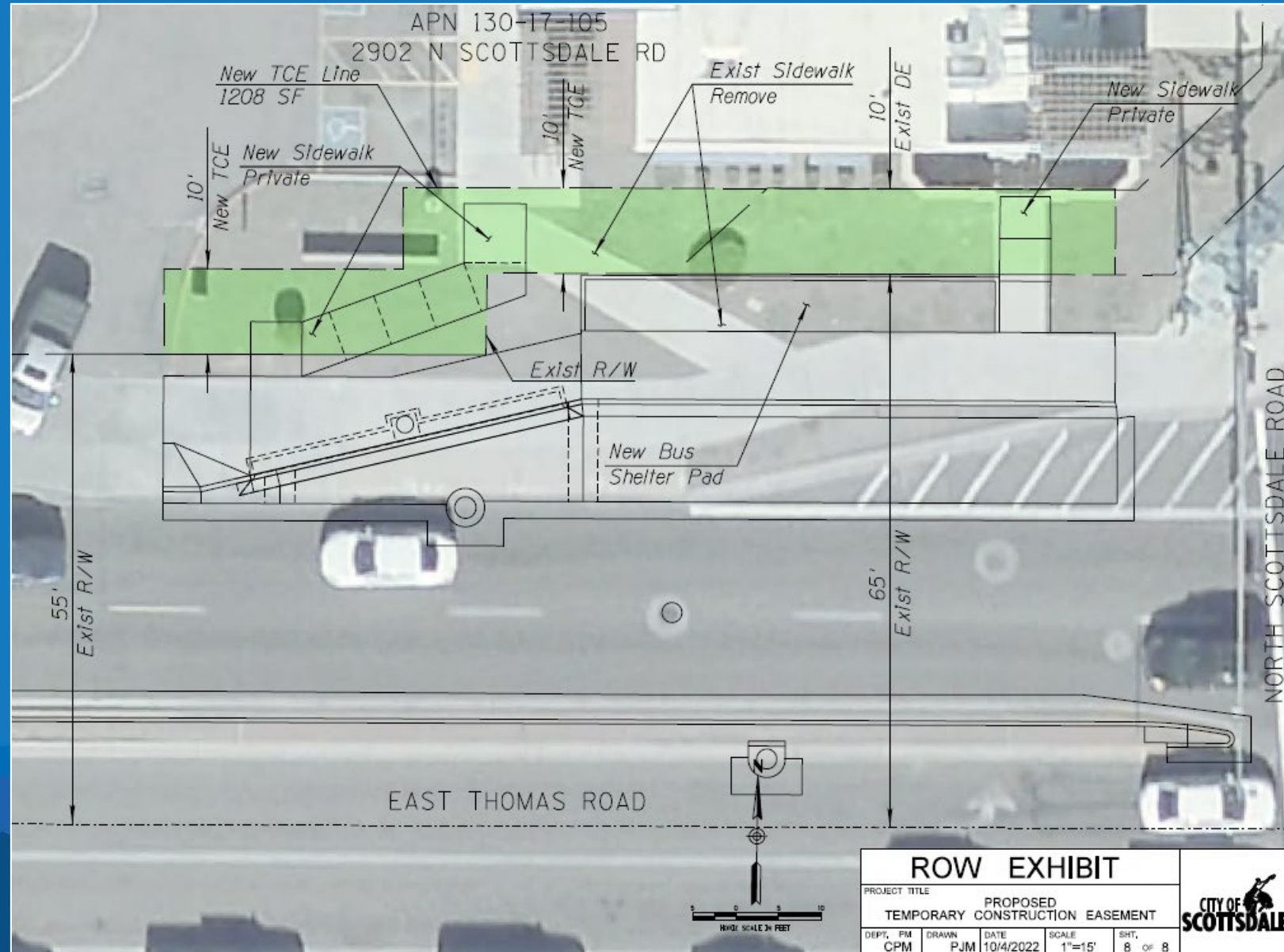


ROW EXHIBIT					
PROJECT TITLE					
SIDEWALK EASEMENT TEMPORARY CONSTRUCTION EASEMENT					
DEPT.	PM	DRAWN	DATE	SCALE	SHT.
CPM		PJM	1/19/2023	1"=15'	7 OF 8



# Thomas Road East of Scottsdale Road – North Side

- Temporary Construction Easement
  - 1,208 sf on the northwest corner



# Next Steps

- Request City Council Approval May 2<sup>nd</sup>
- If Council approves this request, staff will commence the process to complete the acquisitions.

# Questions?



# Requested Action

- Vote to recommend to city council the acquisition of the Easements along Thomas Rd.

# Thomas Road Complete Street: 56<sup>th</sup> St to 73<sup>rd</sup> St Real Property Acquisition

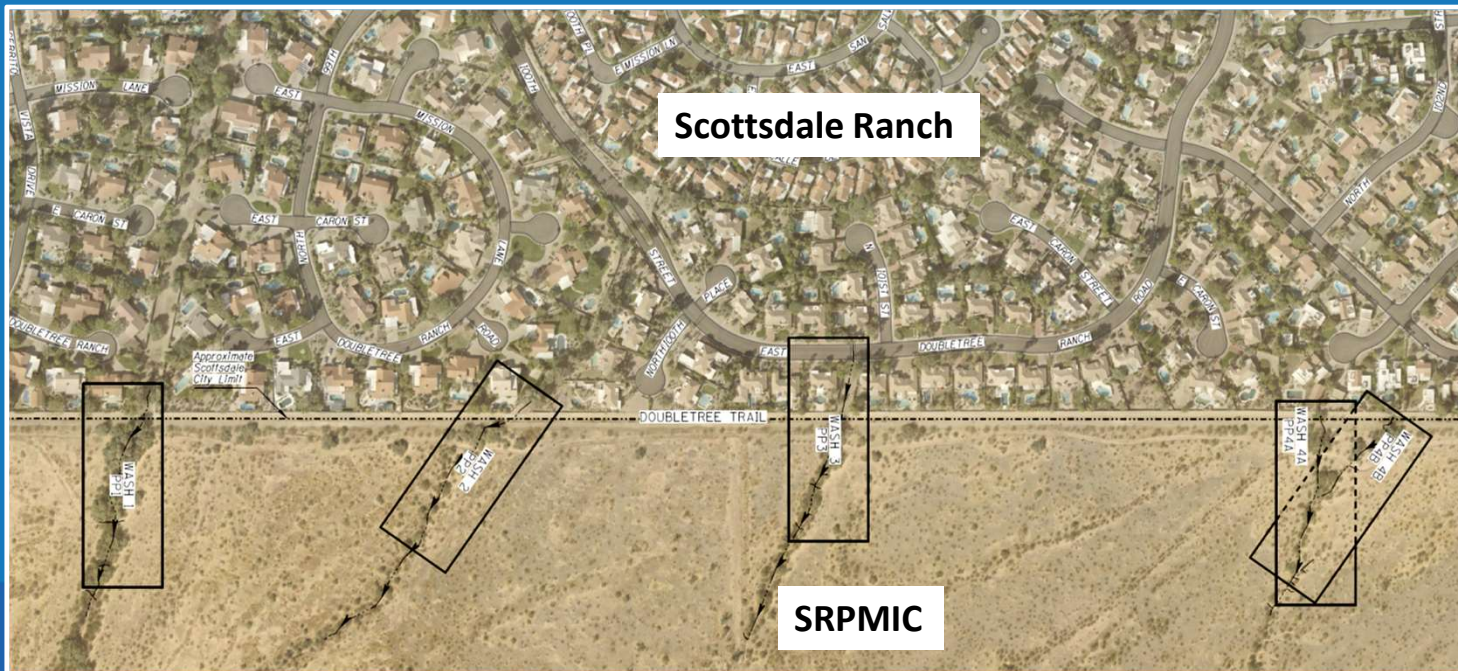
Transportation Commission  
April 20, 2023

# Projects and Programs Update

Transportation Commission

April 20, 2023

# Salt River Pima Maricopa Indian Community - Drainage





# Salt River Pima Maricopa Indian Community - Drainage

- Completed the vegetation removal for Phase I of this project.
- As part of Phase II minor grading at the two locations is being performed.
- Addressing erosion along the fence line.





# Streetlight Pole Replacement

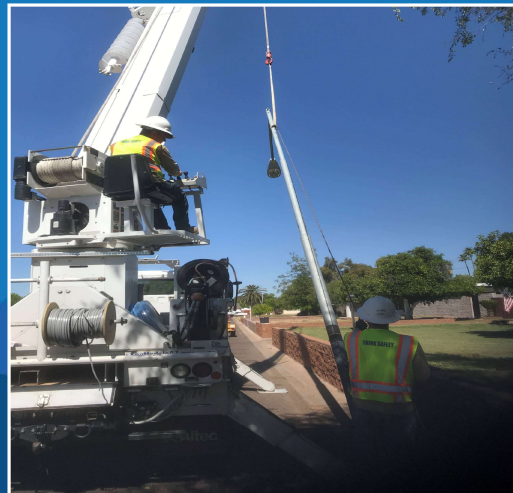
- A six year capital improvement program to inspect and replace rusted streetlight pole citywide.
- Budget: \$200,000/Year
- Conditions three years ago: 100 knockdown backlog since 2008.
- 50 knockdown or failed pole/year.
- Oldest pole installed in year 1974.





# Streetlight Pole Replacement

- Phase I (Year 2021):
  - 1461 poles inspected
  - 90 immediately failed poles replaced
  - 10 knockdown poles replaced
- Phase II (Year 2022):
  - 1330 poles inspected
  - 68 immediately failed poles replaced
  - 66 knockdown poles replaced
- Phase III (Year 2023):
  - 615 poles inspected
  - 22 immediately failed poles identified (in work)
  - 31 knockdown poles replaced

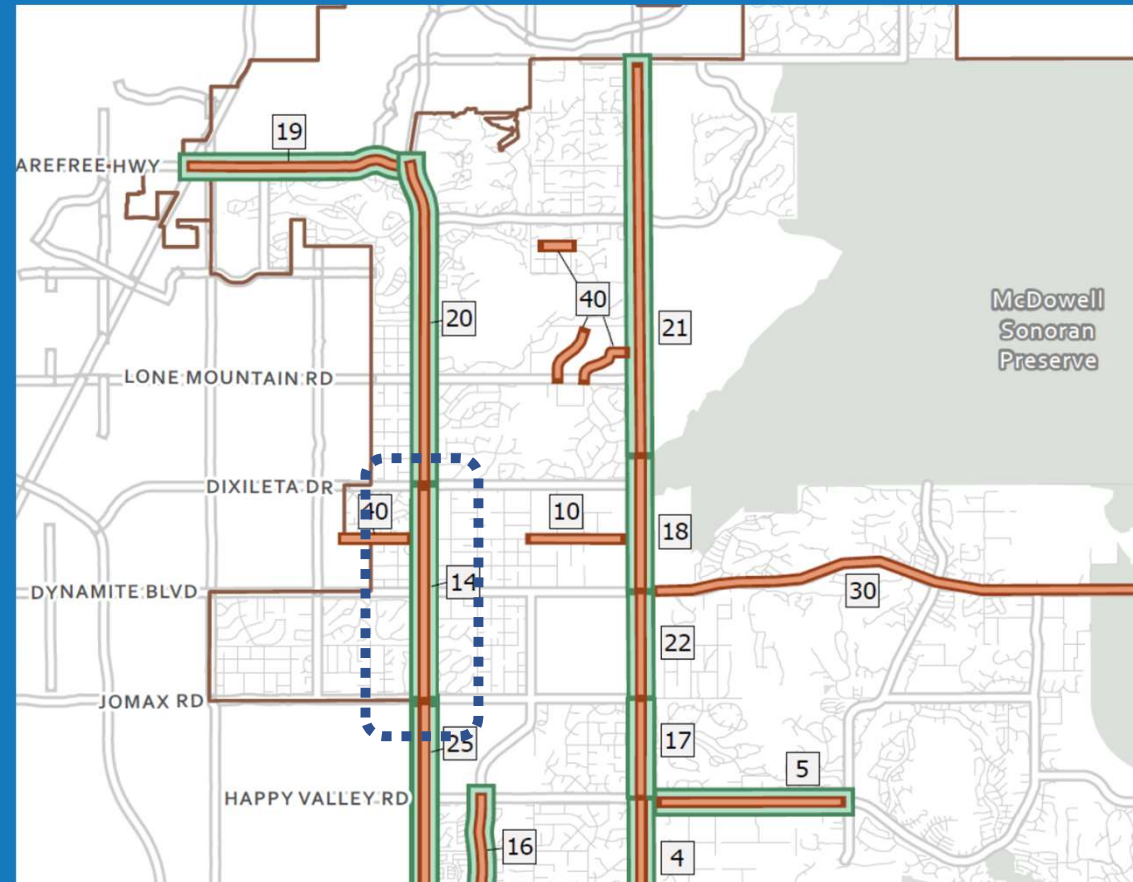


# Scottsdale Road/Jomax-Dixileta Improvements

## Milestones

- 90 % Design Complete
  - ROW Acquisition Underway
- Obligation – May 2023
- Advertisement – Winter 2023
- Construction – Spring 2024

*Extensive community outreach*



# Public Outreach Process

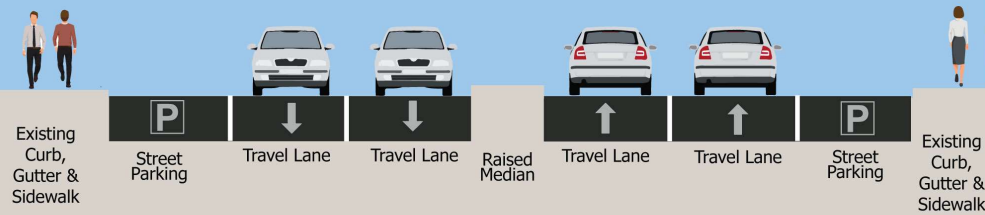
- Virtual Public meeting - Sep. 21 through Oct. 21, 2021
- Home Owner's Association Meetings – Beginning February 2022
  - Carriage Trails Association (SWC Scottsdale/Dixileta)
  - Scottsdale Vista Desert Estates Homeowners Association (South of Dixileta, west side of Scottsdale Rd – south of Carriage Trails) –
  - Saguaro Estates Community Association (SWC Scottsdale/Dynamite)
  - Jomax/Monterra Community Association (NEC Scottsdale/Jomax)
  - Bent Tree Desert Estates Homeowners Association (SEC Scottsdale/Dynanite – south of vacant lots)
  - Turquesa Equestrian Estates (South of Dixileta, west side of Scottsdale Rd – SWC Scottsdale/Peak View)
- Friends of the Scenic Drive - March 15,2022
- Desert Foothills Church – June 23,2022



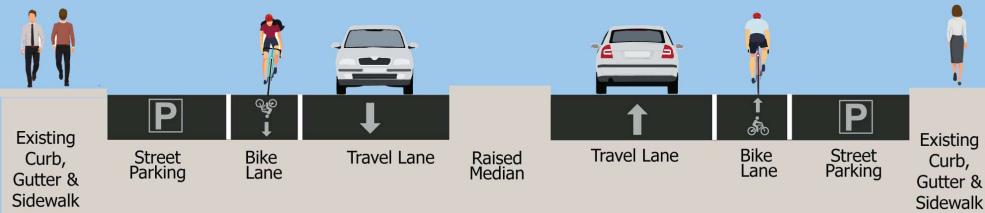


# 68th Street Project

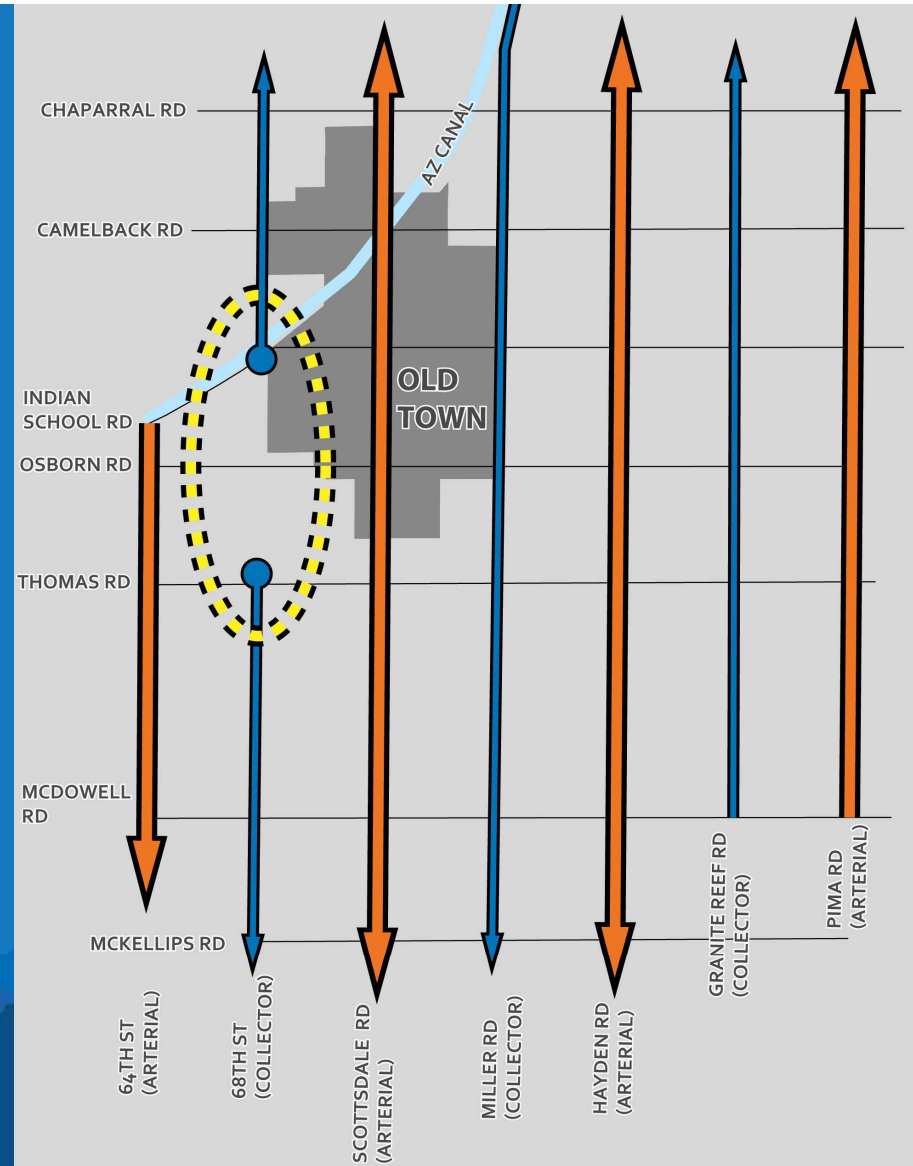
## Before



## After



Work has just begun on the corridor between Thomas and Indian School Road.



# Osborn Road Complete Street Project

- **Completing in April 2023**
- **Completing crackfill, temporary striping and then microseal paving treatment.**

Roundabout Miller/Osborn



Osborn Road Facing East



Osborn Road Facing West



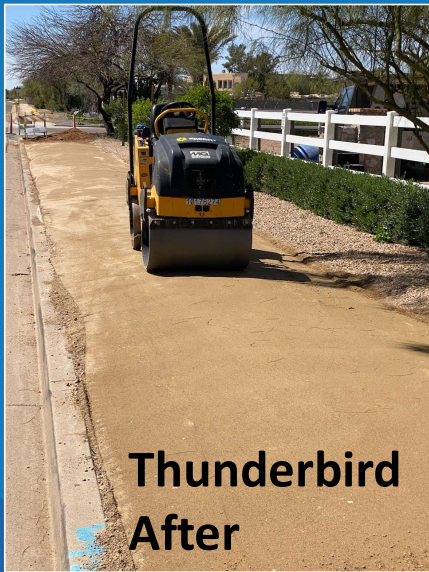
Osborn Road Sidewalk





# Trails

- Thunderbird Trail
- Trail Maintenance on Via Dona and 76<sup>th</sup> Street trails





# Upcoming Transportation & Streets Events

## Bike Month

### Cycle the Arts

Sunday, April 16

*4 and 13-mile bike tours of the city's public art collection -*

*75 participants with 11 ride leaders*



### Bike to Work

Thursday, April 27

6:30 – 9:00 a.m.

*Various locations*

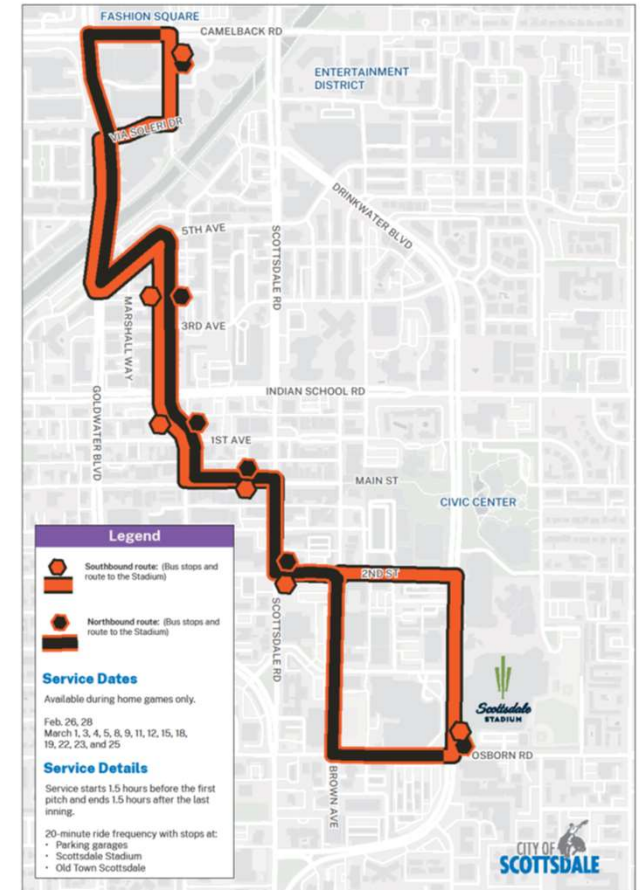


# Spring Training Trolley Route



## TROLLEY STOPS HERE | RIDE FREE

### Spring Training Free Trolley Service Scottsdale Stadium & Old Town



**SCOTTSDALE TROLLEY**



# Thank you. Questions?

Scottsdale Earth Day Celebration  
Saturday, April 22 | North Corporation Yard



# TENTATIVE FUTURE AGENDA ITEMS

Rev.04-10-23

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

### MEETING DATE: May 18, 2023

### REPORTS/PRESENTATIONS DUE May 11

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes April 20, 2023*
- **Paratransit Update**.....Presentation and Discussion  
*Update Paratransit including Cab Connection, Ride-Choice, and Dial-a-Ride programs – Joan Freeman, Transportation Representative*
- **Transit System Update**.....Presentation and Discussion  
*Update on the primary items associated with the transit system post-Covid era – Ratna Korepella, Transit Manager, Joshua Gutierrez, Senior Transit Planner, Brendan Wagner, Transit Operations Coordinator and Daniel Alire, Transportation Representative*

### MEETING DATE: June 15, 2023

### REPORTS/PRESENTATIONS DUE June 8

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes May 18, 2023*
- **Federal Highway Administration’s Safety Countermeasures**.....Information  
*Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager*
- **Bus Stop Signage**.....Discussion and Action  
*Adding bus stop signage with bus shelter closure times – Ratna Korepella, Transit Manager*
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....Presentation and Discussion  
*Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Ed Padron, Street Operations Manager*
- **CIP Update**.....Information  
*Update on capital improvement projects – Nathan Domme, Transportation Planning Manager*
- **Transportation Commission Summer Schedule** ..... Action  
*Decision on the 2023 Summer Meeting schedule for the Transportation Commission*

### MEETING DATE: July 20, 2023

### REPORTS/PRESENTATIONS DUE July 13

- TBD...

### MEETING DATE: August 17, 2023

### REPORTS/PRESENTATIONS DUE August 10

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes June 15, 2023*
- **Construction Mitigation Plan**.....Presentation and Discussion  
*Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager*
- **Roundabout Education**.....Information  
*Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager*
- **Bicycle and Pedestrian Count Data**.....Information



Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager

**MEETING DATE: September 21, 2023**

**REPORTS/PRESENTATIONS DUE September 14**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes August 17, 2023*
- **Arterial Life Cycle Program Fiscal Year 2023-2024 Update** ..... **Information**  
*Updates on the changes for fiscal year 2023-2024 – Greg Davies, Senior Transportation Planner*
- **Shea and 124<sup>th</sup> Street Underpass** ..... **Information**  
*Update on underpass – Susan Conklu, Senior Transportation Planner*
- **Bus Stop Signage Updates**..... **Discussion and Action**  
*Follow up from initial presentation from staff – Ratna Korepella, Transit Manager*
- **Small Cell Wireless Facilities**..... **Presentation and Discussion**  
*Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal*

**MEETING DATE: October 19, 2023**

**REPORTS/PRESENTATIONS DUE October 12**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes September 21, 2023*
- **Pavement Cut Ordinance**..... **Presentation and Discussion**  
*Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

- **Review of Travel Demand Patterns**..... **Information**  
*Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer*
- **Update on Cool Paving Results** ..... **Information**  
*Information on the results from Cool Paving – Ed Padron, Street Operations Manager*
- **Fiscal Impact of Distracted Driving** ..... **Information**  
*Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director*
- **Update on Traffic Safety** ..... **Information**  
*Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer*
- **Update on Sensagrate** ..... **Information**  
*Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate*
- **Blue Zones Project** ..... **Information**  
*Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Mark Melnychenko, Transportation & Streets Director*

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Smart City**..... **Presentation and Discussion**  
*Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal*

- **Expanding Maintenance Needs.....Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **2022 Traffic Volume and Collision Manual..... Presentation and Discussion**  
*Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer*
- **No Engine Braking Ordinance Update.....Presentation and Discussion**  
*Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager*
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**  
*Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal*
- **Bicycle Friendly Communities Application Update .....Presentation and Discussion**  
*Update from initial presentation given on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*

**PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: June 6, 2023**

**REPORTS/PRESENTATIONS DUE May 30**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of April 4, 2023*
- **Bicycle and Pedestrian Count Data.....Information**  
*Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager*
- **Bicycle Friendly Communities Application Process Update.....Presentation and Discussion**  
*Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*
- **Other Transportation Projects and Programs Status.....Information**  
*A continuing overview of projects/programs including Bike Month recap – Susan Conklu, Senior Transportation Planner*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Path and Trail Gap Analysis .....Presentation and Discussion**  
*Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner*
- **Pavement Restriping .....Presentation and Discussion**  
*Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager*
- **Wayfinding Signage .....Information**  
*Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner*
- **Updates from Neighboring Cities and Towns.....Information**  
*Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers*
- **Updates from Neighboring Cities and Towns.....Information**  
*Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers*
- **CIP Update.....Information**

*Update on capital improvement projects related to paths & trails – Nathan Domme, Transportation Planning Manager*

- **Bicycle Friendly Communities Application Final Form .....Presentation and Discussion**  
*Information on the final version of the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*



## Lofgren, Kyle

---

**From:** WebServices  
**Sent:** Wednesday, April 19, 2023 8:22 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Ethan Thomson  
**Address:** 2929 N 70th St, Scottsdale, AZ 85251  
**Email:** Ethan.Thomson.79@gmail.com  
**Phone:**

**Comment:**

Transportation Commission Members, I want to voice my support for the Thomas Road complete street project and encourage you to approve the property acquisition action on your Thursday agenda. It appears this section of Thomas Road carries lower traffic volumes than sections further East, those sections only having 2x lanes in each direction vs 2x/3x in the section under review. There is no logical reason for one section of Thomas to have an unbalanced number of lanes and the current lack of right turn lanes, along with too much capacity, makes it a dangerous stretch. With Phoenix due to balance their section to the West, why wouldn't we match this 2x/3x section so that it aligns with those to the East and West? The city needs to move forward with this property acquisition so that the complete street project can move forward. I support the addition of bikes lanes to this section of roadway, especially when all that is needed is to restripe vs expanding the road. Let's take advantage of the significant federal funding available (especially as other community projects continue to overrun) to improve this section of roadway for everyone.

## Lofgren, Kyle

---

**From:** WebServices  
**Sent:** Thursday, April 20, 2023 2:12 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Katie

**Address:** 515 W Riviera Dr, Tempe, AZ 85282

**Email:** [katie@biketempe.org](mailto:katie@biketempe.org)

**Phone:** (215) 429-9947

**Comment:**

Tempe Bicycle Action Group has members throughout the Valley of the Sun and we ride our bicycles almost everywhere. We ride for transportation, for leisure, for fun. We ride because we have to and because we want to. We ask you to support bicycling and active transportation in Scottsdale. We are supportive of the Thomas Road Complete Street Project for the following reasons: 1. It'll make the road safer for all road users: cyclists, pedestrians, scooter-riders, and motorists. Studies have shown that fewer car travel lanes reduce speed and subsequent crashes. Per the US DOT, "studies have found that roadways did not experience an increase in injuries or congestion when travel lane widths were decreased to add a bicycle lane. Studies and experience in US cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity without increased risk." 2. It's a commonsense project that will address a connectivity gap and align this portion of Thomas Road with the rest of the corridor. With this addition, there will be 5 continuous miles of bike lanes, from 48th Street to Pima Road, and cyclists and other active transportation users will have a safer way to get around. 3. It'll make the businesses on Thomas more accessible for people on bikes and scooters. We often want to frequent the same places people in cars want to, but we often lack the infrastructure to get there safely. 4. Thomas and the other arterial bike lanes would be perfect for those people on electric bikes and scooters. Class 3 e-bikes are not allowed on Scottsdale's multi-use paths so bike lanes allow those users to get around. It also keeps the sidewalk open for pedestrians. We ask that the City consider buffering and protecting the bike lanes so that riders of all abilities feel comfortable and unstressed riding on Thomas Road. This will further reduce driver/bicyclist conflicts. Thank you. Source: <https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

## Lofgren, Kyle

---

**From:** WebServices  
**Sent:** Thursday, April 20, 2023 3:04 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Cindy Ensign  
**Address:** 2222 N 87 Way, Scottsdale, AZ 85257  
**Email:** cindyensign@gmail.com  
**Phone:** (480) 273-4929

**Comment:**

**Re: April 20: Thomas Rd Complete Street.** I do not support the reduction of one of the eastbound lanes as part of this project. I have also researched the Phoenix project that proposes to reduce one eastbound lane from 48st to 56st. With the constant increase in new condos and apartments, the traffic is already so congested and will only get worse. We, in South Scottsdale, are just now starting to see the impacts of traffic from all of the new occupancies, since the last 2 years of the pandemic masked the true amount of traffic flow. I have lived in the area of Hayden and Thomas for over 30 years and in South Scottsdale for 58 years. There has always been somewhat of a bottleneck (especially between the hours of 3 and 6) at the intersection of Hayden and Thomas that results from the transition of 3 lanes to 2 east of Scottsdale Road, but since the "Traffic Improvements" at Hayden and Thomas were completed, the bottleneck just continues to grow. Now, even during the day, it can take 2 to 3 lights to just get through the Hayden and Thomas intersection. In my opinion, it is a result of the very short turn lanes at that intersection plus the addition of medians which then causes traffic congestion in the flow through lanes. A much better use of the money by both Phoenix and Scottsdale plus grants would be to add a westbound lane and also for Scottsdale to make the 3rd eastbound lane extend from east of Scottsdale Road to the 101 freeway. In the ever present increasing traffic and people, the reduction in lanes is just ludicrous and should never be described as "causing minimal traffic impacts". Many more studies should be done to mitigate traffic. I'm not against bike lanes; however, I do not support them being added when it reduces existing lanes and/or also uses funds that could be better spent on ADDING traffic lanes. I think a task force should be created that includes mainly SOUTH Scottsdale residents and businesses along that corridor. Also, public notice needs to be given to the drivers of that route by some method. One idea is to use the electronic signage so that drivers can see what is planned versus finding out once the road gets torn up and a phone number they can call or website where they can give a yeah or nay.