



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, February 15, 2024

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Kent B. Lall, Chair	Mailen Pankiewicz, Commissioner
Mary Ann Miller, Vice-Chair	Kerry Wilcoxon, Commissioner
Robert Marmon, Commissioner	Emmie Cardella, Commissioner
Lee Kauftheil, Commissioner	

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

Public Comment

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 – January 18, 2024
- New Paths & Trails Subcommittee Chair-----Action**
Chair Lall is stepping down from the Paths & Trails Subcommittee, appoint a new Subcommittee Chair – Transportation Commission Members

3. **TAP Implementation**----- **Information**
Information on the Transportation Action Plan (TAP) implementation – Nathan Domme,
Transportation Planning Manager

4. **Path and Trail Network Gap Analysis**----- **Information & Possible Action**
Information on the city wide nonmotorized network and action on priority gaps – Greg Davies,
Senior Transportation Planner

5. **Wayfinding Signage Implementation** ----- **Information**
Update on the implementation of Wayfinding Signage – Susan Conklu, Senior Transportation
Planner

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.



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, January 18, 2024
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:19 p.m.

ROLL CALL

PRESENT: B. Kent Lall, Chair
Mary Ann Miller, Vice Chair
Emmie Cardella
Lee Kauftheil
Robert Marmon
Mailen Pankiewicz (telephonic)
Kerry Wilcoxon

STAFF: Cristina Lenko, Transportation & Streets Public Information Officer
Aaron Bolin, Scottsdale Police Department
Nathan Domme, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Mark Melnychenko, Transportation & Streets Director
Greg Davies, Senior Transportation Planner
Kyle Lofgren, Officer Manager

PUBLIC COMMENT

There were no spoken comments. One written comment was included in the agenda packet. New Commissioner Pankiewicz was welcomed to the meeting and introduced herself.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes.

VICE CHAIR MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON NOVEMBER 16, 2023, AS PRESENTED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR LALL, VICE CHAIR MILLER AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, PANKIEWICZ AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPROVAL OF THE TRANSPORTATION COMMISSION ANNUAL REPORT

VICE CHAIR MILLER MOVED TO APPROVE THE 2023 TRANSPORTATION COMMISSION ANNUAL REPORT. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR LALL, VICE CHAIR MILLER AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, PANKIEWICZ AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. ELECTION OF OFFICERS

COMMISSIONER WILCOXON MOVED TO HAVE CHAIR LALL CONTINUE TO SERVE AS CHAIR AND COMMISSIONER MILLER CONTINUE TO SERVE AS VICE CHAIR FOR 2024. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR LALL, VICE CHAIR MILLER AND COMMISSIONERS CARDELLA, KAUFTHEIL, MARMON, PANKIEWICZ AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. TRAFFIC SAFETY COMMUNICATIONS CAMPAIGN WORK STUDY SESSION

Cristina Lenko, Transportation & Streets Public Information Officer and PIO Officer Aaron Bolin, Scottsdale Police Department, provided the presentation. Ms. Lenko explained that the City's Traffic Communications Campaign is a community driven initiative based on resident feedback regarding speeding on collector streets in and around established neighborhoods. Working with the Scottsdale Police Department, the City has incorporated this resident concern into a broader traffic safety campaign focused on communication to neighborhoods and communitywide traffic safety education and speed enforcement messaging.

The Slow Down Scottsdale Campaign components and messages include:

- Scottsdale PD Safety Videos and Recorded MPH
- National Highway Traffic Safety Administration
- Speeding Wrecks Lives
- Speeding Catches Up with You
- Speeding Slows You Down
- Video Display Boards: Shea Blvd. & 102nd St.
- Scottsdale Update: Articles to reinforce social
- Media posts

Officer Aaron Bolin provided an overview and played samples of the Police Department safety video series:

- Scottsdale PD Safety Video Series
 - Bike Lane safety
 - Speed Feedback Sign Education: Photo Radar Enforcement
 - Multiuse Path safety
 - Traffic Barricade: Work Zone safety
 - Halloween: Distracted driving
 - Christmas: Naughty or Nice Driving List
- Scottsdale PD Safety Video Series| Future Projects:
 - Event Season | TMC collaboration with PD
 - Recorded MPH | What is your reason for driving 85 MPH on Shea Blvd.?

Campaign infographics designs were reviewed.

Campaign ideas include:

- Stickers for neighborhood trash or recycling containers
- Slow Down Scottsdale Infographic | PSA Poster
 - We love our children, families and neighbors
 - We love our customers. Drive home safely
- HOA & Neighborhood Association formatted newsletter articles
- MAG – See Me AZ campaign

Commissioners provided comments and feedback:

- Consider methods for measuring the effectiveness of the program: Ms. Lenko identified methods for data collection, including number of views on social media, tracking volume of readers of articles in the Scottsdale Update newsletter, speed information updates from the police department and photo enforcement unit.
- Message boards should focus on clarity, rather than cute messaging: Ms. Lenko concurred, citing a recent article from the Wall Street Journal. This will be further discussed with traffic engineering staff and the police department.
- Consider revision of the, “Slow Down” verbiage in the campaign, as this does not directly tie into the safety messaging and other wording may resonate more effectively.
- Address social media in a more specific manner: Officer Bolin discussed posting and messaging through X, Instagram and Facebook, which will include the same content across all platforms. Engagement includes responses to comments and questions and direction to additional available resources. Recently, the X platform is being used as an outlet for newsworthy items, such as road closures and evacuation orders. Instagram and Facebook will serve as catchalls for public safety announcements and agency highlights.
- Target younger audiences via platforms such as TikTok for effective social media particularly in terms of speeding.
- Consider placing the identified signs in target areas for more effective messaging: Ms. Lenko clarified that the infographics reviewed are intended for social media and newsletter content, as opposed to physical signage. There is a concern from the traffic engineering division regarding the saturation of signage on streets.
- Agreement with the strategy of starting a conversation with neighbors, suggest outreach to specific neighborhoods to encourage volunteering: Ms. Lenko commented that one

- approach includes meetings with HOA and neighborhood association managers or representatives.
- Recommend use of statistical information to track results, including traffic accidents, property damage and physical injuries: Officer Bolin stated that they are certainly amenable to looking into this. Mark Melnychenko, Transportation & Streets Director, added that staff prepares a collision traffic volume report biannually and this provides metrics for specific corridors. Nathan Domme, Senior Transportation Planner, commented that the City is beginning its Transportation Safety Plan this year. One component includes campaign collaborations and review of data for hot spots of activity.
 - Request for more information on the video display board located at Shea Blvd and 102nd Street: Ms. Lenko stated it is similar to signs seen on Loop 101 that display travel times, travel messaging, and road hazards. Mr. Melnychenko noted there are over 20 such signs in the City.
 - Develop methods for contacting the owners of short term rentals to inform tenants about speeding laws and penalties.
 - Develop methods for messaging to delivery drivers.

5. RESULTS FROM BICYCLE COMMUNITY RESIDENT FEEDBACK QUESTIONNAIRE

Nathan Domme, Transportation Planning Manager and Susan Conklu, Senior Transportation Planner, provided the presentation.

Ms. Conklu reviewed the details of the Bicycle Friendly Community Designation:

- An award of Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention status is designated for four years.
- Scottsdale awarded Silver level in 2005
 - First community without a university or college to reach Silver level
 - Achieved Silver again in 2007
- Awarded Gold level in 2011, 2015, and 2019
 - Receive feedback from League of American Bicyclists (LAB) – Report Card
 - Public input for applications
 - Local reviewers help LAB evaluate applications

Background of the Resident Feedback Questionnaire:

- Requesting feedback from the public is a part of the application
- Previous resident feedback questionnaires
 - In 2015 and 2019 the city held a set of public meetings to gather input for the Bicycle Friendly Community application
 - In 2019 the city conducted its first Bicycle Friendly Community Resident Feedback Questionnaire with approximately 120 responses
- The 2023 Resident Feedback Questionnaire is an updated version of the 2019 Questionnaire

Purpose of the Resident Feedback Questionnaire:

- The resident feedback questionnaire is used to solicit public feedback on active bicycling in Scottsdale that was used as part of the city's application for Bicycle Friendly Community designation with the League of American Bicyclists.

- These questions were developed and approved by staff, based upon the Bicycle Friendly Community application. The questions asked in 2023 were similar to those asked in 2019.

The initial questionnaire was sent to approximately 6,000 residents who opted into the Polco platform. A wider public outreach effort was then conducted via news release, social media, e-newsletters and City Council Updates. The questionnaire was conducted between July 29, 2023, through August 25, 2023. There were 1,500 responses.

The results are broken down by four categories:

- Respondents location, frequency of biking, and barriers to bikes
- Current riders feelings about current conditions
- All respondents ideas about improving the network
- Bike events in the city people would like to see

Ms. Conklu and Mr. Domme provided an overview of responses, which addressed the following topics: where respondents live; biking frequency; barriers that prevent biking; current riders feelings about current conditions; words to describe riding in Scottsdale; type of bicycle and level of bicyclist; preferred and actual bicycle riding locations; multifacility trips; gaps in the network; safety as a major concern; infrastructure bike riders would like to see more of in Scottsdale; improving the bicycle riding experience for riders and families; types of bike events desired for Scottsdale; Scottsdale as a Gold level Bicycle Friendly Community.

Primary conclusions of the questionnaire, include:

- The Indian Bend Wash Multi-Use Path is a key asset in the City's bike network: It is well used and received by the respondents of the questionnaire
- Respondents use the on-street network to get to the multi-use path system
- Cars and bikes conflict with each other: Respondents believe more should be done to improve this
 - Education efforts
 - Wider bike lanes with consideration for protection features
 - Better off-street networks
- Recreational use is predominant in Scottsdale and includes all skill levels

Other issues raised in the questionnaire include:

- Issues needing more detailed outreach and review
- E-Biking Usage Growth
 - Many responses regarding E-Biking
 - Mixed positive and negative comments
 - Bicycle protection
- Education on Laws and Responsibilities
 - Driver Education
 - Bicyclist Education
 - Pedestrians Education
 - Overall Safety Campaign
- Other Motorized Devices

Next steps include:

- Transportation staff will continue evaluating the responses and developing questions for future questionnaires.
- The Bicycle Friendly Community designation will be announced in January along with the City's report card and results from the League's own questionnaires. Staff will use these tools in evaluating the program and planning efforts.

A Commissioner commented that informing residents about the gold level status would be more effectively accomplished by displaying the gold shields, rather than the silver ones currently on display. The shield should also indicate the length of time the City has been at that level. Ms. Conklu stated the LAB has updated their signage and the City is not permitted to alter their graphics. However, staff can investigate and replace outdated or damaged signs.

In response to a Commissioner question, Ms. Lenko stated that both Polco and Speak up Scottsdale platforms are available for City use. Each has slightly different purposes with Polco being a survey instrument for the entire community and Speak Up Scottsdale is a more focused, online discussion format and requires monitoring and sign-up.

In response to a Commissioner question, Ms. Conklu stated that the survey allowed users to select multiple applicable responses as appropriate to the question.

A Commissioner inquired if the survey clearly differentiated between a bike lane, a bike route and a bike path. Ms. Conklu stated staff would need to review this question in order to provide a response. She acknowledged that some residents have the misconception that a trail and a path are the same thing.

A Commissioner commented that signs stating, "Bicyclists may use full lane," or, "Give cyclists three feet" are more effective than, "Share the Road" signs. Mr. Domme clarified that the City is not intending to post share the road signs and the image was intended to reflect general education outreach.

A Commissioner commented that clarity is required on, "No motorized vehicle" signs and whether these apply to eBikes. Ms. Conklu stated that there are efforts ongoing to address and replace path wayfinding signage.

A Commissioner inquired if identified gaps will be factored into planning. Mr. Domme stated the planning list will be based on responses received in comparison to the current gap analysis.

A Commissioner asked about the ultimate goal of the bike program and whether City Council has committed to reaching the goal. Ms. Conklu stated that one of the goals contained in the bikeway element of the Transportation Action Plan is to achieve Platinum designation. There are several policies and performance measures that align with the Bicycle Friendly Program. City Council has made a commitment to the goals and polices of the Transportation Action Plan. Achieving Platinum status is a significant challenge.

Chair Lall suggested that once the video display boards are activated, one or more should display an announcement that Scottsdale is a Gold Level City.

Chair Lall suggested the verbiage, "Accommodate bikes" as a replacement to, "Share the road." Ms. Conklu noted that any signage must be allowable under the Manual on Uniform Traffic Control

devices.

A Commissioner commented on seeing night bicycle riders not wearing helmets or lights. It is important to understand the demographics of the survey respondents, as some residents may not have the means or the free time to respond to questionnaires. It would also be helpful to gather feedback on children and female ridership on the City's more challenging roadways. Mr. Domme noted that the survey responses only provided zip code and City resident status. Ms. Conklu added that one of the goals of the Transportation Action Plan Neighborhood Bikeways is to develop low stress routes that are comfortable for a wide range of riders. The LAB questionnaire to the City did include questions under the equity category that pertained to service for underserved populations. Once the City receives its report card, staff will revisit some of these questions in more detail. Ms. Lenko stated that Mr. Domme, Ms. Conklu and herself are involved in a newly formed City level committee called the Bicycle Safety Plan. The committee was formed at the direction of the Mayor and City Council. Feedback from Commissioners and the questionnaire will be provided to the committee.

6. PROJECTS AND PROGRAMS UPDATE

Mr. Melnychenko provided an update on the following projects and programs:

- Transportation Department structure and flow chart; sections, accomplishments and guiding documents, including General Plan, Strategic Plan and Transportation Action Plan
- Approved policies and plans
- City assets maintained
- Streetlight pole replacement program
- Traffic signal pole painting
- Traffic signal pole replacement
- New/planned traffic signals
- El Dorado parking lot paving
- Via Linda ADA ramps
- Street Operations: Bridge Repair Program
- Street Operations: Alley Maintenance
- Roundabout First progress
- Dynamic Message Sign Pilot
- Path wayfinding signage

A Commissioners made requests for more details on the layouts for the Northsight Blvd/Raintree Drive intersection and the 64th Street and Osborn Road intersection.

A Commissioner inquired about future plans and designations for alleyways. Mr. Melnychenko stated at this time, they are categorized as utility corridors. There may be future considerations as unpaved trails or multiuse paths.

In response to a Commissioner question, Mr. Melnychenko addressed the Thomas Road Complete Streets project. The condition of the existing roadway is even worse than previously known. A portion will need to be rebuilt. 56th Street to Scottsdale Road requires mill and overlay. A decision has been made to include this in a future Capital Improvement Project. At this time, it will be restriped back to its existing configuration.

A Commissioner asked for clarification that wayfinding signage will not only be on paths but will also exist off paths to direct users towards path routes. Ms. Conklu stated that signs will be along pathways and at some entry access points.

7. COMMISSION IDENTIFICATION OF FUTURE ITEMS

The following item was identified:

- Bicycle Friendly Community score

8. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Commissioner Wilcoxon, the meeting adjourned at 7:30 p.m.

AYES: Chair Lall, Vice Chair Miller, Commissioners Cardella, Kaufheil, Marmon, Pankiewicz and Wilcoxon.

NAYS: None

SUBMITTED BY:
eScribers, LLC

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Transportation Action Plan Implementation Update
Meeting Date: February 15, 2024

ITEM IN BRIEF

Action:

Information

Purpose:

Provide update on the Transportation Action Plan Implementation

Background:

The 2022 Transportation Action Plan (TAP) was an update to the 2016 Transportation Master Plan and a continuation of transportation planning in Scottsdale that has occurred since the early 1990s. The goals and objectives that have remained consistent throughout all documents, including the City of Scottsdale General Plan, provide guidance for the decision-making process. Two examples are provided below:

“..... Mobility choices will provide alternatives to the automobile, increase accessibility, improve air quality, enrich the community and its neighborhoods and contribute to the community’s quality of life.” (General Plan 2001)

Create street network that is multimodal, recognize that streets are important for pedestrians, bicyclists, equestrians, and transit riders, not just cars. (2003 Streets Master Plan)

The city uses several guiding documents including previous Transportation Master Plans (2001, 2008, 2016,) the 2022 TAP and the city’s Design Standards and Policies Manual to support and aid in all the goals and objectives of Scottsdale’s General Plan 2035 by recognizing the primary role of the automobile, but also fully integrating other modes of transportation, including public transit, air travel, bicycling, and walking. As a result, a variety of mobility choices along local and regional transportation corridors will provide greater accessibility and connectivity; alleviate pollution and congestion; foster community well-being and quality of life.

Analysis Overview:

The Transportation Action Plan emphasized the level of maturity in the city’s existing transportation network and took into consideration surrounding land use for current and future development. In addition, feedback from the Transportation Commission (9 meetings) and Scottsdale residents, gathered in multiple public meetings, was used in the preparation of the 2022 Transportation Action Plan (TAP.) The 2022 TAP was guided by several goals including:

- Prioritize people, safety and livability over motor vehicles and travel speed.
- Improve accessibility for all types of transportation and transportation users.
- Promote active and healthy living.

With these guiding factors, the TAP eliminates a one-size-fits-all approach replacing it with smarter, more flexible policies and planning that enable adaptability to Scottsdale’s character areas.

The TAP is laid out in 6 Element Chapters. Each is focused on individual aspects of the transportation network. These include Street, Transit, Bikeway, Trail, Pedestrian, and Implementation. Each used unique ways to provide an efficient multi-modal network to the city.

Streets Element and Bikeway Element:

The 2022 TAP classified several roadways based on a more optimal volume/capacity ratio. These changes better reflect the use of these roadways. Future changes to the roadways are subject to design by staff and review by commissions and city council. The goal is to emphasize traffic safety, livable streets, and multi-modal community access over rapid traffic throughput.

The designation of Neighborhood Bikeways is included in the plan. They are considered low-stress bike routes for a wide range of users compared to bike lanes along busier streets. A map of the Neighborhood Bikeways system is provided on page B-5 of Attachment 2.

Three primary shared-use paths are identified: Indian Bend Wash Path, Arizona Canal Path, and the Central Arizona Project Canal Path. Additions and reductions in the non-primary path system have been made, resulting in a net increase of 12 network miles. The updated shared-use path system map is provided on page B-6 of the plan.

Progress: *Since the 2022 TAP was approved, a segment of the multi-use path system has been widened to the new standard and staff continue to systematically add bike lanes to repaving projects where appropriate.*

Transit Element:

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.

Proposed service improvements (based on demand and funding):

Local Trolley Service

- Reinststate later evening hours and weekend service halted due to pandemic
- Connect to McDowell Mountain Aquatic Center, Arabian Library

Regional Connectivity

- Greater service frequency on Phoenix and East Valley routes connecting to Scottsdale
- Implement express route to downtown Phoenix using Loop 101
- Expand connectivity to Light Rail system
- Evaluate a BRT route on Scottsdale Road from Camelback Road to Chandler Boulevard.

Progress: *Since the 2022 TAP was approved, service and hours have been adjusted to better utilize our available resources. This includes modifying 68CM Trolley Route to serve major employment, commercial and retail uses. Trolley Service was also extended to 8 pm on weekdays. 39 transit stops*

have been improved and coordinating the replaced 460 transit stop signs. The biggest change has been the movement of trolley operations from the South Corp Yard to the North Corp Yard.

Trails Element:

The 2022 TAP reduces the mileage of future trails outside the McDowell Sonoran Preserve from 188 to 140, resulting in a constructed and planned network of 290 miles. The proposed reduction in total mileage is based on lack of connectivity, network redundancy, infeasibility due to terrain, and/or lack of sufficient public rights-of-way or easements. Page T-5 of the plan was clarified to state: “Any existing public easements in the removed segments will be retained.”

Priority for new trail construction will focus on completing connections to approved Preserve trailheads and filling in gaps in neighborhood trail systems. A map of the updated trail network outside the McDowell Sonoran Preserve is provided on page T-9.

Progress: *Since the TAP was approved, 7 trails have been improved or created.*

Pedestrian Element:

The 2022 TAP changes the standard cross section to locate trees on the west side and north side of streets outside the sidewalk, rather than between the sidewalk and the curb, to improve pedestrian shade during summer months. In areas where sidewalks are less likely to experience high volumes of pedestrians, one side of the street may have a narrower sidewalk of 6 feet, while maintaining an 8-foot-wide sidewalk on the other side.

A new policy is included to reduce the length of continuous perimeter walls to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers.

The plan prioritizes six areas for accessibility improvements along streets and transit routes and priority for future grade separated street crossings will focus on Scottsdale Road, Pima Road, Frank Lloyd Wright Boulevard and Shea Boulevard.

Progress: *Since the TAP was approved, the first area has been improved to include upgraded ADA ramps. Also, several enhanced crossings have been installed at key locations with high pedestrian activity.*

Implementation Element:

The ranked priorities for transportation system investment decisions are:

- 1) Preserve/Maintain/Optimize existing infrastructure.
- 2) Meet Americans with Disabilities Act, Air Quality, Water Quality, and other regulatory requirements.
- 3) Enhance safety and test new concepts/technology.
- 4) Provide transit service with minimum 30-minute frequency.
- 5) Develop capital projects with funding from outside sources.
- 6) Develop capital projects funded only by the city and prioritize non-motorized access.

The 2022 TAP includes a recommended list of potential CIP projects, including projects with proposed regional funding. The projects included in the CIP list all remain subject to the city’s annual budget

process and would continue to follow the city's public review process during design and prior to construction.

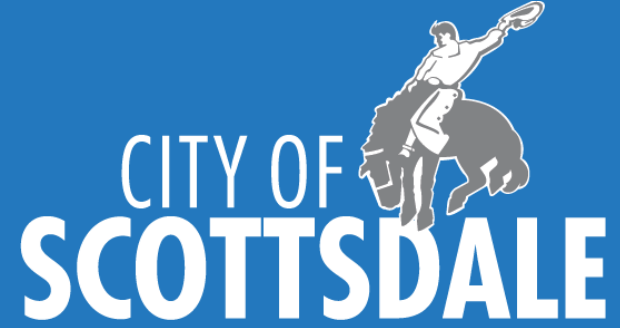
Dashboards:

***Focus:** Transportation Staff has developed and will update the website and dashboards for each element. These dashboards will show progress on both the goals and performance measures of each element over the next 10 years. This is a key step to keep the residents informed with the progress of the plan. The dashboards will be updated regularly with current numbers and will include trend lines.*

Next Steps:

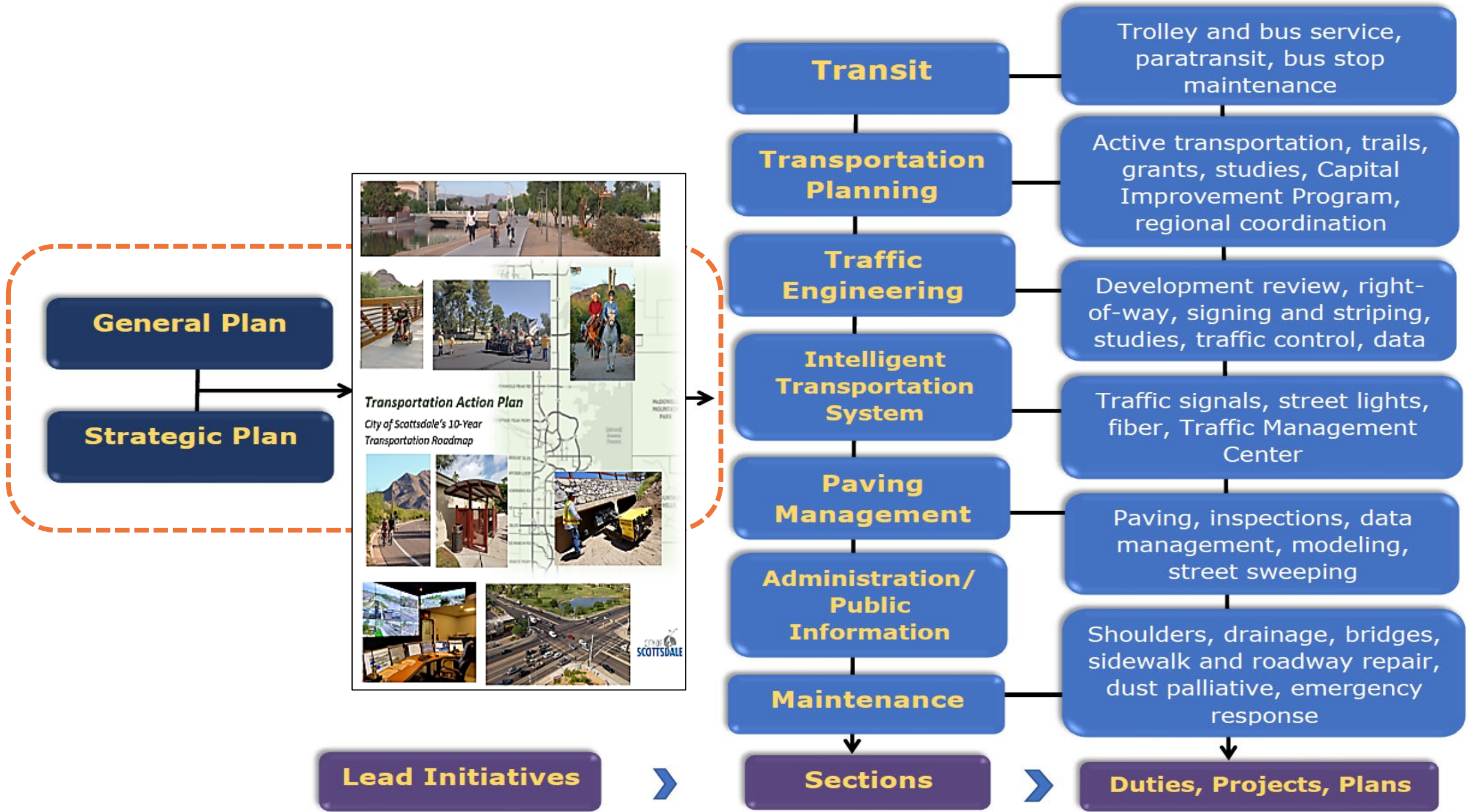
Staff will continue to update the dashboard on maintaining the benchmarks of the network. Staff will also continue to move projects in the TAP forward and achieve the goals of the plan.

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov
Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov
Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov



Transportation Action Plan Implementation Transportation Commission

February 15, 2024



Top 3 Goals of the Transportation Action Plan

(Adopted April 2022)

The TAP is building on over 40 years of transportation planning and engineering

- Prioritize people, safety and livability...
- Improve accessibility for all...
- Promote active and healthy living



Transportation Action Plan

*City of Scottsdale's 10-Year
Transportation Roadmap*



Over 20 Years of Planning

Mitchell St – Arlington TX

- 4 travel lanes
- No bike and ped amenities
- 8,822 vehicles a day



Cactus Rd – Scottsdale AZ

- 2 travel lanes
- Bike lanes
- Multiuse Path and Trail
- Roundabouts
- 8,400 vehicles a day



Planning Smarter and More Flexible

- Prioritizes People
- Eliminates a One-Size-Fits-All Approach
- Flexible policies
- Planning Adapts to Character areas
- Context Sensitive Planning

PLAN ELEMENTS



Street Element



Transit Element



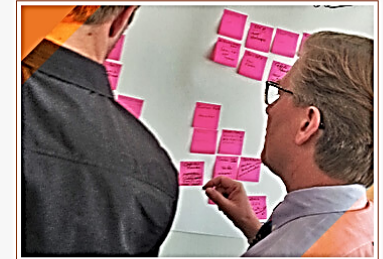
Bikeway Element



Trail Element



Pedestrian Element



Implementation

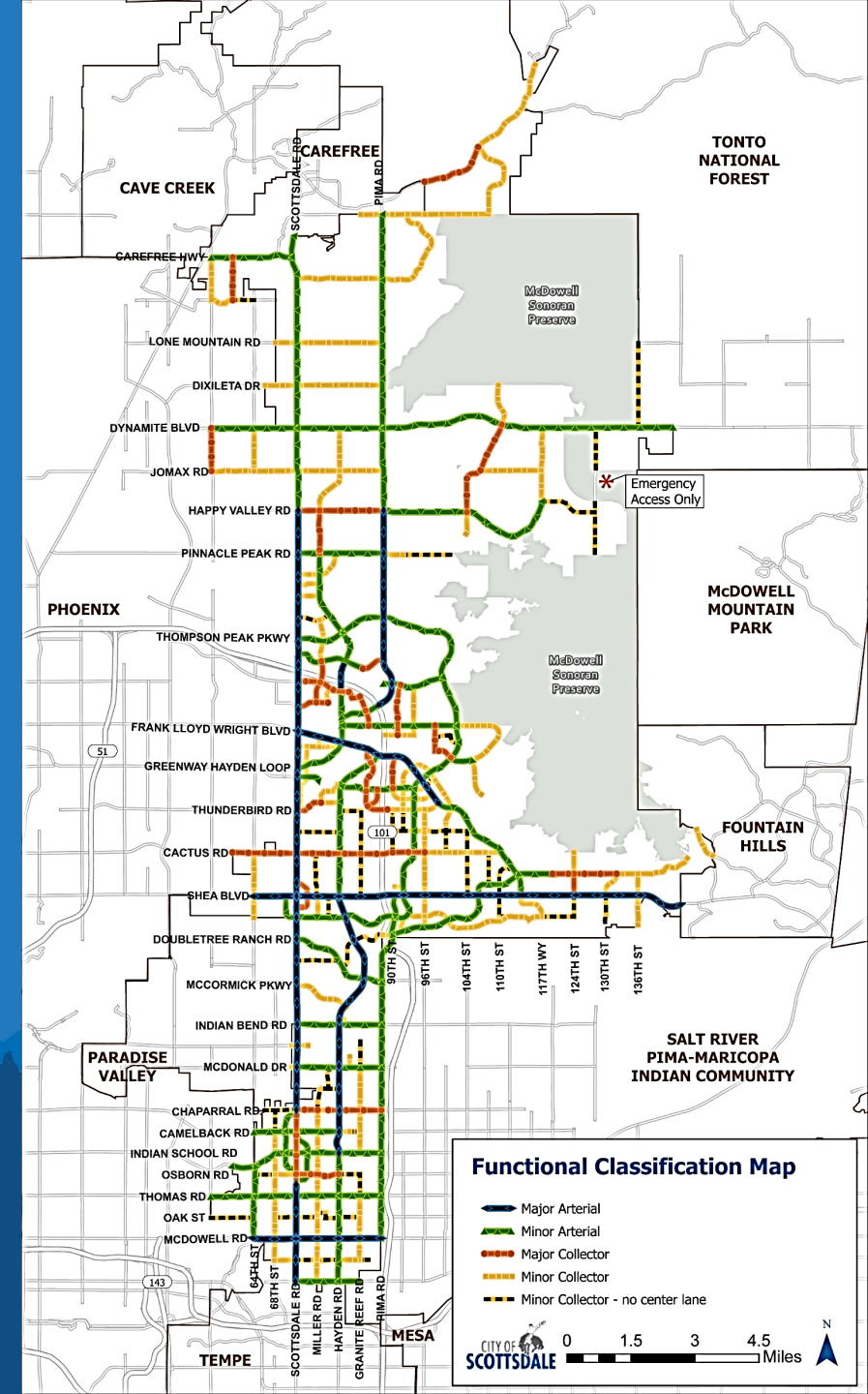
Street Element Summary

Street Major Plan Updates:

- Street reclassifications
- Updated street cross sections
- Right-of-way width map

Street Element Strategies include:

- Building or widening streets
- Reconfiguring existing streets
- Applying technology



Street Element Notable Progress During TAP

Completed Improvements

- McDowell Road Bike Lanes
- 68th Street Complete Street
- Osborn Road Complete Street and Roundabout



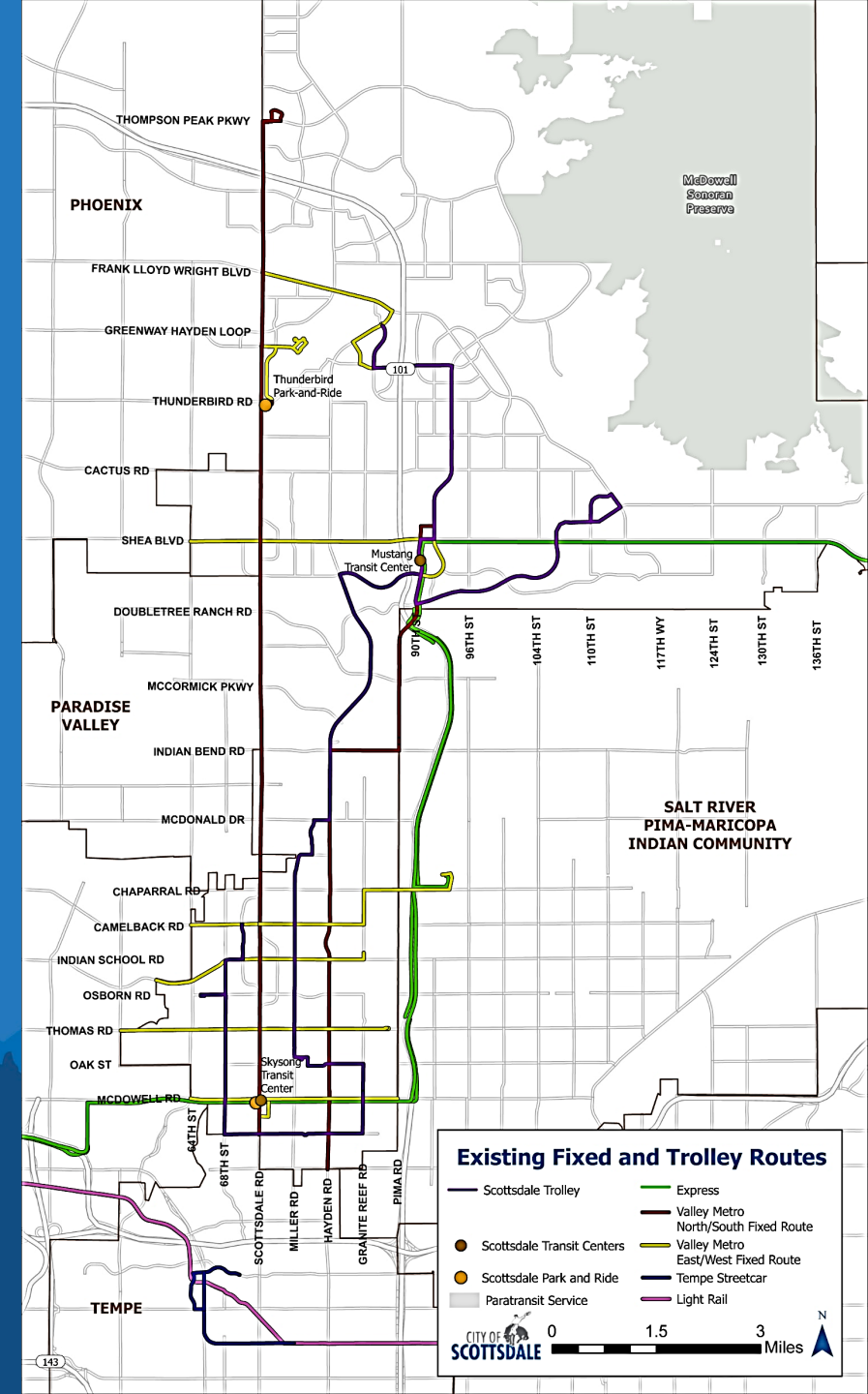
Transit Element Summary

Transit Major Plan Updates:

- Bus boardings per revenue mile
- Bus boardings per revenue hour
- On-time performance
- Connectivity to transportation network

Transit Element Strategies include:

- Service standards to ensure 30-min frequency
- Local bus stop placement at 1/4- mile intervals
- Gather transit system data
- Review bus route performance



Transit Element Notable Progress During TAP

- Modified Trolley Route 68CM to effectively serve major employment, commercial and retail uses
- Trolley service was extended from 7 p.m. to 8 p.m. on weekdays
- Outdated shelters and furniture were replaced or refreshed at 39 Transit Stops during FY22 through FY23. Projects to be completed in FY24 include nine (9) renovations
- Continuing work on a 5-year transit stop improvement plan meeting TAP criteria



Transit Element Notable Progress During TAP

- Transit staff is coordinating the replacement of 460 Transit Stop signs in place of existing stickers
- Trolley Operations were successfully moved from the South Corp Yard to the North Corp Yard to ensure more efficient operations
- Additional graffiti removal and deep cleanings were scheduled for bus stops
- Coordinated senior travel training with the city's Senior Centers



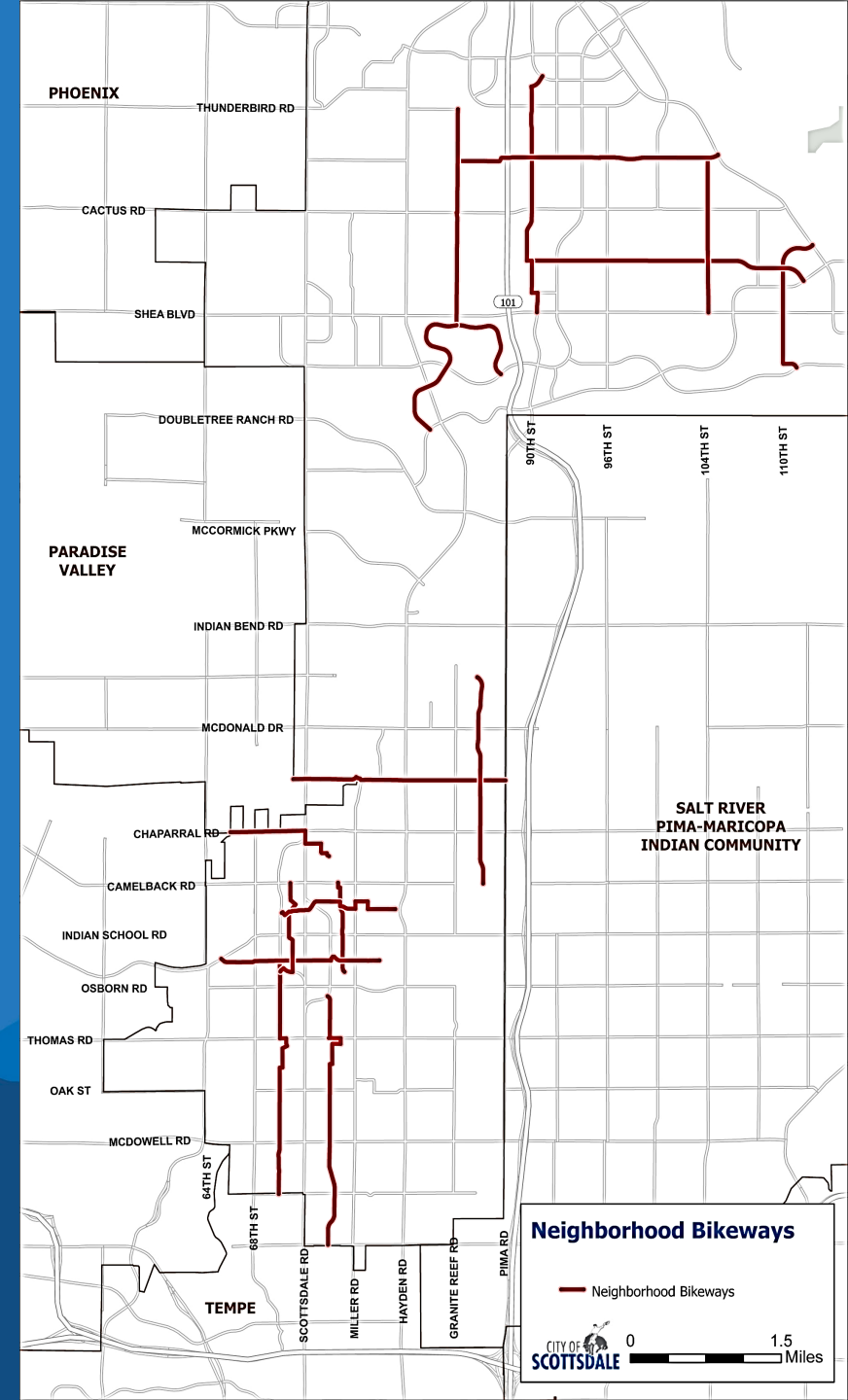
Bikeway Element Summary

Bikeway Major Plan Updates:

- Removal of infeasible and impractical projects
- Identification of system and regional connectivity gaps
- On-Street Bikeway System Expansion

Bikeway Element Strategies include:

- Roadway Restriping
- Neighborhood Bikeways
- Wayfinding



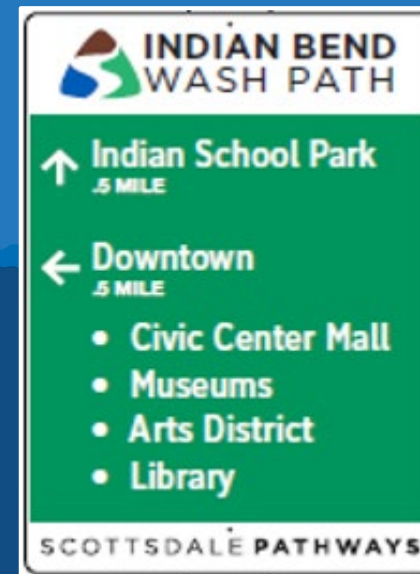
Bikeway Element Notable Progress During TAP

Completed

- Restriping Projects
- Widening of Multiuse Path

In Progress

- Path Wayfinding Signage
- 3 Regionally Funded Designs
- 2 Neighborhood Bikeway Projects



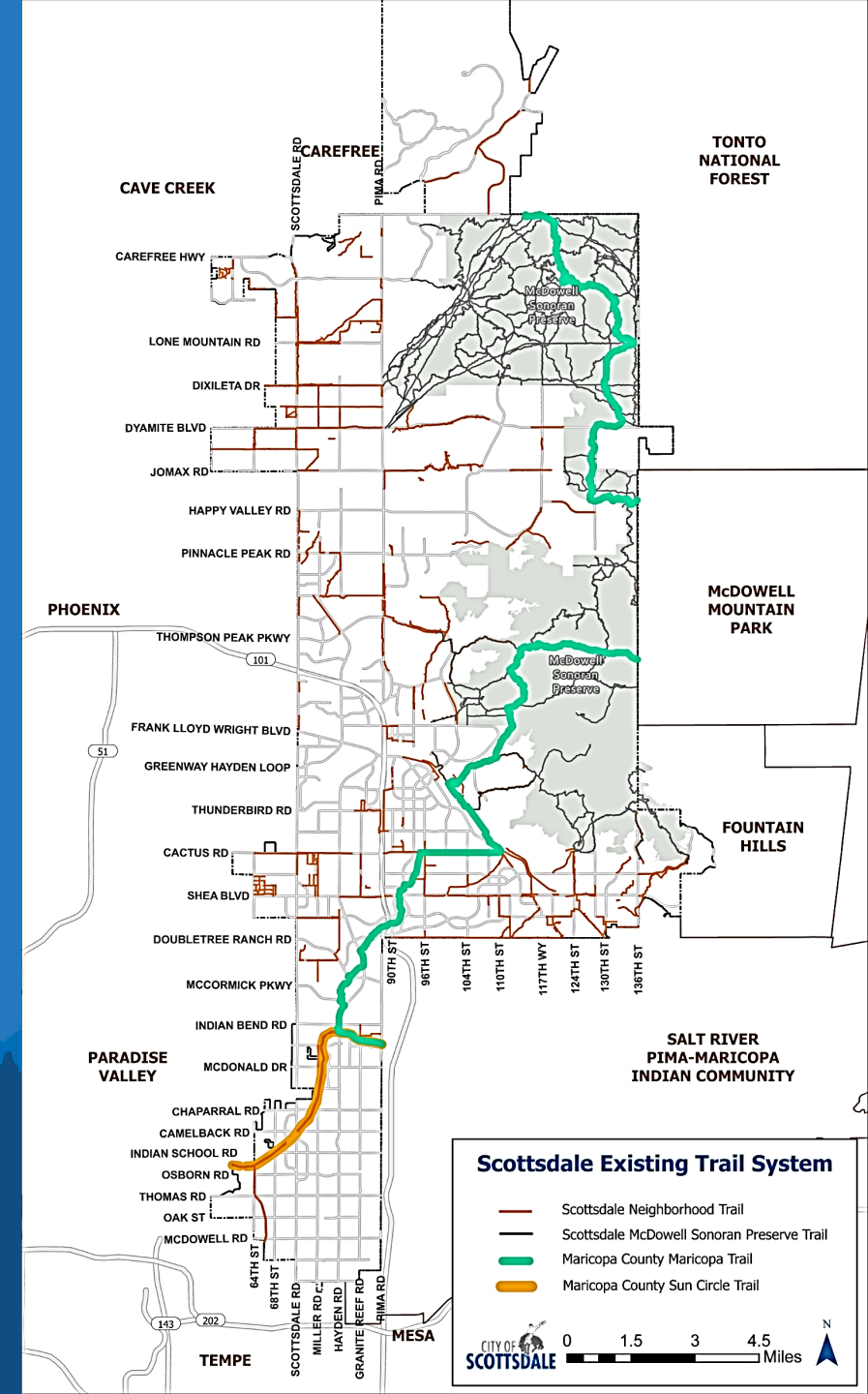
Trail Element Summary

Trail Major Plan Updates:

- Identification of gaps
- Connections to the Preserve
- Rural neighborhoods Connectivity
- Maintain high aesthetic value

Trail Element Strategies include:

- Purchase public access if necessary
- Trail obstruction removal
- Trail Maintenance Responsibility Education



Trail Element Notable Progress During TAP

Completed Improvements

- Pinnacle Peak Rd. Trail New Build: Miller Rd. to Williams Dr.
- 76th St. Trail Rehabilitation: Dynamite Rd. to Via Dona
- 76th St. Trail New Build/Rehabilitation: Via Dona to Dixileta Dr.
- Via Dona Trail Spot Repairs
- Dynamite Bl. Trail New Build: 84th St. to Hayden Rd.
- Mountain View Trail Segment 2 Spot Repairs
- Vegetation Cleanup: CAP Canal to Shea Bl.
- Thunderbird Rd. Trail New Build: 76th St. to 83rd St.

Via Dona
Before



Via Dona
After



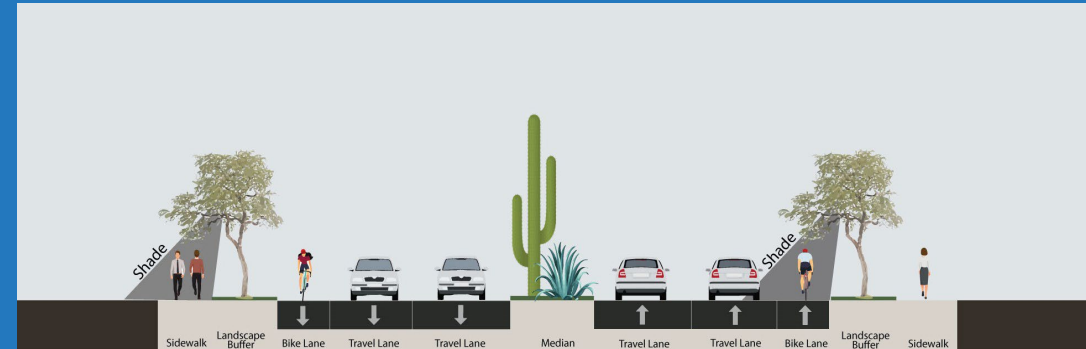
Pedestrian Element Summary

Pedestrian Major Plan Updates:

- Modify location of landscape trees to improve shade during hottest times of day and year
- Adjust sidewalk width in less densely developed or limited access areas

Pedestrian Element Strategies include:

- Roadside Landscaping Orientation
- Neighborhood Barriers Removal
- Enhanced Pedestrian Crossing



Pedestrian Element Notable Progress During TAP

Completed Improvements

- Old Town ADA Ramps and Crosswalks
- Traffic Signal: Scottsdale Road and 1st Avenue
- Pedestrian Hybrid Beacon: Camelback Road at Saddlebag Trail
- Pedestrian Hybrid Beacon: Thomas Road at 86th Street
- Rectangular Rapid Flashing Beacons:
 - 105th Street at Queens Wreath
 - Miller Road at Earll Drive
 - Miller Road at Osborn Road
 - Raintree Drive at 76th Place
 - 68th Street at 2nd Street
 - 68th Street at Avalon Drive

68th St. at Avalon Dr.



Implementation Program

Transportation Investment Priorities:

- Citizen input
- Preserve/Maintain/Optimize existing infrastructure
- Federal Requirements (ADA, Air & Water Quality)
- Enhance safety
- Transit service with minimum 30-minute frequency
- Funding from outside sources
- Non-motorized access
- Expected usage levels
- Regional connections

Implementation Program: CIP projects

New Roadway Capacity

- 18 projects
- The majority are a part of the Proposition 400E

Transit

- 1 project
- Unlikely to happen – Scottsdale Road Bus Rapid Transit

Complete Street Renovations

- 14 projects

Shared-Use Paths

- 9 Projects

Implementation Program: Street Reconfiguration and Enhanced Pedestrian/Bicycle Crossing

Pedestrian/Bicycle Crossing Enhancements	Improve the ability for pedestrians and bicyclists to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies.
Buffered Bike Lanes (Striping)	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by striping buffered bike lanes
Neighborhood Greenways (Bicycle Boulevards)	Design and construct improvements to support Neighborhood Bikeways. Typical features of these corridors include restriping, traffic calming, wayfinding signage and enhanced crossings of major roadways.
Grade Separated Pedestrian/Bicycle Crossings	Install new grade separated crossings for pedestrians and cyclists across major streets with strong active transportation use. The new connections would support connections from paths to parks/schools/employment across arterial roadways. Targeted corridors would include Scottsdale Road, Hayden Road and Shea Boulevard.
Separated Bike Lanes	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by constructing physical buffers for bike lanes or constructing new side paths.
Roadway Right Sizing	Repurpose underutilized curb lanes and/or unnecessary two-way center turn lanes by narrowing roadway footprints (moving curbs).

Street Element Dashboard

Transportation Action Plan Street Element

Location
City of Scottsdale, Arizona


2020 Average Collision Rate By
323 Roadway Segments

 **1.38**

as of July 1, 2023



Target: 1.00

Current  Trend Detail

2020 National Community Survey
Percent Rating - Ease of Travel By Car

 **83%**

as of July 1, 2023

Intersecton Level of Service
Range: A-F

 **D**

as of July 1, 2023

Pavement Condition Index (Range 70-85)

 **64%**

as of July 1, 2023


2020 Average Collision Rate By
214 Intersections

 **0.54**

as July 1, 2023



Target: 0.25

Current  Trend Detail



Target: 70%

Current  Trend Detail



Target: D

Last update: 7 minutes ago

Current  Trend Detail



Target: 70%


Current  Trend Detail

Transit Element Dashboard

Transportation Action Plan Transit Element

Location
City of Scottsdale, Arizona

2022 Scottsdale Trolley Boardings

 **227,111**
as of July 1, 2023

2020 National Community Survey Percent Rating - Ease of Travel By Transit

 **62%**
as of July 1, 2023

2022 Scottsdale Trolley/Regional Bus Routes On-Time

 **87%**
as of July 1, 2023


2022 Scottsdale Trolley Missed Miles

 **1,249**
as of July 1, 2023

2022 Regional Bus Boardings Per Revenue Hour

 **5.1%**
as of July 1, 2023

 **Target: 230,000**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 64%**

[Current](#)  [Trend](#) [Detail](#)


 **Target: 89%**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 1,000**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 5.3%**

[Current](#) 

2022 Scottsdale Trolley Boardings Per Revenue Hour

 **6.1**
as of July 1, 2023

2022 Scottsdale Trolley Boardings Per Revenue Mile

 **0.43**
as of July 1, 2023

2022 Number of Transit Connectivity Points in Scottsdale

 **22**
as of July 1, 2023


Regional Bus Routes Missed Miles

 **142,572**
as of July 1, 2023

2022 Regional Bus Boardings Per Revenue Mile

 **0.41**
as of July 1, 2023


 **Target: 6.3%**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 0.48**

[Current](#)  [Trend](#) [Detail](#)


 **Target: 25**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 142,300**

[Current](#)  [Trend](#) [Detail](#)

 **Target: 0.46**

[Current](#)  [Trend](#) [Detail](#)

Bikeway Element Dashboard

Location
City of Scottsdale, Arizona

Transportation Action Plan Bikeway Element

2020 Average Bicycle Collision Rate Per 1000 Population

 **0.31**

as of July 1, 2023

 **Target: 0.21**


[Current](#)  [Trend](#) [Detail](#)

Mileage of Arterial and Collector Roadways with Bicycle Lanes

 **198**

as of July 1, 2023

 **Target: 200**

[Current](#)  [Trend](#) [Detail](#)

2020 National Community Survey Percent Rating - Ease of Travel By Bicycle

 **69%**

as of July 1, 2023

 **Target: 70%**

[Current](#)  [Trend](#) [Detail](#)

Mileage of Completed Neighborhood Bikeways

 **0**

as of July 1, 2023

 **Target: 1**

[Current](#)  [Trend](#) [Detail](#)

Percent Residents within 1/2 Mile of Shared Use Path

 **67%**

as of July 1, 2023

 **Target: 75%**

[Current](#)  [Trend](#) [Detail](#)

2022 Annual Count from Nine Permanent Counters on Shared Use Path System

 **770,681**

as of July 1, 2023

 **Target: 800,000**

[Current](#)  [Trend](#) [Detail](#)

Annual Mileage of Completed Shared Use Paths

 **0.8**

as of July 1, 2023

Target: 2


[Current](#)  [Trend](#) [Detail](#)

Bicyclist Boardings on Scottsdale Trolley and Regional Routes

 **23,875**

as of July 1, 2023

 **Target: 24,000**

[Current](#)  [Trend](#) [Detail](#)

Trail Element Dashboard

Transportation Action Plan Trail Element

Location
City of Scottsdale, Arizona

Annual Mileage of Completed Trails

Annual Mileage of Rehabilitated Trails

Percent Planned Trail Network Constructed Per Year

Percent of Residents within 1/4 Mile of Trail

 0.84

as of July 1, 2023

 0.5

as of July 1, 2023

 0.02%

as of July 1, 2023

 65%

as of July 1, 2023



Target: 1.5

[Current](#) [Trend](#) [Detail](#)



Target: 1.5

[Current](#) [Trend](#) [Detail](#)



Target: 0.03%

[Current](#) [Trend](#) [Detail](#)



Target: 70%

[Current](#) [Trend](#) [Detail](#)

Pedestrian Element Dashboard

Transportation Action Plan Pedestrian Element

Location
City of Scottsdale, Arizona

2020 Average Pedestrian
Collision Rate Per 1000
Population

 **1.12**

as of July 1, 2023

Percent Progress of
Pedestrian Improvements in
Priority Areas

 **15%**

as of July 1, 2023

2020 National
Community Survey
Percent Rating - Ease of
Travel By Walking

 **76%**

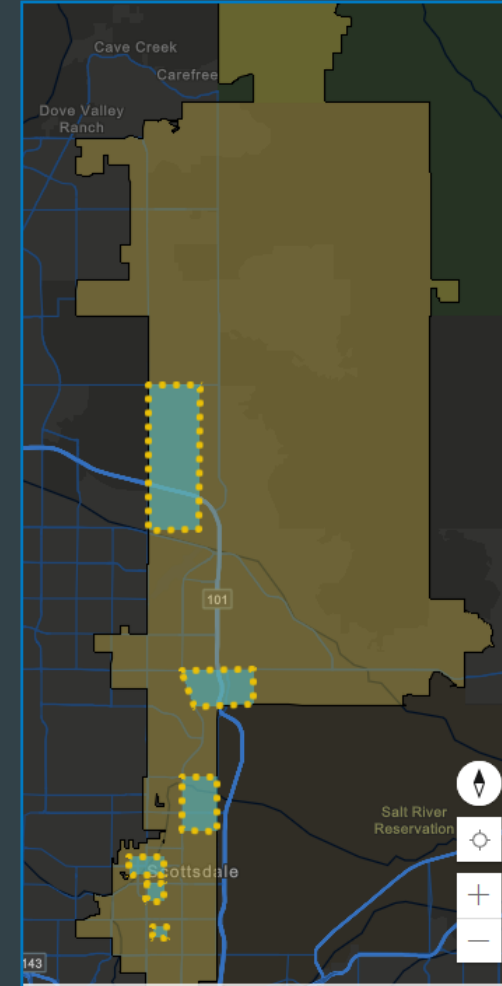
as of July 1, 2023

Percent of Arterial and
Collector Roadways that
Meet Design Standards

 **65%**

as of July 1, 2023

ADA Priority Areas



Target: 0.50

Current  Trend Detail


Percent of Population within
1/4 Mile of Arterial or
Collector Street

 **45%**

as of July 1, 2023



Target: 50%

Current  Trend Detail




Target: 25%

Current  Trend Detail



Target: 70%

Current  Trend Detail



Target: 70%

Current  Trend Detail

Questions/Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Greg Davies, Senior Transportation Planner
Subject: Path and Trail Network Gap Analysis
Meeting Date: February 15, 2024

ITEM IN BRIEF

Action:
Information and Action

Purpose:
Provide results of the Path and Trail Network Gap Analysis.

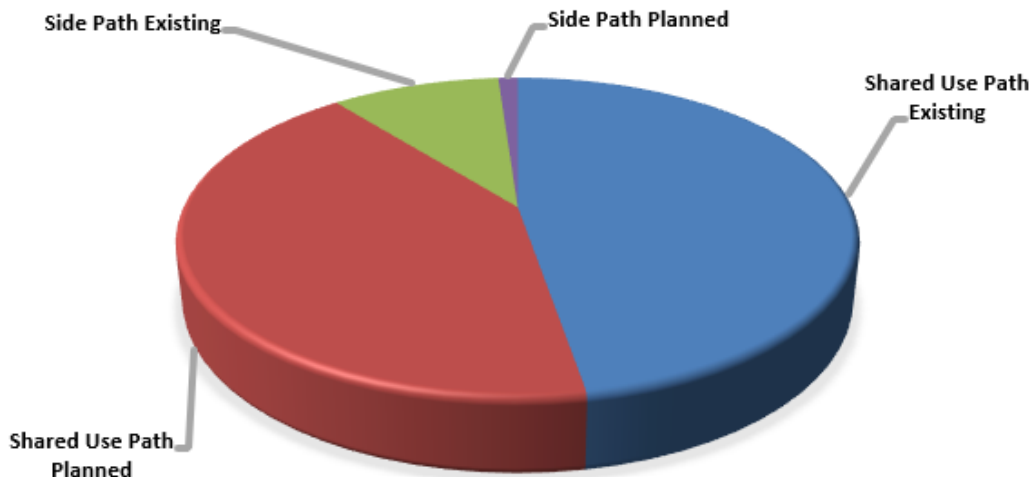
Background:
In April 2020 Transportation & Streets staff conducted an initial gap analysis for the path and trail network prior to the development of the April 2022 Transportation Action Plan (TAP). The TAP included a thorough review of the path and trail network. During the TAP development staff recommended additions and deletions to the existing and planned path and trail system. Deletions were a result of lack of connectivity, planned segments prone to network redundancy and paths or trails that are infeasible to construct due to terrain and/or lack of sufficient public rights-of-way or easements. These adjustments to the nonmotorized network were presented to the Transportation Commission and were subsequently approved by the Transportation Commission.

The city has a robust path and trail network. Currently, the city has an existing path and trail network spanning over 300 miles. This nonmotorized network asset is managed by staff using a geographic information system. The nonmotorized network asset was last updated in November 2023 to include additions to the network stipulated to the development community over the past ten years. Many of these stipulated path and trail improvements tend to fill in gaps within the network.

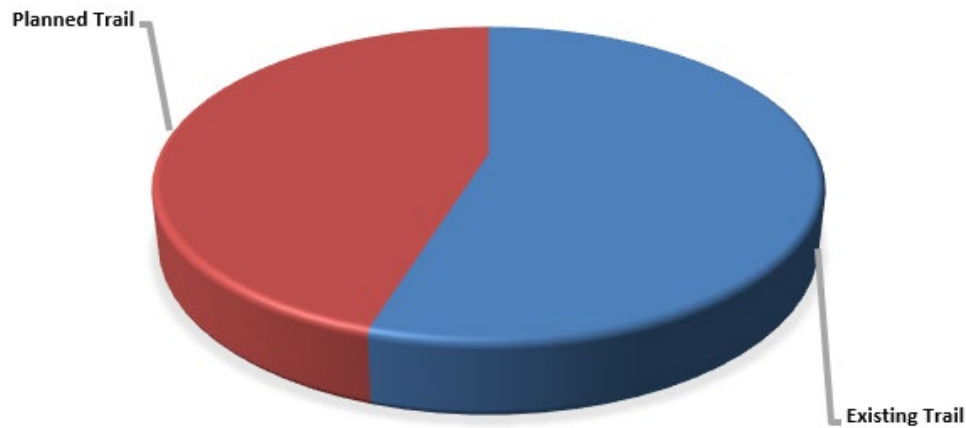
The existing nonmotorized network for the entire city is available online by accessing the Public Amenities interactive map via the City Map Center.

The following tables and graphic charts provide summaries of the mileage per facility type for the nonmotorized network for this fiscal year.

City of Scottsdale Bikeways Summary	
Facility	2023/24 (miles)
Shared Use Path Existing	125
Shared Use Path Planned	111
Side Path Existing	25
Side Path Planned	3
Total	264



City of Scottsdale Trails Summary	
Trail Facility	2023/24 (miles)
Existing Trail	162
Planned Trail	133
Total	295



As shown in the tables and graphic charts above, the city's planned path and trail network equates to 247 miles. An important component of the TAP are performance measures identified for each element. The Bikeways Element includes a performance measure to track the mileage of completed shared use paths and the Trails Element includes a performance measure to track the mileage of completed and rehabilitated trails. The city is striving to complete two miles of path per year and three miles of new and rehabilitated trail per year. Additions to the nonmotorized network can be achieved through public and private infrastructure improvements. It is estimated that it would take 50 years to completely build out the system.

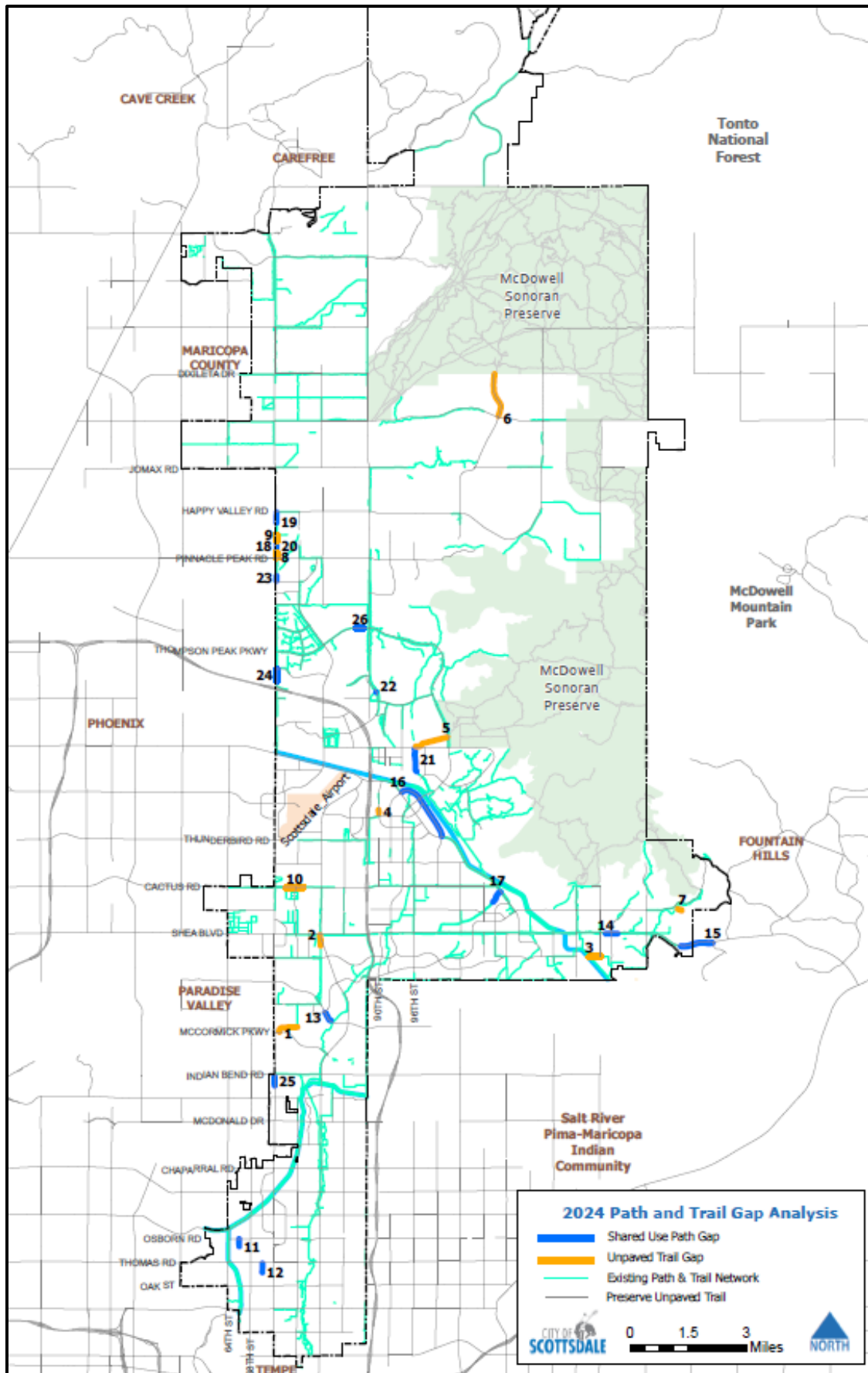
Analysis Overview:

The most important step in the initiation of a gap analysis for the city is to have an updated network. As stated above, Transportation & Streets refined and updated the nonmotorized network with the approval of the TAP and accounting for additions to the system through development stipulations.

By using a geographic information system staff was able to identify network gaps for further analysis. In addition, the city released a questionnaire to the public in August 2023 related to the city's Bike Friendly Community status. This questionnaire included questions directly related to gaps in the system and asked respondents to identify gaps in the nonmotorized network. The path and trail gaps sited in the questionnaire were then mapped in the geographic information system. Figure I is a map providing the locations of gaps identified by a staff analysis and gap locations provided via the Bike Friendly Community questionnaire.

A total of 26 gaps are shown on the map (see Figure 1) related to the path and trail network. This gap analysis did not identify bike lane gaps within the city. Bike lanes and bike routes constitute the on-system network which provides additional connectivity to the path and trail network.

Figure 1 – Path and Trail Network Gap Map



Methodology:

The evaluation process used a combination of benefit factors to identify those gaps that staff concludes provide the highest benefit to the nonmotorized network.

Table 1 below provides three benefit criteria for each identified gap.

Table 1 – Benefit Factors and Description

Benefit Factors	Description of Benefit Factor
Distance of Continuity (1-7 points)	New segments closing gaps between existing longer segments receive the highest points, 6 to 7 points. New segments closing gaps between existing shorter segments, receive 4 to 5 points. New segments that add distance at one end of existing segment without closing a gap receive 2 to 3 points. New segments providing connectivity to park, open space or existing pedestrian access route receive 1 point.
Status of Property Control/Ownership (1-5 points)	Projects that require the purchase of easements or will take extensive neighborhood outreach receive 1-4 points, with more points awarded to segments with a lesser degree of project challenges.
Cost (1-10 points)	The higher project cost, the more complex and the time consuming the project or project includes full design receive between 1-10 points with more points awarded to segments with the lower cost per linear foot.

The scoring exercise was conducted to get a high-level view of which gaps came out on top based on the benefit rank. Gaps 23-25 fall under the responsibility of future development. Estimated costs shown in Table 2 are reflective of the facility type and are based on staff judgement. A six-foot wide unpaved trail average linear foot cost is \$4.00 (labor, equipment and materials), and a ten-foot-wide shared use path linear foot cost is \$260.00 (labor, equipment and materials). Table 2 provides the results of the scoring exercise.

Table 2 – Gap Scoring Results

GAP Segment Number	Location	Identified By	Facility Type	GAP Segment Length (miles)	Cost	Benefit Rank
3	Mountain View Rd.: 128th St. to CAP Canal (south side)	Staff	trail	0.23	\$	22
5	Windgate Ranch wash trail: Bell Rd. to Thompson Peak Pkwy. (through wash)	Staff	trail	0.73	\$\$	18
14	Shea Blvd.: 615' west of 130th St. to existing path 630' east of 130th St. (south side)	Staff	path	0.24	\$\$	17
17	Sierra Ridge Path: Pointsettia Dr. alignment (path end) to Frank Lloyd Wright Blvd.	Staff	path	0.30	\$\$\$	17
16	100th St.: Frank Lloyd Wright Blvd. to Frank Lloyd Wright Blvd. (north side)	Staff	path	1.41	\$\$\$	16
4	90th St.: Substation north property line to Substation south property line (west side)	Staff	trail	0.06	\$	15
21	WestWorld: Path end at WestWorld to Bell Rd.	Staff (BFC)	path	0.53	\$\$\$	15
1	Northern Ave.: From McCormick Pkwy to Via De Lago (north side)	Staff	trail	0.45	\$\$\$	14
10	Cactus Rd.: 415' west of 74th Pl. to 76th Pl. (south side)	BFC	trail	0.36	\$	13
24	Scottsdale Rd.: One Scottsdale driveway to Legacy Blvd. (east side)	BFC	path	0.25	\$\$	13
2	Hayden Rd.: From Gold Dust Ave. to Shea Blvd. (west side)	Staff	trail	0.23	\$	12
7	El Gran/Hidden Hills tract(s) trail: Desert Cove Ave. to existng wash trail	Staff	trail	0.12	\$	12
19	Scottsdale Rd.: Juan Tabo to Happy Valley Rd. (east side)	Staff	path	0.23	\$\$	12
20	Scottsdale Rd.: Camino Del Monte alignment to Alameda Rd. (east side)	Staff	path	0.24	\$\$	12
26	Thompson Peak Pkwy.: Grayhawk Office Villas to Grayhawk Golf Course entrance (north side)	BFC	path	0.15	\$\$	12
13	Via De Ventura: Via Linda to Indian Bend Wash Path (north side)	Staff	path	0.25	\$\$\$	11
9	Scottsdale Rd.: Los Portones Dr. to Alameda Rd. (east side)	Staff	trail	0.11	\$	10
12	70th St. Bikeway alley: Virginia Av. to Thomas Rd.	Staff	path	0.19	\$\$\$	10
23	Scottsdale Rd.: Williams Dr. to path end north of Williams Dr. (east side)	BFC	path	0.10	\$\$	10
6	Alma School Rd.: Dynamite Rd. to Brown's Ranch Trailhead (west side)	Staff	trail	0.95	\$\$	9
8	Scottsdale Rd.: Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	trail	0.10	\$\$	9
25	Scottsdale Rd.: Bus stop (end of path) to Scottsdale Spectrum	BFC	path	0.19	\$\$	9
22	Pima Rd.: path end to path end (widen bridge over wash located 1000' north of Legacy Blvd. (west side)	BFC	path	0.03	\$\$\$	8
11	Paiute Neighborhood Center: Osborn Rd. to Paiute Park	Staff	path	0.15	\$\$\$	7
18	Scottsdale Rd.: 230' north of Scottsdale Plaza driveway to Pinnacle Peak Rd. (east side)	Staff	path	0.12	\$\$	6
15	Shea Blvd.: 142nd St. to Eagle Mountain Pkwy (Fountain Hills - south side)	Staff (BFC)	path	0.67	\$\$\$\$	5
Total Gap Mileage				8.39		

* BFC - Bike Friendly Community Survey

Next Steps:

Utilize the yearly capital project funding source for paths and trails to design and construct gaps identified through this analysis. Gap number 16, 100th Street: Frank Lloyd Wright to Frank Lloyd Wright is currently under study to evaluate connectivity improvements for pedestrians and bicyclists to 100th Street and Central Arizona Project (CAP) Canal pathway. Gap 21, WestWorld: Path end to Bell Road is a component of the Reata Wash Drainage Improvement Project. This segment from WestWorld to Bell Road will also include an unpaved trail.

Staff Contact: Greg Davies, 480-312-7829, gdavies@scottsdaleaz.gov

Path and Trail Network Gap Analysis

Transportation Commission

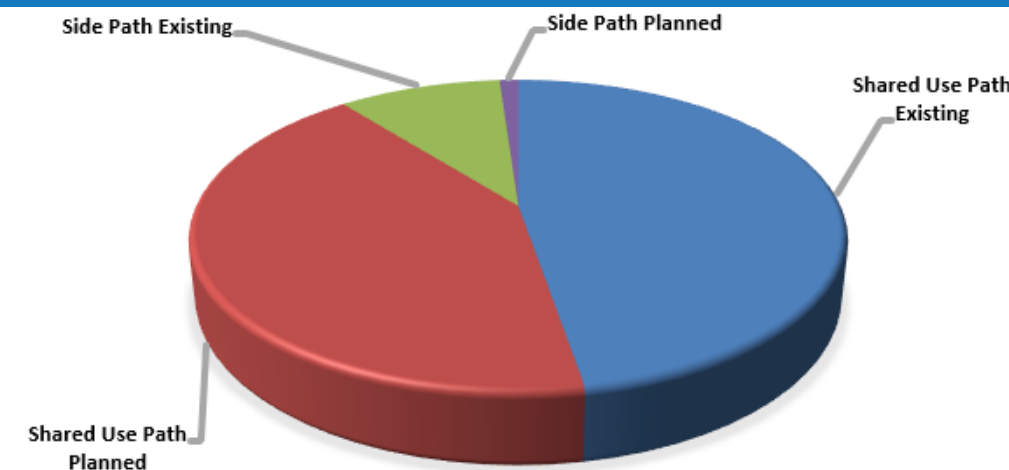
February 15, 2024

Path & Trail Network Gap Analysis

- Initial Analysis Conducted in April 2020 Prior to TAP Development
- TAP Refined the Path & Trail Network
- System Consists of 150 Miles of Existing Paths and 162 Miles of Trails
- Existing Path & Trail Network Available to Public Via City MapCenter

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Facility	2023/24 (miles)
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Side Path Existing	25
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Path and Trail Network Gap Analysis

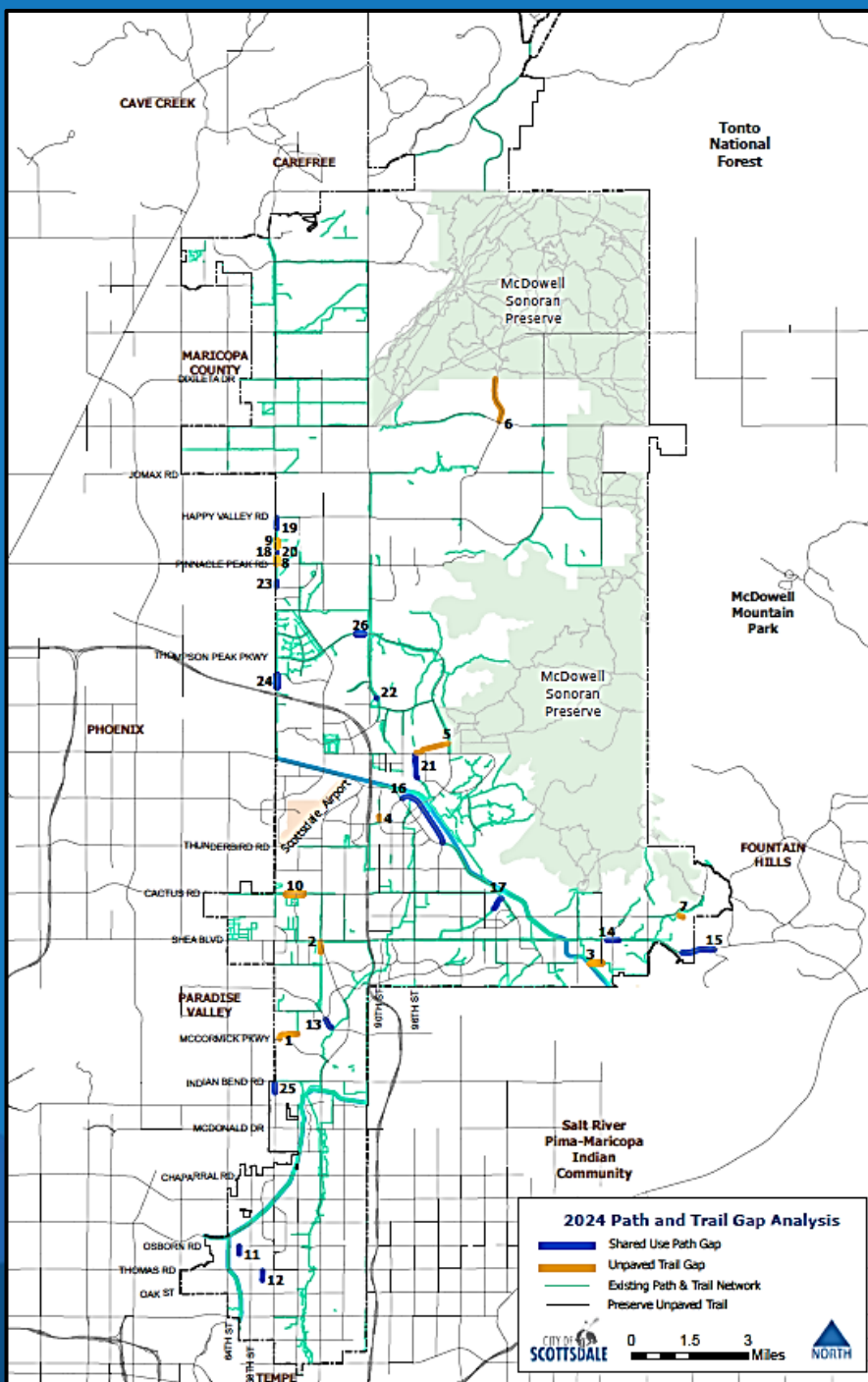
Network Managed using a Geographic Information System

- Updated network – Critical for Effective Gap Analysis
- Developer Stipulations for last Ten-Years Incorporated into Network
- Changes to Network are Instant via GIS Enterprise System
- Latest Update to Network Completed in November 2023

Path and Trail Network Gap Analysis

Analysis Overview:

- Staff Identified Gaps using the Geographic Information System
- August 2023 Bike Friendly Community Survey included Gap Identification
- A Total of 26 Gaps Identified



Path and Trail Network Gap Analysis

Methodology:

- Used Three Benefit Criteria to Conduct Ranking
 - ✓ Distance of Continuity
 - ✓ Status of Property Control/Ownership
 - ✓ Cost

Benefit Factors	Description of Benefit Factor
Distance of Continuity (1-7 points)	New segments closing gaps between existing longer segments receive the highest points, 6 to 7 points. New segments closing gaps between existing shorter segments, receive 4 to 5 points. New segments that add distance at one end of existing segment without closing a gap receive 2 to 3 points. New segments providing connectivity to park, open space or existing pedestrian access route receive 1 point.
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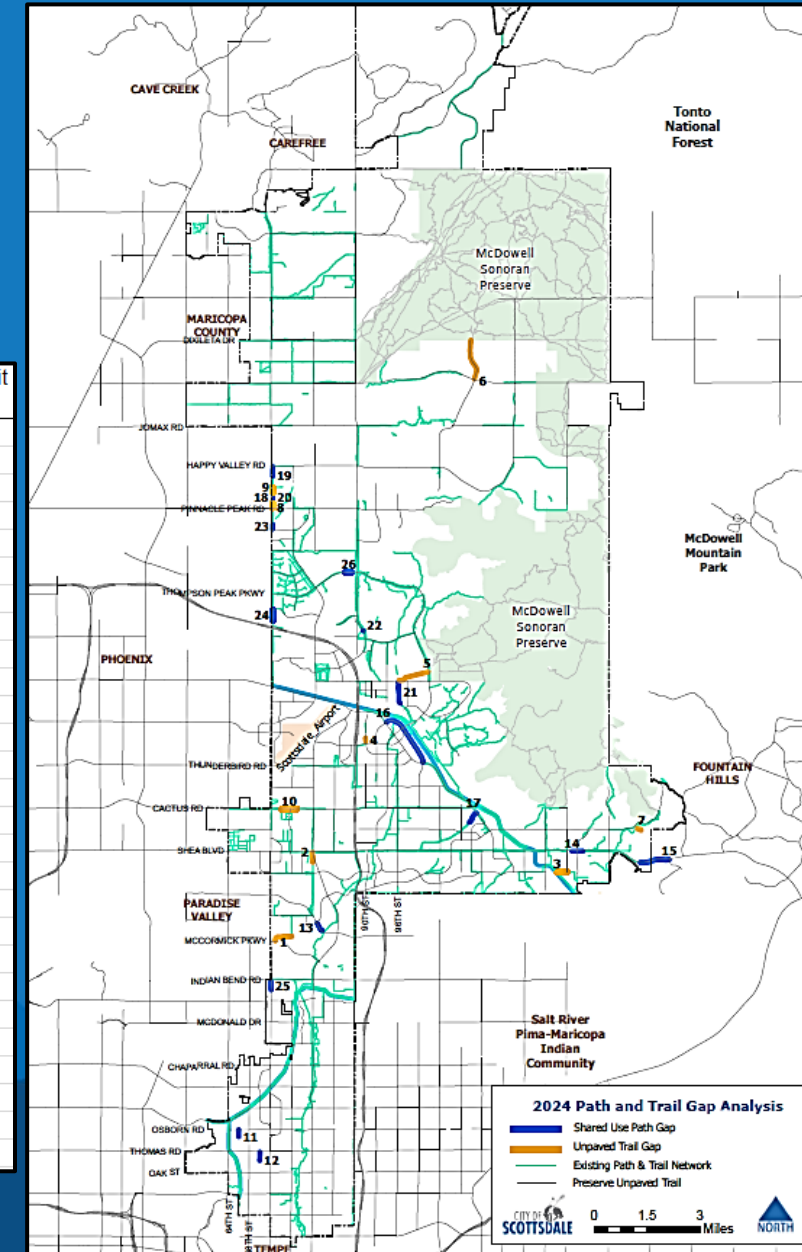
Path and Trail Network Gap Analysis

Methodology:

- Scoring Exercise Used to Obtain High-Level View of Gap Ranking

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Total Gap Mileage				8.39		

* BFC - Bike Friendly Community Survey



Path and Trail Network Gap Analysis



Next Steps:

- Utilize City Yearly Capital Projects to Design and Construct Gaps
- Gap 16 – 100th St.: Frank Lloyd Wright to Frank Lloyd Wright Under Study
- Gap 21 – WestWorld: End of Path at WestWorld to Bell Road – Component of Reata Wash Drainage Study to include Path & Trail

Questions

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Pathways Wayfinding Signage
Meeting Date: February 15, 2024

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the Pathways Wayfinding Signage Capital Improvement Program (CIP) project.

Background:

The 2008 Transportation Master Plan Bicycle Element recommended wayfinding signage on paths and trails. Signage has also been included in feedback from the League of American Bicyclists on several of the city's Bicycle Friendly Community applications.

The project began in 2011 with test signage installed in June 2013.

In 2016 a design was completed for path and trail signage by Gavan and Barker and JRC Design. The designs will be used in future phases along the full paths and trails network. The design project included mapping the sign types and locations on paths between McKellips Road and Indian Bend Road. The majority of signage was planned along the Indian Bend Wash Path (IBWP), with some signage on the Crosscut and Arizona Canal paths and Pima Path.

The designs include directional signage (Figure 1), path identification, bridge and underpass crossings, and other sign types.

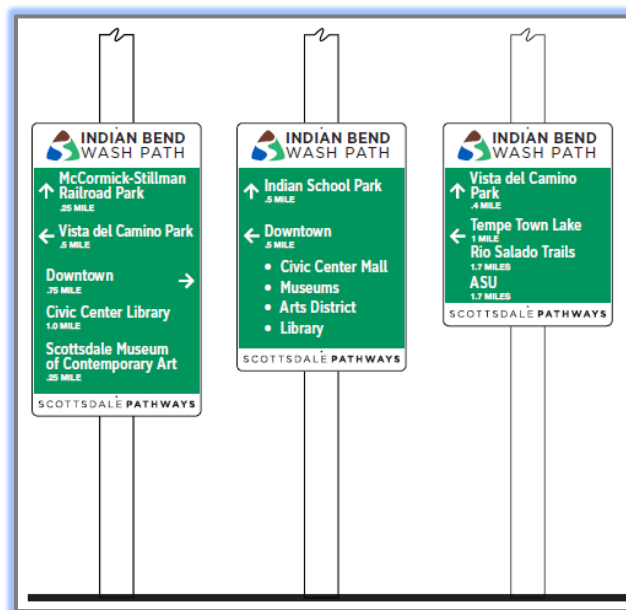


Figure 1: Directional Signage

To receive public comment on the proposed sign design, staff had three open house meetings. In addition, staff has presented the new sign design to the Scottsdale Transportation Commission Path and Trails Subcommittee, the Transportation Commission, and the Parks and Recreation

Commission. Also, the signs were on display in the One Civic Center atrium from April to August 2016.

Upon completion of the design package for the signage, Transportation staff requested funding for implementation through the CIP process. The project was funded in the Fiscal Year 2020/2021 CIP for \$802,600.

A project webpage was created in August 2021 to provide the public with information on the wayfinding signage types, installation timing and locations. Staff received amended approval of the sign designs from the Development Review Board on September 16, 2021.

Staff focused on implementation of the signage along Indian Bend Wash Path from Thomas Road to Indian Bend Road. When the Indian Bend Wash Parks Master Plan is implemented from McKellips to Thomas roads, the signage will be added during that project. Wayfinding signage installation along Arizona Canal, Crosscut Canal and Pima paths as well as areas north of Indian Bend Road will be linked to future CIP improvements.

Update:

Transportation and Capital Project Management staff coordinated on field verification of sign locations, types and content. The project is utilizing the city's Job Order Contractor Valley Rain Construction, who is subcontracting with Sierra Signs and Service. Staff reviewed and provided comments for revisions on the sign submittal package, with final approval given in August 2023. Fabrication was completed in fall 2023. City staff and the contractors marked all sign locations in the field in December 2023 and January 2024. Utilities were marked at each location. Signage installation began January 24, 2024. This includes over 200 signs on 7-miles of path, while keeping the path open to users. The old signage is being removed during installation.

Next Steps:

Staff will check all signs after installation and address any issues or corrections that may be needed. Staff will also map the inventory of all signs with locations and photos. The next areas for signage will be prioritized along Crosscut Canal, Arizona Canal, Pima Path as well as Indian Bend Wash and Pima paths north of Indian Bend Road. This will include utilizing the remaining budget in the CIP and future budget requests.

Contacts: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Pathways Wayfinding Signage

Transportation Commission
February 15, 2024

Background

- 2008 Transportation Master Plan Bicycle Element
 - Recommended wayfinding signage for paths & trails
- League of American Bicyclists feedback
- Project began in 2011
- Test signage installed June 2013



Background

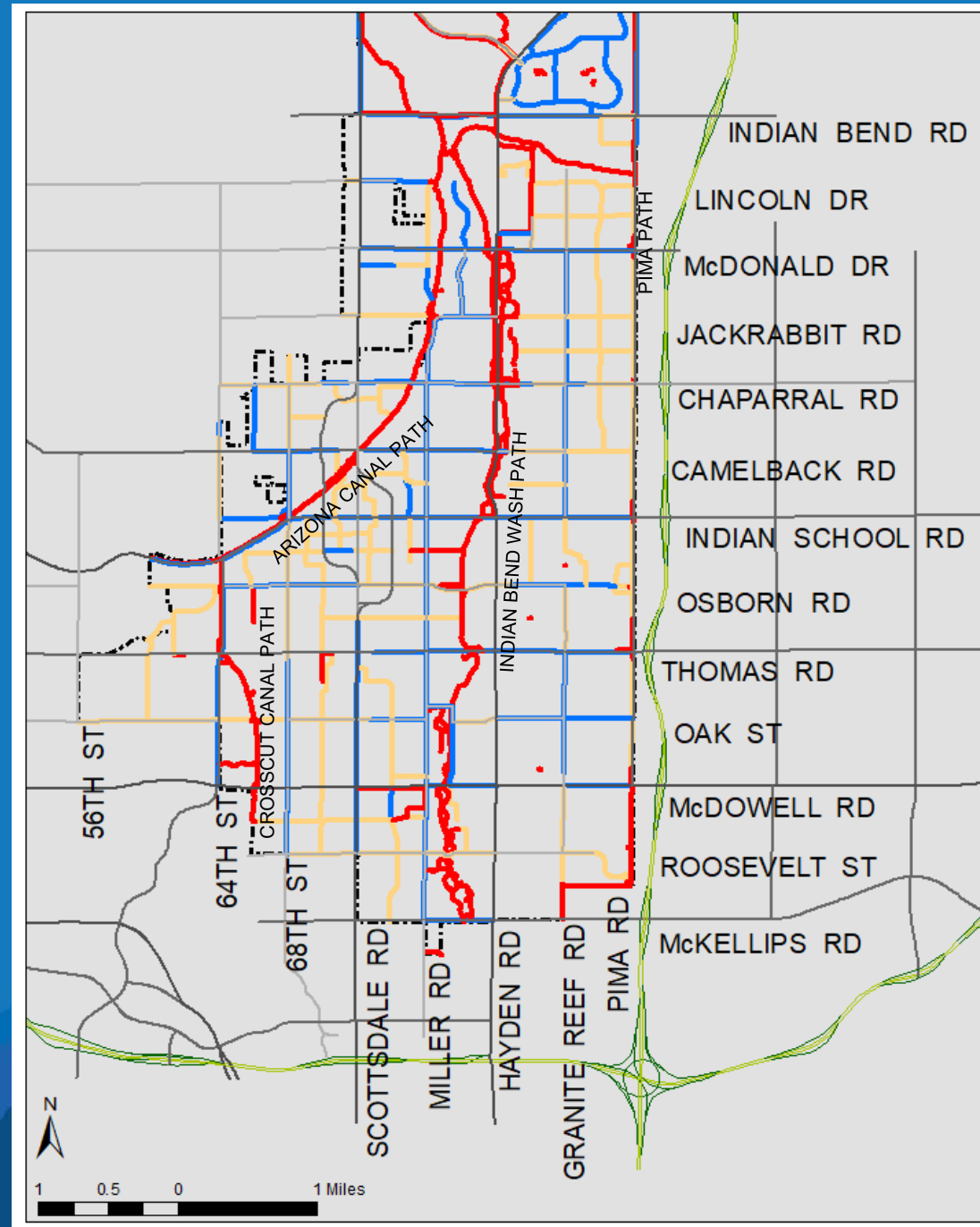
- Design of Paths and Trails
- Wayfinding Signage 2016
- Gavan and Barker with JRC Design
- Public Outreach
 - Paths and Trails Subcommittee
 - Transportation Commission
 - Parks and Recreation Commission
 - Cycle the Arts event
 - Open House Meetings
 - One Civic Atrium



Project Area

Total Project Budget
\$802,600

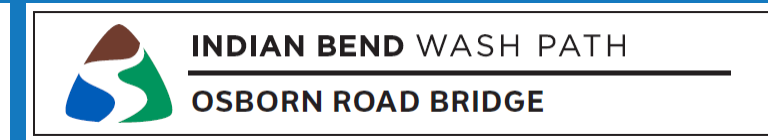
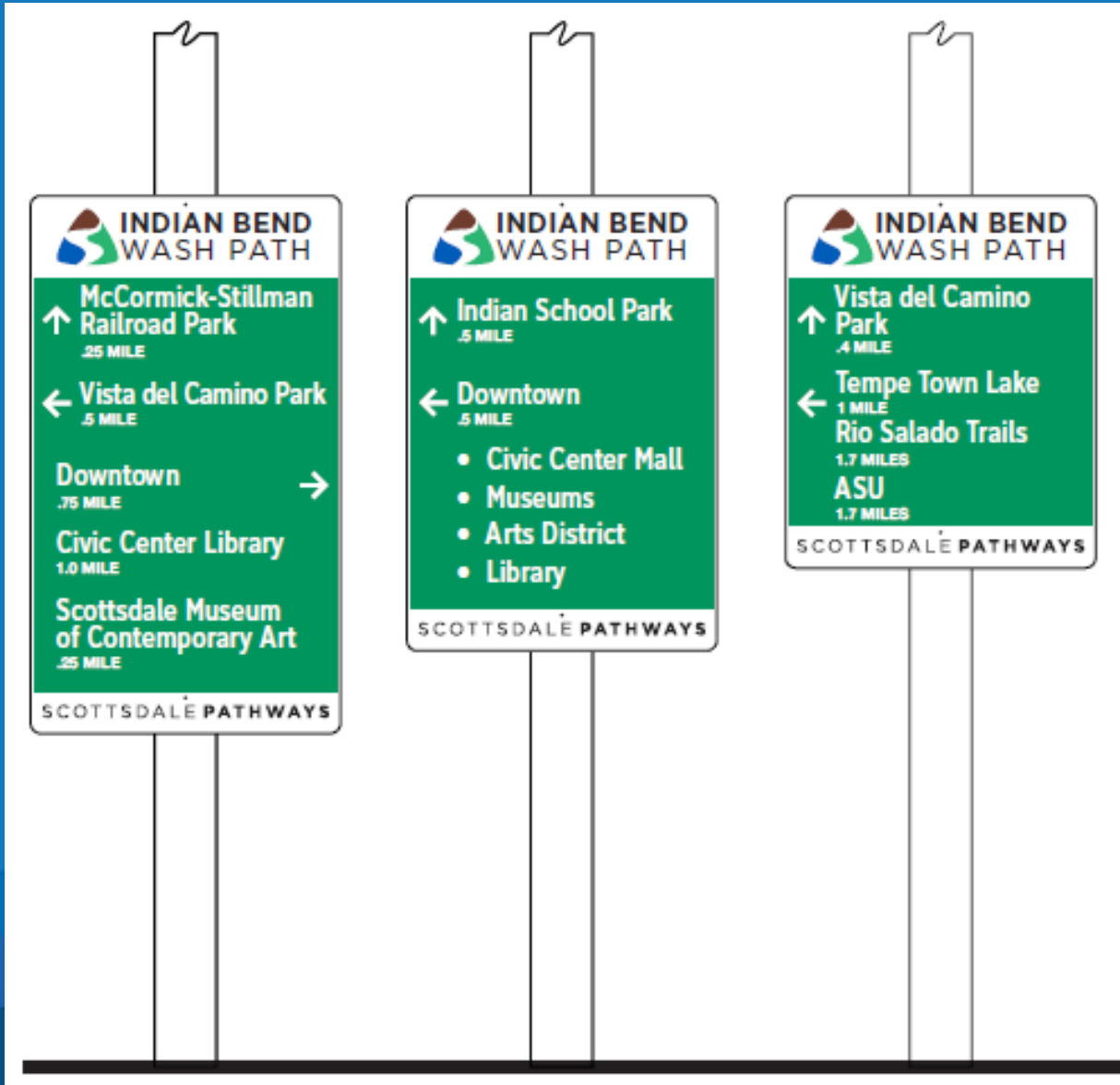
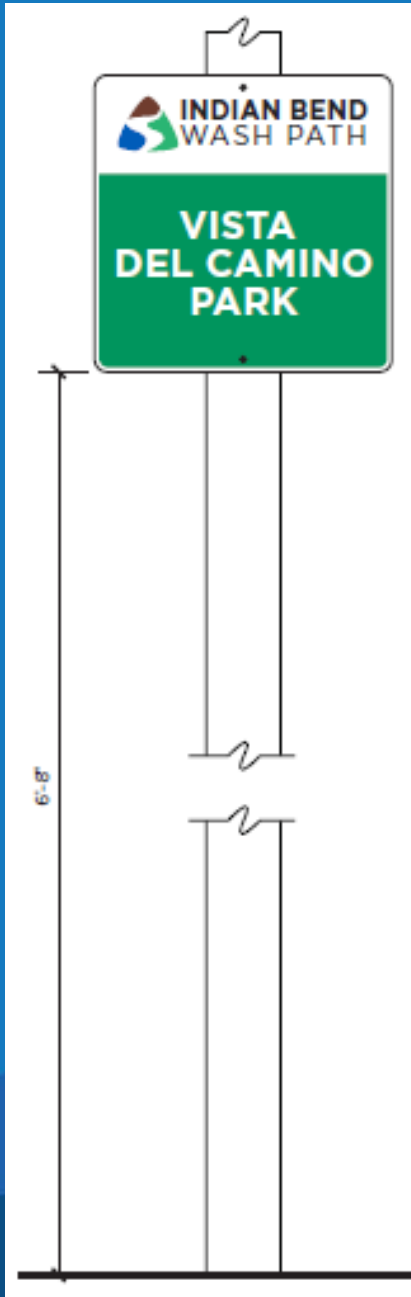
Funded in the Fiscal
Year 2020/2021 CIP



Background

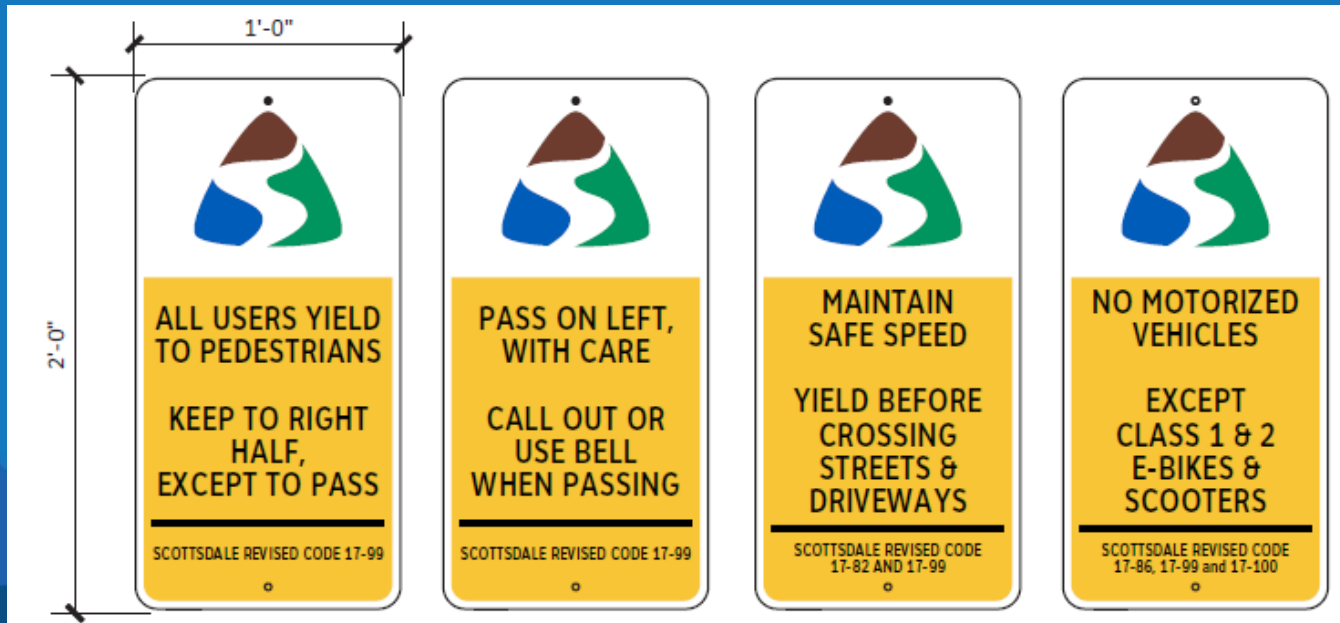
- Project webpage with Virtual Open House August 2021
 - Sign types
 - Locations
 - Installation timing
- Development Review Board amended approval September 16, 2021

Sign Types



Sign Types

- Sign types also include bridge and underpass crossings and safety and policy information signs.
 - Old signage with No Motorized Vehicles created confusion

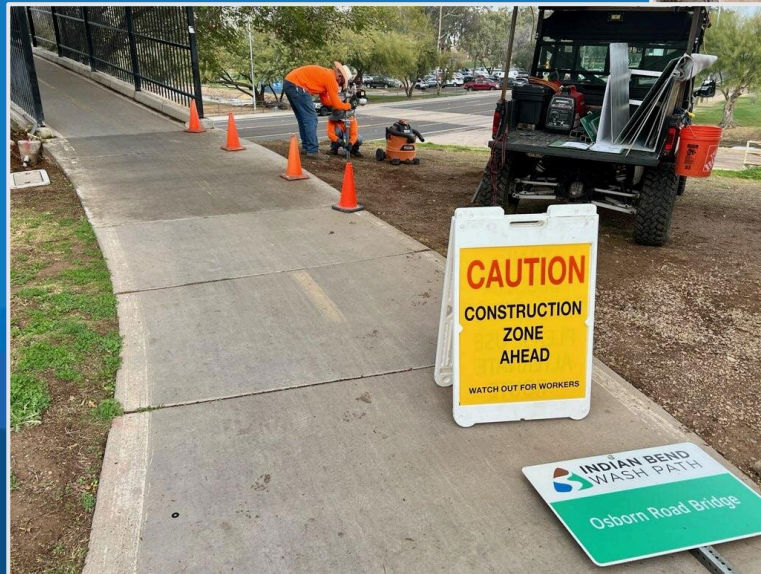


Update

- Transportation and Capital Project Management staff coordination
 - Field verification on locations, sign types and content
- Job Order Contract with Valley Rain Construction
 - Subcontract with Sierra Signs and Service
 - Submittal of all signs to fabricate
 - City staff reviewed and made comments for revisions
 - Fabrication in fall 2023
- December 2023-January 2024 marked all locations in the field together

Update

- Utility marking
- Installation began January 24, 2024.
- Over 200 signs on 7+ miles of path
- Old signage is being removed



Next Steps

- Check all installed signs for any issues or corrections
- Map the inventory with photos
- Prioritize next areas for signage:
 - Crosscut Canal
 - Arizona Canal
 - Pima Path
 - Indian Bend Wash Path and Pima Path north of Indian Bend Road
- Look at remaining budget/ additional budget request

Discussion

TENTATIVE FUTURE AGENDA ITEMS

Rev.02-08-24

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: March 21, 2024

REPORTS/PRESENTATIONS DUE March 14th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes February 15, 2024
- **ALCP Update**..... **Action**
Update on the ALCP from the initial presentation – Nathan Domme, Transportation Planning Manager
- **Transit System and Recent Data Update**.....**Information**
Information on the transit system and an update on recent data previously shared with the Commission – Ratna Korepella, Transit Manager and Brendan Wagner, Senior Transit Planner
- **2022 Traffic Volume and Collision Report**..... **Presentation and Discussion**
Review of the latest volume and collision report, including discussion of the segments and intersections with the highest number of collisions and collision rates – Samuel Taylor, Senior Traffic Engineer

MEETING DATE: April 18, 2024

REPORTS/PRESENTATIONS DUE April 11th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes March 21, 2024
- **CIP Update**.....**Action**
Update on FY24/25 CIP – Nathan Domme, Transportation Planning Manager
- **Raise Grant**..... **Information**
Information on the Raise Grant submission – Susan Conklu, Senior Transportation Planner
- **Traffic Signals**..... **Information and Discussion**
Discuss the process for new traffic signal installation – signal warrants, design process, and construction; also discuss signal maintenance and current funding – Kiran Guntupalli, Principal Traffic Engineer

MEETING DATE: May 16, 2024

REPORTS/PRESENTATIONS DUE May 9th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes April 18, 2024
- **Jackrabbit/Miller Road**..... **Action**
Information on Jackrabbit and Miller Road –?
- **Design Assistance Projects**..... **Information**
Information on MAG Design Assistance Projects – Susan Conklu, Senior Transportation Planner
- **Roundabout Update**..... **Information**
Review the collision data from the three recently completed roundabouts – Raintree & 76th, Hayden & Raintree, and Miller & Osborn – Samuel Taylor, Senior Traffic Engineer

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns**.....**Information**
Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning 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

- **Blue Zones Project****Information**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Mark Melnychenko, Transportation & Streets Director
- **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 – Mark Melnychenko, Transportation & Streets Director
- **Update on Cool Paving Project**.....**Information**
Follow up on the initial presentation regarding Cool Paving Project – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager

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
- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and application – John Hoang, Principal Traffic Engineer
- **Construction Mitigation Plan**.....**Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Paving Section Overview**.....**Information**
Information on the Transportation & Streets Department’s Paving Section – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager
- **Proposition 400 Alternatives**..... **Action**
Options if and if not Proposition 400E is passed – Ratna Korepella, Transit Manager and MAG Staff
- **Projects and Programs Update****Information**
Information on continuing projects and programs throughout the city – Mark Melnychenko, Transportation & Streets Director

Lofgren, Kyle

From: Jason Alexander <jason.alexander.az@gmail.com>
Sent: Thursday, January 18, 2024 4:28 PM
To: City Council; City Manager Mailbox; Melnychenko, Mark; Worth, Daniel; Planning Commission; Transportation Commission; samw1222@aol.com; Bob Littlefield; rolo@rolocreative.com; tft Thornton@arizonadigitalfreepress.com; sam.kmack@arizonarepublic.com; tscanlon@timeslocalmedia.com; jgraber@iniusa.org; info@cogsaz.org
Subject: Facts and Policies Show Scottsdale Doesn't Use Road Diets
Attachments: TAP-FAQ.png; lanes2.png; lanes1.png

⚠ External Email: Please use caution if opening links or attachments!

Hello Councilors, Press, and Fellow Community Members:

I recently searched the City's website for the term "Road Diet" and found exactly 1 usage of the phrase.

From the City's website at: https://www.scottsdaleaz.gov/transportation/Frequently_Asked_Questions: "A 'road diet' is not an approach or a term included in the Scottsdale TAP."

Our Transportation Dept makes it clear on the above page that "restriping" is a technique it employs, where it maintains *"physical size of the roadway design while removing excess travel lanes or, reconfiguring lanes to match adjacent street segments or lane widths, and/or add bike lanes to a road. Restriping projects maintain street widths and are reasonably easy to modify if needed. A "road diet" removes travel lanes to repurpose them for on-street parking or bike lanes and may include a narrowing of roadways using medians or curb modifications. A "road diet" is not an approach or a term included in the Scottsdale TAP."*

The term "road diet" was used in the initial discussions for the 68th Street restriping last year, but it seems that in response to citizen and Council feedback, the Transportation Department recognized the need to clarify their techniques, and are now explicitly not using "road diets" and focusing on restriping and public safety. I'm thrilled that the process worked - resident feedback, Council direction, all leading to Staff action and continuous improvement.

The Transportation Staff recently shared how Scottsdale has bulked up its roadways over the past several decades with nearly 75 new lane miles - netting 60 miles of gains. The TAP calls for an additional 73 lane miles, for another net of 50 new lane miles. See the attached graphs.

Since both the data and Staff's policy statements make it clear that Scottsdale is bulking up its lanes and not using "road diets", I respectfully ask Council, the Press and other concerned citizens to not use the term "road diet" in our civic dialogue.

Specifically, I kindly ask Bob Littlefield to stop using the term in his "Keep Scottsdale Special" channel; Susan Wood to stop using the term in her "Protect Scottsdale" channel; and Rod Pritchett to stop using the term in his "Scottsdale Edge" channel and "Scottsdale Voter" twitter.

Our citizens deserve to have information, not misinformation. Collaboration instead of conflict. Shared understanding and data helps us work together for the betterment of all our residents.

Thank you for your support.
Jason Alexander

14 year resident

Lofgren, Kyle

From: Jason Alexander <jason.alexander.az@gmail.com>
Sent: Thursday, January 18, 2024 8:45 PM
To: Tom Scanlon; City Council; City Manager Mailbox; Melnychenko, Mark; Worth, Daniel; Planning Commission; Transportation Commission; samw1222@aol.com; Bob Littlefield; rolo@rolocreative.com; tfthornton@arizonadigitalfreepress.com; sam.kmack@arizonarepublic.com; jgraber@iniusa.org; info@cogsaz.org
Subject: Re: Facts and Policies Show Scottsdale Doesn't Use Road Diets

⚠ External Email: Please use caution if opening links or attachments!

Hi Tom,

I think we are in agreement on the facts related to the initial application for the 68th Street project, and that the Transportation Staff has pivoted in its implementation in the following 2 years. Thank you for confirming.

I see from your article that you quarreled with Director Melnychenko's responses and had a different interpretation of the facts than he. I personally defer to the professional traffic engineers, and leave it up to you and Director Melnychenko to share his expertise with the public. If I read your article correctly, despite you two disagreeing over semantics of road diet vs restriping, you agreed that there has been no physical reductions of roadways.

Will you be reporting on the 60 miles of road bulking that have\soon-will-be occurring, and the additional 50 that are planned under the TAP?

On Thu, Jan 18, 2024 at 7:45 PM Tom Scanlon <tscanlon@timeslocalmedia.com> wrote:

https://www.scottsdale.org/city_news/city-pedals-for-platinum-backpedals-on-road-diets/article_b6eb3682-48e4-11ee-92e6-5bf46605bb59.html

On Feb. 8, 2022, Melnychenko sent a letter to MAG, citing the project "68th Street, Thomas Road to Indian School Road."

In requesting to apply for funding, Melnychenko referenced "Project Description: Construct road diet, bike lanes and intersection."

On Thu, Jan 18, 2024, 4:28 PM Jason Alexander <jason.alexander.az@gmail.com> wrote:

Hello Councilors, Press, and Fellow Community Members:

I recently searched the City's website for the term "Road Diet" and found exactly 1 usage of the phrase.

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them for on-street parking or bike lanes and may include a narrowing of roadways using medians or curb modifications. A "road diet" is not an approach or a term included in the Scottsdale TAP."

The term "road diet" was used in the initial discussions for the 68th Street restriping last year, but it seems that in response to citizen and Council feedback, the Transportation Department recognized the need to clarify their techniques, and are now explicitly not using "road diets" and focusing on restriping and public safety. I'm thrilled that the process worked - resident feedback, Council direction, all leading to Staff action and continuous improvement.

The Transportation Staff recently shared how Scottsdale has bulked up its roadways over the past several decades with nearly 75 new lane miles - netting 60 miles of gains. The TAP calls for an additional 73 lane miles, for another net of 50 new lane miles. See the attached graphs.

Since both the data and Staff's policy statements make it clear that Scottsdale is bulking up its lanes and not using "road diets", I respectfully ask Council, the Press and other concerned citizens to not use the term "road diet" in our civic dialogue.

Specifically, I kindly ask Bob Littlefield to stop using the term in his "Keep Scottsdale Special" channel; Susan Wood to stop using the term in her "Protect Scottsdale" channel; and Rod Pritchett to stop using the term in his "Scottsdale Edge" channel and "Scottsdale Voter" twitter.

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Thank you for your support.
Jason Alexander
14 year resident

From: [Jason Alexander](#)
To: [Susan Wood](#); [City Council](#); [City Manager Mailbox](#); [Melnychenko, Mark](#); [Worth, Daniel](#); [Planning Commission](#); [Transportation Commission](#); [Bob Littlefield](#); [rolo@rolocreative.com](#); [ftthornton@arizonadigitalfreepress.com](#); [sam.kmack@arizonarepublic.com](#); [tscanlon@timeslocalmedia.com](#); [jgraber@iniusa.org](#); [info@cogsaz.org](#)
Subject: Re: Facts and Policies Show Scottsdale Doesn't Use Road Diets
Date: Thursday, January 18, 2024 8:58:38 PM

External Email: Please use caution if opening links or attachments!

Hi Susan,

I think we are in agreement on the facts related to the initial application for the 68th Street project in 2022. However, you don't seem to be acknowledging that the Transportation Staff has pivoted in its implementation in the ensuing 2 years. In an article by Tom Scanlon in the Progress on Sept 4, 2023, he agrees with the above facts and quotes Director Melnychenko stating that *"There's only really one example of a road diet which is infrastructure change. And that was 96th Street north of Shea Boulevard where the curb lines were changed and the street was narrowed."* Since that is exactly your neighborhood, I am curious how that change impacted your well-being and quality of life?

I personally defer to the professional traffic engineers when it comes to traffic policy. I suggest you speak with Director Melnychenko if you disagree with the positions and policies of his team, and I request that you share that discussion via your channels so that our community can all have a more insightful, educated view of this topic.

What do you think of the 60 miles of road bulking that have\soon-will-be occurring, and the additional 50 that are planned under the TAP?

Thanks for your thoughtful contribution to our civic dialogue.

On Thu, Jan 18, 2024 at 5:48 PM Susan Wood <samw1222@aol.com> wrote:

If you did your homework, as I have, you would find the words "road diet" in the City's application for funding from MAG for various projects.

Are you obsessed with me? You are pathetic.

On Thursday, January 18, 2024, 4:28:17 PM MST, Jason Alexander <jason.alexander.az@gmail.com> wrote:

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Thank you for your support.
Jason Alexander
14 year resident

Lofgren, Kyle

From: Jason Alexander <jason.alexander.az@gmail.com>
Sent: Wednesday, February 7, 2024 11:55 AM
To: City Council; City Manager Mailbox; Melnychenko, Mark; Worth, Daniel; Planning Commission; Transportation Commission; tfthornton@arizonadigitalfreepress.com; sam.kmack@arizonarepublic.com; tscanlon@timeslocalmedia.com; jgraber@inius.org; info@cogsaz.org
Subject: Dispelling Misinformation - Scottsdale Doesn't Use Road Diets
Attachments: gates.png; dubauskus.png; lettieri.png

⚠ External Email: Please use caution if opening links or attachments!

Hello friends in the Scottsdale media, City Staff and City Council:

Following up on my January 18 email to you "Jegw\$erh\$T\$pmiw\$Wls{ \$Wgsxwhep\$Hsiwr\$Ywi\$Vseh\$Hniw&@ \$yn\$ pni\$ \$wlevi\$ }\$yfng\$sq q irw\$vsq \$di\$ifwv}\$ \$m)\$ \$syrng\$ iixrk\$ex\$li\$ur\$fi\$ { 2\$

<https://www.youtube.com/live/kyzCJMDeEsc?feature=shared&t=1077>

The data I presented all comes from the City's Transportation Department. I can forward copies, or you can request directly from the City Staff.

There are currently three City Council candidates campaigning falsely that Scottsdale supports road diets. (see attached images).

I hope you will consider covering how this non-issue is being manufactured by the candidates and their handlers to create division in our community, and not based in fact. Scottsdale's residents deserve truthful information in their political discourse. Please help share verified facts and shine sunlight on this topic through your reporting and research.

I am available for any questions.

Thank you.
Jason Alexander
480-329-8875
14 year Scottsdale resident