



## SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

**Date: Thursday, June 20, 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

Citizens may address the members of the Transportation Commission during Public Comment. This “Public Comment” time is reserved for citizen comments regarding non-agendized items. Arizona State law prohibits the Transportation Commission from discussing or taking action on an item that is not on the prepared agenda. Citizens may complete one Request to Speak “Public Comment” card per meeting and submit to City Staff. Public testimony is limited to three (3) minutes per speaker.

Written public comment for both agendized and non-agendized items may be submitted in-person by completing a yellow written public comment card or electronically by completing a Written Public Comment Form. Written public comment submitted after public testimony has begun will be provided to the members of the Transportation Commission at the conclusion of the testimony for that item. Written comments that are submitted electronically at least 90 minutes before the meeting’s scheduled start time will be provided to members of the

Transportation Commission. A written public comment may be submitted electronically at the following link: <https://www.scottsdaleaz.gov/boards/transportation-commission>

1. **Approval of Meeting Minutes**-----**Discussion and Action**  
Regular Meeting of the Transportation Commission – May 16, 2024
  
2. **Motorized Vehicles on Paths and Canals**----- **Information**  
Information on usage of motorized vehicles on the path network and canals – Susan Conklu,  
Senior Transportation Planner
  
3. **68<sup>th</sup> Street Project Outreach Efforts**-----**Information**  
Information on the public outreach efforts for the 68<sup>th</sup> Street project – Nathan Domme,  
Transportation Planning Manager
  
4. **Citizen Petition and Staff Responses**-----**Information**  
Information on citizen petitions that have been received – 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.



## **DRAFT SUMMARIZED MINUTES**

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

**Thursday, May 16, 2024  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, AZ 85251**

#### **CALL TO ORDER**

Chair Lall called the regular meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

#### **ROLL CALL**

**PRESENT:** Kent B. Lall, Chair  
Mary Ann Miller, Vice Chair  
Robert Marmon, Commissioner  
Lee Kaufheil, Commissioner  
Mailen Pankiewicz, Commissioner  
Kerry Wilcoxon, Commissioner  
Emmie Cardella, Commissioner

**STAFF:** Mark Melnychenko, Transportation & Streets Director  
Nathan Domme, Transportation Planning Manager  
Susan Conklu, Senior Transportation Planner  
Cristina Lenko, Public Information Officer  
Ratna Korepella, Transit Manager  
Daniel Alire, Transit Operations Coordinator  
Kyle Lofgren, Office Manager

**GUESTS:** Joe Heller, ADOT Resident Engineer  
Gael Luna, ADOT Community Relations Project Manager  
Armando Correa, Dunn Transit

#### **PUBLIC COMMENT**

There were no spoken comments. Kyle Lofgren, Office Manager, noted that one written comment was included with the agenda packet.

## **1. APPROVAL OF MEETING MINUTES**

Commissioner Kauftheil noted that, under item 4, he asked a question pertaining to lanes being taken away during the 100th Street studies and Ms. Conklu confirmed that there were currently no plans to remove lanes from any of the areas being studied.

COMMISSIONER MILLER MOVED TO APPROVED THE APRIL 18, 2024, TRANSPORTATION COMMISSION REGULAR MEETING MINUTES AS AMENDED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED SEVEN (7) TO ZERO (0) BY ROLL CALL VOTE. CHAIR LALL, VICE-CHAIR MILLER, AND COMMISSIONERS MARMON, PANKIEWICZ, WILCOXON, CARDELLA, AND KAUFTHEIL VOTED IN THE AFFIRMATIVE. THERE WERE NO DISSENTING VOTES.

## **2. ADOT Update**

Christina Lenko, Public Information Officer, introduced the ADOT team involved with the Loop 101 widening and intersection improvement project.

Gael Luna, ADOT Community Relations Project Manager, presented an update on the Loop 101 Pima Road/Princess Drive to Shea Boulevard improvements project. The project began in January 2024 with expected completion in late 2025. The main goals of the project are to improve traffic flow on Loop 101 and cross-streets and increase capacity to accommodate existing and future traffic levels through 2040. He provided an overview of the improvements to be made to achieve these goals:

- Add one general-purpose lane in each direction
- Add third southbound left-turn lane at Pima/Princess interchange
- Convert Frank Lloyd Wright Blvd interchange to a diamond configuration
- Add right-turn lanes at Raintree Dr. and Shea Blvd.
- Update impacted sidewalks to be ADA compliant
- Upgrade freeway and ramp lighting
- A separate resurfacing project upon improvement completion

To minimize impact to the traveling public, closures to Loop 101 are limited to off-peak hours. Ramps are being closed strategically, and ADOT provides advance notice of closures and restrictions. City Staff meet regularly with ADOT and attend weekly construction meetings. The City of Scottsdale collaborates with ADOT to ensure construction closures and restrictions are on schedule and cohesive with nearby events/simultaneous projects, plan and design improvements within the project area, manage affected public art, and provide additional community outreach.

Mr. Luna provided a progress update including photographs. The asphalt surface has been removed. The contractor began bridgework at Bell Road and Princess Drive/Pima Road, reconstruction of on-ramps at Shea Boulevard and Cactus Road, excavation for new storm drains and installing new drainpipes, electrical work, and plant salvage. 189 trees and cacti have been salvaged and will be replanted in the project area. A specialized contractor has been hired to correct the bridge deck at Frank Lloyd Wright Boulevard. Upcoming work was outlined including paving, bridge deck removals, bridge foundations, and ramp reconstruction. An approximate ramp closure schedule is provided in Mr. Luna's presentation.

Based on feedback from drivers, ADOT has worked with the contractor to adjust merge lane length, add signage, and extend ramp metering times. ADOT has requested additional measures to enforce the work-zone speed of 55 mph.

Commissioners were given an opportunity to ask questions. Mr. Luna shared that there is not a confirmed schedule for the upcoming pavement project, but it will follow the completion of the current project. The existing concrete pavement, which was uncovered during the rubberized asphalt removal, and the concrete poured for the new lanes will remain at the end of the current project. Details regarding the upcoming pavement project, including methods, timeline, and parties involved in the decision process, will require follow up. Joe Heller, ADOT Resident Engineer, added that the two pavement methods being considered are diamond grinding and asphalt rubber; public opinion and maintenance cost will affect the decision process. Commissioner Kauffheil noted the community dissatisfaction with the project length and Mr. Luna stated that, unfortunately, significant alterations to the project schedule cannot be made to shorten the two-year timeline. A larger disruption with a shorter timeline was noted for future projects. Mr. Heller confirmed that there are no financial incentives with the contractor to complete stages of the project ahead of schedule. In response to a question regarding automated speed cameras, Mr. Luna clarified that speed enforcement requests will need to be made through the Arizona Department of Public Safety.

To see an approximation of what the project will look like upon completion, [azdot.gov/loop101princesstoshea](http://azdot.gov/loop101princesstoshea) contains the virtual public meeting presentation and recording as well as the Design Concept Report.

Mr. Luna confirmed that the project did require traffic counts prior to beginning. Mr. Heller shared that, historically, pedestrian counts are not included for these types of projects and will need to confirm if those data were collected. Off-ramp right-turn signaling will vary by each interchange but will remain relatively similar to what exists currently. The ADA improvements will include new ramps, median improvements, and new pedestrian pushbuttons. The biggest change will be at Frank Lloyd Wright Boulevard, which is transitioning to a diamond interchange. Mr. Luna does not currently have data regarding the impact on pedestrians and cyclists but offered to follow up with that information.

Mr. Luna shared that the salvaged trees and cacti are being properly cared for. Mr. Heller added that those have been temporarily relocated to a nearby nursery setting. Mr. Luna clarified that it is not all native plants that are required to be salvaged, but only those that were intentionally planted. He will follow up regarding the survival rate for the salvaged trees.

Commissioner Wilcoxon expressed concern with the necessity of the bridge jacking. Mr. Heller clarified that the bridge itself has not subsided; it was the roadway portion adjacent to the bridge. This is not entirely uncommon, and they have not determined an exact cause.

Mr. Heller will follow up regarding the plan for use of wrong-way detection in the project area.

Chair Lall requested that follow up to the pending questions be sent to Mark Melnychenko, Transportation and Streets Director.

### **3. Trolley Update**

Daniel Aire, Transit Operations Coordinator, gave an overview of the 2024 Spring Training Trolley Service. Trolley service began February 24, 2024, on the first day of spring training, and ended March 23, 2024, on the last day of Spring Training. Two trolleys were in operation at 20-minute frequencies, running 90-minutes prior to games through 30-minutes after both north and south to and from the stadium and parking destinations. The objectives for this service were to provide transportation and the opportunity for riders to gain interest in special event transportation services. The Spring Training Trolley Service was originally an extension of the currently non-operational Old Town/Downtown trolley route and was reinstated in 2023, following closure of all trolley services due to COVID-19. The 2024 route was adjusted based on ridership data from 2023, with added focus on parking garages. Route challenges included avoiding Scottsdale Road to prevent street congestion, other special events taking place, rideshare services, and fans choosing to walk.

Blue signs were placed along the route to identify the 12 designated trolley stops. Advertising for the service was present on the ScottsdaleAZ.gov stadium site along with the SharePoint news site for city staff. Mr. Aire gave special thanks to Cristina Lenko, Public Information Officer, for working with the Tourism Department and providing various, high-visibility promotions. There was a slight increase in ridership over 2023. Ridership was higher to the stadium versus departing the stadium, likely due to good weather.

Mr. Aire outlined lessons learned for future service including clearer trolley stop markers identifying the stadium as the destination, potentially extending service to the North-East quadrant of Old Town, increased advertising, and providing more swag for riders to keep them engaged. Mr. Aire introduced Armando Correa, Dunn Transit General Manager, to discuss the special event service and their experience in the 2024 Spring Training season. Mr. Correa said that this season was an overall success with some operational challenges, mainly congestion. He reviewed comments made by riders and operators.

Commissioners were given an opportunity to ask questions. Commissioner Kauftheil suggested that, with the prospect of new parking structures in the area, the trolley service might consider a transition to year-round operation. This may also raise awareness of the service and decrease congestion. Mr. Aire said they will continue to constantly monitor data for opportunities to increase and update trolley service. Mark Melnychenko, Transportation and Streets Director, explained that, with the existing trolley routes that are along the periphery of the area along with the regional routes, there is a challenge to create a new dissecting route during high-traffic times. Data is continuously monitored for opportunities to update and add routes.

Mr. Aire confirmed that the 1,082 passenger count provided included all 15 games. Suggestions made by Commissioners included:

- Simplify the trolley service goals to help generate ridership
- Special Events Trolley Services take advantage of, and connect with, existing neighborhood routes
- Expand marketing to include local businesses and hotels
- Provide trolley service information with game ticket purchases
- Explore additional exposure on the Giants' website
- Integrate trolley stops with transit apps and mobile mapping databases

Ms. Lenko clarified that trolley service information is available on multiple websites. She also said that there is no app for the trolley service but there is a QR code on all advertising which provides route information.

#### **4. RAISE Grant**

Susan Conklu, Senior Transportation Planner, provided background and presented an update on the RAISE Grant. The Bipartisan Infrastructure Law (BIL) established the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. This reimbursement program includes capital grants and planning grants. She included a list of eligible projects, a breakdown of the evaluation process, and detailed the RAISE Merit criteria. Applicants can compete well by providing plenty of data and clear, simple proposals.

The City of Scottsdale has submitted three applications: Old Town Scottsdale Living Street Project (2022 and 2023) and Goldwater Pedestrian Underpass (2024). The Old Town Scottsdale Living Street Project submissions were unsuccessful; however, feedback has been received to improve criteria score. The transportation staff chooses to submit existing or planned projects that are already a high priority locally and determine how they will demonstrate both eligibility and criteria.

Ms. Conklu gave details regarding the Goldwater Pedestrian Underpass. Construction of Goldwater Boulevard in the late 1980s destroyed most of the existing sidewalk on the west side of the road including the current 435-foot sidewalk gap between Chaparral Road and Rancho Vista. Pedestrians and cyclists have been observed crossing Scottsdale Road along this stretch mid-block. Ms. Conklu outlined the proposed solution, currently in predesign, including an underpass, additional sidewalk, landscaping, and signage, as well as additional nearby projects for intersection improvements and HAWK crossing. She provided renderings of the underpass design concept and highlighted nearby connections and destinations. This project is included in the Old Town Scottsdale Bicycle Master Plan, the Transportation Action Plan 2022, and is in-line with the General Plan 2035, as well as the Old Town Character Area Plan. She shared that the various funding sources are being determined, pending possible award of the RAISE grant (to be announced June 27, 2024). Letters of support have been received from several parties. Ms. Conklu reviewed the action plans for whether this project is selected for RAISE funding or denied.

Commissioners were given an opportunity to ask questions. Ms. Conklu explained that a similar project at Scottsdale Road and Drinkwater Boulevard at Earl was included in a feasibility study; however, it was determined to move forward with this northern project individually. Addressing safety concerns, Ms. Conklu clarified that this is an active project and will proceed despite RAISE determination. Ms. Conklu explained that the cost difference between the CIP project and this current project is due to additional project scope and increased construction and land rights costs. Nathan Domme, Transportation Planning Manager, added that the CIP estimate was presented a few years ago and will require an update as inflation has affected the cost. Ms. Conklu clarified that MAG funding is just one of several options if RAISE funding is not granted. Additional RAISE applications will be submitted, as necessary, in 2025 and 2026, depending upon the result of the current application.

## **5. Projects and Programs Update**

Mark Melnychenko, Transportation and Streets Director, reviewed the key focal points of the Transportation Action Plan (TAP). He gave an update on the area south of Frank Lloyd Wright. Several projects in this portion of the city are adding capacity in various ways through additional lanes or more turning capacity with the goal of minimizing disruption by staggering projects. He gave an overview of the recent, current, and upcoming capacity improvements and paving projects. All project schedules are balanced around a building moratorium between November and April. Work continues in Old Town with the Craftsman Court sidewalk and alley improvements as well as the final phase of the Historic Old Town streetlight project.

Staff attended a public engagement workshop as part of the Department of Transportation's "Investing in America." This workshop focused on effectively engaging the community and transportation decisions, promoting equity and civil rights projects, and building strong partnerships with community leaders. Staff also attended an open house to learn about and provide input on safety concerns and potential strategies as part of ADOT's development of the Strategic Highway Safety Plan and the Active Transportation Safety Action Plan.

The annual maintenance cycles are continuing. Focus is currently on the road shoulder maintenance cycle to improve driver visibility and clear bicycle lanes, as well as create a natural firebreak.

Director Melnychenko took this opportunity to remind everyone that the safety of the traveling public and crews are of the utmost importance and to urge motorists to drive with caution in construction zones.

Char Lall shared that there will be an agenda item to discuss future items at the next meeting on June 20, 2024.

## **6. Adjournment**

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Miller, the meeting adjourned at 7:02 p.m.

AYES: Chair Lall, Vice-Chair Miller, and Commissioners Marmon, Kauftheil, Pankiewicz, Wilcoxon, and Cardella

NAYS: None

SUBMITTED BY:  
eScribers, LLC



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT

**To:** Transportation Commission  
**From:** Susan Conklu, Senior Transportation Planner  
**Subject:** Motorized Devices on Paths  
**Meeting Date:** June 20, 2024



## ITEM IN BRIEF

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### Action:

Presentation and Discussion

### Background:

The Transportation Action Plan, adopted in 2022, Bikeway Element has several goals including:

- Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.
- Implement education, encouragement and data collection programs to increase bike usage and improve bike safety.
- Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.
- Provide access to a shared use path within ½-mile of all residences, unless privately owned property or natural terrain make it impractical.
- Maintain and enhance the current bike transportation network to meet current design standards.

There are 192 miles of bike lanes, 90 miles of bike routes, and 129 miles of multi-use paths and 219 enhanced crossings ranging from raised pedestrian crosswalks to tunnels and bridges.

The multi-use paths provide a safe space for family use along the multi-use path system that accommodate users including walkers, runners, bicyclists, and other mobility devices. The path has been designed for recreational use including bike riding, but it is also used for transportation. Typically, recreational bike users avoid roads and prefer to be away from traffic.

Paths accommodate a wide range of skill levels; from the least skilled bicyclists (including young children learning to ride) while still being of interest to the most skilled. Paths are typically striped to indicate two-way traffic. Signage provides destination, directional, path identity and safety information along the network. As these paths are shared-use, bicyclists must yield to pedestrians and pass on the left. All users must keep to the right half of the paths.

In recent years the emergence of more motorized devices and new technologies, coupled with increased availability and price ranges, have led to higher ridership. This includes gas-powered bicycles, electric bicycles, electric scooters, Segways, motorized skateboards, Uniwheels, Onewheels and electric motorcycles. These may be personally owned, shared dockless rental devices, from a rental shop or tour company. Additionally, devices with higher maximum speeds are becoming more available including via DIY kits. These factors, combined with riders of various experience levels and ages along the paths and sidewalks, lead to potential conflicts with pedestrians and slower users.

### Key Steps:

The Transportation & Streets staff and the city have taken steps to improve conflicts between different type of users on the path system detailed below.

**Ordinance No. 4372** On Nov. 13, 2018, City Council adopted Ordinance No. 4372 amending the Scottsdale Revised Code relating to bicycles and related devices, including electric bicycles and scooters. The ordinance regulates parking and operation of bicycles, electric bicycles, motorized bicycles, stand-up electric mini-scooters, and other devices.

The ordinance allows Class 1 and 2 electric bicycles and stand-up electric mini-scooters on paths and sidewalks, listed under Sec. 17-99. The regulations require the same rules for people riding bicycles, e-bikes, and scooters including requiring riders to yield to pedestrians, obey traffic control devices, and use reasonable and prudent speed. Class 3 electric bicycles and gas-powered bicycles, and other motorized devices such as skateboards are not allowed on sidewalks or paths. Riders can be cited for reckless riding, failure to yield, ignoring a traffic control device and riders of electric devices can be cited for operating under the influence.

More information on the regulations can be found here:

<https://www.scottsdaleaz.gov/codes/bike-scooters>

In addition, motorized vehicles are not allowed on the canal path system, neighborhood trails nor in the McDowell Sonoran Preserve.

Other considerations include various motorized devices including newer types that do not fall under the regulatory definitions of Class 1, 2, 3 electric bicycles or electric scooters. These are prohibited on the paths and sidewalks. City staff and the public have observed people riding many of these other devices on paths, trails, and sidewalks including electric motorbikes and unibikes that can exceed 30 miles per hour.

**On-street Bike Network Improvements** The on-street bike network is key to alleviating some of the bike/pedestrian conflicts on the multi-use paths and sidewalks. These enhancements of the on-street bike network, which have been developed over decades, allow for an alternate route for people who wish to ride at faster speeds and have more experience.

To some, rider's speed, convenience, and directness are more important factors in route selection. If these alternatives are available and seamless then these experienced, faster riders will use them. In addition, the on-street bike network also helps to make the necessary safe and convenient connections to and from the multi-use paths and to other destinations.

**Wayfinding and Regulatory Signage** Staff recently implemented 200+ new and improved directional and wayfinding signage along the Indian Bend Wash Path between Thomas Road and Indian Bend Road. The new signage includes regulatory information such as "Bikes Yield to Pedestrians," "Keep Right Except to Pass," and which types of motorized vehicles are allowed on paths.

The next phase of this project will be implemented south of Indian Bend Road on Pima Path, Arizona Canal Path, and Crosscut Canal Path. Future phases of the signage program will expand to areas from Indian Bend Road to Shea Boulevard, and Shea Boulevard to the WestWorld area. When the future park improvements are implemented south of Thomas Road, the path signage will be included.

**Widening the Paths** Staff has an ongoing effort to widen the 40-year old multi-use paths. Sequenced in segments, the improvements will widen the multiuse path along the Indian Bend Wash from 8-feet to 10 or 12-feet. This will provide better separation between all users along

the path system. The next segment will be widened from Earll Drive to 3<sup>rd</sup> Street, tentatively late summer 2024.

**Ongoing Outreach** Transportation and Streets staff are conducting continual outreach efforts to inform the public about the regulations and laws on the multi-use paths as well as alternate routes on streets for people who wish to ride at faster speeds. Here are some other ideas that staff is moving forward in messaging efforts:

### **Scottsdale Police Department**

We have reached out to the Police department for assistance with targeted enforcement on the path network, including the Police Bike Unit and Park Rangers. Our department has worked with the newly formed Scottsdale PD Park Rangers on several occasions. The Rangers were part of our [Slow Down Scottsdale](#) safety video series, the rangers were also part of our Discover Scottsdale's Urban Oasis multiuse path photo shoot and helped staff our table at the Tour de Scottsdale and Bike to Work Day events. We are also considering a follow-up multiuse path safety video with PD focused on e-bicycle users.

### **Bicycle safety brochure**

A Bicycling in Scottsdale brochure or rack card is in development for bike stores and bike rental companies. The card would promote the city's bicycle network, affiliation with the League of American Bicyclists, and provide information about riding e-bikes in Scottsdale.

### **Discover Scottsdale's Urban Oasis system map**

Our new map for bicyclists, pedestrians, and equestrians was printed this spring and is available on the [Paths and Trails](#) website. Residents and bike shops can request copies of the map using the form on the webpage. In conjunction with the printed map, GIS created an online version of the map – also available on the Paths and Trails website.

### **Cycle Smart Scottsdale**

Mayor Ortega's bicycle safety campaign is still in development; there should be an opportunity here to get information out to the community. The Office of Communications is spearheading this campaign.

### **Next Steps:**

Transportation and Streets staff will continue coordinating with our partners within the city as well as SRP for outreach, signage, education and monitoring the progress. This will include monthly meetings.

### **Staff Contacts:**

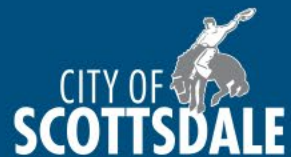
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Susan Conklu, 480-312-2308, [SConklu@ScottsdaleAZ.gov](mailto:SConklu@ScottsdaleAZ.gov)

# Motorized Devices on Paths

Transportation Commission

June 20, 2024



# Transportation Action Plan 2022

## Bikeway Element Goals:

Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.

Implement education, encouragement and data collection programs to increase bike usage and improve bike safety.

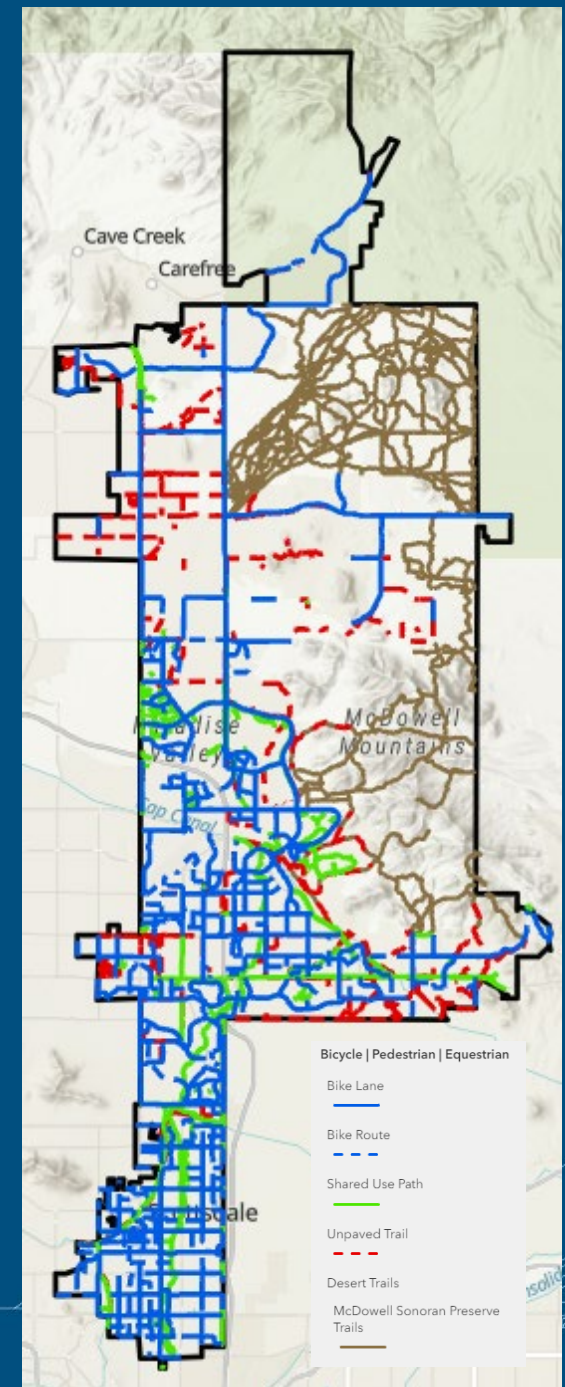
Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.

Provide access to a shared use path within ½-mile of all residences, unless privately owned property or natural terrain make it impractical.

Maintain and enhance the current bike transportation network to meet current design standards.

Network and mileage

Grade-separated crossings



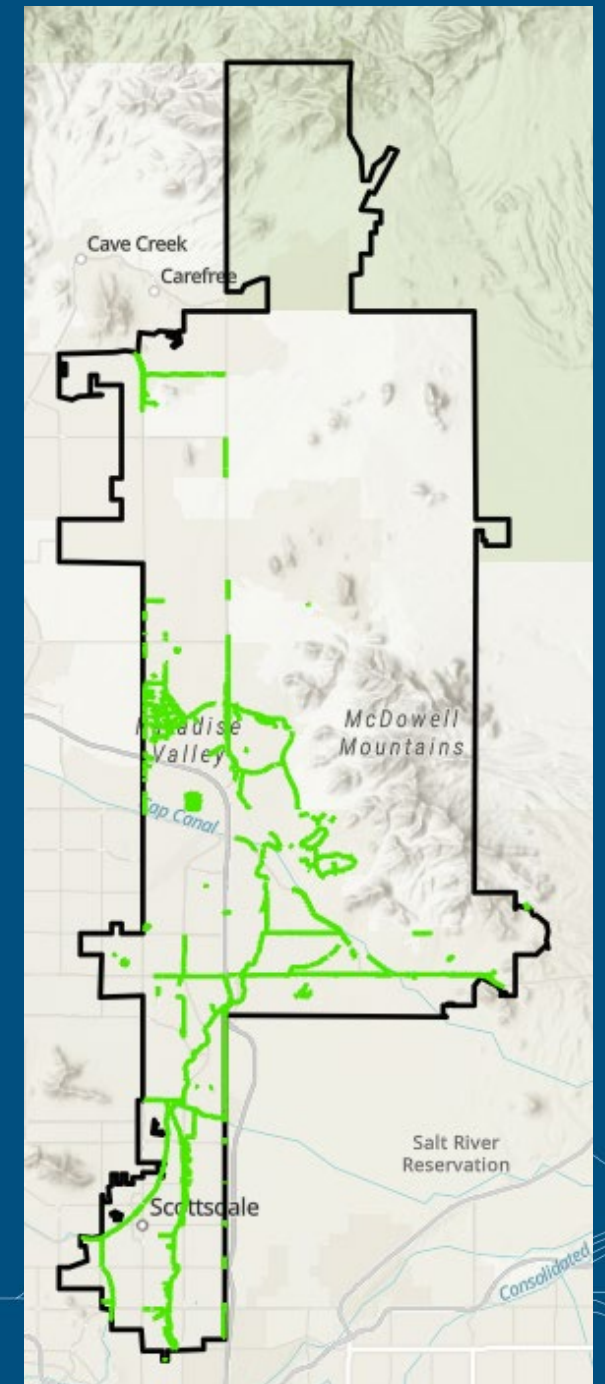
# Multi-Use Paths

Provide a safe space for family use along the multi-use path system that accommodate users including walkers, runners, bicyclists, and other mobility devices.

The path has been designed for recreational use including bike riding, but it is also used for transportation.

Typically, recreational bike users avoid roads and prefer to be away from traffic.

Paths accommodate a wide range of skill levels; from the least skilled bicyclists (including young children learning to ride) while still being of interest to the most skilled.



# Multi-Use Paths

Striping to indicate two-way traffic

Signage with destination, directional, path identity, and safety information

Shared use – bicyclists must yield to pedestrians and pass on left, users must keep to the right half.

Standard width to accommodate all users



# Growing Types of Motorized Devices

- Gas powered bicycles
- Electric scooters
- Electric bicycles – Class 1, 2, 3
- Segways
- Motorized skateboards/ Onewheels
- Electric unicycles - Uniwheels
- Electric motorcycles and dirt bikes
- Motorized play vehicles
- Types and numbers of devices are increasing, including the maximum speeds





# Steps Taken to Improve Path System

# City Code Updates

## Ordinance No. 4372

Adopted by City Council on November 13, 2018, amending the Scottsdale Revised Code for bicycles and related devices, including electric bicycles and scooters.

Allows Class 1 and 2 electric bicycles and stand-up electric mini-scooters on paths and sidewalks (Sec. 17-99), but they are prohibited on streets with 40 MPH speed limits or greater.

Require same rules for people riding bicycles, e-bikes and scooters: yield to pedestrians, obey traffic control devices, and use reasonable and prudent speed.

Riders can be cited for reckless riding, failure to yield, ignoring a traffic control device and riders of electric devices can be cited for operating under the influence.

Class 3 electric bicycles, gas-powered bicycles, and other motorized devices such as skateboards are not allowed on sidewalks and paths.

No motorized devices are allowed on the canal system, neighborhood trails, nor the McDowell Sonoran Preserve.

More information: <https://www.scottsdaleaz.gov/codes/bike-scooters>



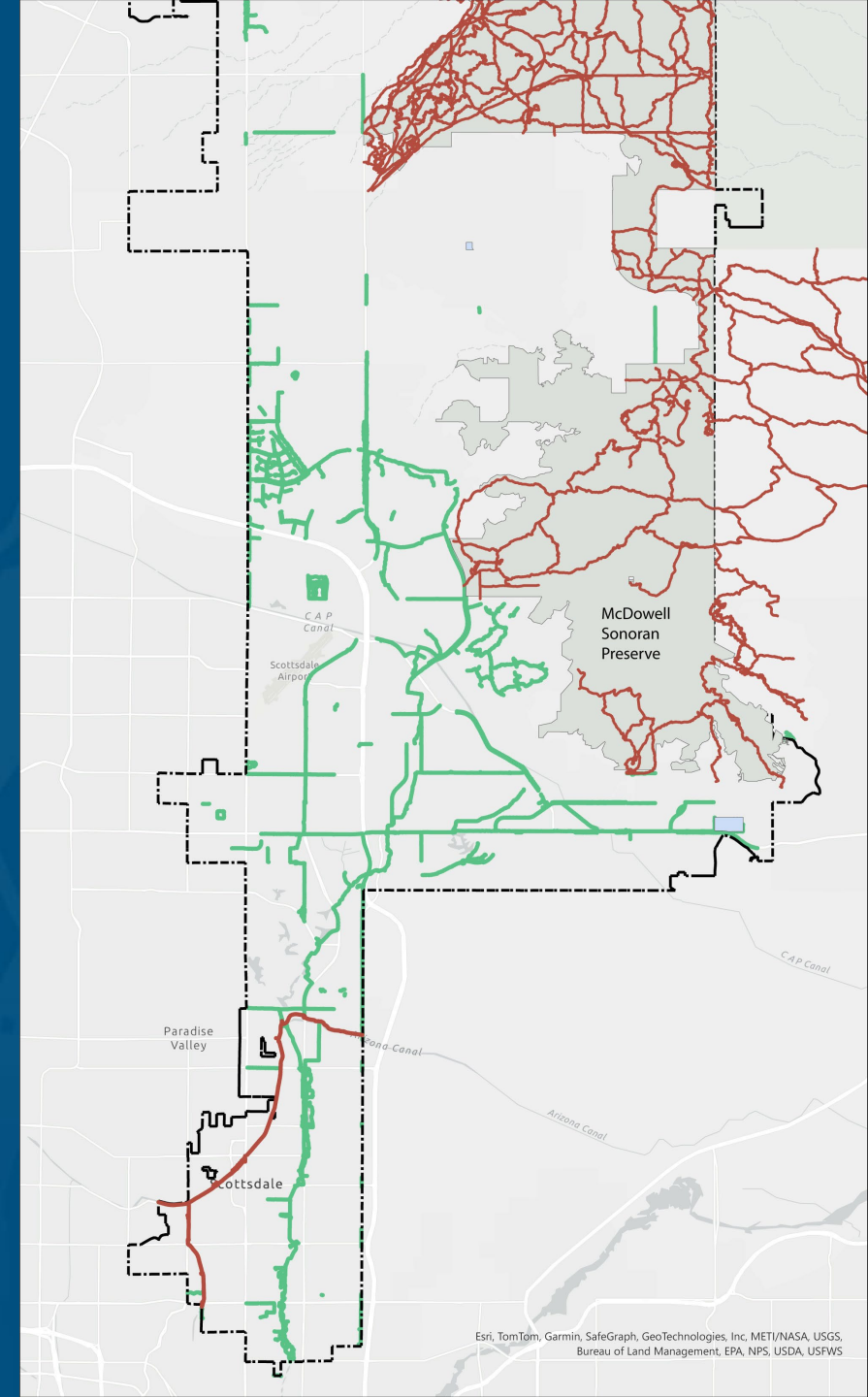
# Motorized Devices Locations

## Not Allowed Locations

- Canal Paths
- McDowell Sonoran Preserve Trails

## Allowed Locations

- Multi-Use Paths
- Side Paths
- On Street Network



# On-Street Network

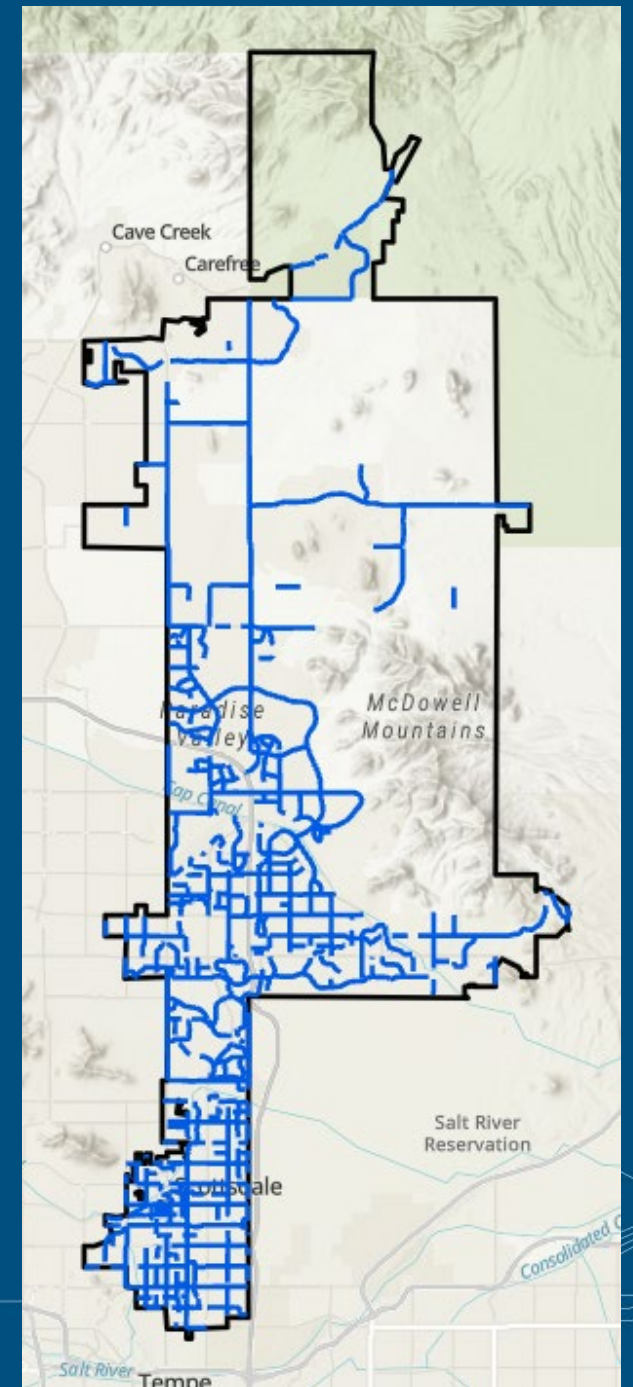
The on-street bike network is the key to alleviating some of the bike/pedestrian conflicts on the paths and sidewalks.

Streets allow for a direct route for people who wish to ride at faster speeds, including those with more experience.

Speed, convenience and directness are important factors for routes

If the on-street bikeways are available and seamless, faster riders will use them.

Additionally, the on-street bike network helps people connect to and from the paths.



# Path Wayfinding and Regulatory Signage

Transportation and Streets recently implemented new and improve directional and wayfinding signage on Indian Bend Wash Path from Thomas Road to Indian Bend Road.

200+ signs were installed along 7-miles of paths

Including regulatory information such as “Bikes Yield to Pedestrians,” “Keep Right Except to Pass,” and information on motorized device use.

Next phase: Arizona Canal, Crosscut Canal and Pima paths south of Indian Bend Road.

Future phases: north of Indian Bend Road extending to WestWorld area as well as pairing with planned park improvements south of Thomas Road.



# Path Widening Projects

Remove segments of 40-year old concrete path and replace with current standards (10-12-foot wide)

Phasing in segments along Indian Bend Wash

Provides better separation between all users and both directions of travel.

Next segment for summer 2024 between Earll Drive and 3<sup>rd</sup> Street.

*Camelback to Glenrosa  
After –  
completed  
September  
2022*



*Camelback to  
Glenrosa  
In Progress*



# Ongoing Outreach

Transportation and Streets staff are conducting continual outreach efforts to inform the public about the regulations and laws on the multi-use paths as well as alternate routes on streets for people who wish to ride at faster speeds.

Here are some other ideas that staff is moving forward in messaging efforts:

- Police Bike Unit and Park Rangers

- Bicycle Safety Brochure

- Discover Scottsdale's Urban Oasis system map

- Cycle Smart Scottsdale



# Scottsdale Police Department

We have reached out to the Police department for assistance with targeted enforcement on the path network, including the Police Bike Unit and Park Rangers.

Our department has worked with the newly formed Scottsdale PD Park Rangers on several occasions including:

- Our [Slow Down Scottsdale](#) safety video series
- Discover Scottsdale's Urban Oasis multiuse path photo shoot
- Tour de Scottsdale staff table
- Bike to Work Day

We are also considering a follow-up multiuse path safety video with PD focused on e-bicycle users.





# Bicycle Safety Brochure

A Bicycling in Scottsdale brochure or rack card is in development for bike stores and bike rental companies.

The card would promote the city's bicycle network, affiliation with the League of American Bicyclists, and provide information about riding e-bikes in Scottsdale.



# Discover Scottsdale's Urban Oasis

Our new map for bicyclists, pedestrians, and equestrians was printed this spring and is available on the [Paths and Trails](#) website.

Residents and bike shops can request copies of the map using the form on the webpage.

In conjunction with the printed map, GIS created an online version of the map – also available on the Paths and Trails website.

The screenshot shows the City of Scottsdale website's 'Paths & Trails' page. At the top, there is a navigation menu with a 'MENU' icon and a search bar containing the text 'What are you looking for?'. Below the navigation, the page title 'Paths & Trails' is displayed. The main content area is divided into several sections: 'MAP & RESOURCES' with a sub-heading 'Discover Scottsdale's Urban Oasis' and a brief description of the trail system; 'Your Journey Starts Here' with two buttons: 'View the online map' and 'View the print map'; 'Contact Information' with the address '7447 E. Indian School Road, Suite 205, Scottsdale, AZ 85251' and phone numbers; and 'Bike Resources' with links to 'Bicycle and Related Devices Ordinance', 'Maricopa Association of Governments Bikeways Map', and 'Request a printed version of the map'.



# Cycle Smart Scottsdale

Mayor Ortega's bicycle safety campaign is still in development; there should be an opportunity here to get information out to the community.

The Office of Communications is spearheading this campaign.



# Next Steps

Transportation and Streets staff will continue coordinating with our partners within the city as well as SRP for outreach, signage, education and monitoring the progress.





# Questions and Discussion

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Scottsdale Transportation Commission  
**From:** Nathan Domme, Transportation Planning Manager  
**Subject:** 68<sup>th</sup> St Sidewalk Recap and Public Outreach Summary  
**Meeting Date:** June 20, 2024

---

**Action:** Information and discussion

**Purpose:**

Provide a project update on 68<sup>th</sup> Street Sidewalk – Arizona Canal to Camelback Road project.

**Background:**

The City's Transportation & Streets department developed a capital improvement project to construct sidewalk along the 68<sup>th</sup> Street corridor. This is consistent with the City's Complete Streets Policy and is recommended as part of the 2022 Transportation Action Plan. A capital improvement project request was made for the 2022-2023 Fiscal Year Capital Improvement Program. The project cost was \$3.0 million.

The 68<sup>th</sup> St Sidewalk—Arizona Canal to Camelback Road was approved in July 2023. This project is intended to design and construct a 6 ft sidewalk on both sides of 68<sup>th</sup> Street from the Arizona Canal to just south of Camelback Road. The project will include asphalt improvements on the street surface. The project will improve pedestrian safety and enhance accessibility to the Downtown area for pedestrians and bikes.

68<sup>th</sup> Street is classified as a minor collector street from the city's northern boundary to Chaparral Rd to the city's southern boundary at Continental Drive. The street cross section is one lane in each direction with a two-way left-turn lane and bike lanes on both sides of the street. The speed limit along the entire 68<sup>th</sup> Street corridor is 35 miles per hour.

There is existing sidewalk along both the west side and east side of 68<sup>th</sup> Street for approximately 600 feet south of Camelback Road. These sidewalks were installed with the adjacent developments, the Village of Pavoreal subdivision and Optima Sonora Village. The sidewalk along the west side is a five-foot wide, and the east side is a minimum six-foot wide sidewalk. There is also sidewalk along the southern portion of this segment, from Monterosa Street to Indian School Road. A portion of this sidewalk was constructed over the Arizona Canal bridge in 2019 when the bridge was repaired and improved.

The section of 68<sup>th</sup> Street from Camelback Road to Indian School Road does have paved shoulders that function as a bike lanes and pedestrian facilities. For pedestrians the separation from the adjacent vehicular traffic with travel speeds of thirty-five miles per hour and greater is not comfortable. There are amenities in the area that include the Arizona Canal bank, Fashion Square Mall, and Scottsdale's Old Town that are desirable destinations that should be available to pedestrians.

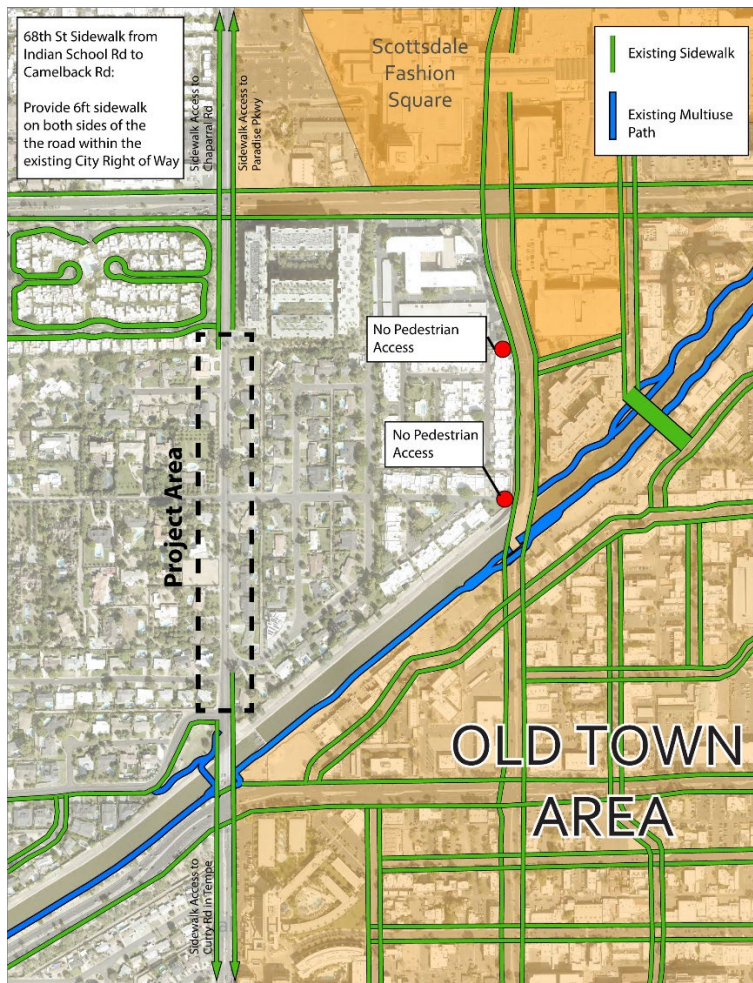
However, along this section of 68<sup>th</sup> Street there are obstructions and facilities that will have to be addressed to construct sidewalk within the existing right-of-way. These include retaining walls, irrigation ditches, mailboxes, streetlights, and berms. There will likely also be opposition from the residents who have frontage along this section of 68<sup>th</sup> Street and prefer not to have sidewalk in their front yards.

**Update:**

In April, Transportation and Streets Staff hosted meetings with Individual homeowners along 68<sup>th</sup> Streets. The meeting intended to explain right-of-way and property lines in on the roadway and explain what landscape and obstructions would need to be removed to install the sidewalk. After, Staff addressed any questions and concerns the homeowners had about the removals and project itself. It was important to reach out the homeowner along the road before we had a meeting with the rest of the neighborhood.

In May, Transportation and Streets Staff hosted a public meeting with the rest of the neighborhood along 68<sup>th</sup> St. At the meeting staff presented the project and answered question and concerns. There were 22 people in attendance at the meeting.

After the meetings staff will continue the design of a sidewalk. The design will take another six to 12 months leading to possible construction in 2025. Our team will keep the residents apprised of progress through correspondence as well as our project webpage.

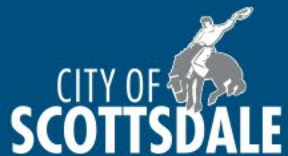


# 68<sup>th</sup> Street Sidewalks

Arizona Canal to Camelback Road

Public Meeting

May 15, 2024





# Project Information

## **Project Budget**

\$3 million

## **Project Funding**

Transportation 0.2% Sales Tax

## **Project Description**

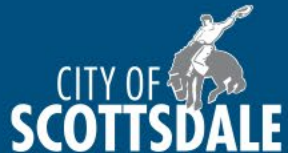
This project will build sidewalks on both sides of 68th Street from the Arizona Canal to just south of Camelback Road. The new sidewalks will fill a gap in pedestrian accessibility and provide a consistent paved sidewalk to improve safety along this corridor.

The project will include asphalt improvements on this segment of 68th Street and restriping of the street surface. The road will be restriped to its current lane configuration of one lane in each direction.

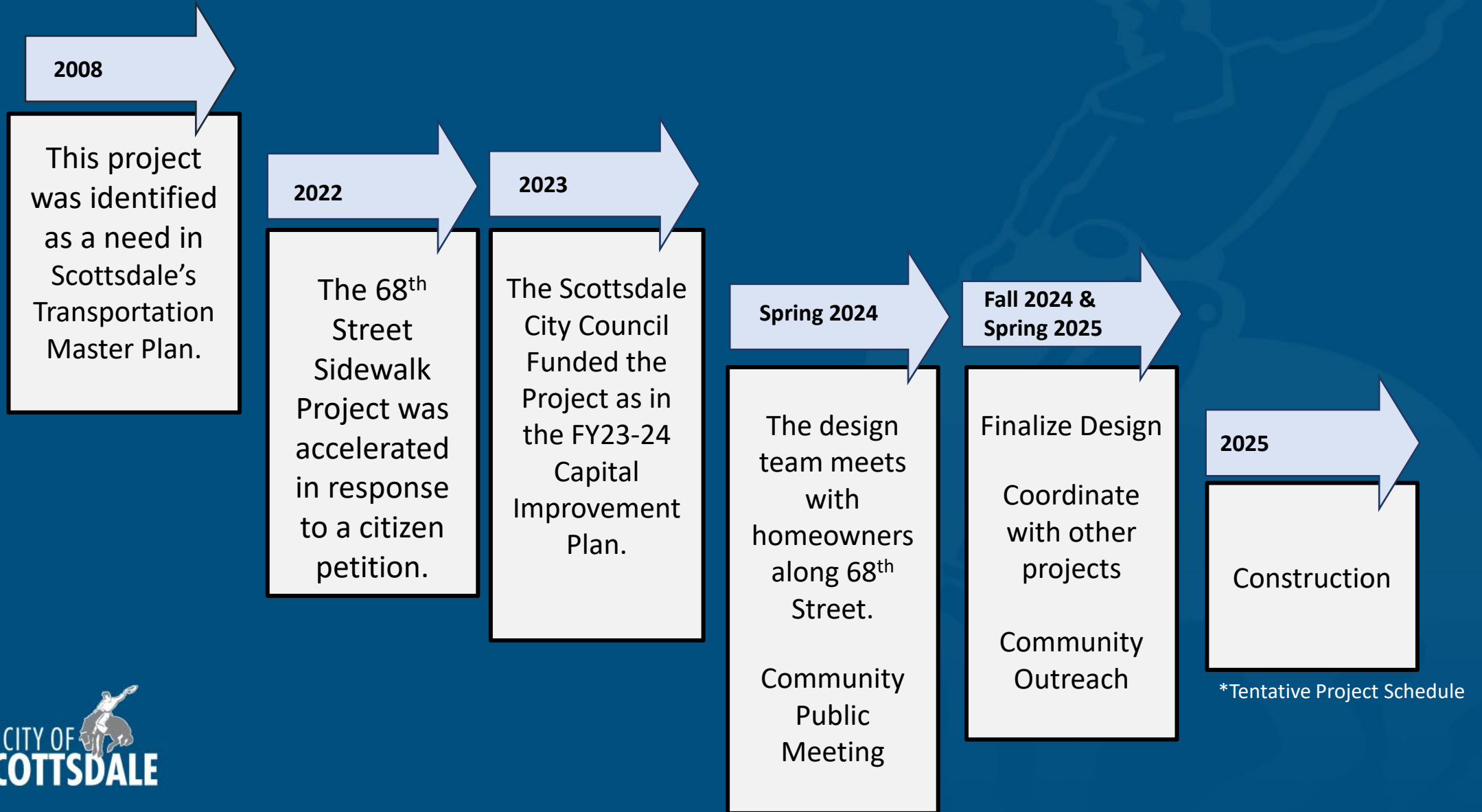
## **Concurrent Projects**

Storm Drain Project

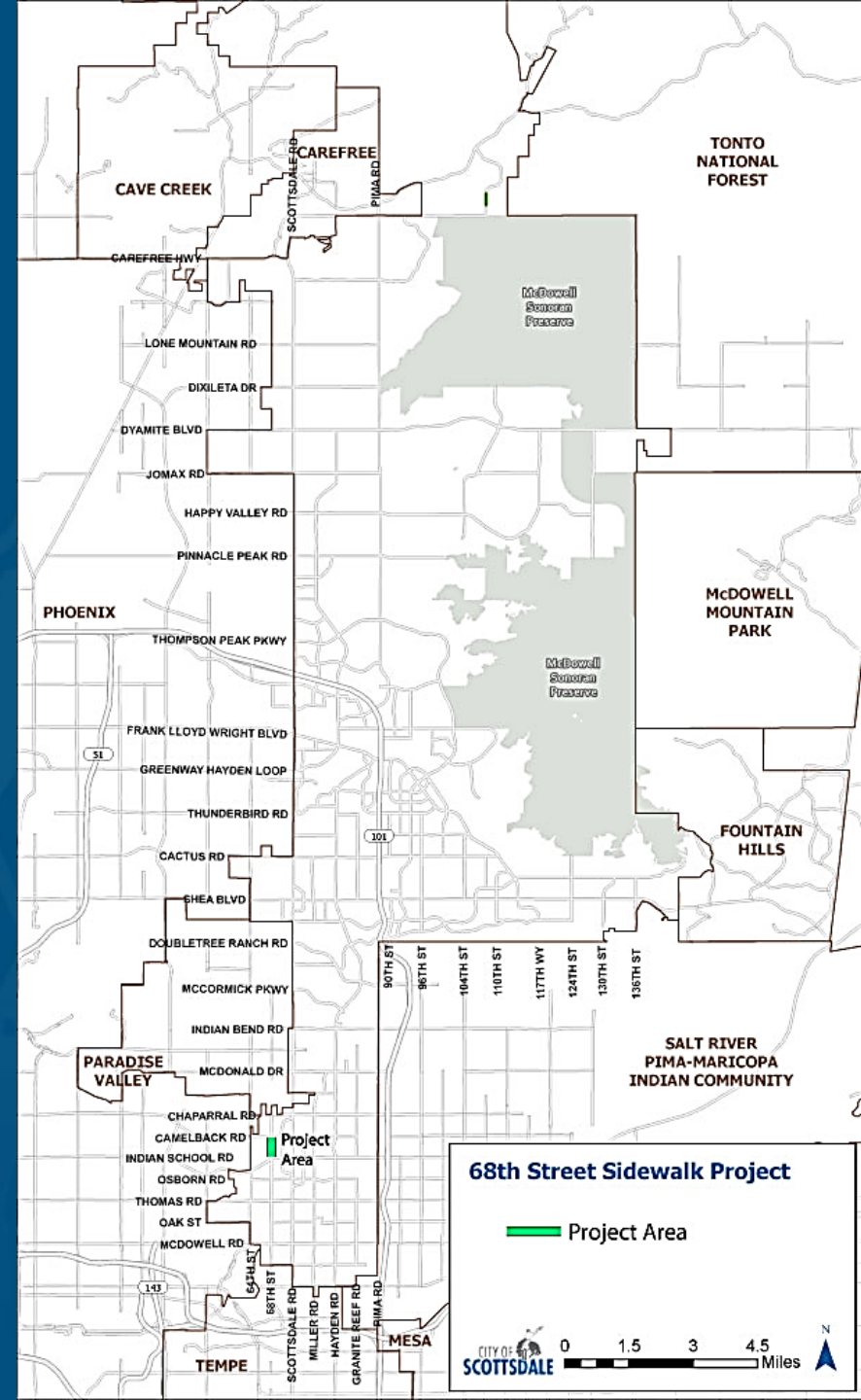
Street Light Assessment



# Where are we in the process?



# 68<sup>th</sup> Street: Arizona Canal to Camelback Rd Sidewalk Project



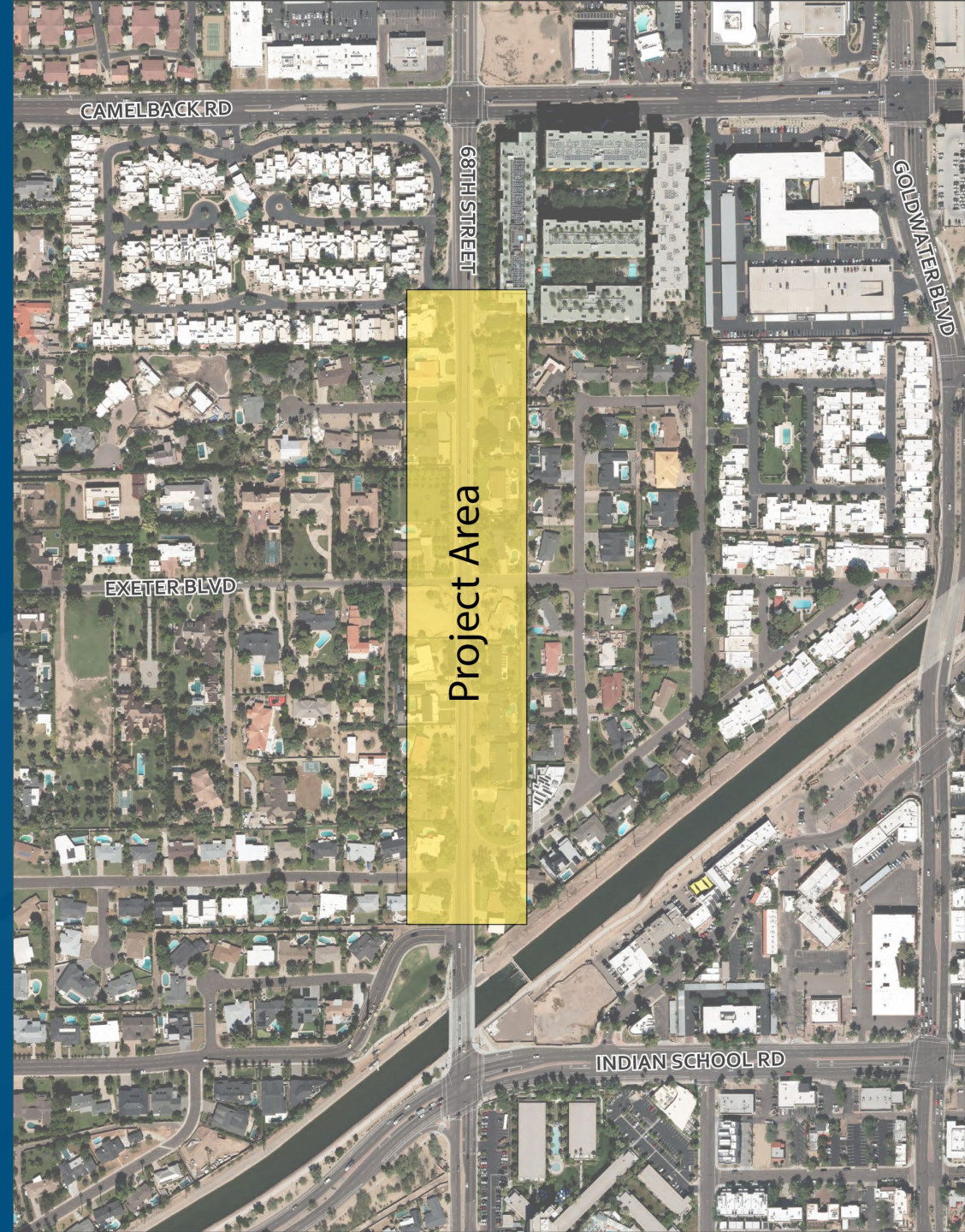
# Project Area

## Location:

Approximately 1/3 of a mile with no sidewalks on either side of 68<sup>th</sup> Street from 600 feet south of Camelback Road to Lafayette Blvd.

## Purpose:

Removal of pedestrian network gap along 68<sup>th</sup> St.



# Project Need

## Safety

- A dedicated pedestrian space strongly influences whether individuals feel safe or comfortable walking.
- The need for a separated walkway is essential.

## Sidewalk Widths for Walking

- A person walking requires 3 to 4 feet of width. Since walking is often a social activity a minimum of 6 ft. of clear unobstructed space for 2 individuals is recommended.

4 ft Sidewalk



6 ft Sidewalk



# Project Need, cont.

## Connectivity

- Create connectivity to the Arizona Canal Path and Old Town destinations:
  - Fashion Square
  - Old Town Shops
  - Waterfront

## Accessibility

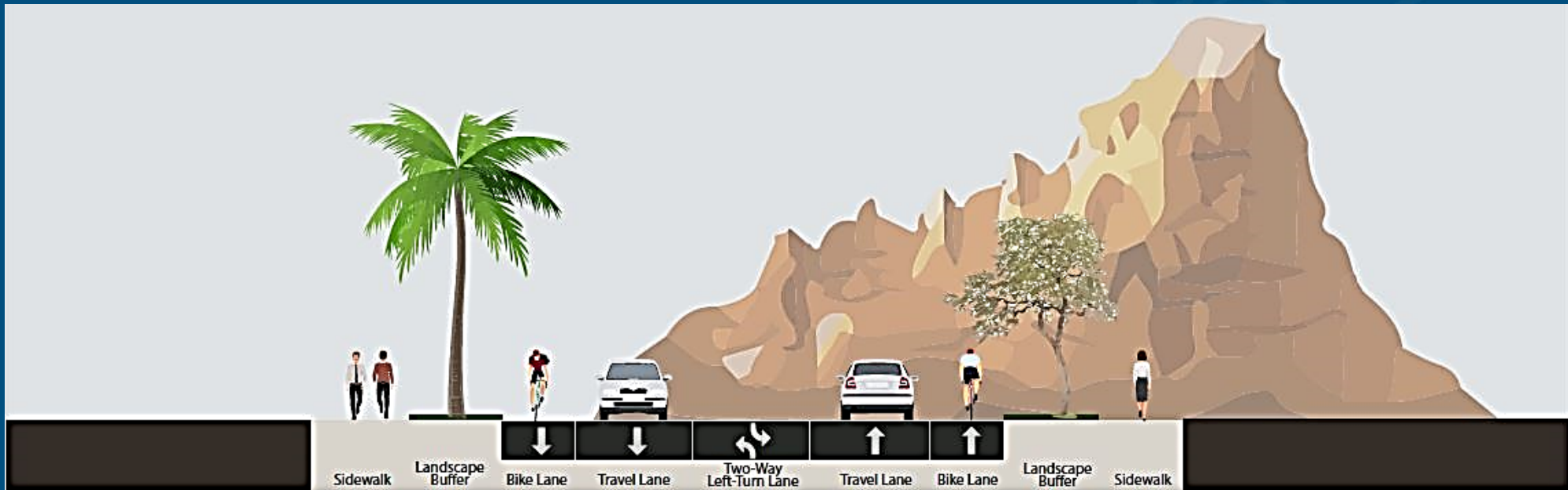
- Address the needs of pedestrians in the corridor.
- Compliance with the Americans with Disabilities Act:
  - Multiple modes of transportation and
  - Those with assistive devices.





# Design Standards for Minor Collector Streets

- Cross-sections vary to fit surrounding topography
- Design Right-of-Way Width 70 ft: Corridor Right-of-Way Width is 70 ft. to 80 ft.
- Design Speed: 35 mph





# Project Features

## Sidewalks on both sides

- Sidewalks to accommodate both sides of the neighborhood.

## Roadway Repaving & Striping

- Repave and restripe the road to adjust travel and bike lane widths.

## Lighting Improvements

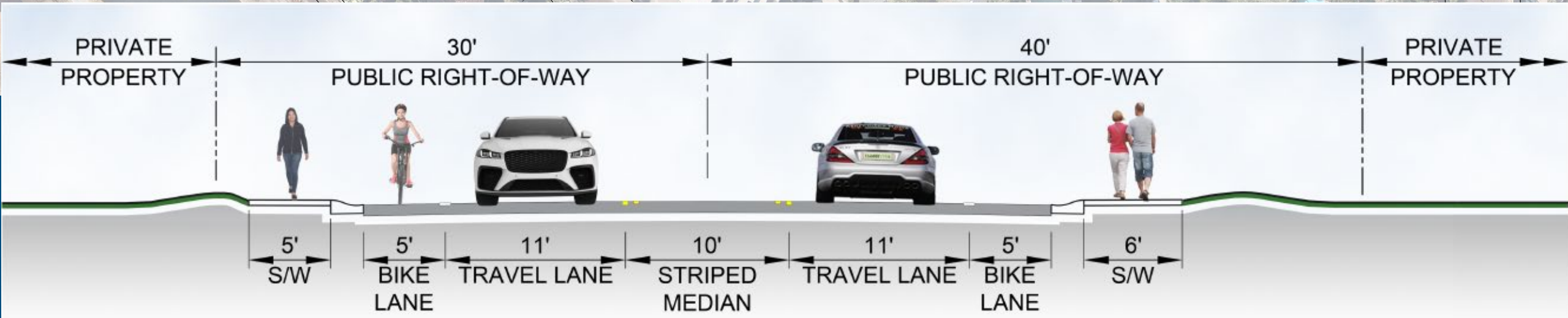
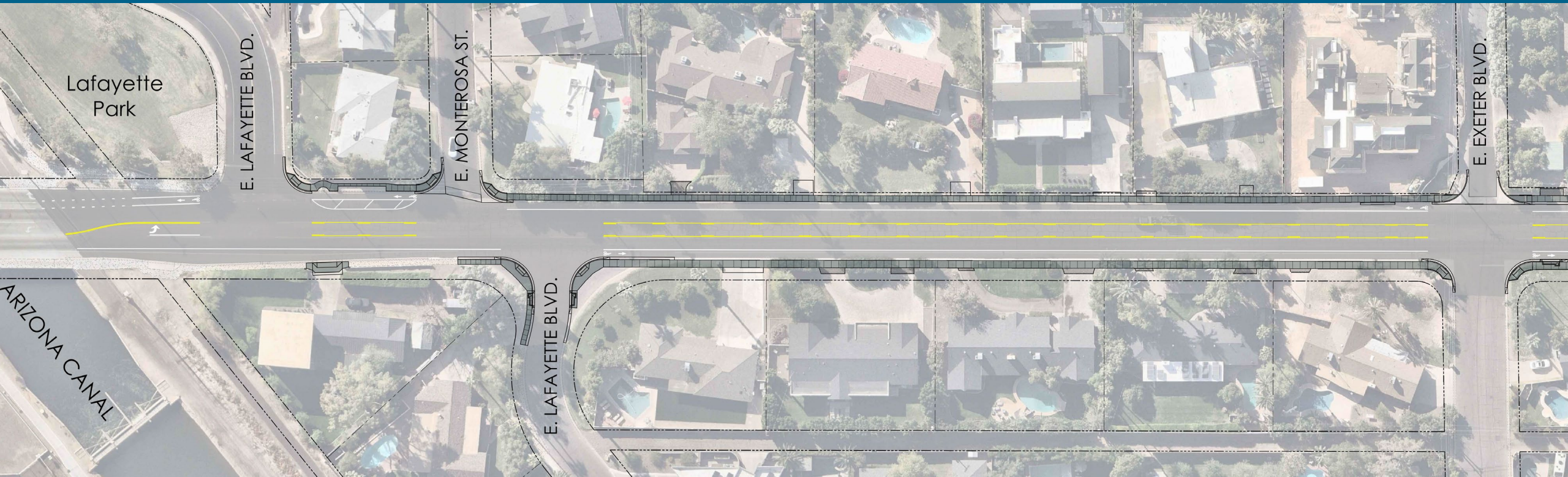
- We are evaluating the existing fixtures to determine if an upgrade is necessary to provide an appropriate level of street lighting.

## Storm Drain Improvements

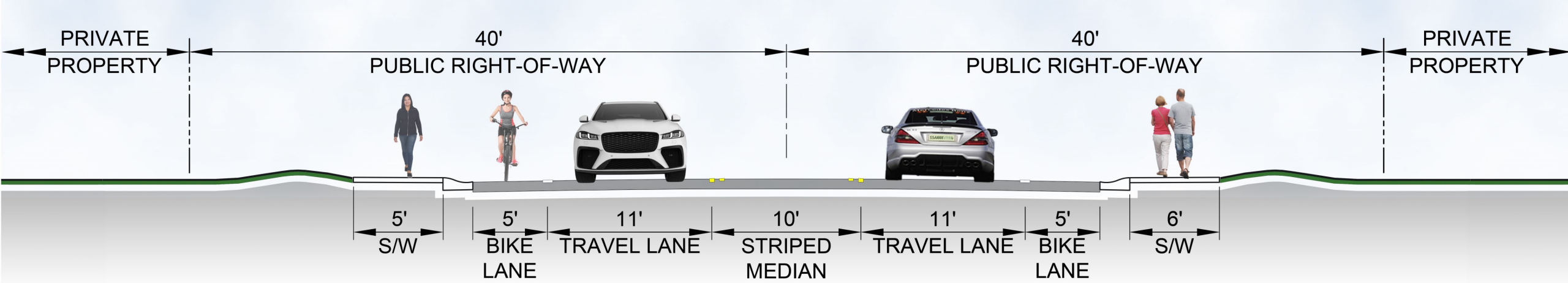
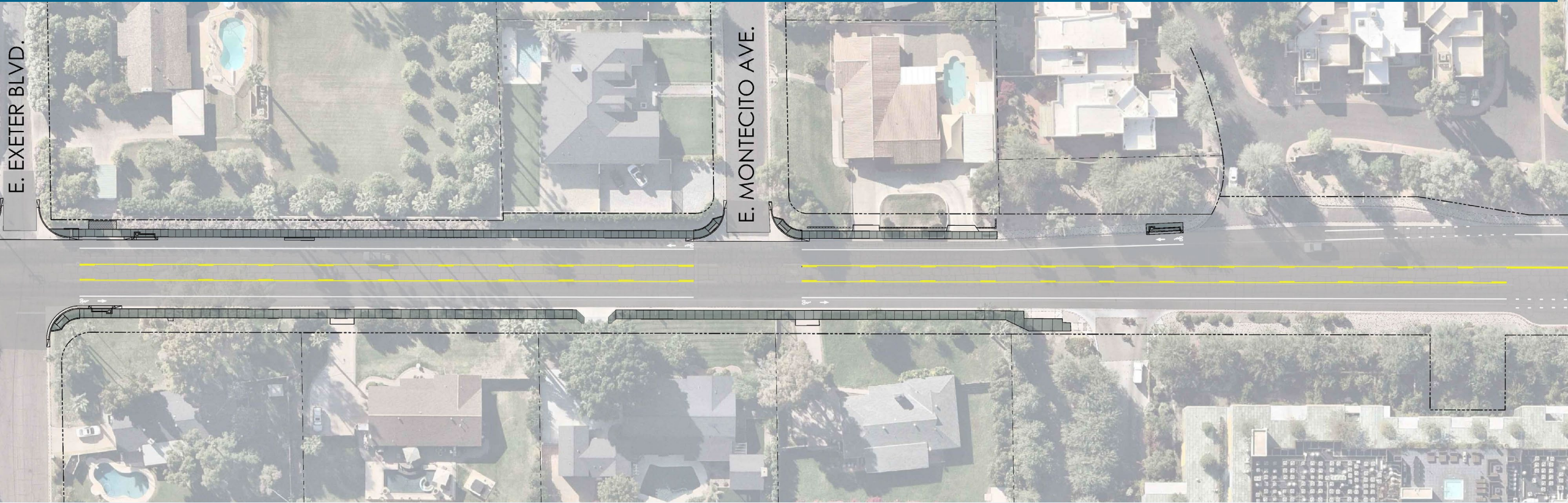
- A separate storm drain improvement project will be constructed simultaneous with the sidewalk project.



# 68th St: Arizona Canal to Exeter Blvd

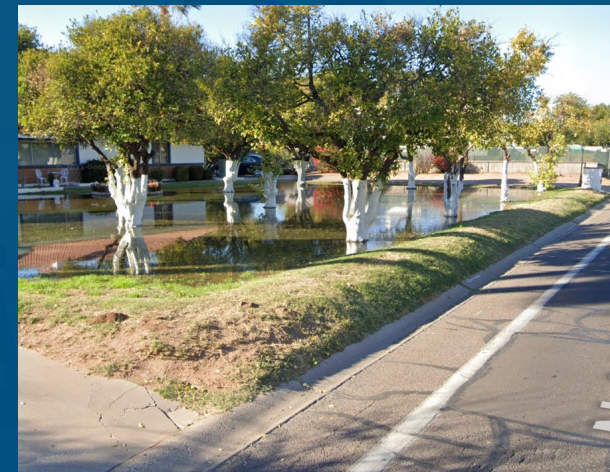


# 68th St: Exeter Blvd to Camelback Rd



# Obstructions in the Right of Way

- Retaining walls
- Irrigation ditches
- Mailboxes
- Streetlights
- Berms



# Recent Public Outreach Efforts

**Mid-April – Individual homeowner meetings along 68<sup>th</sup> St**

**Mid-May – Public Meeting with whole Neighborhood**

# Homeowner Meetings



4327 N. 68TH STREET (OPTION 1)  
68TH STREET SIDEWALK IMPROVEMENTS

# Public Meeting

- 22 residents were in attendance
- Staff gave a presentation and answered Questions

# Next Steps

- Complete the project design and determine impacts and any mitigation.
- Align the projects (sidewalks, storm drain, repaving and striping and streetlights) into cohesive timeframe to minimize impacts on the community.
- Our team will keep the residents apprised of progress through correspondence as well as our project webpage.





Questions?

# Project Webpage

ScottsdaleAZ.gov, search “68<sup>th</sup> Street Sidewalk”



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT

**To:** Transportation Commission  
**From:** Mark Melnychenko, Transportation & Streets Director  
**Subject:** Citizen Petition Process  
**Meeting Date:** June 20, 2024



## ITEM IN BRIEF

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### Action:

Presentation and Discussion

### Background:

The city charter states: Any citizen of the city may appear before the council at any regular meeting and present a written petition; such petition shall be acted upon by the council, in the regular course of business, within thirty (30) days.

The citizen petition process requires residents to sign-up for public comment at a Council Meeting and present their petition to City Council for consideration. The petition must pertain to matters that are within the Council's jurisdiction and must be presented by a Scottsdale resident. Each citizen may speak for three minutes. After the second public comment period closes, the Council considers any received petition and takes on of three actions:

1. Direct the City Manager to agendize the petition for further discussion,
2. Direct the City Manager to investigate the matter and prepare a written response to the Council, with a copy to the petitioner; or
3. Take no action.

Based on the action taken, the City Manager's Office staff follows through and coordinates the agenda item or response. This includes coordinating with the appropriate departments and staff.

### Update:

Recent Citizen Petitions on Transportation and Streets topics include:

- "Road Diets" and Road Reclassification – submitted February 20, 2024
- Wooden Split Rail Fence Request – Cactus Acres (Cactus Road) – submitted April 16, 2024
- Dynamite Boulevard Traffic Mitigation – Pima Road to 114<sup>th</sup> Street – submitted April 16, 2024

### "Road Diets" and Road Reclassification

On February 20, 2024, a citizen petition was presented by Bob Lettieri to the City Council with 169 petitioners in Scottsdale. This petition was directed, by action of the City Council, to the City Manager's Office to be investigated with a written response. The petition asks the City to amend the Transportation Action Plan (TAP) to remove six streets that are currently planned for reclassification.

### Staff Response:

- These street segments were already reclassified in the 2022 TAP.
- Petitioners were concerned about travel lanes being removed, not simply reclassified.
- Reclassification does not mean lanes will be removed without evaluation and public input. The reclassification only means that staff will consider lane removals for these reasons:

1. Adding key safety features
2. Current traffic volumes are well below capacity
3. Alignment with key General Plan goals

For context, staff received more than 500 comments on the TAP from residents, none concerned about the proposed road reclassifications or potential travel lane reductions. The City will continue to encourage public input about future roadway changes.

### **Wooden Split Rail Fence Request**

On April 16, 2024, two petitioners requested that the City establish a safety barrier in the form of a split-rail fence from 96th Street to Frank Lloyd Wright Boulevard and that a program be established to educate appropriate enforcement policies with the Scottsdale Police Department. The petitioners' request is concerned with inappropriate trail usage, parking violations, and safety concerns.

### **Staff Response:**

Future efforts to address the petitioners' concerns include:

1. New trail signage in addition to previous signage resulting from previous requests.
2. Increased parking enforcement efforts from the Police Department.
3. A public outreach process and staff evaluation of a metal fence that matches the area's equestrian aesthetic.

As part of the process, wooden split rail fencing will not be evaluated for future use. It provides an ongoing maintenance challenge and the City will eventually replace all existing wooden split rail fencing. However, staff have identified metal options that fit the area aesthetic while addressing safety and parking concerns. Transportation and Streets staff will conduct public outreach to the neighborhood. This feedback will be key in selecting new fencing and designating proper locations for installation.

### **Dynamite Road Traffic Mitigation**

On April 16, 2024, a resident presented a citizen petition with three requests;

1. Reduce the speed limit from 50 mph to 45 miles per hour (MPH) between Pima Road and 114th Street,
2. Establish a "Safety Corridor" on Dynamite Boulevard between Pima Road and 114th Street, and
3. Install traffic signals at 93rd Street and 103rd Street.

### **Staff Response:**

While lowering speed limits can improve safety, changing the speed limits must have objective evidence as required by the state to reduce speed limits. With the most recent studies and analysis, staff do not have the results to recommend lowering speed limits between Pima Road and 114th Street or installing traffic signals at 93rd Street and 103rd Street. In addition, the level of collisions, speeding and citations on Dynamite Boulevard do not indicate the need for establishing a safety corridor.

The City of Scottsdale prioritizes safety on streets and appreciates the residents' concerns and is actively addressing this issue through:

1. Ongoing implementation of the city's Slow Down Scottsdale driver safety campaign.
2. Continued Police enforcement.
3. Transportation infrastructure improvements.
4. Continue ongoing evaluation of a potential wildlife crossing structure across Rio Verde Drive at approximately the 126th Street alignment.
5. Signal warrant studies in process for requested intersections.

**Continuing Process:**

- Staff will continue following this approved process for Citizen Petitions submitted in the future.
- Staff response will be developed using sound judgement and approved guidelines and based on thorough data and research.

**Staff Contacts:**

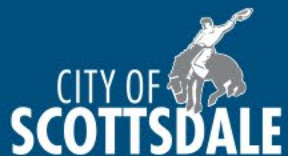
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Mark Melnychenko, 480-312-7651, [mmelnychenko@ScottsdaleAZ.gov](mailto:mmelnychenko@ScottsdaleAZ.gov)

# Recent Citizen Petition Requests

Transportation Commission

June 20, 2024

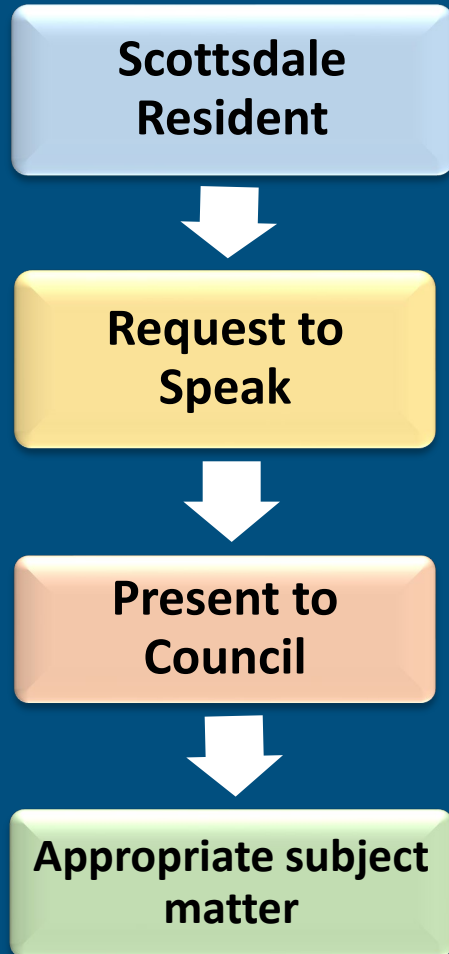


# Charter

*Any citizen of the city may appear before the council at any regular meeting and present a written petition; such petition shall be acted upon by the council, in the regular course of business, within thirty (30) days.*



# Citizen Petition Framework



Residents of Scottsdale may present a Citizen Petition at any regular Council Meeting.

Request to Speak form must be submitted to the City Clerk, together with the original, signed petition(s).

The petition may be presented to the Council during the first or the second Public Comment period of the Regular Council Meeting,

Each citizen is limited to a total of three minutes to present and speak to the petition.

The petition must pertain to matters that are within the Council's jurisdiction and must be presented by a resident of Scottsdale.

# Petition Actions

The City Council considers any received petition and takes one of three actions:



**1. Agendize for discussion**

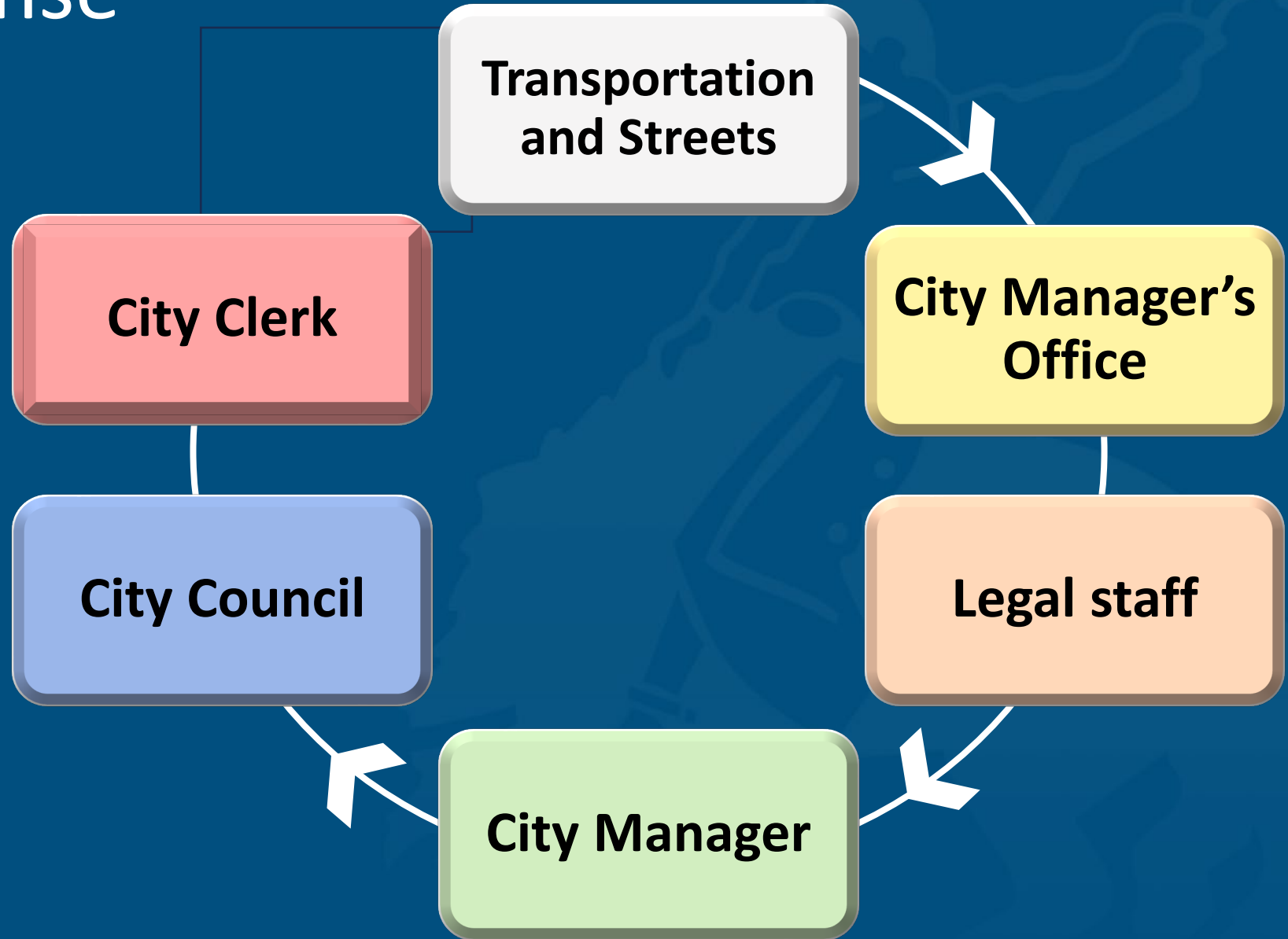
**2. Investigate/prepare response**

**3. Take no action**



# Petition Response Process

Based on the action taken, the City Manager's Office staff follows through and coordinates the agenda item or response.



# Recent Petitions to Transportation and Streets

<b>Petition</b>	<b>Submittal Date</b>	<b>Staff Response Date</b>
<b>“Road Diets” and Road Reclassification</b>	February 20, 2024	March 11, 2024
<b>Wooden Split Rail Fence Request - Cactus Acres (Cactus Road)</b>	April 16, 2024	May 15, 2024
<b>Dynamite Boulevard – Pima Road to 114<sup>th</sup> Street</b>	April 16, 2024	May 22, 2024

# “Road Diets” and Road Reclassification

- On February 20, 2024, a citizen petition was presented to the City Council with 169 petitioners in Scottsdale.
- This petition was directed, by action of the City Council, to the City Manager’s Office to be investigated with a written response.
- The petition asks the City to amend the Transportation Action Plan (TAP) to remove six streets that are currently planned for reclassification.

## CITY OF SCOTTSDALE GENERAL PLAN 2035

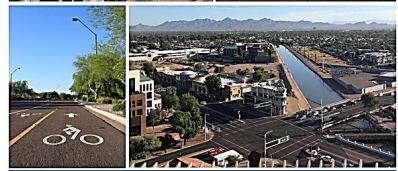
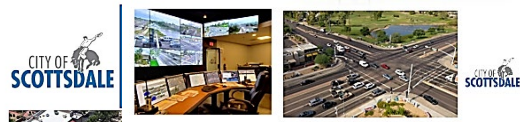
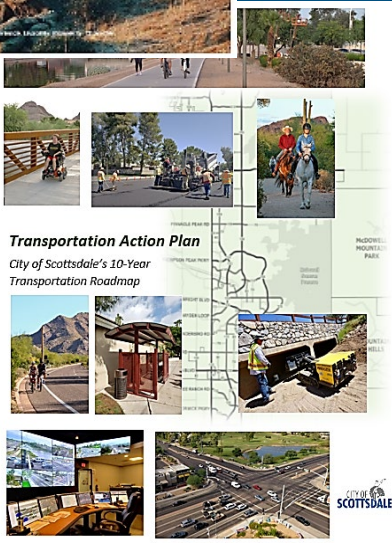
Adopted by the Council on June 18, 2022. Resolution No. 2227.  
Published by the City of Scottsdale, Arizona on June 2, 2022. Page number: 4 of 11



# Response

- These street segments were already reclassified in the 2022 TAP.
- Petitioners were concerned about travel lanes being removed, not simply reclassified.
- Reclassification does not mean lanes will be removed without evaluation and public input. The reclassification only means that staff will consider lane removals for these reasons:

- Adding key safety features
- Current traffic volumes are well below capacity
- Alignment with key General Plan goals



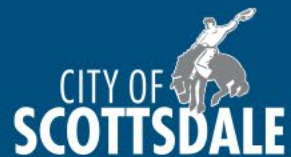
2022 Traffic Volume & Collision Report  
September 2023

# Response

For context, staff received more than 500 comments on the TAP from residents, none concerned about the proposed road reclassifications or potential travel lane reductions.

The City will continue to encourage public input about future roadway changes.

Street	From	To	2016 Classification	2022 Classification
64th St.	Jomax Road	Dynamite Blvd.	Major Collector	Minor Collector
92nd St.	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
96th St.	Via Linda	Shea Blvd.	Major Collector	Minor Collector
100th St. Loop	Frank Lloyd Wright Blvd.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
128th St.	1,320' north of Ranch Gate Road	Jomax Road Alignment	Minor Collector (no center lane)	Emergency Access only
130th/132nd St.	Shea Blvd.	Via Linda	Major Collector	Minor Collector
Drinkwater Blvd.	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Goldwater Blvd.	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Hayden Road	McKellips Road	Indian School Road	Major Arterial	Minor Arterial
Legend Trail Parkway	Pima Road	Stagecoach Pass	Major Collector	Minor Collector
McCormick Parkway	Scottsdale Road	Hayden Road	Major Collector	Minor Collector
McDowell Mountain Road	105th St.	Bell Road	Minor Arterial	Minor Collector
Osborn Road	68th St.	Scottsdale Road	Major Collector	Minor Collector
Raintree Drive	Thompson Peak Parkway	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Redfield Road	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Thunderbird Road	89th St.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Westland Drive	Scottsdale Road	Hayden Road	Minor Arterial	Minor Collector



# Wooden Split Rail Fence Request - Cactus Acres (Cactus Road)



- Two petitioners requested that the City establish a safety barrier in the form of a split-rail fence from 96th Street to Frank Lloyd Wright Boulevard and that a program be established to educate appropriate enforcement policies with the Scottsdale Police Department.

- The petitioners' request is concerned with:
  1. Inappropriate trail usage,
  2. Parking violations, and
  3. Safety concerns.

# Response

Future efforts to address the petitioners' concerns include:

1. New trail signage in addition to previous signage.
2. Increased parking enforcement efforts from the police.
3. A public outreach process and staff evaluation of a metal fence that matches the area's equestrian aesthetic.

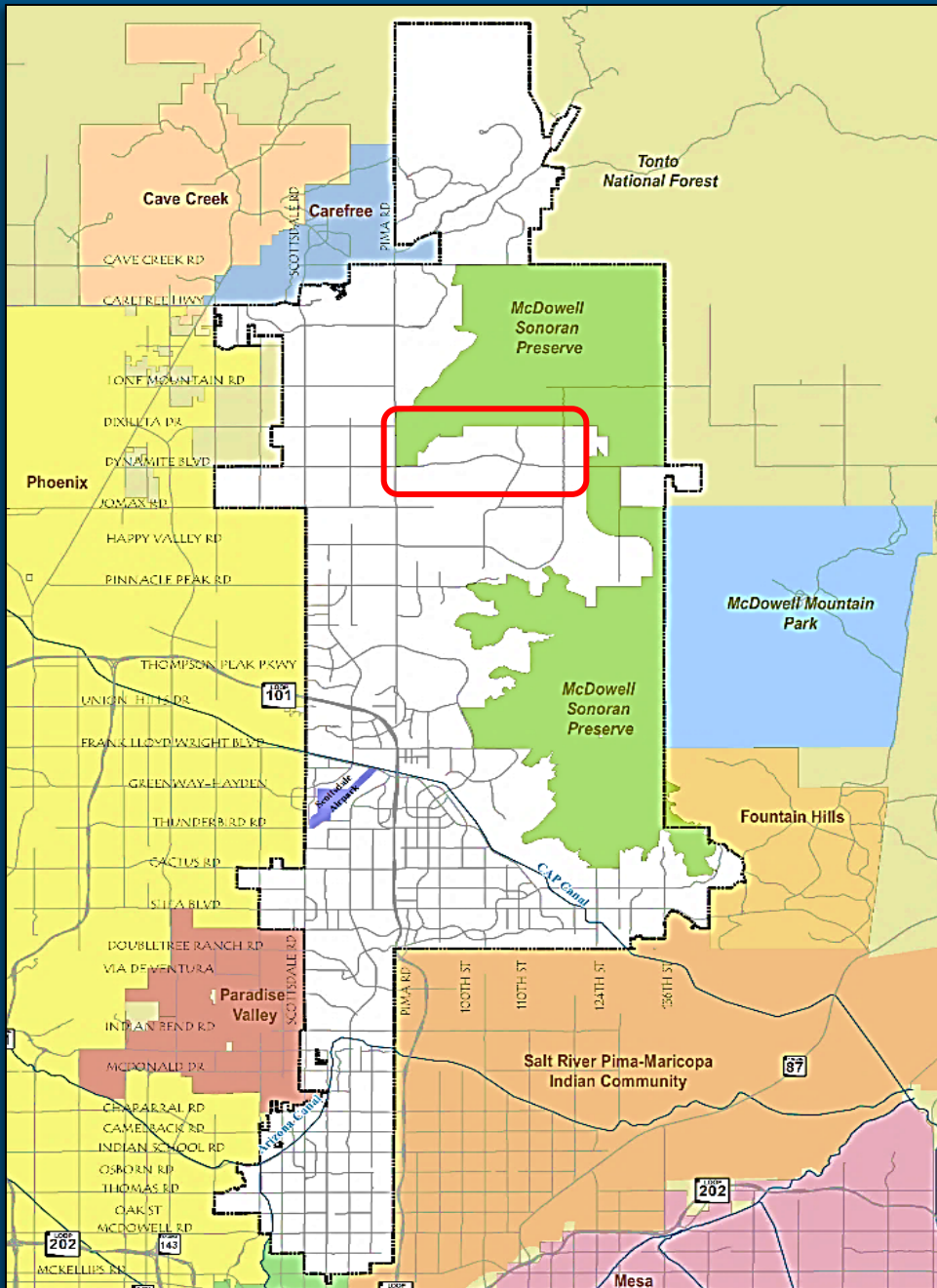


As part of the process, wooden split rail fencing will not be evaluated for future use. However, staff have identified metal options that fit the area aesthetic while addressing safety and parking concerns.

# Dynamite Boulevard – Pima Road to 114<sup>th</sup> Street

The petition had three requests:

- 1) reduce the speed limit from 50 mph to 45 miles per hour (MPH) between Pima Road and 114th Street .
- 2) establish a “Safety Corridor” on Dynamite Boulevard between Pima Road and 114th Street.
- 3) install traffic signals at 93rd Street and 103rd Street.





# Response

- While lowering speed limits can improve safety, changing the speed limits must have objective evidence as required by the state to reduce speed limits.
- With the most recent studies and analysis, staff do not have the results to recommend lowering speed limits between Pima Road and 114th Street or installing traffic signals at 93rd Street and 103rd Street. In addition, the level of collisions, speeding and citations on Dynamite Boulevard do not indicate the need for establishing a safety corridor.

# Response



Entrance to Estancia and Troon North

Aerial of Petition Request Area



The City of Scottsdale prioritizes safety and is actively addressing this issue through:

- 1. Ongoing implementation of the city's *Slow Down Scottsdale* driver safety campaign.
- 2. Continued Police enforcement.
- 3. Transportation infrastructure improvements.
- 4. Continue ongoing evaluation of a potential wildlife crossing structure across Rio Verde Drive at approximately the 126th Street alignment.
- 5. Signal warrant studies in process for requested intersections.

# Continuing Process

- Staff will continue following this approved process for Citizen Petitions submitted in the future.
- Staff responses will be developed using sound judgement and approved guidelines and based on thorough data and research.

Questions?

## Lofgren, Kyle

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**From:** WebServices  
**Sent:** Monday, June 10, 2024 2:56 PM  
**To:** Conklu, Susan  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Paloma Phelps  
**Address:** E THOMAS RD N 68TH ST, SCOTTSDALE  
**Email:** paloma@iisaz.com  
**Phone:** (520) 882-2723

**Comment:**

Good afternoon, I am trying to locate any existing scale diagrams of the intersection of N. 68th Street and E. Thomas Rd., Scottsdale that captures a view South of 68th Street. If any such diagrams exist could you please direct me towards the appropriate department? Thank you.

## Lofgren, Kyle

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**From:** WebServices  
**Sent:** Monday, June 17, 2024 10:35 AM  
**To:** Conklu, Susan  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Susan Wood  
**Address:** Yucca St.  
**Email:** samw1222@aol.com  
**Phone:**

**Comment:**

At the meeting on March 21st, some of the commissioners asked for staff to schedule another discussion of the Traffic Collision report at their next meeting, but I don't see where you scheduled that. Is that presentation going to be updated and when, so we can watch the Commission meeting?