



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

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

Call to Order

Roll Call

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

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

Public Comment

Spoken comment is being accepted on both agendized and non-agendized items. Request to speak forms must be submitted to staff in-person before the start of the meeting.

Written comment is being accepted for both agendized and non-agendized items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

- Approval of Meeting Minutes-----Discussion and Action**
Regular Meeting of the Transportation Commission – May 18, 2023
- Transportation Commission Summer Schedule-----Discussion and Action**
Decision on the 2023 summer meeting schedule for the Transportation Commission
- Election of the Chair and Vice-Chair----- Action**
Selection of the new Chair and Vice-Chair of the Transportation Commission
- Bicycle and Pedestrian Count Data-----Information**

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

5. [Federal Highway Administration’s Safety Countermeasures](#) ----- **Information**
Update on FHWA’s new safety countermeasures for pedestrians and bicyclists – Greg Davies,
Senior Transportation Planner

6. [Shea and 124th Street Underpass](#)----- **Information**
Update on the underpass at Shea Blvd. and 124th St – Susan Conklu, Senior Transportation
Planner

7. [Commission Identification of Future Agenda Items](#)----- **Discussion**
Commission members to identify items or topics of interest to staff for future Commission
presentations

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 18, 2023
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller (Telephonic)
Kerry Wilcoxon
Emmie Cardella

STAFF: Ratna Korepella, Transit Manager
Daniel Alire, Transportation Representative
Joan Freeman, Senior Transportation Representative
Brandon Wagner, Transit Operations Coordinator
Susan Conklu, Senior Transportation Planner
Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Senior Transportation Planner
Kyle Lofgren, Office Manager

PUBLIC COMMENT

A spoken comment was received from Lee Kauftheil, who discussed the need for additional crosswalks on Thomas Road, where there are large crossing gaps, which lead to excessive

jaywalking. It would be helpful to have more efficient and dedicated bus lanes, as it takes an average of two hours to travel to a destination in the City by bus. It would be helpful to have signage for vehicle drivers to be aware of multiuse path users in areas where such paths intersect with roadways. At this time, the signage places the onus on the multipath users to yield right of way to vehicles.

There were no written comments.

1. **APPROVAL OF MINUTES**

Chair called for approval of the minutes.

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF APRIL 20, 2023 AS AMENDED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. **TRANSIT SYSTEM UPDATE**

Ratna Korepella, Transit Manager, gave a high level overview of the existing transit system. The existing transit system service characteristics include:

- Regional fixed route
 - 9 routes
 - Weekdays: Operates at a maximum of 30 minute frequency
 - Express: 1 route
- Scottsdale Trolley: 3 routes
 - 3 routes
 - Weekdays: Operates at a 20 minute frequency
- Paratransit: ADA paratransit, RideChoice and Cab Connection
 - Federally mandated
 - Route changes impact the paratransit service area
 - Three service options

Service changes for bus routes are completed every six months. Coordination is done with Valley Metro via a full public input process. Transit funding sources include Regional sales tax funds (Prop 400), City sales tax, lottery funds and grants. All trolley buses are owned and maintained by the City. For fixed route transit, the City does not have ownership and pays for service on a per-mile basis.

Commissioner noted that the City of Phoenix is looking at bus rapid transit on West Thomas and inquired whether Scottsdale is in communication with Phoenix on this plan. Ms. Korepella confirmed that Scottsdale worked closely with Maricopa Association of Governments (MAG) and Valley Metro when they were completing their studies. The route comes into Scottsdale on a limited basis.

In response to a Commissioner question regarding route frequency at peak hours, Ms. Korepella stated that frequencies vary. For example, for Thomas and McDowell Road, there are times when

ten-minute frequency is provided. The City must work with Phoenix to find common ground regarding frequency and funding.

Joan Freeman, Senior Transportation Representative, provided an overview of ADA travel options for Scottsdale residents. Funding for these programs is received through grants, regional sales tax, and City sales tax.

Programs include:

- ADA Paratransit
 - Federally mandated
 - Minimum mandated service area is within $\frac{3}{4}$ mile of fixed transit route, inclusive of small areas fully surrounded by ADA service area
- Valley Metro ADA Paratransit
 - East Valley Paratransit (AKA East Valley Dial a Ride)
 - Trips must travel within the paratransit boundaries
 - Travel can be between cities in the paratransit boundaries
 - \$4 each way - no mileage restrictions
 - Unlimited number of trips per month
 - Shared ride – must schedule one day in advance
 - RideChoice
 - Trips can be anywhere
 - \$3 for the first eight miles, \$2 per mile after that
 - 20 trips per month – no mileage restrictions
 - Not a shared ride – on demand
 - A resident cannot participate in RideChoice if using Cab Connection
- Scottsdale Cab connection
 - Subsidized taxi rides for City of Scottsdale residents, 65 and older and/or ADA certified
 - Five types of vouchers
 - Program began in 2009
 - Found to be more cost-effective for the City over any Valley Metro product

An overview of paratransit user demographics was provided.

In response to a question from Chair, Ms. Freeman stated that the taxi companies take cash or credit card for payment along with the voucher. RideChoice requires that the rider have a credit or debit card on file.

Commissioner inquired as to methods for advertising services. Ms. Freeman stated that staff does extensive outreach, including presence at the Senior Expo, physical handouts and via the City website.

Daniel Alire, Transportation Representative, provided an overview of transit technology, data trends, bus stop maintenance, special events and transit operation funding.

- Trolley operations:
 - Intelligent transportation systems
 - Clever devices
 - Digital video recording

- Automatic passenger counter
- Bus stop cleaning via contract with ServiceLink:
 - Day porter
 - Power washing
 - Graffiti removal
 - Extra cleanings for special events
- Transit operations funding sources
 - City sales tax
 - Grants
 - Limited PTF funding
 - Lottery funds

Commissioner inquired about automatic passenger counts and how boarding numbers relate to capacity. Mr. Alire stated that monitoring of boardings is possible via Clever Devices, however this analysis had not been performed. Ms. Korepella added that the buses have not returned to full ridership in comparison to pre-pandemic participation. Times of most activity occur when students are released from school at approximately 2:20 p.m. in the afternoon. There is some clarity regarding poor performing routes and this is being revisited.

Chair asked about the possibility of utilizing smaller vehicles. Ms. Korepella stated that this is one option. There is also contemplation regarding microtransit in terms of transportation trends. The fleet is reaching the end of its useful life, so all options are being explored.

In response to a question from Vice Chair, Mr. Alire confirmed that passenger counts include timestamps and location sites.

In response to a question from Chair, Ms. Korepella stated that on average, the City spends approximately \$100,000 for bus stop maintenance with ServiceLink. Quotes are requested during times of special events. ServiceLink does not maintain bus stops in other cities. They maintain several shopping complexes in Scottsdale, which was the connection to contract with them for City bus stop maintenance.

Brendan Wagner, Transit Operations Coordinator, gave an overview of transit operations, including:

- National Transit Database (NTD): Annual reporting
 - Reports all aspects of transit operations
 - Financial
 - Vehicle/facilities inventory
 - Expenditures
 - Funding
- Public Transit Agency Safety Plan (PTASP)
 - Moving Ahead for Programs in the 21 Century Act (MAP 21): Required safety plans in July 2019
 - Plans based on safety management systems
 - Arizona Department of Transportation developed the plan for smaller agencies
- PTASP: Additional requirements
 - Bi-Partisan Infrastructure Law
 - Formation of Safety Committee

- Minimize exposure to diseases
- Reduce assaults on transit workers
- Expansion of safety training
- City of Scottsdale Revised Plan
 - Safety and Risk Management Department: Provides input and support
 - Safety Committee convened January 2023: Approved plan for submission to City Council
 - City Council approved Plan February 14, 2023
- PTASP: Moving forward transit safety plan
 - Transit Safety Committee
 - Front line employees: Fleet
 - Safety and risk management
 - Streets and transportation
- Trolley Operations
 - Intelligent transportation systems
 - On-time performance
 - Safety practices
 - Fleet operations
- Transit Stop Improvements
 - General information
 - 461 active stops
 - 153 stops with shelters
 - 234 stops with benches
 - 205 stops with trash receptacles
 - Renovations
 - 16 renovations in Fiscal Year 2022
 - 23 renovations in Fiscal Year 2023
 - Improvement prioritization process
 - Transportation Action Plan
 - Ridership
 - ADA requirements

Trolley operational and logistical challenges were discussed, including route extensions, construction effects, fueling logistics, staffing and maintenance.

Commissioner commented on the alarming trend of fewer riders and declining on-time performance by Dunn. Mr. Wagner stated that when Miler-Hayden detour first started, Dunn was not as proficient as desired with Clever Devices and did not enter the detour into the system. For some time, the Clever Response system was expecting the bus to be going up and down Miller Road, where it was instead going through the detour. Stopping at temporary bus stops was not recorded in the Clever system. Eventually this was addressed. In terms of the 68CM, this occurred in April, with delays occurring due the number of left turns on the route. This was also eventually addressed to modify the route for right turns. However, Phoenix did not enter the route change into the system, which continued to reflect the old time points.

Commissioner asked whether Dunn has been penalized for the errors. Mr. Wagner stated that for the prior year, there are liquidated damages. However, it is difficult to hold Dunn responsible for the scheduling issues. It was not until the City completed an in-depth study that they discovered that Indian School and Hayden did not show up on the route. Mark Melnychenko,

Transportation & Streets Director, commented that Clever Devices is a new technology with several moving parts and variables. Some of the learning must be done on the fly and there are other municipalities in the region facing similar challenges.

In response to a Commissioner question regarding on-time performance, Mr. Wagner stated that if a trolley is running ahead of schedule, the driver will typically find a place to pause until the schedule catches up. Delays are typically caused by traffic situations, accidents, or passenger issues. In this case, the driver should report the issue to dispatch, who will enter a note into the Clever system.

Mr. Wagner reviewed the process involved in identifying and completing transit stop improvements and the challenges that may ensue. Basic steps include data collection, report progress and continued planning.

In response to a Commissioner question regarding the fact that there are only 153 shelters and 416 active stops, Mr. Wagner stated that the City utilizes the Transportation Action Plan and ridership statistics to evaluate the need for additional shelters. Four to five new shelters are currently being planned by developers. Builders are now required to incorporate shelters into their projects. Ms. Korepella added that since 2014, the Department has received approximately \$300,000 annually for shelter improvements. In addition, over the next couple of years, Proposition 400 funds have been set aside for bus stop improvements, including lighting and shade.

In response to a question from Vice Chair, Mr. Wagner stated that the average cost for shelter construction and replacement is approximately \$40,000 to \$60,000 for full shelter and amenities. Ms. Korepella said she was not aware of a specific time requirement, however, when making improvements to sidewalks and intersections, construction must include ADA compliant features. Most stops in the City are already compliant and the funds from Prop 400 will assist in additional funding for ADA accessibility. Mr. Melnychenko stated that Scottsdale also has a City ADA transition plan.

Ms. Korepella provided an overview the future of transit, including microtransit:

- On-demand transportation service
 - Within a specified area
 - Short trip length
- Provides first and last mile connectivity
- Vehicles may consist of:
 - Passenger cars
 - Minivans
 - Wheelchair-Accessible Vehicles (WAV)
- Similar to Uber or Lyft on-demand services
- Local microtransit services
 - Avondale/Goodyear: WeRide Program
 - Glendale: OnBoard Program
 - Chandler Flex Program

An overview of a potential microtransit service area for Scottsdale was provided. Ms. Korepella discussed available options for alternative fuel transit buses. Other agencies exploring alternative fuel transit buses include Sun Tran in Tucson; Mountain Line Transit in Flagstaff, City of Phoenix;

Valley Metro. Challenges to EV include existence of adequate space; grid support for operations; budget implications; operational feasibility; driver and technician training.

Chair asked whether potential microtransit vehicles would be City-owned. Ms. Korepella said that cities are utilizing various models; more research is required before implementation in Scottsdale.

Ms. Korepella stated that the Department is considering expanding operating hours to 8:00 p.m. before eventually expanding to 9:00 p.m. There is also a desire to have weekend service, which does not exist currently. Challenges to the expansion include driver staff shortages, inadequate ridership volume and cost.

Ms. Korepella discussed potential modifications to the low ridership Mustang route. Public outreach in 2018 included requests for connection to the McDowell Mountain Aquatic Center, as well as a connection to Cavasson. There is also consideration for connections on Scottsdale Road. Challenges include driver staff shortages, lack of rider interest and costs. It may be helpful to have a survey to gauge interest. No major changes are planned to existing routes, given the uncertainty of the Prop 400 funds. Funding limitations may require a reprioritization of routes.

Chair asked for an estimated cost for total transportation operations and maintenance. Ms. Korepella stated that for the fixed route system, paid for with Prop 400 funds, the cost is \$11 million to \$12 million for east/west and north/south routes. There is approximately \$1.5 million for paratransit service and approximately \$4 million for trolley operations. Approximately \$100,000 to \$125,000 is spent for bus stop maintenance. The budget for Clever Devices to Phoenix is approximately \$120,000. Buses are typically funded with 80/20 federal grants. Each bus typically costs approximately \$600,000. Electric buses will cost approximately \$900,000 to \$1 million.

3. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Summer meeting schedule
- Follow up on microtransit pilot study
- Roundabout program and project update

4. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Wilcoxon, the meeting adjourned at 7:34 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardelle, Kowal, Miller Cardella and Wilcoxon

NAYS: None

SUBMITTED BY:

eScribers, LLC

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Path Counter: Second Year Data Review
Meeting Date: June 15, 2023

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide a review of pedestrian and bicycle counts taken at nine permanent counter locations over a two-year period between April 1, 2021, and March 30, 2023. This review will also compare the data to the previous year's data.

Background:

In late 2018, Scottsdale added an EcoCounter with the Crosscut Canal Bridge and Path south of McDowell Road. This device counts bicyclists and pedestrians and includes the direction of travel. The data is automatically uploaded to the EcoCounter website, where Transportation staff can access the data and run reports.

In April 2021, Scottsdale added eight additional permanent bike and pedestrian counters throughout the non-motorist network. Four were added to the Indian Bend Wash Greenbelt between McKellips Road and McCormick Parkway, and four were added around key locations off the greenbelt (see Attachment 1).

Now that all 9 counters have been deployed in the field for 2 years, we are able to complete analysis of usage by mode, month, day of the week and time of day. Due to the locations of the counters, we are also able to compare usage along the Indian Bend Wash Greenbelt to usage at non-Greenbelt sites. And finally make a comparison between the first year April 2021 to March 2022 and the second Year April 2022 to March 2023.

Information:

Whole Network Numbers

The activity along the paths for the second year totaled 1.33 million users in the year's span and is detailed in Figures 1 and 2. This was a decrease of 96,000 users from last year. Usage was still weighted more towards cyclists, with 770,681 trips making up 58% of the total. The remaining 556,276 trips were taken by pedestrians. Since the previous year there was a very slight shift towards a higher percentage of pedestrians overall. This is strongly based on the non-greenbelt pedestrian activity. The Greenbelt counter sites have significantly more activity than the non-Greenbelt sites, with 68% of the usage. The same rankings for individual sites held the same, showing Indian School as the number 1 site, followed by Chaparral Park and Vista Del Camino Park as the top 3.

Figure 1
Total Counts from April 2021 to April 2022

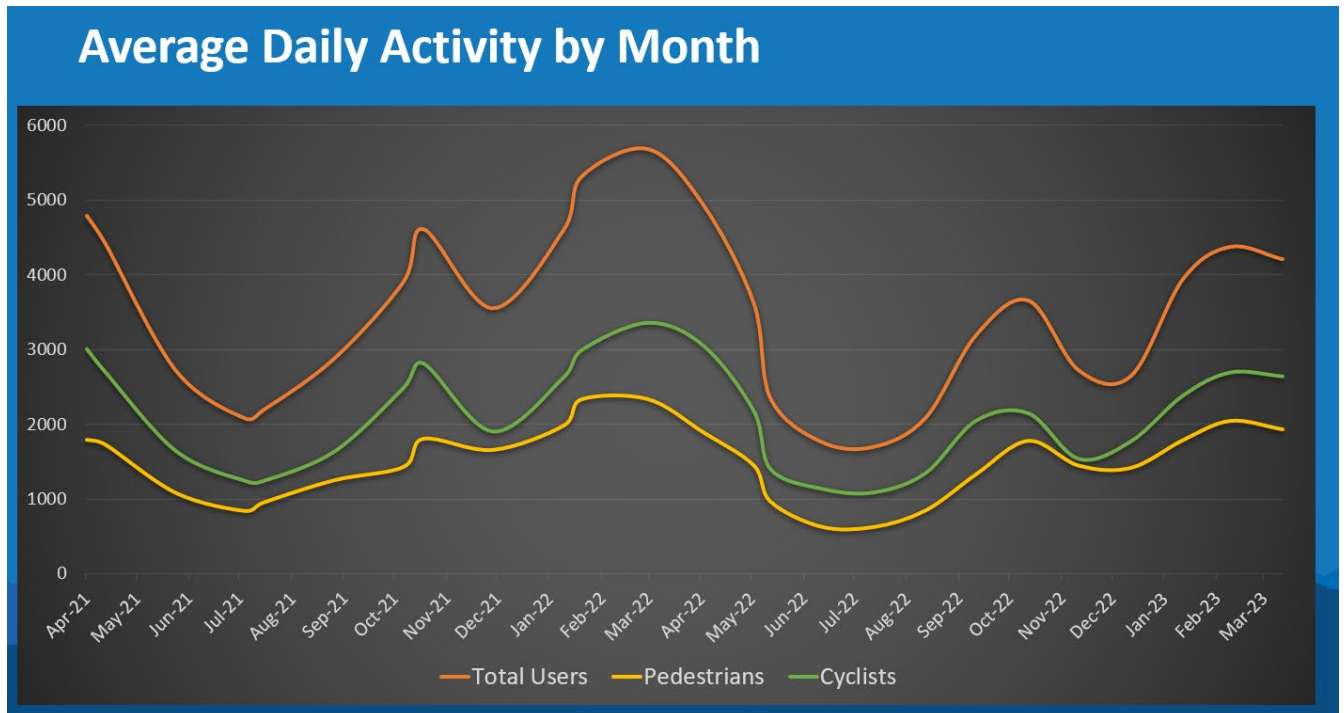
	Total Counts	Percentage of Total
All Activity	1,326,957 (96,214 Less)	100%
Total Bike	770,681	58% (59% Last Year)
Total Ped	556,276	42% (41% Last Year)

Figure 2
Total Counts by Counter Location

Site	Total (2022)	Total (2021)	Bikes (2022)	Bikes (2021)	Ped (2022)	Ped (2021)
Green Belt Sites	887,664	970,766	501,689	522,672	385,975	508,094
Vista Del Camino Park	175,254	217,567	133,876	149,838	41,378	67,729
Indian School	315,220	326,414	201,441	208,818	113,779	177,596
Chaparral Park	230,771	263,970	67,373	63,425	163,398	200,545
McCormick Parkway	166,419	162,815	98,999	100,591	67,420	62,224
Non-Greenbelt Sites	439,293	452,405	268,992	316,757	170,301	135,648
Crosscut Canal Bridge	29,052	28,568	18,713	19,879	10,339	8,689
Arizona Canal/84 th	111,990	116,027	80,087	85,464	31,903	30,563
Pima Path south of Indian Bend	77,935	77,992	66,176	66,954	11,759	11,038
Upper Camelback Wash	136,525	145,970	63,902	102,831	72,623	43,139
Sweetwater Avenue	83,791	83,848	40,114	41,629	43,677	42,219

The graph below in Figure 3 tracks total network monthly activity for the last 2 years. There is high activity during the nine months of the year (August to April), with a peak in the middle of Spring. As expected, a sharp decrease occurs in the summer. The second year had a more drastic drop-off between the Spring and the summer. In the previous year, an outlier was observed of a rather sharp decrease in activity for December related to a drop-in bike activity at all locations during the holiday season. This drop-off occurred in the following year, showing a more consistent effect.

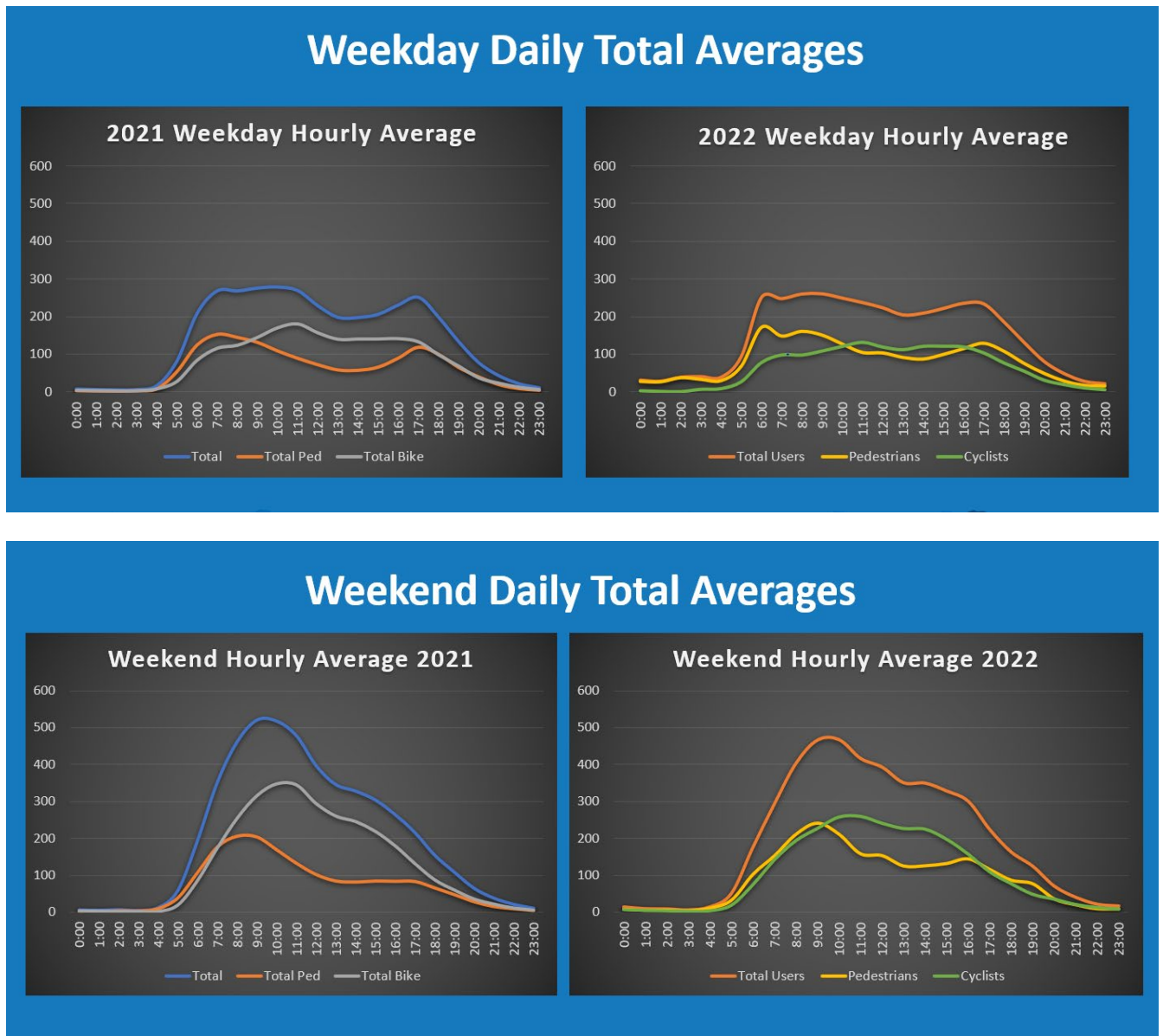
Figure 3
Total Network Monthly Activity from April 2021 to March 2023



Average Overall Weekday and Weekend Comparison

The graphs below in Figures 4 and 5 display the average weekday and weekend activity for 2021 and 2022. By averaging all the days in the year, we can see the general use pattern throughout the day. There is an increase in activity in the peak morning and peak afternoon period for the weekdays, which likely reflects commuting and activities before and after work. These peaks are softer than what we would see in auto traffic. Between 2021 and 2022, the line flattens even further between 6 am and 4 pm showing a consistent volume of recreational use by people not working during regular hours. Weekend activity sees a big morning rush followed by tapering off throughout the day. 2022 had a much gradual tapering off when compared to 2021. There was a reduction in overall usage rates between 2021 and 2022; this can be due to a wetter-than-normal season in 2022 or a reduction in regular usage as we move further from the highs during the pandemic. We would need more years to make a fair assumption about the cause and if this is a pattern for years to come. The yearly average weekday and weekend totals show that we expect 3,499 users throughout the day on any given weekday and 4,876 users on any given weekend day. This is not seasonal, and we expect those averages to be higher in the spring and lower in the summer.

Figure 4 and 5
 Average Total Weekday and Weekend Hourly Activity Comparison

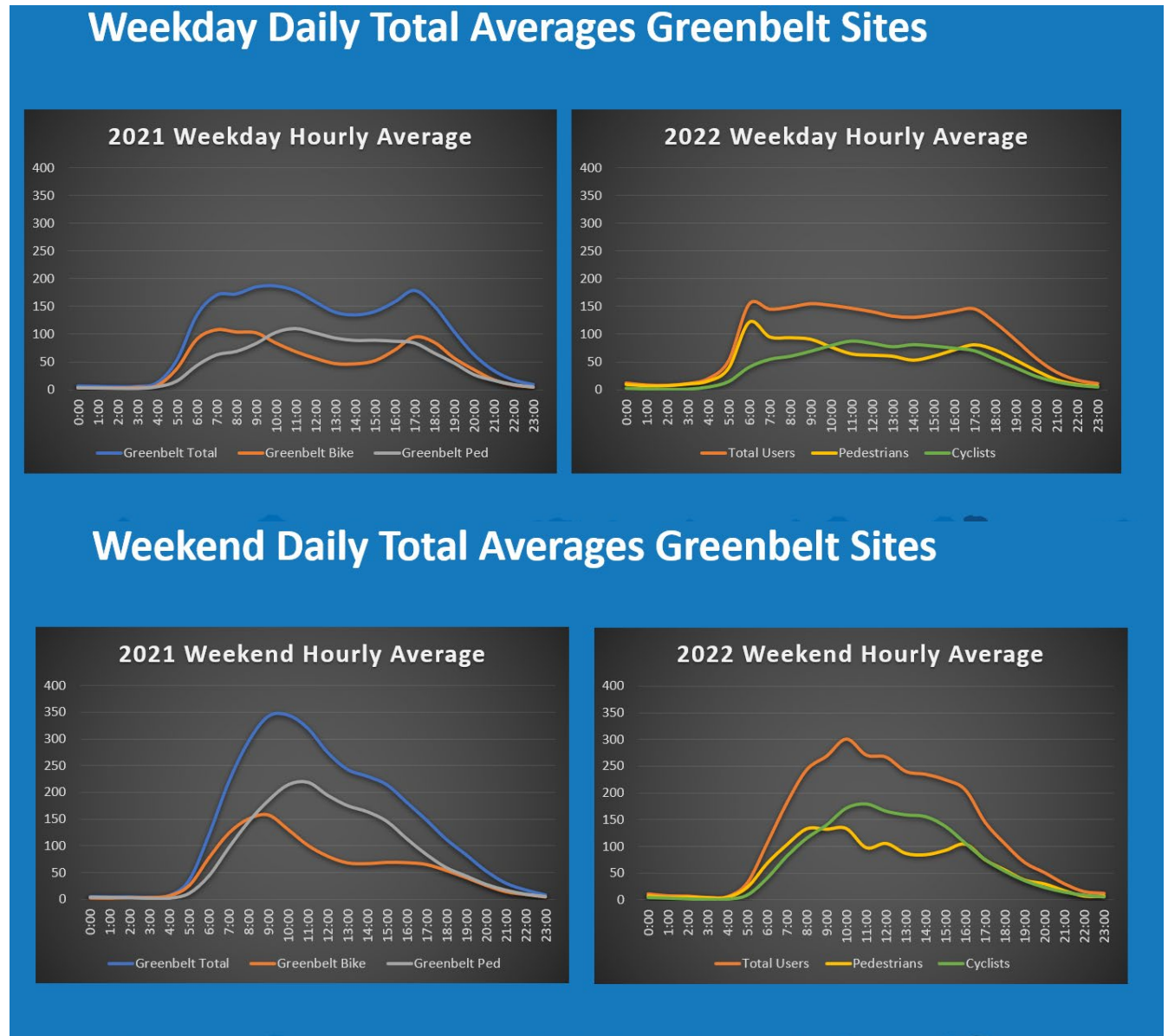


Greenbelt Sites (Vista Del Camino Park, Indian School Park, Chaparral Park, McCormick Parkway)

The Greenbelt sites consist of the four busiest counters. On weekdays, these counters averaged 2,167 users a day in 2022, down 348 average users between 2021 and 2022. On weekends the average was 3,041 users a day in 2022. This was also down 267 average users between 2021 and 2022. The hourly activity graphs show consistency with the overall daily activity for the entire network: a weekday commuting pattern and a recreational pattern on weekends (Figures 6 and 7). These patterns are consistent with the average total usage graphs with slight variations. There is early solid morning walking activity on the weekday, followed by an intense bike activity later in the morning. Both weekday and weekend usage between 2021 and 2022 show a decrease in bike activity and an

increase in pedestrian activity. This is strongly reflected in the weekend pattern, where the peak morning activity is much less prominent.

Figure 6 and 7
Average Greenbelt Weekday and Weekend Hourly Activity

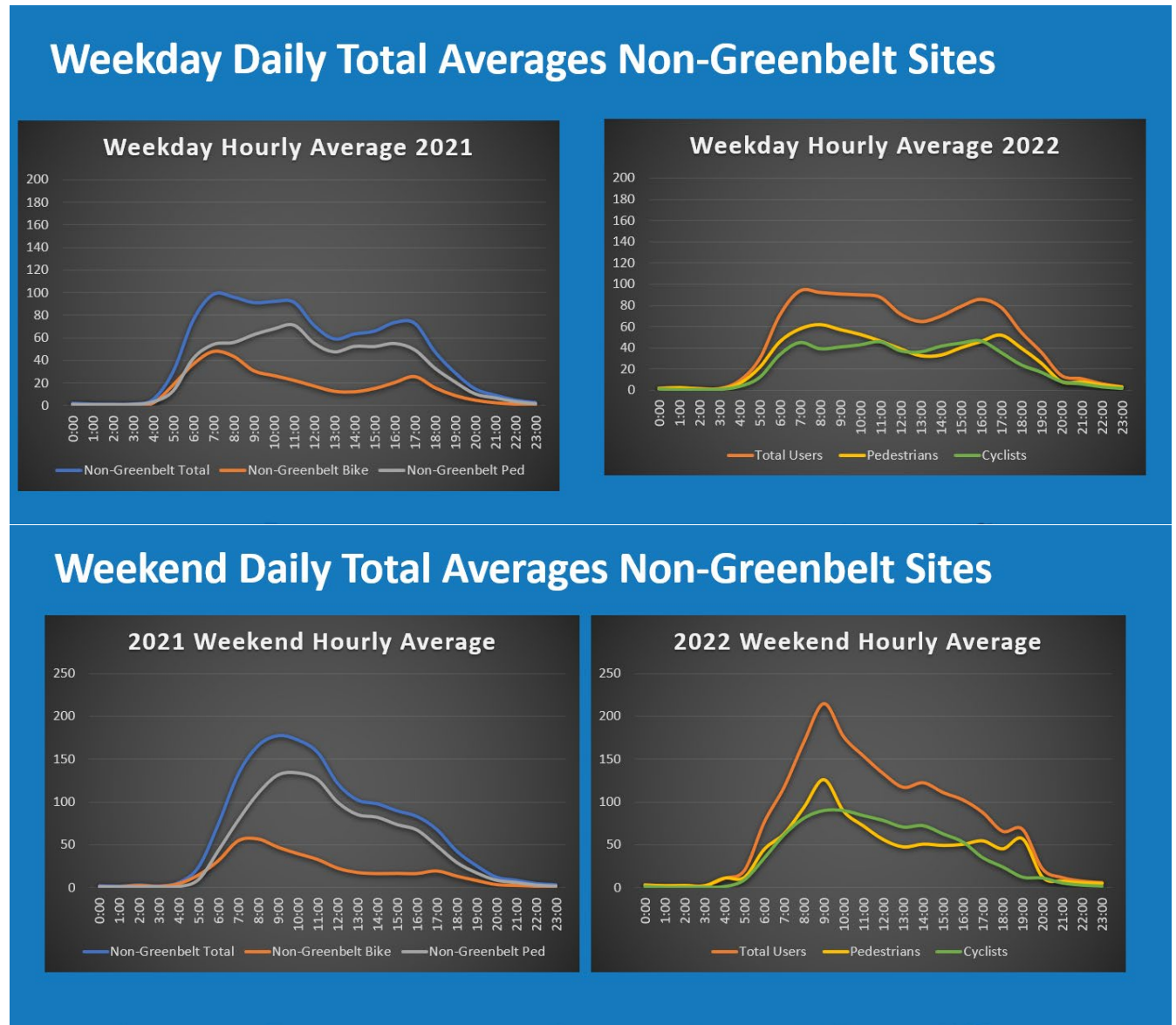


Non-Greenbelt Sites (Crosscut Canal Bridge, Arizona Canal, Pima Path, Upper Camelback Wash/Cholla Street, Sweetwater Ave)

The Non-Greenbelt site activity was less intense than the Greenbelt activity. But they were the sites that grew in activity between 2021 and 2022. Weekday activity was at 1142 users a day, up from 2021, and weekend activity was at 1,802 users a day, up from 2021. This would imply that last year's storm events affected the lower numbers in 2022. Most Greenbelt sites are in low-lying locations in our washes and are impassable during storm events, while Non-Greenbelt sites are not. Overall, These sites are consistent with the network activity graphs detailed in Figure 6. However, between 2021 and 2022, the pedestrian counts completely surpassed the bike numbers on the non-greenbelt sights. Bike

activity decreased heavily, and pedestrian activity rose in the locations. Staff did not expect this, and we will look further into it to determine why the rise in pedestrian activity and a fall of bike activity.

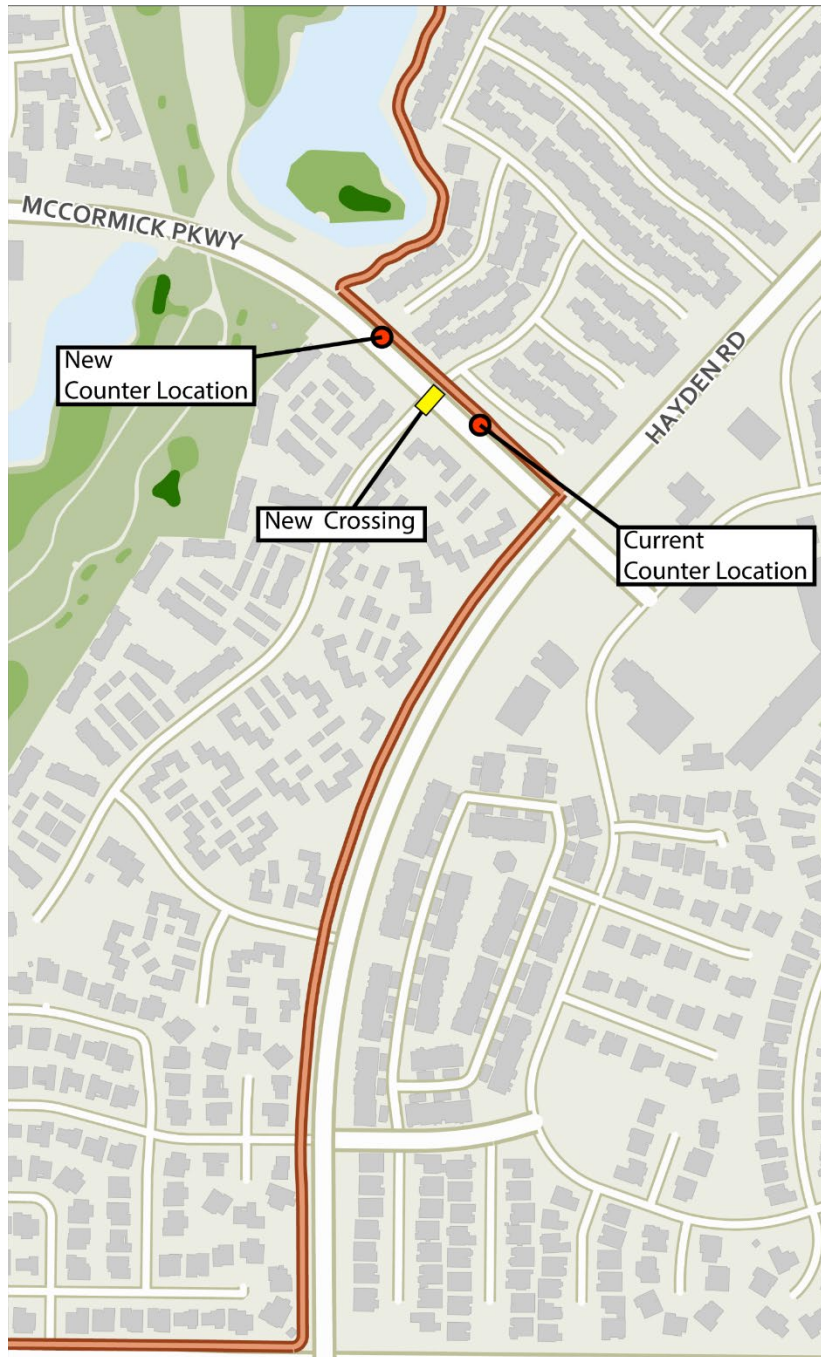
Figure 8 and 9
 Average Non-Greenbelt Weekday and Weekend Hourly Activity



Moving McCormick Location

The McCormick Parkway counter location is in a location that is missing a large portion of the activity. As shown in figure 10, staff observed a consistent cut through bicycle and pedestrian traffic by passing the counter in order to cross McCormick Pkwy faster than going to the traffic signal. Transportation Staff will place a new crossing at that location in the near future. Along this staff will move the counter to the west. This will give us an opportunity to compare the numbers and determine how active this location is and how much of the count has been missing.

Figure 10
McCormick Counter Location



Continuing Steps:

Staff will continue to study the counts regularly and manually upload the data at each location monthly. Staff will use the data in the 2023 bicycle friendly community application and to help prioritize future path renovations.

Attachments:

[Attachment 1](#): Map: EcoCounter Sites

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

Bicycle and Pedestrian Counts 2nd Year April 2022 - March 2023

Transportation Commission
June 15, 2023

Permanent Counter Locations

Nine sites

- Greenbelt

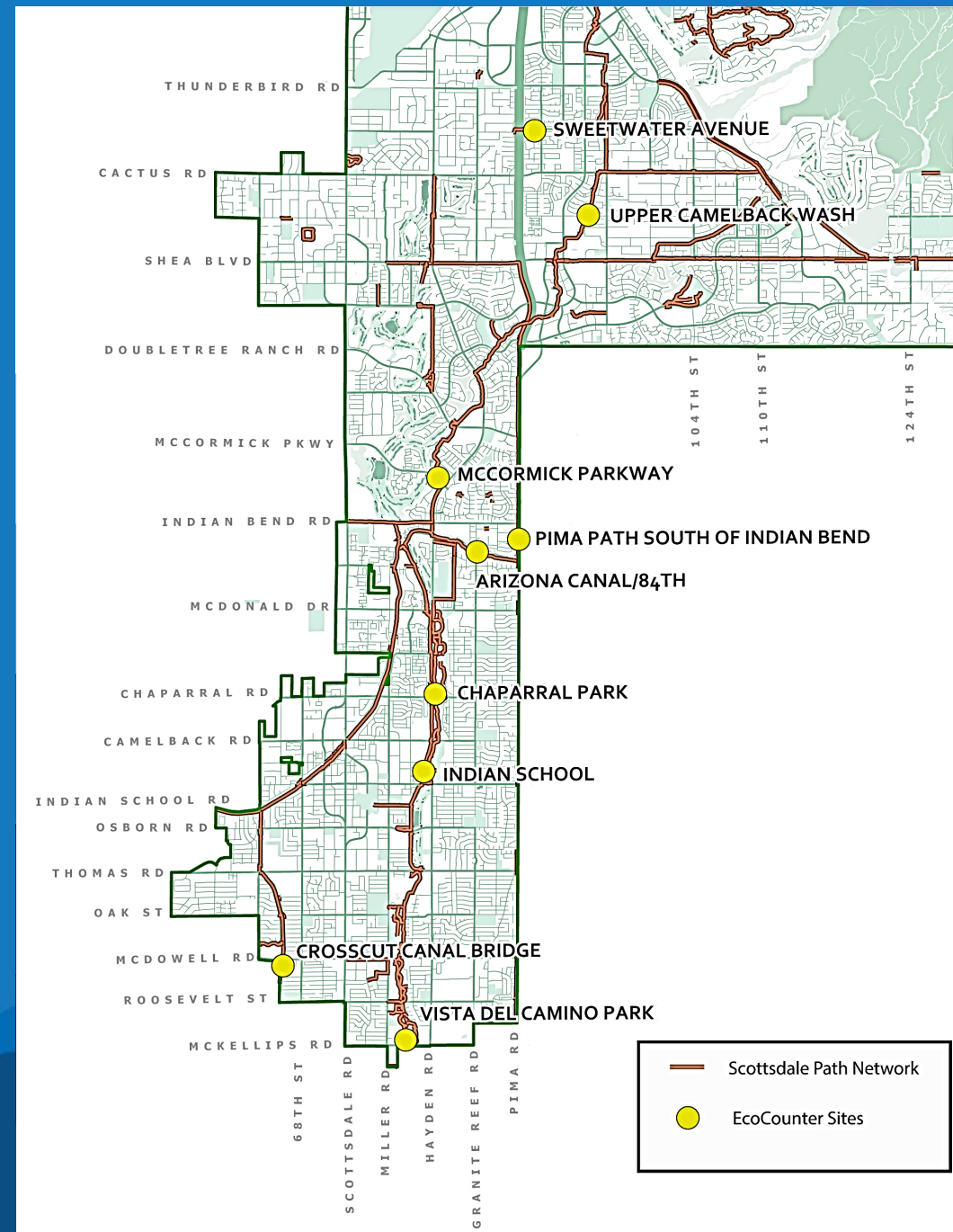
1. Vista del Camino Park
2. Indian School Park
3. Chaparral Park
4. McCormick Parkway



Eco-Counter Permanent Post

- Non-Greenbelt

5. Crosscut Canal Bridge
6. Arizona Canal/84th Street alignment
7. Pima Path south of Indian Bend Road
8. Upper Camelback Wash/Cholla Street
9. Sweetwater Avenue east of Loop 101

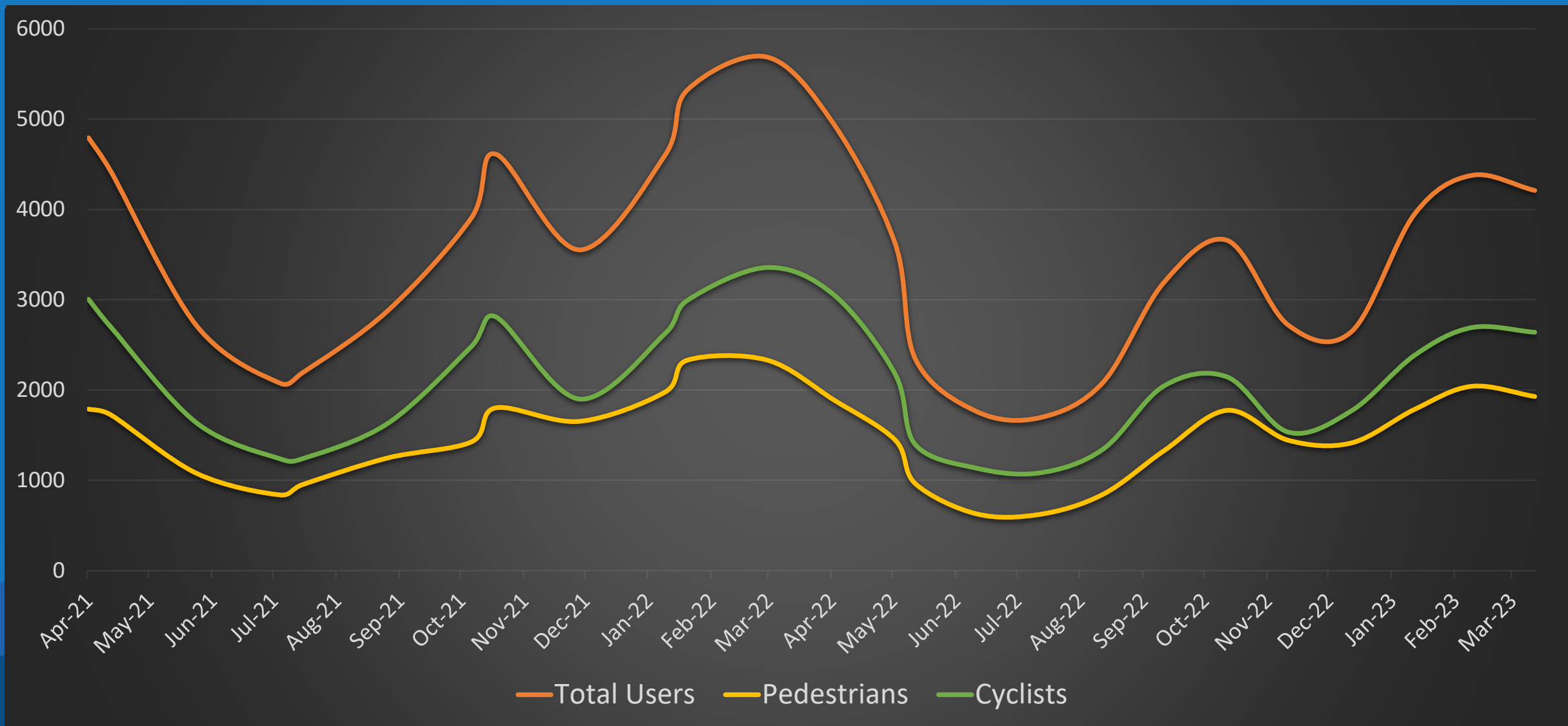


Overall Network Count Details – April 2022 to March 2023

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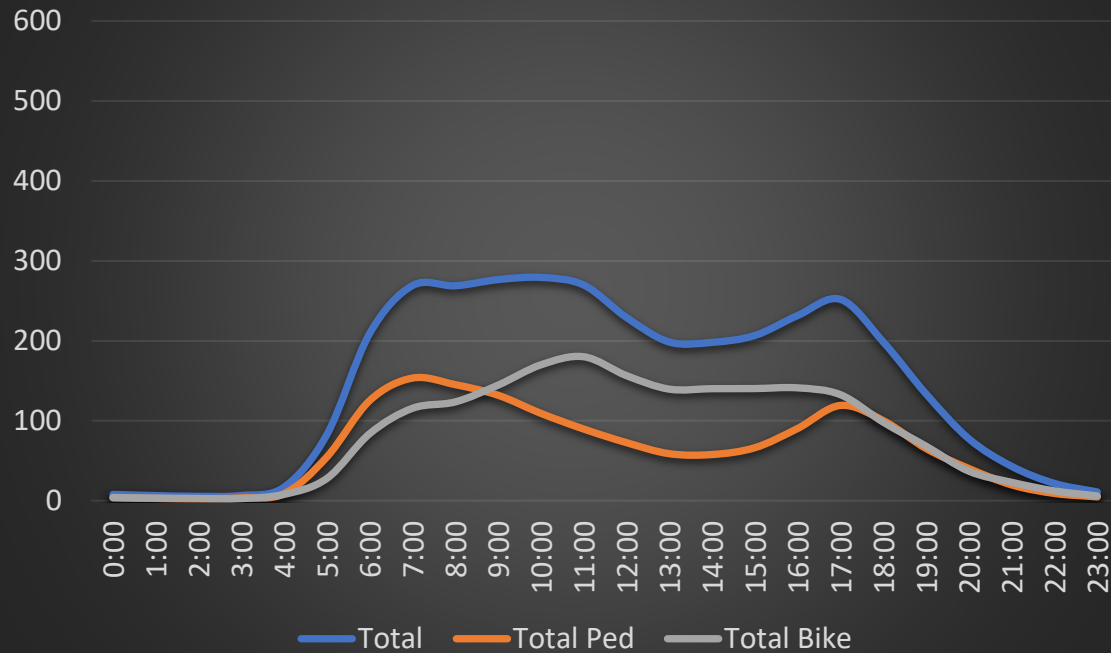
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Average Daily Activity by Month

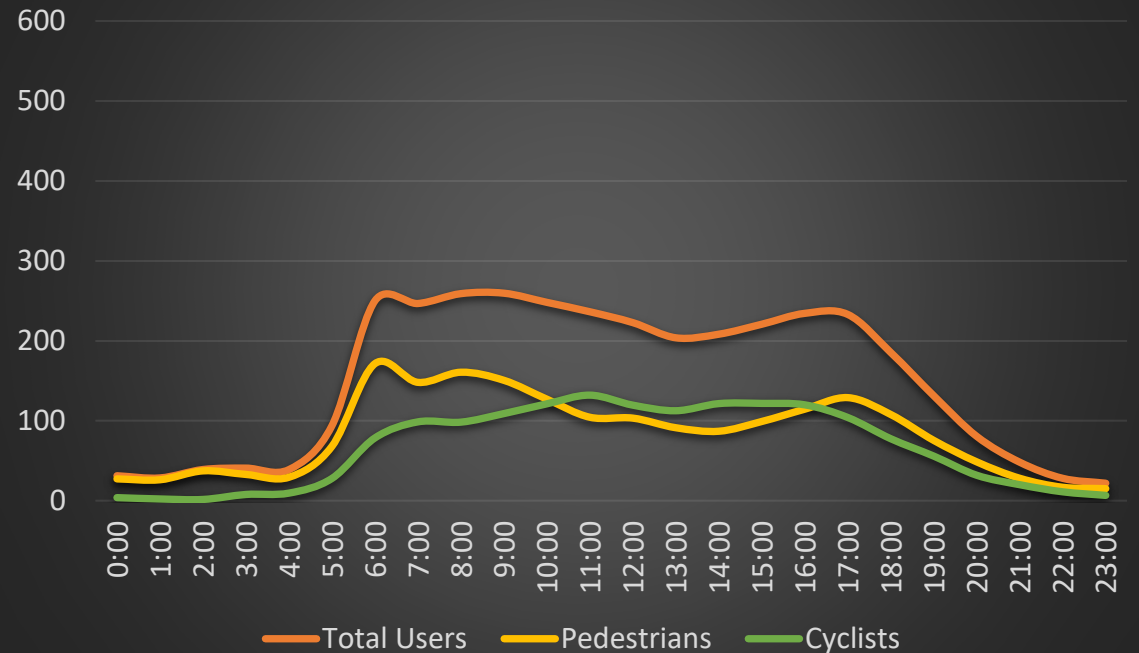


Weekday Daily Total Averages

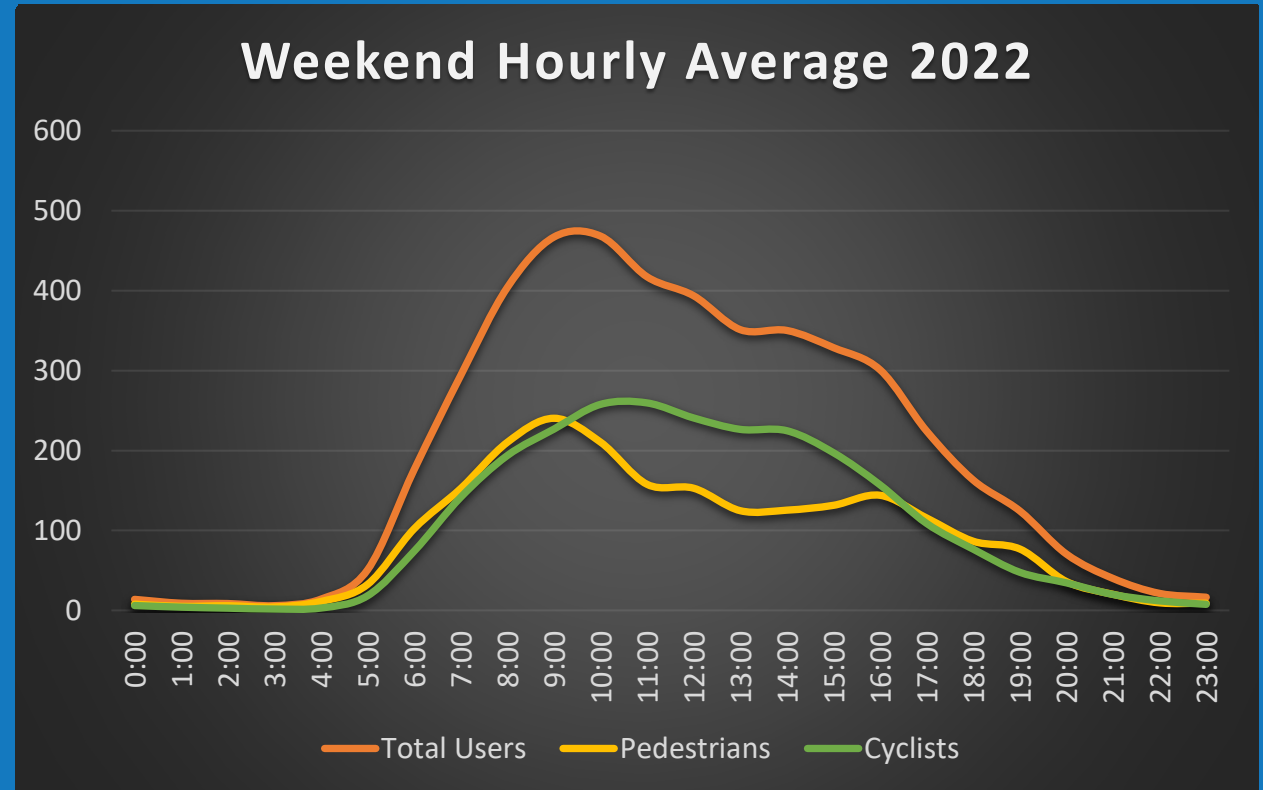
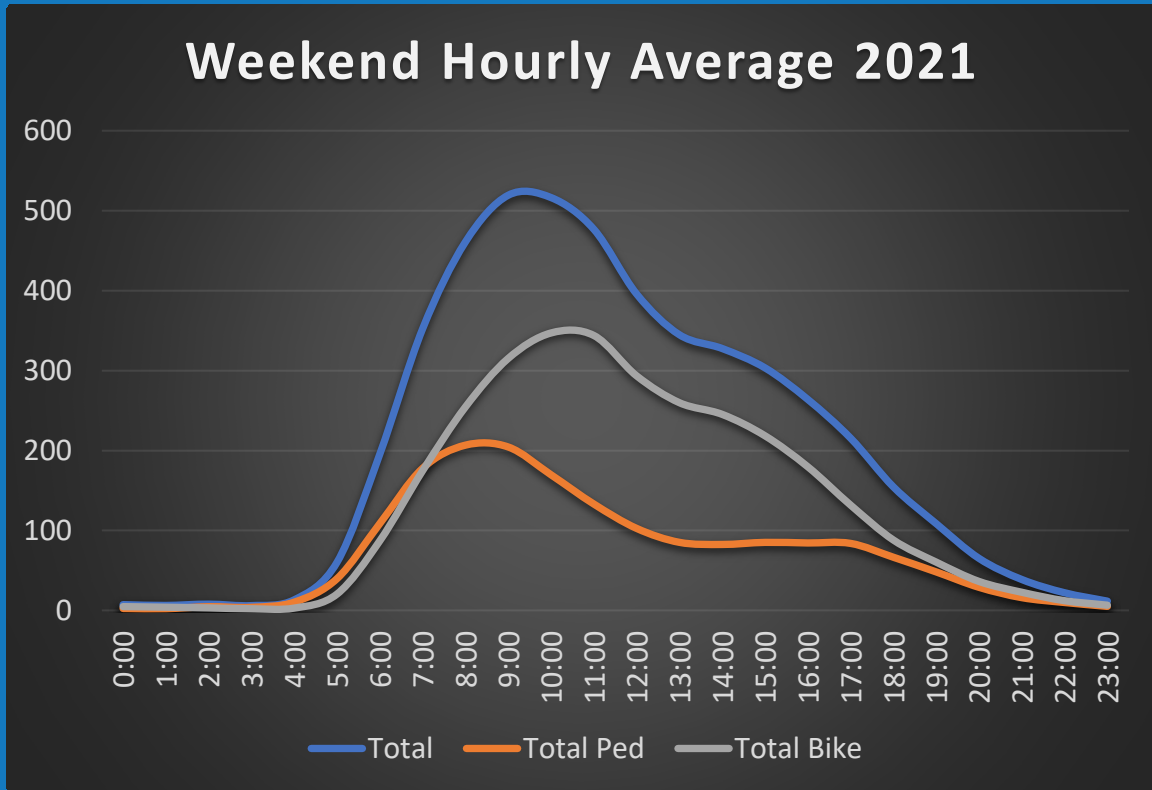
2021 Weekday Hourly Average



2022 Weekday Hourly Average

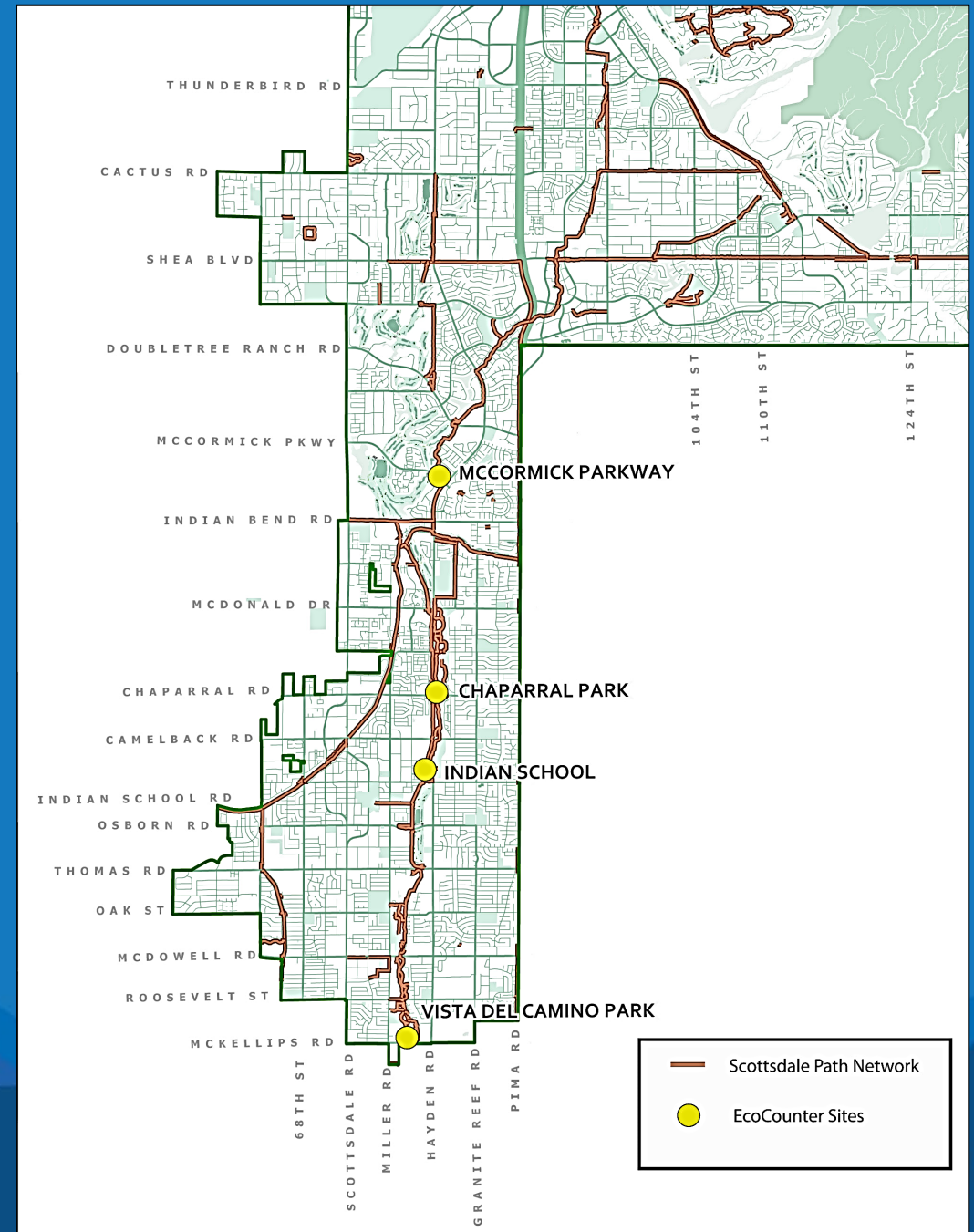


Weekend Daily Total Averages



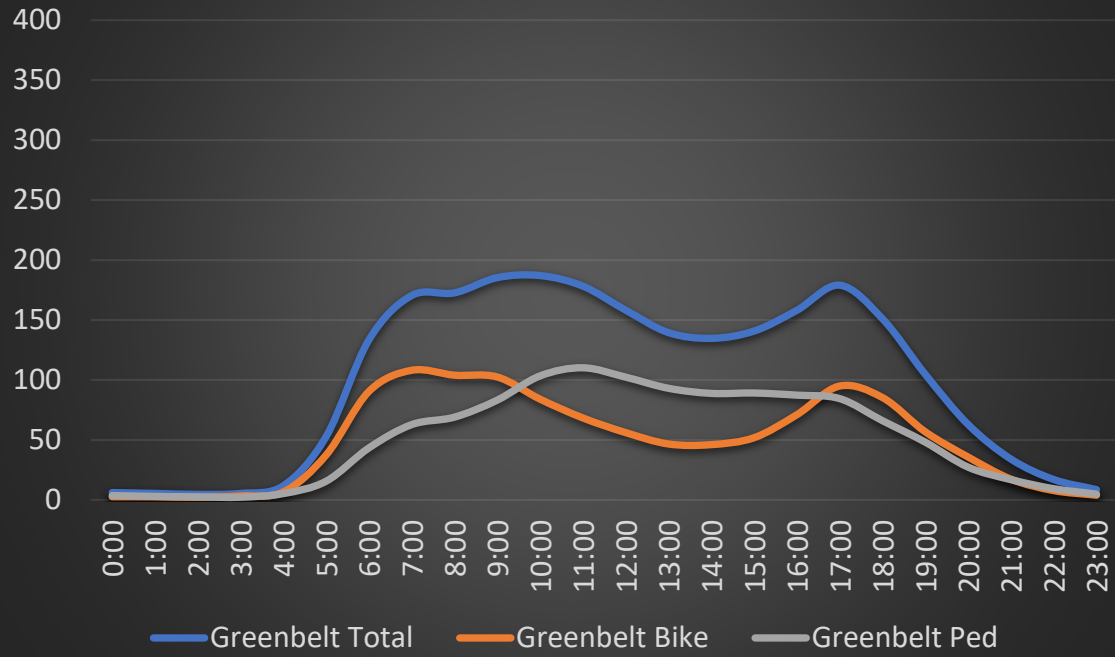
Greenbelt Sites

- Vista del Camino Park
- Indian School Park
- Chaparral Park
- McCormick Parkway

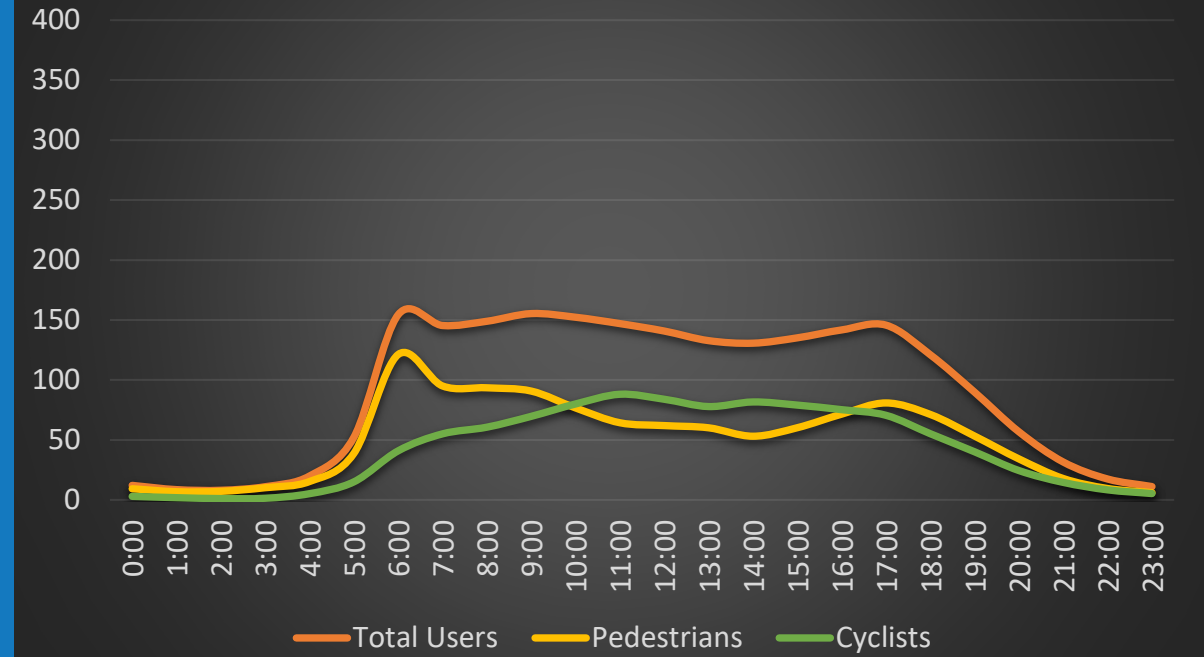


Weekday Daily Total Averages Greenbelt Sites

2021 Weekday Hourly Average

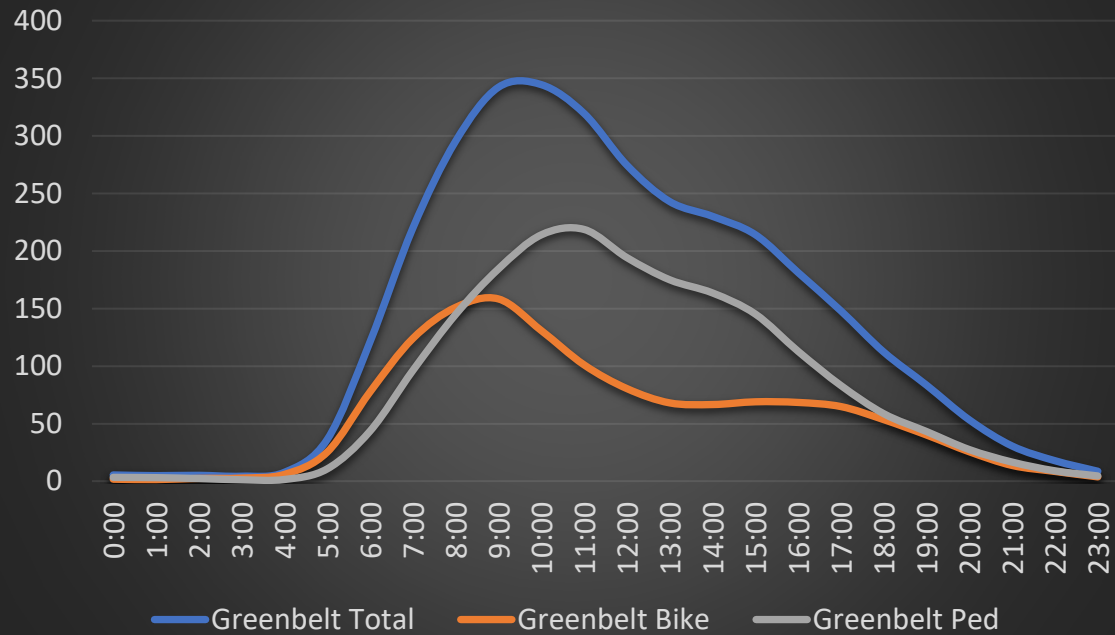


2022 Weekday Hourly Average

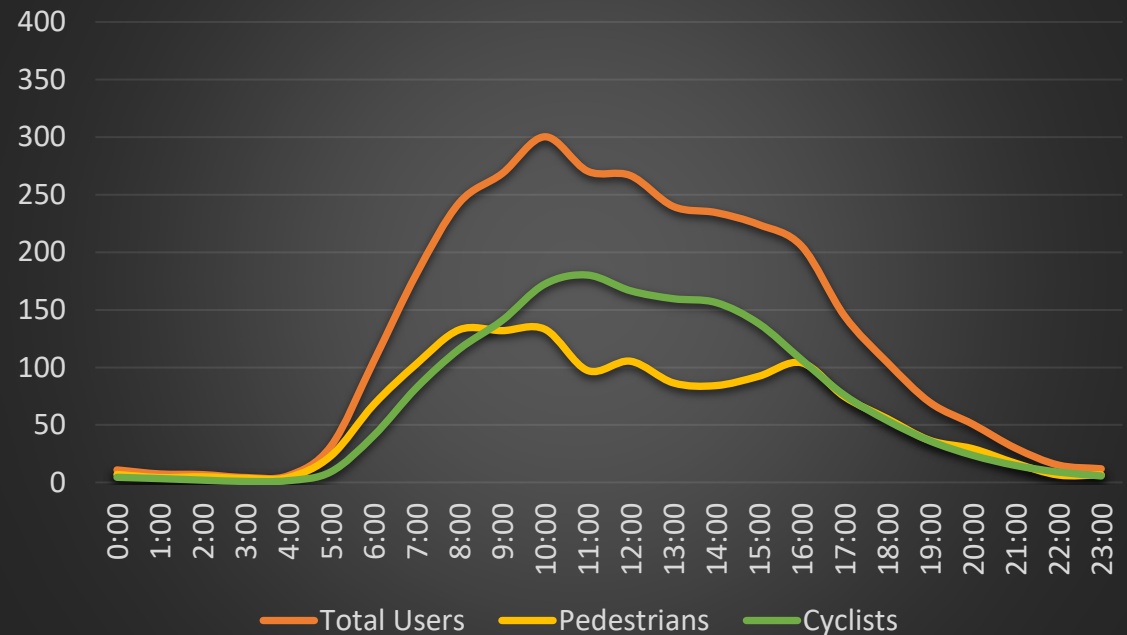


Weekend Daily Total Averages Greenbelt Sites

2021 Weekend Hourly Average

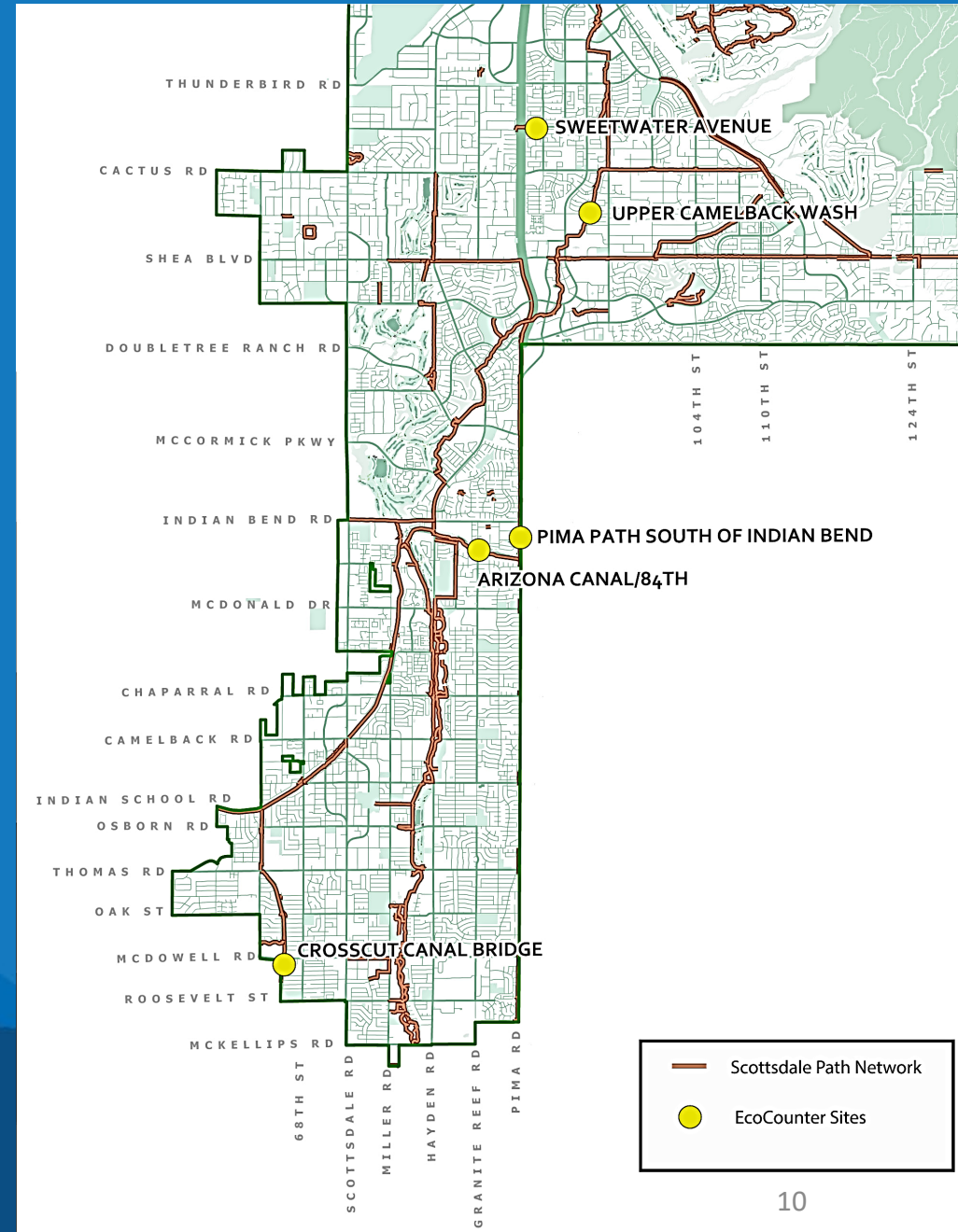


2022 Weekend Hourly Average



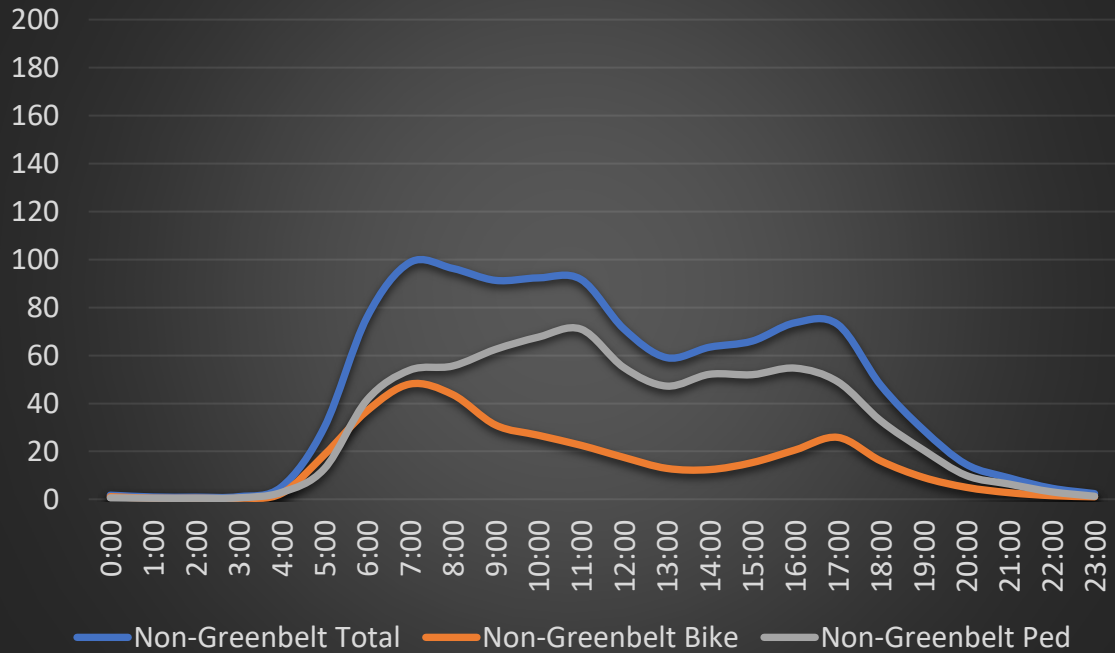
Non-Greenbelt Sites

- Crosscut Canal Bridge
- Arizona Canal/84th Street alignment
- Pima Path south of Indian Bend Road
- Upper Camelback Wash/Cholla Street
- Sweetwater Avenue east of Loop 101

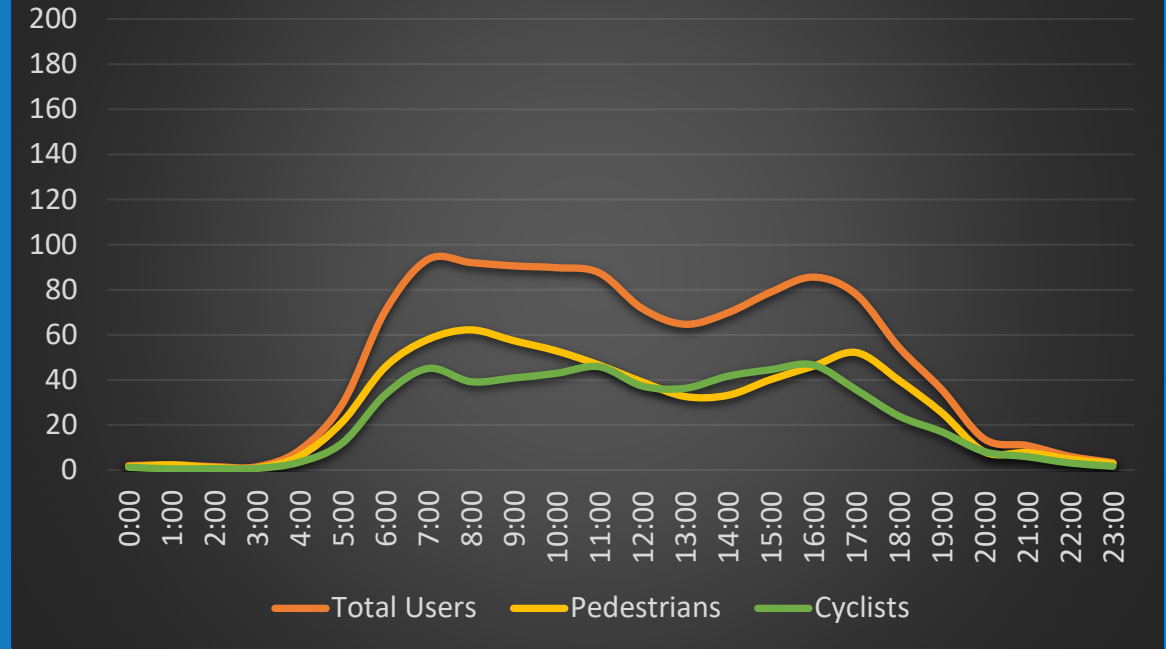


Weekday Daily Total Averages Non-Greenbelt Sites

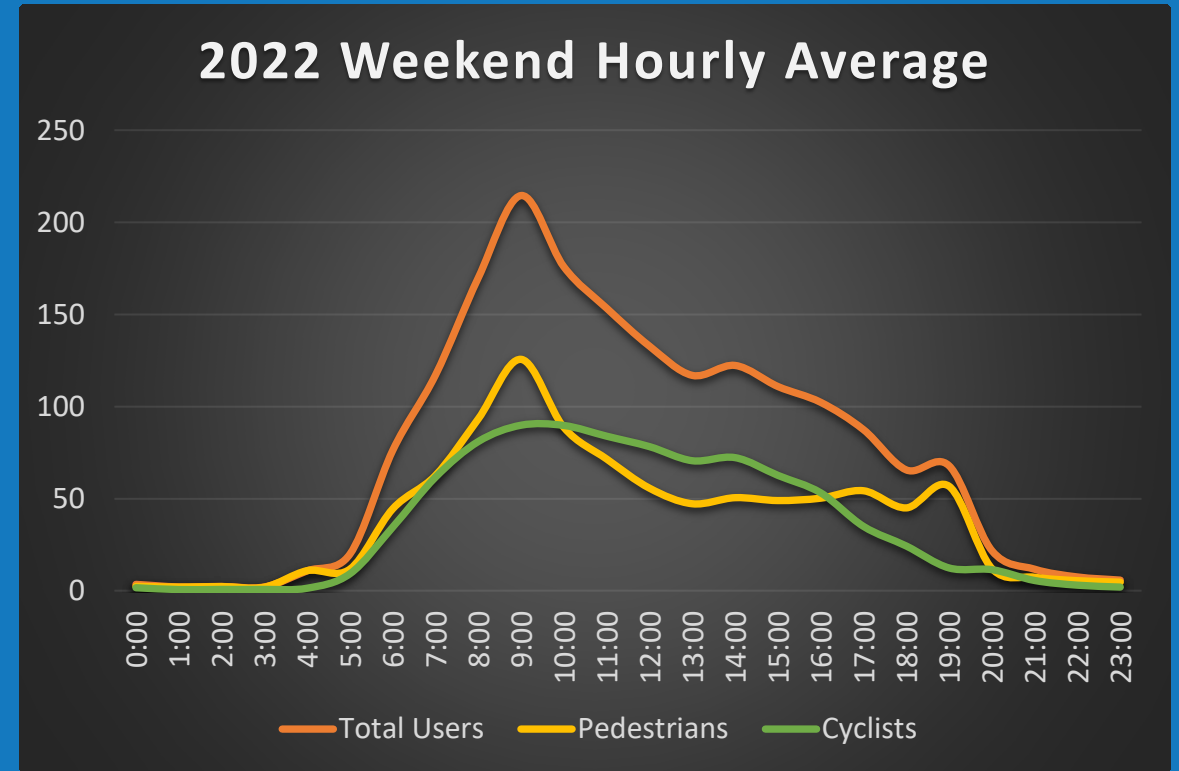
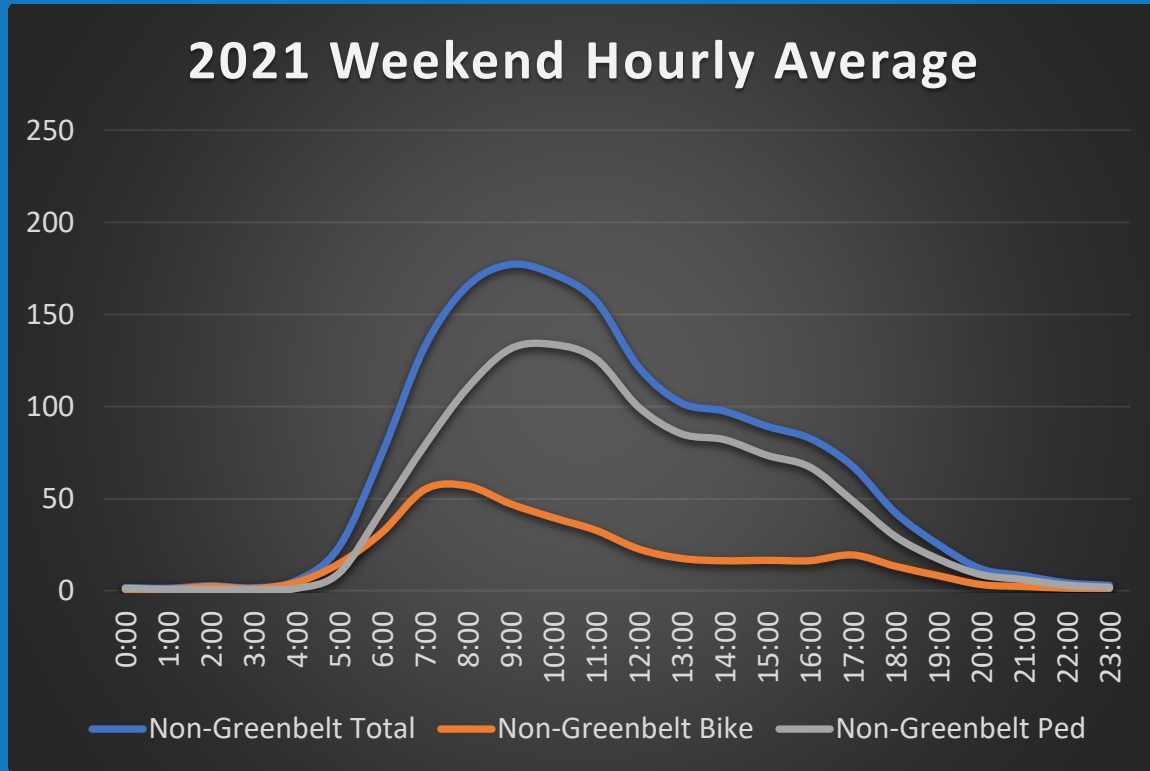
Weekday Hourly Average 2021



Weekday Hourly Average 2022



Weekend Daily Total Averages Non-Greenbelt Sites

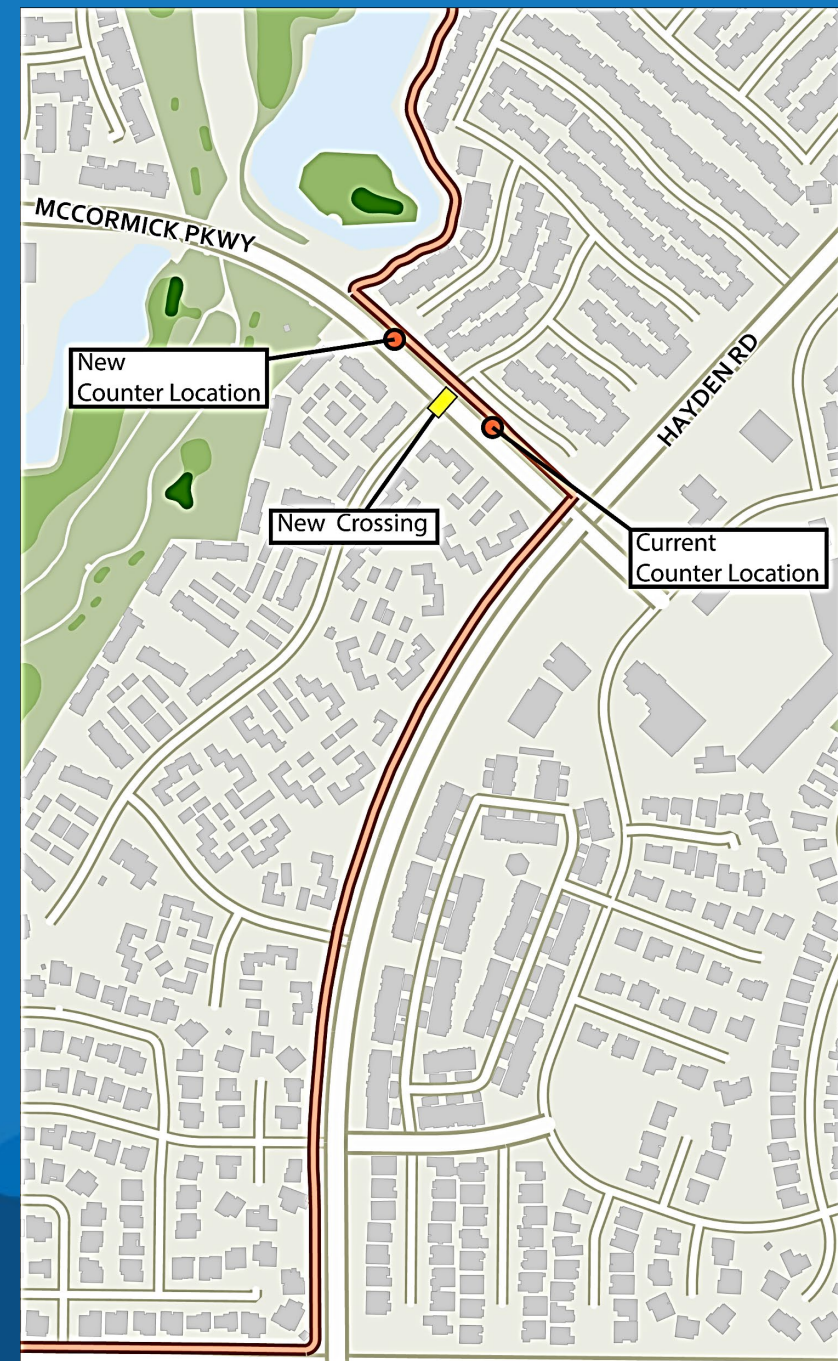


Counter Data and its uses

- Data is used in Grant applications and Bicycle Friendly Community application
 - Census data show low commuter bike volumes for Scottsdale
 - Path counters show stronger use from recreational riders.
- Data validates resident usage of the path system and path improvements.

McCormick Pkwy Counter

- Path users are crossing just west of the signal at Hayden and McCormick Pkwy.
- In response Staff will:
 - Add a new crossing at that location
 - Relocation of the location for the Counter to the west
- After this is done staff will monitor the changes in volumes at the counter



Continuing Steps

- Continue to collect and study counts for 2023
- Data to be used in 2023/2027 Bicycle Friendly Community application and to help prioritize future path renovations
- Look for opportunities to place additional permanent Eco-counters along our path system
- Moving McCormick counter and evaluate the change in the data

SCOTTSDALE Transportation Commission Report



To: Transportation Commission
From: Greg Davies, Senior Transportation Planner
Subject: Federal Highway Administration's Proven Safety Countermeasures
Meeting Date: June 15, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide information on the Federal Highway Administration's Proven Safety Countermeasures and the city of Scottsdale implementation of these countermeasures.

Background

Fourteen years ago, FHWA launched the Proven Safety Countermeasures initiative (PSCi) as a collection of countermeasures meant to reduced fatalities and serious injuries on the nation's roadways. FHWA's Office of Safety has updated the PSCi four times since 2008 to bring the number of safety countermeasures to 28 in total. This includes the latest nine new Proven Safety Countermeasures (PSCs) that were included in 2021. Through this update and the existing countermeasures, FHWA continues to reinforce the need to enhance safety for all road users. FHWA states "every project is an opportunity to make it safer for motorists, pedestrians, bicyclists, and all other users." The FHWA main goal is to use the Safe System Approach which recognizes that, while human beings make mistakes and crashes are inevitable, the consequences of those mistakes should not result in death or serious injury. The PSCi is an opportunity to advance Safe System infrastructure countermeasures and strategies that anticipate human error and accommodate human injury tolerances.

This 2021 iteration of proven safety countermeasures includes the following new countermeasures. Crosswalk visibility enhancements, bicycle lanes, and Rectangular Rapid Flashing Beacons are directly related pedestrian/bicyclist safety.

1. Rectangular Rapid Flashing Beacon (RRFB)
2. Crosswalk Visibility Enhancements
3. Bicycle Lanes
4. Lighting (Intersections and Segments)
5. Pavement Friction Management (High Friction Surface Treatments and Continuous Pavement Friction Measurement)
6. Wider Edge Lines
7. Variable Speed Limits
8. Speed Safety Cameras
9. Appropriate Speed Limits for All Road Users

Like previous countermeasures added to the list, these are countermeasures that are proven to be effective through sound research. FHWA reviewed and analysis more than 30 countermeasures before finalizing to the nine above. FHWA strongly encourages transportation agencies to advance these countermeasures in their jurisdiction, "with the confidence that their implementation will reduce fatalities and serious injuries as they align with the Safe System Approach". They are countermeasures that can be implemented to improve multimodal safety and accessibility to ensure equity and can be applied to a variety of contexts including both rural roads and urban streets.

There are five focus areas related to FHWA's safety countermeasures. These areas include: speed management, roadway departure, intersections, and crosscutting. This presentation will be focused on the eight pedestrian/bicyclist focus area countermeasures.

Pedestrian/Bicycle Proven Safety Countermeasures

The eight Pedestrian/Bicycle safety countermeasures are designed to improve safety of all users (including auto use) on the roadway but with a particular focus on the safety of bicyclist and pedestrians. They are also for all roadways including rural, urban, high-volume freeways, two-lane state roads, and county roads.

Road Diets (Roadway Configurations) - A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. A four-lane to three-lane, Road Diet conversions has been shown to have a 19-47% reduction in total crashes.

Bicycle Lanes- Bicycle lanes can reduce crashes up to 49% for total crashes on urban four-lane undivided collectors and local roads. Bicycle lanes also reduce crashes up to 30% for total crashes on urban two-lane undivided collectors and local roads.

Walkways – A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders. Sidewalks have been shown to have a 65-89% reduction in crashes involving pedestrians walking along roadways. Paved Shoulders have a 71% reduction in crashes involving pedestrians walking along roadways.

Crosswalk Visibility Enhancements – These improvements include high-visibility crosswalks, lighting, and signing and pavement markings. They assist users in deciding where to cross. They can be implemented as standalone or combination enhancements to indicate the preferred location for users to cross. High-visibility crosswalks can reduce pedestrian injury crashes up to 40%. Intersection lighting can reduce pedestrian crashes by up to 42%. Advance yield or stop markings and signs can reduce pedestrian crashes up to 25%.

Leading Pedestrian Interval - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. They have been shown to have a 13% reduction in pedestrian-vehicle crashes at intersections.

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas - A pedestrian refuge island (or crossing area) is a median with a refuge area intended to help protect pedestrians who are crossing a road. Medians with a Marked Crosswalk have a 46% reduction in pedestrian crashes. Pedestrian Refuge Island have a 56% reduction in pedestrian crashes.

Pedestrian Hybrid Beacons - The pedestrian hybrid beacon (PHB) also referred to as a High Intensity Activated Crosswalk (HAWK) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. They are shown to have a 55% reduction in pedestrian crashes as well as a 29% reduction in total crashes. Most importantly they are shown to have a 15% reduction in serious injury and fatal crashes.

Rectangular Rapid Flashing Beacons (RRFB) - RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers. RRFBs can reduce crashes up to 47% for pedestrian crashes. RRFBs can increase motorist yielding rates up to 98% (varies by speed limit, number of lanes, crossing distance, and time of day).

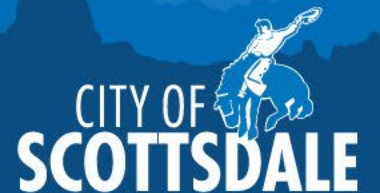
Next Steps

Under the Pedestrian/Bicyclist Focus Area, Scottsdale will continue to implement the eight pedestrian/bicycle countermeasures with future projects and warrant studies. Under the Crosscutting Focus Area, Scottsdale will continue Roadway safety audits and develop a grant funded Safety Action Plan awarded through the Safe Streets and Road for All (SS4A) federal grant program. Pedestrian/bicyclist safety will be integrated into this plan.



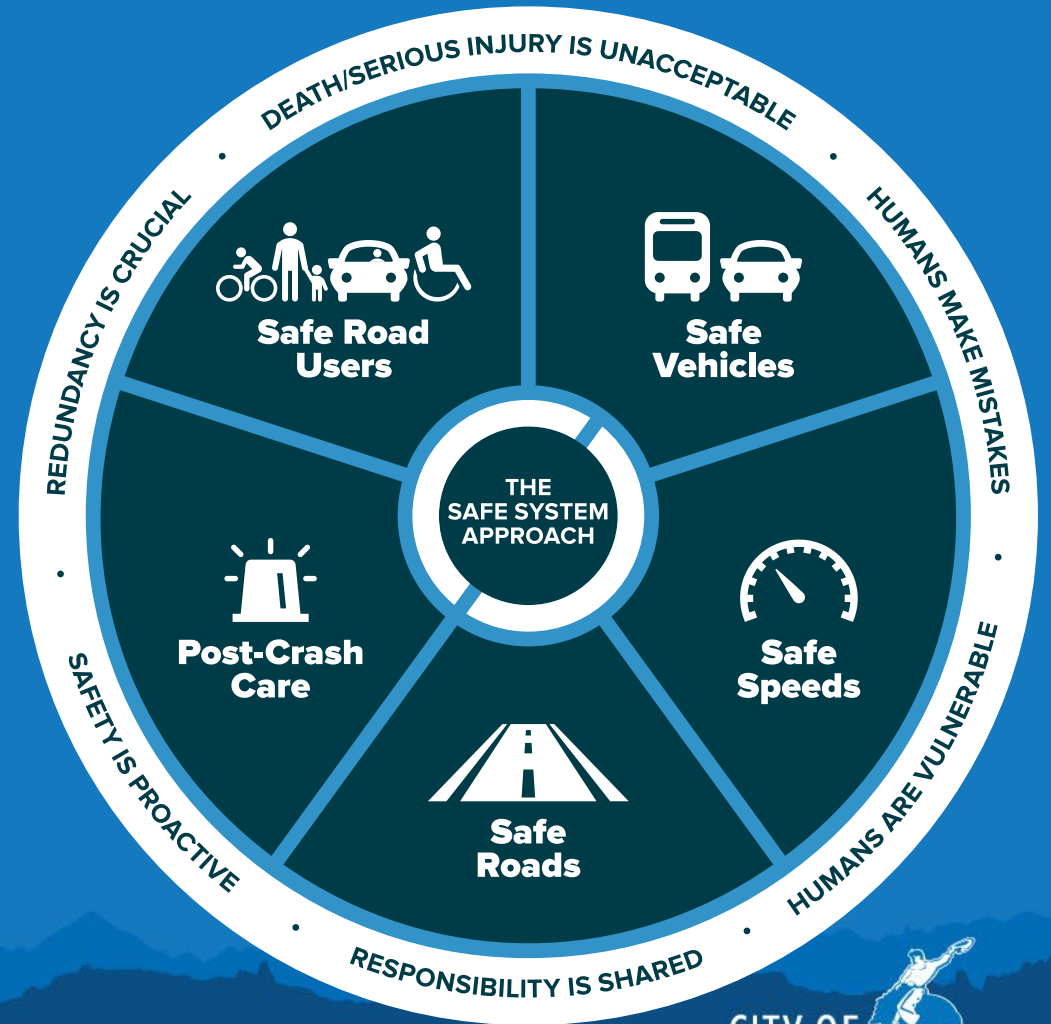
Proven Safety Countermeasures

Transportation Commission
June 15, 2023



FHWA's Proven Safety Countermeasures Priorities

- **Complete streets safety priority**
 - Bike Safety
 - Pedestrian Safety
 - Auto Safety
 - Transit Safety
- **Safe System Approach**
 - Redundancy
 - Proactive
 - Responsibility is shared
 - Humans make mistakes and Humans are vulnerable
 - Death/Serious Injury is unacceptable
- **Speed Management**





MAKING OUR ROADS SAFER | One Countermeasure at a Time

28 Proven Safety Countermeasures that offer significant and measurable impacts to improving safety

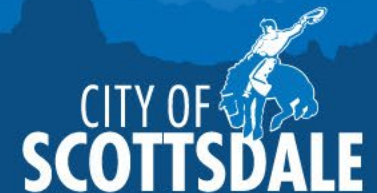


U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE
<https://safety.fhwa.dot.gov/>

History and Initiative

- Established 2008
- Subsequent Updates
- Safety Focused
- Goal - Reduce Fatalities/Serious Injuries



Identified Countermeasures

Speed Management



Appropriate Speed Limit for All Road Users



Speed Safety Cameras



Variable Speed Limits

Roadway Departure



Enhanced Delineation for Horizontal Curves



Median Barriers



Wider Edge Lines



Roadside Design Improvements at Curves



Longitudinal Rumble Strips and Striped on Two-Lane Roads



SafetyEdge

Crosscutting



Road Safety Audit



Pavement Friction Management

Intersections



Reduced Left-Turn Conflict Intersections



Yellow Change Intervals



Backplates with Retroreflective Borders



Local Road Safety Plans



Lighting



Dedicated Left and Right-Turn Lanes at Intersections



Corridor Access Management



Roundabouts



Systemic Application of Multiple Low-Cost Countermeasures

Pedestrian/Bicyclist



Road Diets (Roadway Configuration)



Bicycle Lanes (New)



Walkways



Crosswalk Visibility Enhancements (New)



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB) (New)

Road Diets (Roadway Configuration)

- Provide better mobility and access for all road users
- Safety Benefits
 - Reduction of rear-end and left turn crashes due to the dedicated turn lanes
 - Fewer lanes for pedestrians to cross
 - Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, and transit stops
 - More consistent speeds



Safety Benefits:

4-Lane to 3-Lane, Road Diet Conversions

19-47%

reduction in total crashes.¹



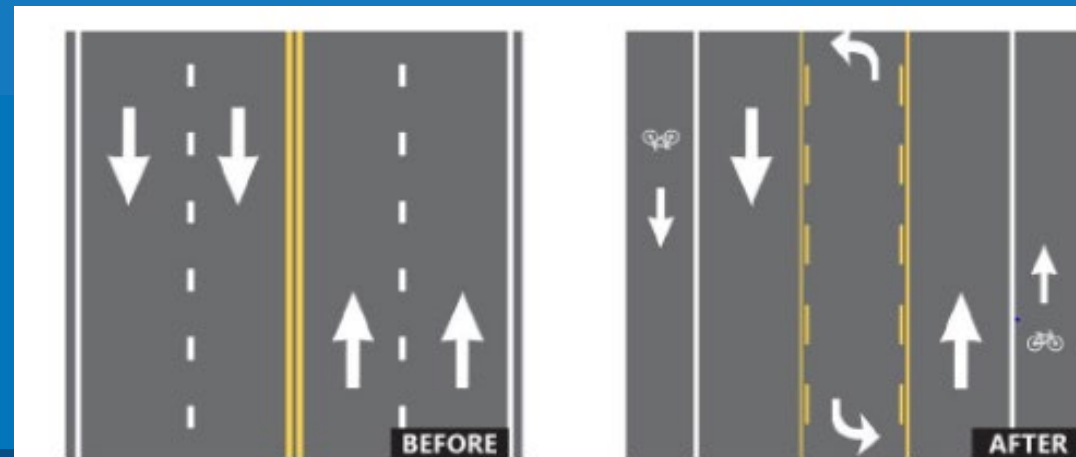
Road Diet project in Honolulu, Hawaii.

Source: Leidos

Combined with:



Dedicated Left and Right-Turn Lanes at Intersections



Road Diets (Roadway Configuration)

- Example:
 - Indian School Rd: Between Phoenix Boundary and Goldwater
- Future:
 - 68th St: Between Indian School and Thomas
 - Thomas Rd: 56th to 73rd
- TAP Goal:
 - Emphasize traffic safety, livable streets, and multi-modal community access



Bicycle Lanes

- Most fatal and serious injury bicyclist crashes occur at non-intersection locations.
- Bicycle lane design varies according to roadway characteristics
- FHWA suggests buffered or separated bike lanes
- FHWA states that roadways that experience decrease in lane width did not increase congestion or vehicle crashes



Safety Benefits:

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁶

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁶

Bike Lanes in Scottsdale

- 197 miles of total bike lanes in Scottsdale
- 25 miles new miles of bike lanes since 2019
- Example:
 - McDowell Rd Bike Lanes
- Future:
 - Jackrabbit Separated Bike Lane Pilot Study
- TAP Goal:
 - Renovating infrastructure to meet modern safety and comfort standards
- Design Standards and Policy Manual (DSPM,2018):
 - Bike Lanes are standard on all roadways



Walkways

- A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair.
 - Shared use paths - 122 miles in Scottsdale
 - Sidewalks approximately – 2000 miles of sidewalks in Scottsdale



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Walkways in Scottsdale

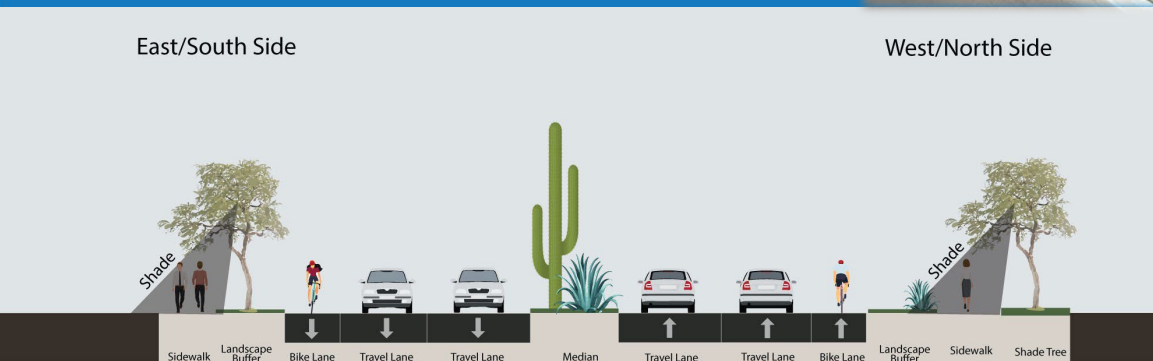
- Examples:
 - Mountain View Rd Sidewalk – new install
 - Indian Bend Wash Shared Use Path
- TAP Goal:
 - New Orientation of shade trees on streets



Mountain View Rd sidewalk



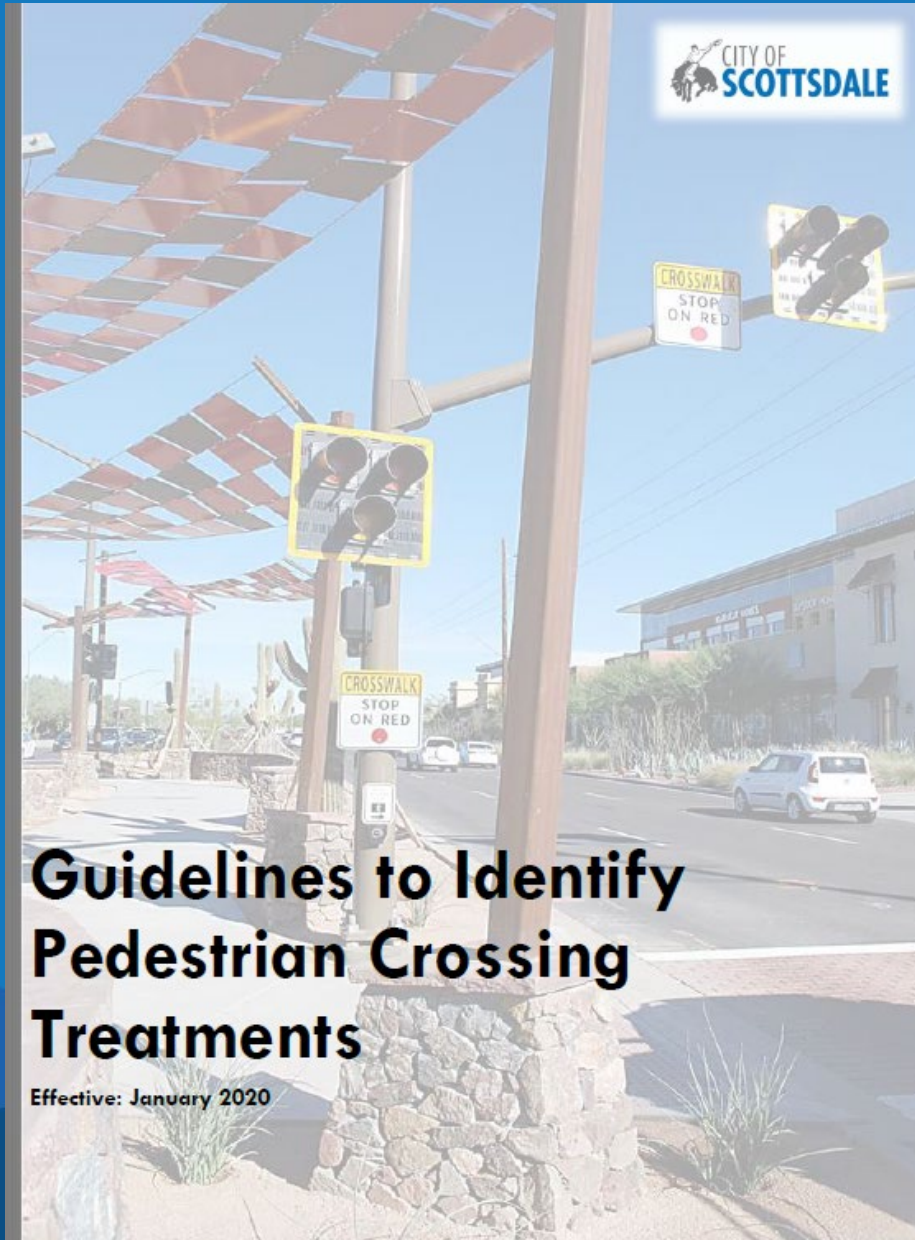
Indian Bend Wash Path



Pedestrian Crossing Safety Countermeasures

- Evaluation Procedure

- Step 1: Identification and Description of Crossing Location
- Step 2: Traffic Data Collection and Operational Analysis
- Step 3: Crossing Evaluation
 - **High Visibility Striped Crosswalk**
 - **In Pavement Signage**
 - **Raised Crosswalk**
 - **Curb Extension**
 - **Pedestrian Refuge**
 - **RRFB**
 - **Pedestrian Hybrid Beacon**
 - **Traffic Signal**
 - **Separated Grade Crossing**



Crosswalk Visibility Enhancements

- High-visibility crosswalk markings – Inlay or thermoplastic tape
- Curb extensions
- In-Street Pedestrian Crossing Sign
- Warning Sign
- Overhead Lighting



Safety Benefits:

High-visibility crosswalks can reduce pedestrian injury crashes up to¹

40%

Intersection lighting can reduce pedestrian crashes up to²

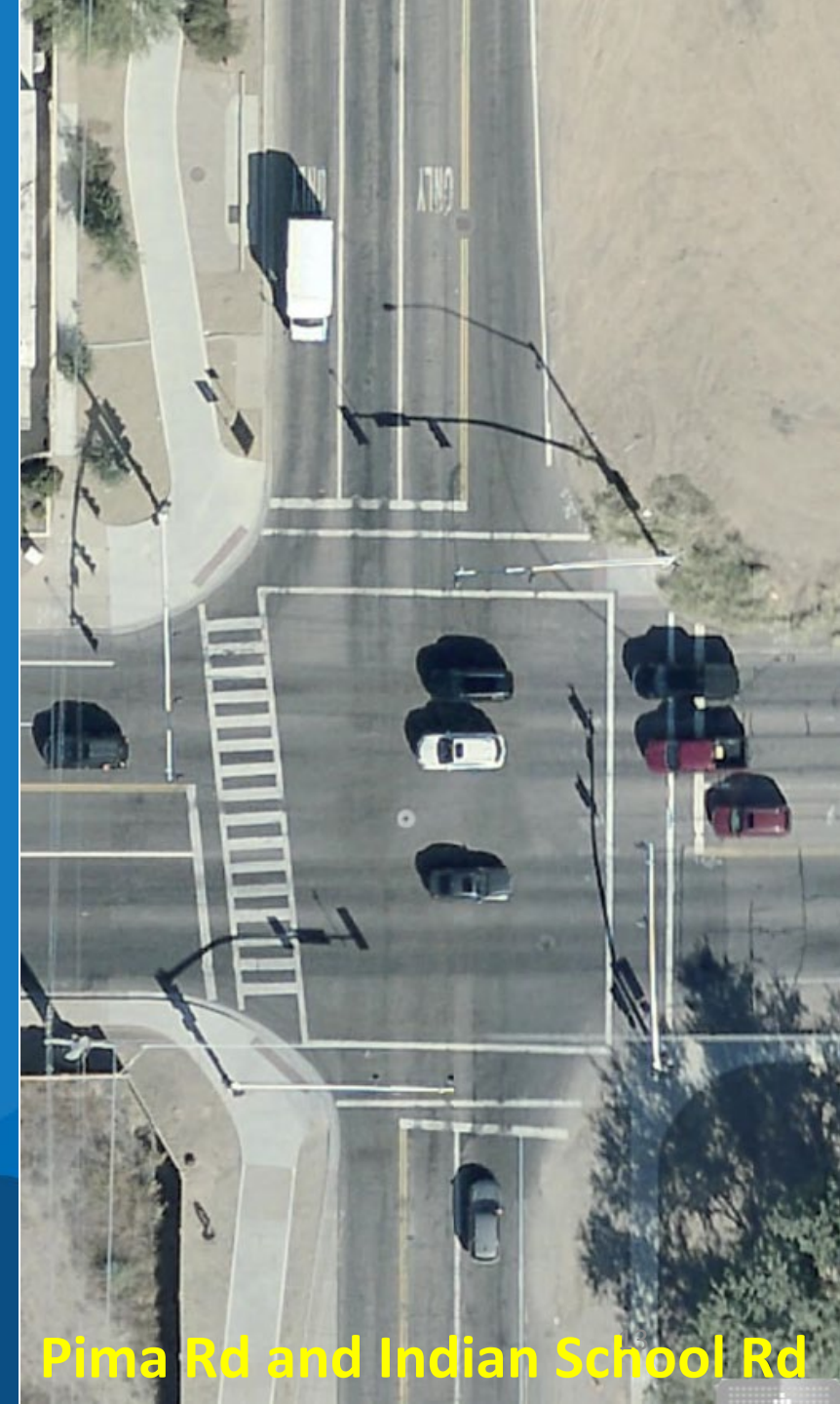
42%

Advance yield or stop markings and signs can reduce pedestrian crashes up to³

25%

Crosswalk Visibility Enhancements in Scottsdale

- Example:
 - Pima Corridor on the Multi-Use Path side
- Future:
 - Jackrabbit/Miller Crossing
- Appropriate Conditions if uncontrolled
 - Posted Speed: 25 – 30 mph
 - Traffic Volume: 3,000 – 5,000 ADT
 - Less than 50 ft
 - Often used where yield compliance is a concern
 - Average Cost: \$1,500



Pima Rd and Indian School Rd

Leading Pedestrian Interval

- A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.
 - Increased visibility of crossing pedestrians
 - Reduced conflicts between pedestrians and vehicles
 - Increased likelihood of motorists yielding to pedestrians
 - Enhanced safety for pedestrians who may be slower to start into the intersection



Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.¹



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

SC

Leading Pedestrian Interval in Scottsdale

- Example:
 - Indian School Rd at 75th St
 - LPIs most prominent in Old Town and Entertainment District where pedestrian volumes are high



Median and Pedestrian Refuge Islands in Urban and Suburban Areas

- Intended to help protect pedestrians who are crossing a road
- Improve safety by allowing pedestrians to cross one direction of traffic at a time
- Locations that benefit from pedestrian refuge islands include:
 - Mid-block crossings
 - Approaches to multilane intersections
 - Areas near transit stops or other pedestrian-focused sites



Safety Benefits:

**Median with
Marked
Crosswalk**

46%

reduction in pedestrian
crashes.²

**Pedestrian
Refuge Island**

56%

reduction in pedestrian
crashes.²

Refuge Islands in Scottsdale

- Example:
 - Osborn Rd: West of Drinkwater – Honor Health
- Appropriate Conditions if uncontrolled
 - Posted Speed: 30 – 45 mph
 - Traffic Volume: 5,000 – 15,000 ADT
 - Used where crossing distance, vehicular volumes, and speeds are concerns
 - Often used as a first step in areas with low existing or latent pedestrian demand
 - Average Cost: \$30,000



Pedestrian Hybrid Beacon (PHB/HAWK)

- Traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections
 - Directs motorists to come to a stop.
- Nearly 74 percent of pedestrian fatalities occur at non-intersection locations
 - Vehicle speeds are often a major contributing factor



Safety Benefits:

55%

reduction in pedestrian
crashes.²

29%

reduction in total crashes.³

15%

reduction in serious injury and
fatal crashes.³

Pedestrian Hybrid Beacon (PHB/HAWK)

- 12 currently in use
- 3 planned locations
- Example:
 - Indian Bend Rd at McCormick Railroad Park
- Appropriate Conditions if uncontrolled
 - Posted Speed: 35 – 50 mph
 - Traffic Volume: 12,000 ADT or greater
 - Typically used on arterial roads with high speeds and volumes
 - May be warranted by MUTCD guidance
 - Average Cost: \$150,000



Rectangular Rapid Flashing Beacons (RRFB)

- RRFBs flash with an alternating high frequency when activated to enhance visibility of pedestrians at the crossing to drivers
- Solar-powered or hard wired
- Used at uncontrolled, marked crosswalks
- Flash period initiated each and every time a pedestrian is detected



Safety Benefits:

RRFBs can
reduce crashes
up to:

47%

for pedestrian crashes.⁴

RRFBs can
increase
motorist
yielding rates up
to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).³

Rectangular Rapid Flashing Beacons (RRFB) in Scottsdale

- 9 existing locations
- 7 planned locations
- Example:
 - Miller Rd at Murray Ln
- Most Recent Installs:
 - Osborn/Miller roundabout
 - Miller Rd at Earll Dr
- Appropriate Conditions if uncontrolled
 - Posted Speed: 30-35 mph
 - Traffic Volume: 9,000 – 15,000 ADT
 - Often use as a first step in areas with moderate pedestrian demand
 - Often used where yield compliance is a concern
 - Average Cost: \$20,000 beacon/signing and striping only



Next Steps

- Pedestrian/Bicyclist Focus Area
 - Continue implementation of the eight proven safety countermeasures
- Crosscutting Focus Area
 - Continue Roadway Safety Audits
 - Develop a Safety Action Plan
- Incorporate pedestrian/bicyclist safety into Safety Action Plan



Proven Safety Countermeasures Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Shea Boulevard and 124th Street Underpass
Meeting Date: June 15, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on the underpass at Shea Boulevard and 124th Street.

Background:

The original project designed and constructed a grade separated bicycle, equestrian, and pedestrian crossing underneath Shea Boulevard east of the 124th Street intersection utilizing an existing box culvert and path and trail connections to the existing Mountain View Trail Segments, north and south of the project area. The project will improve capacity and safety at the intersection of 124th Street and Shea Boulevard by rerouting the north/south bicycle, equestrian and pedestrian crossings of Shea through the underpass. The project ties into existing and planned multiuse paths and trails along Shea Boulevard and the Central Arizona Project (CAP) Canal, the Cochise Drive bike route, the 124th Street bike lanes/ route, and link the Mountain View Trail Segment 1 and 3 - both north and south of the project area.

The project completes a gap in the pedestrian, equestrian and bicycle network near Shea Boulevard and 124th Street. The existing 120-foot crosswalk spanned Shea Boulevard a major arterial exposed bicyclists, equestrians, and pedestrians to high-speed and high-volume conflict points. Additionally, the pedestrian and bicyclist crossings at the traffic signal reduced available green time for vehicular traffic on Shea and improved signal timing. The project once open will reduce north/south bicycle, equestrian and pedestrian crossings from the intersection and provide the needed connection along 124th St under Shea Boulevard.

Planning, Project Background and Funding:

The 124th Street Underpass Improvements project was originally identified in the 2004 Scottsdale Trails Master Plan (STMP) as a key connection along the Mountain View unpaved trail system. The 2008 Ad Hoc Citizen Trails Task Force reinforced this idea. It was then more formally defined in the City of Scottsdale 2008 Transportation Master Plan and included a concrete path along with the unpaved trail. In the Master Plan, it was identified as a major arterial roadway crossing for the CAP Canal Path. The 124th Street Underpass was subsequently programmed as part of the FY 2008/09 update of the Proposition 400 Arterial Life Cycle Program (ALCP), Shea Blvd: SR-101L to SR-87, with Maricopa Association of Governments (MAG).

The MAG Regional Transportation Plan (RTP) project Shea Blvd: SR-101L to SR-87, was originally programmed for corridor capacity and safety improvements as one project. With the fiscal year 2009 update of the ALCP, the parent project was divided into smaller sub-projects, one of which being the Shea Blvd at 124th Street: Intersection Improvement project.

In 2012, the Transportation Department applied for and was awarded a Congestion Mitigation and Air Quality (CMAQ) federal grant in the amount of \$1.25M for a portion of the construction of the project, increasing the overall available funding from the region. Staff moved forward with the project utilizing the CMAQ grant as the primary funding source as it reimbursed costs at a higher maximum federal grant cost split of 93.4% (federal)/ 5.7% (local). Taking into consideration design

and right-of-way expenses, the total project split was still greater than the 70% (regional)/ 30% (Scottsdale) ALCP maximum split, so ALCP funds were not pursued at the time.

In late 2016, construction began on the path, underpass, retaining wall/ gabion baskets and landscaping. During construction additional expenses were identified. With the newly identified expenses, the ability to utilize the already programmed ALCP funds became possible. In order to reflect the selected design alternative and define the funding needs, an ALCP Project Change was requested from MAG, and approved by MAG Regional Council on December 6, 2017.

Construction and Project Delay

Construction began in 2017 and included the concrete multiuse path, an unpaved trail, landscaping, and a gabion retaining wall at the north end.

The gabion basket wall was reviewed and determined to be concerning. Subsequent leaning, bulging, and sagging led to legal litigation. Baskets were not placed in accordance with design plans. Concerns about construction quality emerged, including whether basket fasteners were used. An analysis by Gannet Fleming concluded the wall was unstable. A subsequent analysis by Ethos concluded that the wall was stable. During this time public access to the underpass was closed.

Update:

The Shea Boulevard & 124th Street Remediation project was initiated at the request of the Council to address citizen concerns about the stability of the recently constructed Gabion Basket retaining wall.

The city hired AECOM to determine the stability of the wall after detailed review. AECOM found the wall to be structurally sound at the base, but the top two rows of the wall needed improvements.

The remediation project will remove the top two rows in the middle of the entire wall and replace the rock and restack the baskets with more secure fasteners.

The construction cost estimate for the project is \$1,559,067.78.

DBA is the contractor that will reinstall the upper portion of gabion wall. In mid-April, ground tests using observation pits will be done to determine if gabion wiring has link supports.

The city provided DBA with the Notice to Proceed on May 31, 2023. The project will be completed in mid-August 2023.

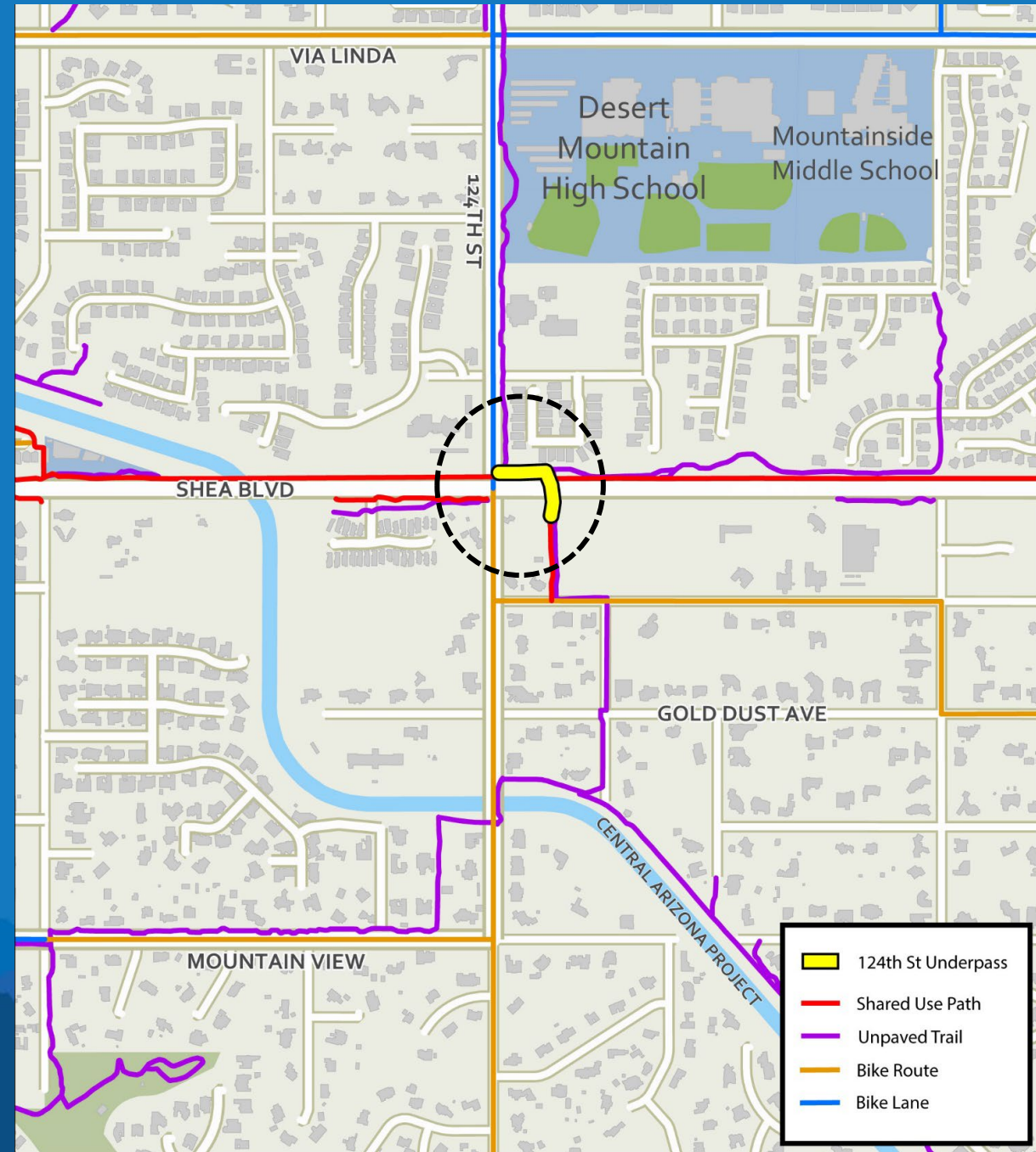
Contacts: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Shea Underpass Access at 124th Street Update

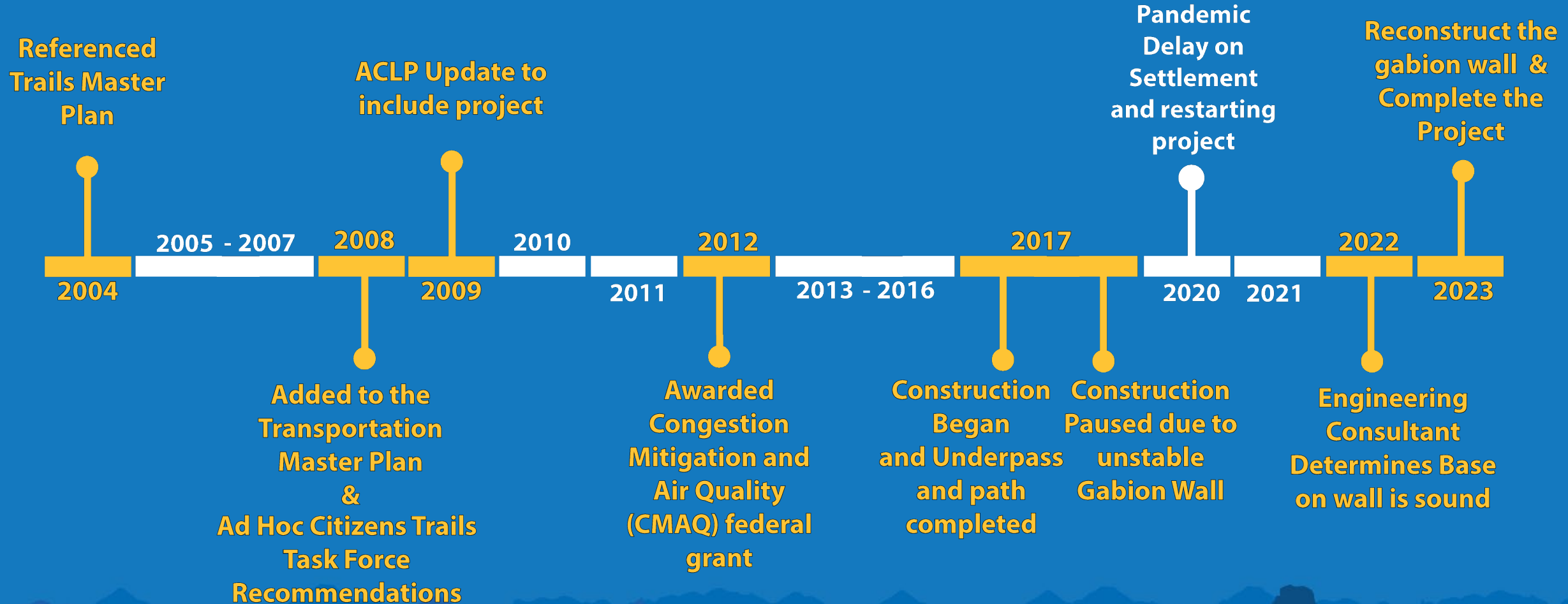
Transportation Commission
June 15, 2023

Original Project

- 2017 Project: Shea Underpass Access at 124th St
 - Design and construct concrete shared use path and unpaved trail including access across to existing tunnel under Shea Boulevard
 - Grade-separated bicycle, equestrian and pedestrian connection under Shea Boulevard, east of 124th Street
 - Existing box culvert
 - North of the Central Arizona Project (CAP) Canal
 - Connections to existing and planned paths, trails, bike lanes and routes
 - Destinations – Stonegate Equestrian Park, Lost Dog Wash Preserve Trailhead, schools
- Mountain View Trail System



124th Underpass Timeline



Original Project Funding

- Shea Underpass Access at 124th Street:

Shea Underpass Access at 124 th Street	Funds
Transportation 0.2% Sales Tax	\$967,000
CMAQ Funding	\$1,253,000
In-Lieu Fees from Private Development	\$42,000
ALCP funds	\$677,191 (withheld)
Total	\$2,377,598



Original Project Construction

- Construction began in summer/ fall 2016
 - Multi use path connections – Completed
 - Trail connections – Completed
 - Landscaping – Completed
- Retaining gabion wall on north side of tunnel – Determined unstable
- Underpass and ramp has been closed to the public while worked through remediation process



Gabion Issue North Side



Gabion Issue North Side



Gabion Issue North Side



Gabion Issue North Side

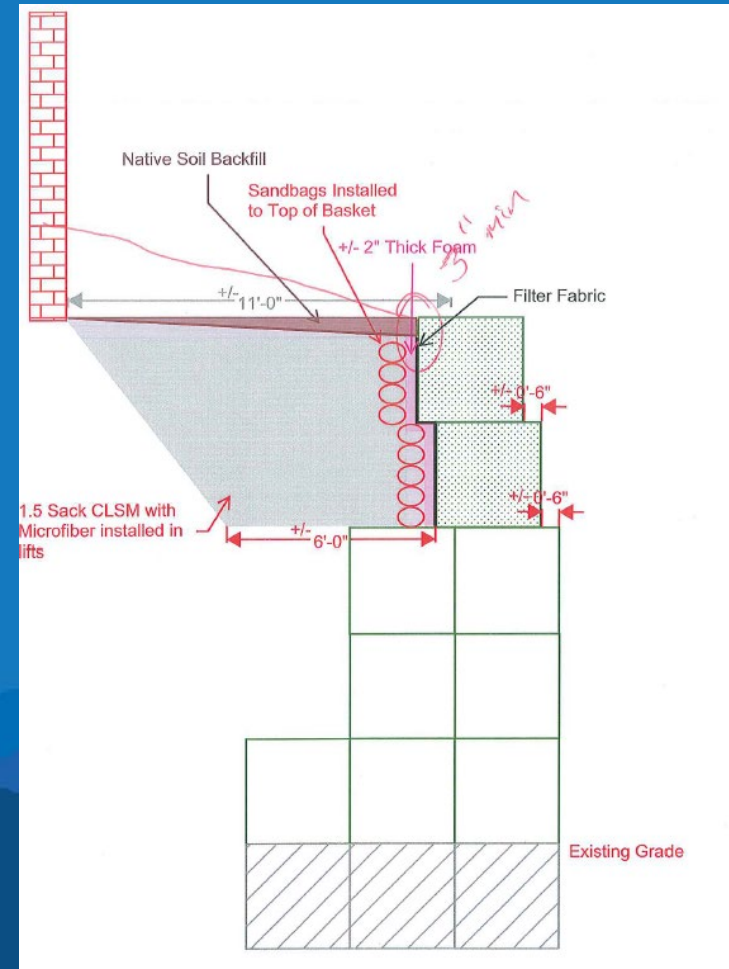
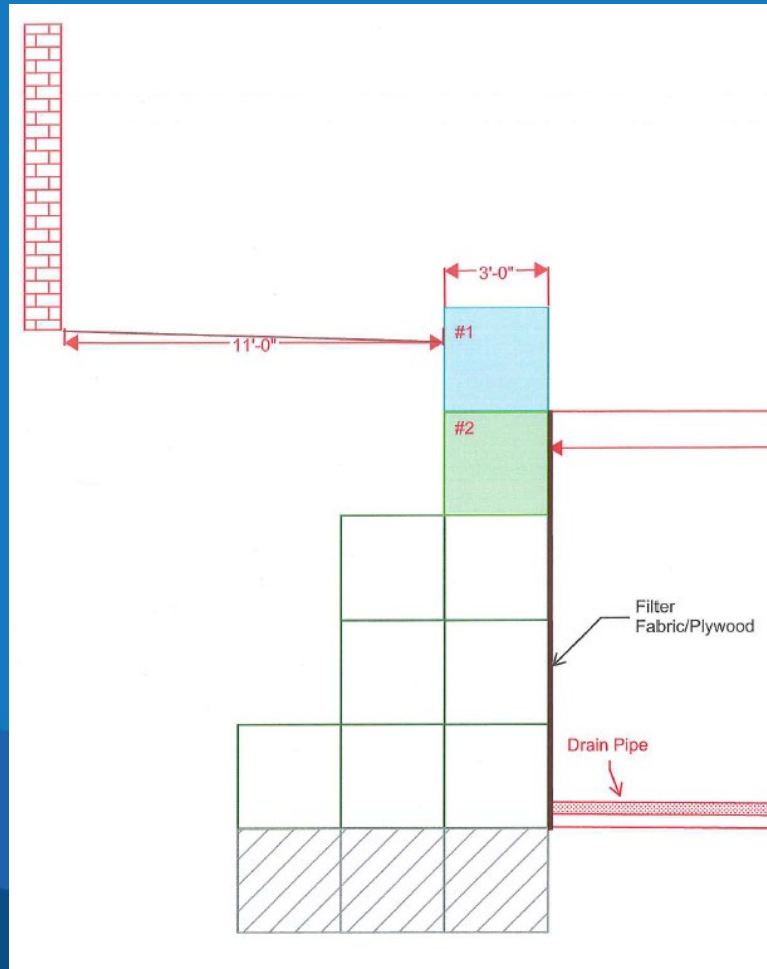


Gabion Issue North Side



Review and Remediation

- Stability analysis of wall and gabions completed December 2022 by AECOM
 - It was determined the base of the wall was stable.
 - The top 2 rows of baskets needed to be removed and reconstructed.



Remediation Project

- Shea Boulevard & 124th Street Remediation Project:
 - Design to repair gabions was complete in February 2023
 - Notice to Proceed was given to DBA the city's JOC on May 31, 2023
 - Project will be complete in mid-August 2023

Shea Underpass Access at 124 th Street	Budget
Transportation 0.1% Sales Tax 2019	\$1.5 million
Regional Sales Tax – Arterial Life Cycle Program	\$430,000
Total	\$1.93 Million

Discussion

Shea Boulevard and 124th Street Underpass Update

Transportation Commission
June 15, 2023

TENTATIVE FUTURE AGENDA ITEMS

Rev.06-07-23

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: July 20, 2023

REPORTS/PRESENTATIONS DUE July 13

- **TBD...**

MEETING DATE: August 17, 2023

REPORTS/PRESENTATIONS DUE August 10

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes June 15, 2023
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....**Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Parker Murphy & Sam Taylor, Traffic Engineers
- **CIP Update**.....**Information**
Update on capital improvement projects – Nathan Domme, Transportation Planning Manager
- **NTMP Exception**.....**Discussion and Action**
Citizen request for NTMP exception for traffic calming on Oak Street from 77th Street to Hayden Road – Parker Murphy, Traffic Engineer
- **NTMP Exception**.....**Discussion and Action**
Citizen request for NTMP exception for traffic calming on Osborn Road from 85th Street to 87th Place – Parker Murphy, Traffic Engineer

MEETING DATE: September 21, 2023

REPORTS/PRESENTATIONS DUE September 14

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes August 17, 2023
- **Arterial Life Cycle Program Fiscal Year 2023-2024 Update****Information**
Updates on the changes for fiscal year 2023-2024 – Greg Davies, Senior Transportation Planner
- **Construction Mitigation Plan**.....**Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Roundabout Education**.....**Information**
Discuss benefits of Roundabouts and how success is evaluated including the newly constructed Miller/Osborn Rd roundabout – Phil Kercher, Traffic Engineer & Ops Manager

MEETING DATE: October 19, 2023

REPORTS/PRESENTATIONS DUE October 12

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes September 21, 2023
- **Pavement Cut Ordinance**.....**Presentation and Discussion**
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager
- **Bus Stop Signage Updates**.....**Discussion and Action**
Follow up from initial presentation from staff – Ratna Korepella, Transit Manager
- **Small Cell Wireless Facilities**.....**Presentation and Discussion**
Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns.....Information**
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Cool Paving ResultsInformation**
Information on the results from Cool Paving – Ed Padron, Street Operations Manager
- **Fiscal Impact of Distracted DrivingInformation**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Traffic SafetyInformation**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer
- **Update on SensagrateInformation**
Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate
- **Blue Zones ProjectInformation**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Mark Melnychenko, Transportation & Streets Director
- **Transit System UpdateInformation**
Information on the transit system and an update on Micro Transit previously shared with the Commission – Ratna Korepella, Transit Manager, Brendan Wagner, Transit Operations Coordinator and Daniel Alire, Transportation Representative

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

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

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: August 1, 2023

REPORTS/PRESENTATIONS DUE July 25

- **Approval of Meeting Minutes Action**

Approval of Regular meeting minutes of June 6, 2023

- **Bicycle Friendly Communities Application Final Form****Presentation and Discussion**
Information on the final version of the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
- **CIP Update**.....**Information**
Update on capital improvement projects related to paths & trails – Nathan Domme, Transportation Planning Manager
- **Other Transportation Projects and Programs Status**.....**Information**
A continuing overview of projects/programs – Nathan Domme, Transportation Planning Manager and Greg Davies, Senior Transportation Planner

MEETING DATE: October 3, 2023

REPORTS/PRESENTATIONS DUE September 26

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of August 1, 2023
- **Overview of the Central Arizona Project Canal Trail**..... **Information**
An overview of the CAP Canal Trail – Greg Davies, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**..... **Information**
A continuing overview of projects/programs – Nathan Domme, Transportation Planning Manager and Greg Davies, Senior Transportation Planner

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

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

Lofgren, Kyle

From: WebServices
Sent: Friday, May 26, 2023 6:12 PM
To: Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark
Subject: Transportation Commission Public Comment

Importance: High

Name: Guy

Address: 7755 E Camelback Rd, Scottsdale, AZ 85251

Email: theanonymous013@gmail.com

Phone:

Comment:

I think the transportation carts should be a maximum of 15 years old or newer carts last a minimum of 20 years with normal use. These carts are heavily used in abnormal conditions (road use).