



**SCOTTSDALE TRANSPORTATION COMMISSION  
Notice and Agenda**

**Date: Thursday, January 19, 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 – November 17, 2022
- Approval of the Transportation Commission Annual Report----- Discussion and Action**  
Approve the Transportation Commission Annual Report – From 2022
- Jackrabbit Road Crossing Improvements -----Discussion and Possible Action**  
Discussion on the analysis and recommendation of road crossing improvements on Jackrabbit Road – Mike Cynecki, Lee Engineering

4. [Protected Bike Lane Pilot Project Location](#) -----**Action**  
Information on protected bike lanes and their pilot location– Nathan Domme, Senior Transportation Planner
  
5. [Projects and Programs Update](#) -----**Information**  
A continuing overview of Transportation & Streets divisions and programs/projects – Mark Melnychenko, Transportation & Streets Director
  
6. [Commission Identification of Future Agenda Items](#)----- **Discussion**  
Commission members 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, November 17, 2022  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, Arizona 85251**

#### **CALL TO ORDER**

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

#### **ROLL CALL**

**PRESENT:** Pamela Iacovo, Chair  
Emmie Cardella  
Karen Kowal  
B. Kent Lall  
Mary Ann Miller  
Kerry Wilcoxon

**ABSENT:** Don Anderson, Vice Chair

**STAFF:** Susan Conklu, Senior Transportation Planner  
Mark Melnychenko, Transportation & Streets Director  
Kyle Lofgren, Office Manager  
Dave Meinhart, Transportation Planning Manager  
Greg Davies, Senior Transportation Planner  
Nathan Domme, Senior Transportation Planner

#### **PUBLIC COMMENT**

Joanna Solowska expressed support for installation of the 68th Street pedestrian sidewalk, which will be particularly beneficial for sight-impaired pedestrians. Chair Iacovo noted that the Commission had received several written comments relating to the 68th Street sidewalk.

## **1. APPROVAL OF MINUTES**

Chair Iacovo called for changes to the minutes. One typographical correction was made.

COMMISSIONER WILCOXON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON OCTOBER 20, 2022 AS AMENDED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, COMMISSIONERS CARDELLA, KOWAL, LALL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. COMMISSIONER MILLER ABSTAINED.

## **2. APPOINTMENT OF CHAIR AND COMMISSIONER**

Chair Iacovo provided a brief background of the Paths and Trails Subcommittee. She recommended that Vice Chair Anderson and Commissioner Lall continue with their current roles in the Committee. Consistency is important between the Subcommittee and the Commission.

COMMISSIONER MILLER MOVED TO HAVE VICE CHAIR ANDERSON AND COMMISSIONER LALL REMAIN IN THEIR POSITIONS ON THE PATHS AND TRAILS SUBCOMMITTEE. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **3. INTRODUCTION OF NEW TRANSPORTATION COMMISSIONER**

Chair welcomed new Commissioner, Emmie Cardella. Commissioner Cardella provided a brief summary of her background, experience and interest in serving on the Commission.

## **4. THUNDERBIRD TRAIL**

Susan Conklu, Senior Transportation Planner, provided an overview of the Scottsdale Trails Master Plan. One of the key recommendations is to provide neighborhood and local trails and to provide access in and around neighborhood areas, including connections to primary and secondary trails. The 2022 Transportation Action Plan (TAP) includes 153 miles of existing trails and 140 miles of planned trails.

The Thunderbird Trail is included in the TAP and includes the following goals:

- Develop an effective and connected multi-modal transportation system with the integration of trails
- Provide improved trail connectivity within neighborhoods and access to schools and parks

Design began in fall, 2021 and includes the north side of Thunderbird from 76th Street to 83rd Street. It is within City right-of-way and connects to existing trails along Thunderbird, Northsight Park and Loop 101. The first phase was completed in March, 2022 between 76th Street to Hayden Road and includes a single pipe rail fence. An overview and photos of the trail attributes and construction was provided as well as details regarding surrounding uses. The second phase of construction will take place in winter of 2023. This phase goes from Hayden

Road to 83rd Street and includes concrete curb ramps at Hayden Road, 81st Street and 83rd Street. Second phase plan details were discussed. Included will be approximately 15 feet of right-of-way, 15 feet trail easement and a 4 to 6 foot trail. A review of the public notification process was provided. The item was approved by the Paths & Trails Subcommittee by a vote of 4 to 0 in October. Staff recommends moving forward with construction of the trail design presented by staff when the City's on-call contractor has availability.

Commissioner asked whether a dirt trail is considered accessible. Ms. Conklu said that if an unpaved trail is the only pedestrian access route in an area, it must comply with the ADA, including having a firm, stable surface. In this case, stabilizer is used to keep the surface intact.

Commissioner referenced the house located on 83rd Street and Thunderbird and inquired about the history that allowed them to have two driveways onto Thunderbird. Dave Meinhart, Transportation Planning Manager, stated that the previous home on the property was torn down and replaced 10 to 12 years ago. In reviewing the aerial photography, there was a dirt driveway at the time. Single family homes often do not go through the Transportation Department for review. In response to a question from a Commissioner regarding the current owner's position on the project, Ms. Conklu stated that the current homeowner submitted a letter stated that they do not want the section of trail to be located north of the curb line. Commissioner inquired as to the feasibility of the homeowner's references to possible legal action. Mark Melnychenko, Transportation & Streets Director, stated that the areas identified for improvements are all on City right-of-way. The City's proposal will result in very minimal disturbance to the homeowner's property.

In response to a Commissioner request for clarification, Ms. Conklu confirmed that the construction would not impact the internal curbing and existing grass. Commissioner asked about the blue line and the need for a 15-foot easement. Ms. Conklu clarified that the blue line represents the 15-foot right-of-way. From the blue line to the pink line marks the 15-foot trail easement. The reason for the configuration is to match what is located to the east with the existing subdivision. Commissioner commented that the blue line lines up with the fence located to the west. Ms. Conklu concurred that it seems consistent with that configuration. Commissioner said she had concerns about the 15-foot easement to the pink line, especially given that the trail will only be four to six feet into the space. It may be that the owner's reservations about the proposed construction are because the charts indicate a much deeper construction into the property. Mr. Melnychenko stated that based on conversations with the homeowner, he is fully aware of the four to six-foot figure.

Commissioner asked whether the cement inset to drive into the circular area will remain and whether the homeowner will still have access to the circular drive. Ms. Conklu confirmed that the driveway will remain as it is and the concrete will not be impacted by the trail construction.

Commissioner Miller summarized that the plan is to take out a strip of rock and put in dirt. She asked whether a new curb would be installed and how the rocks would be prevented from going into the new trail. Ms. Conklu said she would have to look at the plans and report back. However, the City has trails across other yards that do not have grass or other landscaping. The plan will likely include an edge with a well-defined trail. As long as the trail is constructed and compacted well, the edge will stay defined.

Chair inquired as to the expected volume of regional trail users. Ms. Conklu stated she did not have access to specific volumes, however, trails are well-used within neighborhoods in general.

In addition, future trail improvements are coming to 76th Street with an upcoming redevelopment project. Mr. Meinhart added that this is a designated neighborhood trail. A priority in the TAP is to complete connectivity on neighborhood trails.

COMMISSIONER WILCOXON MOVED TO RECOMMEND THAT THE PROJECT MOVE FORWARD. COMMISSIONER CARDELLA SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **5. REVIEW OF FISCAL YEAR 2024-2028 CIP PROJECTS**

Mr. Meinhart provided a review of CIP background, including budget key dates and timelines. Basic steps include:

1. Re-budget ongoing projects with no significant cost or timing changes (not ranked)
2. Update database and prioritize projects requiring changes and projects not funded in the current fiscal year
3. Develop project scopes/cost estimates for unbudgeted projects and prioritize

Within Step 1, there are 16 non-Arterial Life Cycle Program (ALCP) projects, seven of which include federal grants; and 17 ALCP projects which must also be programmed annually by the Maricopa Association of Governments (MAG).

Step 2 includes budget adjustments for 3 ALCP projects this fiscal year: Scottsdale Road: Jomax Road to Dixileta Drive; Hayden Road/Miller Road: Pinnacle Pead Road to Happy Valley Road; and Miller Road: Princess Drive to Legacy Boulevard.

Step 3 includes a list of prioritized project recommendations, for which Mr. Meinhart gave an overview, including project description, ranking and cost.

Input from the Transportation Commission will be provided to the City Manager's Executive Team. Final recommendations for the Fiscal Year 24-28 CIP will be reviewed with the Transportation Commission in approximately March of 2023.

Chair invited public comments.

Laura Schwartz discussed the unsafe conditions which prevent walking and biking on 68th Street, including the lack of sidewalks. Residents presented a petition to build a sidewalk along 68th Street to City Council last March. Subsequently, this was included in the TAP and the CIP priority list. She thanked the Transportation Commission and staff for their diligence and responsiveness in moving the project forward.

Harold Back described his difficult experiences as a sight-impaired individual trying to travel the 68th Street area with no sidewalk. He stressed the need to prioritize the project to whatever extent possible.

Commissioner referenced the purchase of new trolley vehicle via grant funding and asked whether this is for replacement of existing vehicles. Mr. Meinhart confirmed that this item is part of scheduled vehicle replacement.

In response to a Commissioner question, the goal is to phase in flashing yellow arrows where it is deemed effective. The feature has already been installed in quite a few locations.

Commissioner asked for clarification on the construction timeline Item 9, the 68th Street project. Mr. Meinhart stated that the timeline is subject to funding availability. With funding the intent is to begin design in 2023/24 and construction in 24/25. Staff can communicate to the Executive Committee that the Transportation Commission prefers to have this project programmed to move forward as quickly as possible.

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

Mark Melnychenko, Transportation & Streets Director provided an update on the following:

- Assets maintained throughout the City
- Data-driven decisions
- Rio Verde Road emergency paving project on Dynamite Road between 128th Street and 143rd Street
- Street operations
- Storm damage
- Ashler Hills Trail railing
- Raintree Drive Corridor
- Camelback Road Sidewalk update
- Osborn Road Complete Street
- Old Town ADA ramps and crosswalks improvements
- Priority Area 1
- Brown Avenue and 1st Avenue
- Old Town area repaving
- Transit stop improvements
- RAISE Grant update

In response to a Commissioner question, Mr. Melnychenko stated that there is a building moratorium in portions of the City during busy seasons.

Commissioner asked for clarification on the timeline for completion of the Raintree project. Mr. Melnychenko stated that the first section is nearing completion. He can provide a more specific timeline after the meeting.

## **7. RECOGNITION OF DAVE MEINHART**

Commissioners recognized and thanked Dave Meinhart for his years of service to the City. Mr. Melnychenko gave a timeline of Mr. Meinhart's career with the City.

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

The following agenda items were identified:

- Tour of Transportation Management office
- Jackrabbit Road crossing improvements
- Trolley ridership and schedule and Downtown Trolley
- Pedestrian crossing markings - visibility

## **7. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Kowal and seconded by Commissioner Wilcoxon, the meeting adjourned at 7:17 p.m.

AYES: Chair Iacovo, Commissioners Kowal, Lall, Cardella, Miller and Wilcoxon

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**





## **2022 Annual Report**

### **Transportation Commission Annual Report**

Prepared by Kyle Lofgren, Office Manager on January 10, 2023

Approved by the Transportation Commission on January 19, 2023

Web Site Address: [https://www.scottsdaleaz.gov/boards/transportation-](https://www.scottsdaleaz.gov/boards/transportation-commission)

[commission](https://www.scottsdaleaz.gov/boards/transportation-commission)

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**Number of Meetings Held: 10**

**Public Comments: 66**

#### **Major Topics of Discussion / Action Taken:**

- Approval of Transportation Commission Annual Report; Approved 7-0.
- Approval of Paths and Trails Subcommittee Annual Report; Approved 7-0.
- Ongoing Projects and Programs Update from Director Mark Melnychenko; Information.
- Project Development and Transportation; Presentation and Discussion.
- Public Transit Update on ridership trends, bus shelter program, Federal Covid-19 Guidelines, and maintenance issues; Presentation and Discussion.
- Proposed Fiscal Year 2023 Transportation CIP; Presentation, Discussion and Action; Approved 6-0.
- Miller Road Bridge and Flood Control Project; Presentation, Discussion and Action; Approved 6-0.
- Transportation Commission Meeting Summer Schedule; Discussion and Action; Approved 6-0.
- Proposition 400 Extension; Information
- Goldwater Boulevard and Highland Avenue Intersection Improvements; Presentation, Discussion and Possible Action; Approved 6-0.
- Recent and Project Related CIP Cost Increases; Presentation and Discussion.
- Construction Management Plan Requirement for Old Town Development; Discussion and Possible Action; Approved 5-0.
- Information on the Public Outreach Process; Information.
- Transit Update on ridership trends, bus stop maintenance, regional coordination, and clever devices data; Presentation and Discussion.
- Paths and Trails Subcommittee Update over the past year summarized by Vice-Chair Don Anderson; Information.
- Path Counters First Year Data Review; Information.
- Trail Maintenance Public Outreach Program for implementation approach to improve maintenance of unpaved trails outside of the McDowell Sonoran Preserve; Information.
- Neighborhood Bikeways Prioritization Criteria; Discussion and Action; Approved 5-0.
- Arterial Life Cycle Program Funding Options; Discussion and Possible Action; Approved 5-0.
- Loop 101 Princess Drive to Shea Boulevard Project, John Tucker from AZDOT; Information.
- Transportation Action Plan (TAP) Implementation, corridors with partially reduced sidewalk widths; Discussion and Possible Action; Approved 6-0.
- Neighborhood Traffic Management Program, Lafayette Blvd., and Oak St. speed cushions; Discussion and Possible Action; Approved 6-0.
- HOA Exemption from NTMP; Discussion and Possible Action; Approved 6-0.
- Sustainability Plan, introduction, and information from new Sustainability Director Lisa McNeilly; Information.
- Public Information and Community Outreach Update; Information.
- Maricopa Association of Governments (MAG) Design Assistance Applications and other Grant Submittals; Information.

- Appointment of Chair and Commissioner voted to re-appoint Don Anderson and Kent B. Lall to the Paths and Trails Subcommittee; Discussion and Action; Approved 6-0.
- Introduction of the new Transportation Commissioner Emmie Cardella; Information and Discussion.
- Thunderbird Trail Update; Discussion and Action; Approved 6-0.
- Review of Fiscal Year 2024-2028 CIP Projects; Discussion.
- Recognition of Dave Meinhart’s career and contributions to the city; Information and Discussion.
- Tour of the Traffic Management Center (TMC); Information. (Not a Public Meeting)

**Current Member Attendance:**

Member Name	Title	Present	Absent	Recused	Service Dates
Pamela Iacovo	Chair	8	2	0	January to December
Don Anderson	Vice-Chair	8	2	0	January to December
Karen Kowal	Commissioner	10	0	0	January to December
Kent B. Lall	Commissioner	10	0	0	January to December
Mary Ann Miller	Commissioner	8	2	0	January to December
Kerry Wilcoxon	Commissioner	10	0	0	January to December
Emmie Cardella	Commissioner	1	0	0	November to December*

*\*Commissioner Cardella was appointed to fill the vacant position on the Transportation Commission in November of 2022.*

**Subcommittees:** A Paths and Trails Sub-Committee was formed on March 18, 2010 as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consists of two Transportation Commissioners that are appointed by the Transportation Commission Chair, and two non-Commission members that are appointed by City Council. The Paths and Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails.

**Ethics Training:** Yes. Online ethics training was completed by all Commissioners prior to their first meeting of the year on January 19, 2023.

**Selected Officers:** Yes. The Transportation Commission appointed Commissioner Iacovo for Chair and Commissioner Anderson for Vice-Chair. Transportation Commission Vice-Chair Anderson and Commissioner Lall were re-appointed to the Paths and Trails Sub-Committee.

**Reviewed Bylaws/City Code:** Yes, September 19, 2019.

**Anticipated Key Issues:** N/A.

**Future Significant Work Products:** The Transportation Action Plan (TAP) implementation.

**Upcoming Opportunities, Challenges, or Outcomes:** N/A.

**Additional Comments/Recommendations: N/A.**

Report Approved on **January 19, 2023.**

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Michael Cynecki, Lee Engineering  
Phillip Kercher, Traffic Engineering Manager  
**Subject:** Miller Road & Jackrabbit Road Enhanced Crossing  
**Meeting Date:** January 19, 2023

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**Action:** Action

**Purpose:**

Consider approval of the installation of an enhanced pedestrian and multi-use path crossing at the intersection of Miller Road and Jackrabbit Road.

**Background:**

Petition

On Tuesday, April 5, 2022, the City Clerk's Office received a citizen petition requesting that the City of Scottsdale improve the safety for pedestrians and bicyclists who wish to cross the Miller Road and Jackrabbit Road intersection to access the existing Arizona Canal Path and Trail. Specific requests included installing a painted crosswalk, installing speed bumps, installing lighted "strips" in the roadway, and adding additional warning signs. The petition was signed by seventy residents of the Sunrise Villas Subdivision, which is on the southeast corner of the intersection.

Current Conditions

Miller Road is classified as a minor collector street north of Chaparral Road. Jackrabbit Road is also classified as minor collector street west of Hayden Road. Both street cross sections include one lane in each direction with bike lanes on each side. The two streets intersect at a horizontal curve near the Arizona Canal. The City's aerial photos indicate that this street configuration has been in place since at least 1979, with the bike lanes having been installed sometime between 1993 and 1997.

The speed limits on these sections of Miller Road and Jackrabbit Road are both 30 miles per hour. There are existing curve warning signs approaching the intersection with advisory speeds of 25 miles per hour.

Figure 1 – Overview Aerial Photo of the Miller Road and Jackrabbit Road intersection



There is an existing continuous five-foot wide sidewalk along the east side of Miller Road and the south side of Jackrabbit Road, and an eight-foot wide sidewalk along the north side of Jackrabbit Road. There is a lack of sidewalk along the west side of Miller Road adjacent to the Arizona Canal. There is a row of oleander shrubs and desert trees that provides a visual barrier for the canal bank where the sidewalk would typically be located.

In 2016 the City of Scottsdale constructed a shared-use path along the west side of the Arizona Canal. The path project included construction a non-motorized bridge over the canal along the Jackrabbit Road alignment, tying into the eight-foot wide sidewalk on the north side. A controlled street crossing was not installed at the Miller Road/Jackrabbit Road intersection with the path and bridge construction.

Figure 2 – Arizona Canal Bridge and Path Connection



The path project included pedestrian/bicyclist warning signs at the Miller Road and Jackrabbit Road intersection. They are located where the path intersects the street to alert drivers of the potential for crossing activity.

### Traffic Data

The City of Scottsdale does not have historical traffic volume data for these sections of Miller Road and Jackrabbit Road. For use by the study discussed below, traffic counts were collected on each street to determine traffic volumes and speeds on each approach to the intersection curve. The traffic counts were conducted from June 28th to 30th, 2022. The average daily traffic volume on the Miller/Jackrabbit Roads curve was 2,236 vehicles per day. The westbound 85<sup>th</sup> percentile and 50<sup>th</sup> percentile speeds approaching the curve on Jackrabbit Road were 37 mph and 33 mph, respectively. The northbound 85<sup>th</sup> percentile and 50<sup>th</sup> percentile speeds on Miller Road approaching the curve were 38 mph and 34 mph, respectively.

### **Enhanced Crossing Evaluation and Recommendations:**

The horizontal curvature of the Miller Road and Jackrabbit intersection creates some difficulty in providing an enhanced crossing in this vicinity. Transportation and Streets staff hired the consultant team of Gavan & Barker and Lee Engineering to evaluate the need for an enhanced crossing and suggest a conceptual design considering the constraints caused by the limited sight distance. Lee Engineering was specifically hired to use the services of Michael Cynecki, who has extensive experience with pedestrian crossings during his twenty-six years of public employment with the City of Phoenix and seventeen years of private sector employment with Lee Engineering and as an expert witness. They reviewed collision data, reviewed existing traffic control and infrastructure, collected crossing data, measured sight distance, and evaluated three potential crossing locations and configurations. Their findings are included in a report accepted by Traffic Engineering staff.

### Collision Experience

Collision data was reviewed for a five-year study period from 2016 to 2020. These revealed only one collision which occurred July 28, 2018 (Saturday) at 2:41 a.m. The collision was a single vehicle crash involving a northbound motorcyclist travelling at 70 mph in a 30-mph zone. The driver lost control and struck a tree on the outside of the curve. Despite the high speed, the collision did not result in a severe injury.

### Pedestrian and Bicycle Crossings

Pedestrian and bicyclist counts were collected on a Saturday morning, April 30, 2022. The counts were taken at both ends of the Arizona Canal path connection for six hours (6:00 a.m. to noon) using video cameras. The video data was manually processed to count the number of pedestrians and bicyclists using the Arizona Canal Path connection and to identify path and trail users' direction of travel at either end of the path/trail connection. The camera locations were on the east side of the Arizona Canal and at the Miller Road and Jackrabbit Road intersection. The observations of the crossings yielded the following data:

- During the six-hour period fifty (50) westbound pedestrians and forty-four (44) eastbound pedestrians used the path/trail connection (averaging nearly sixteen per hour).
- The number of pedestrians crossing the street at the curve totaled thirty-one (31) over the six hours (averaging about 5 per hour).
- The highest hourly number of pedestrians crossing (excluding bicyclists) was twenty-two (22), from 7:30 to 8:30 a.m.
- During the six-hour period forty-five (45) westbound bicyclists and thirty-five (35) eastbound bicyclists were observed (averaging about thirteen per hour).
- When considering pedestrians and bicyclists combined, about seventy (70) entered or crossed the street at the east-side path connection during the six hours (total of both directions), which averaged about twelve per hour.
- Pedestrian traffic was heaviest in the early morning; bicyclist activity was a little heavier later in the morning.

The study notes that due to the relatively low traffic volumes on Miller and Jackrabbit Roads and the clear sightline, most eastbound bicyclists rode from the path connector into the street without stopping. During the field reviews virtually all eastbound bicyclists who entered Miller Road and Jackrabbit Road from the path connector were observed riding into the travel lane without stopping. It is assumed that these bicyclists eventually merged into the eastbound bike lane.

#### General Crossing Traffic Control Recommendation

Based upon the existing conditions at the crossing location summarized below, it was determined that any designated crossing should use high-visibility crosswalk markings accompanied by Rectangular Rapid-Flashing Beacons (RRFBs), along with advance flashers that are activated in conjunction with the flashing beacons at the crossing. The crossing should include passive detection for eastbound path users. The existing pavement marking will also be modified to narrow the through lanes and use a buffered area adjacent to the bike lane to shift the travel lanes to the north and west to improve sight distance.

- The crossing is located on a curved, two-lane collector street.
- The posted speed limit is 30-mph.
- The traffic volume is less than 2,500 vehicles per day.
- There is no collision history associated with the crossing.
- There are a relatively high number of crossings, but the traffic volumes do not meet the recommended guidelines for a Pedestrian Hybrid Beacon (PHB).
- There are sight distance limitations caused by the curved roadway and existing landscaping.

The study considers three potential crossing locations and provides a conceptual design for each. These three options are summarized below.

#### Crossing Location 1

To improve sight distance, the first location considered is a crossing south of the curve, aligned with a neighborhood sidewalk in the Sunrise Villas Subdivision. This crossing location is about 360 feet south of the existing path/trail access to Jackrabbit Road and is 150 feet south of the south end of the curve. The crossing would require the installation of a new sidewalk ramp and an 8-foot-wide switchback ramp from the roadway to the canal bank due an approximately 8-foot elevation difference. It would also require extending the path approximately 300 feet along the east side of the canal to connect to the existing path near the bridge. At this location, northbound Miller Road motorists will have unobstructed line-of-sight for over 700 feet to the crossing; the required 250 feet of sight distance for a 35-mph design speed is available for southbound vehicles. The cost for construction is estimated to be \$620,000. A graphic of the treatments for Crossing Location 1 is attached for reference.

#### Crossing Location 2

The second crossing considered is about 65 feet south of the current path connection near the midpoint of the curve. It could achieve the 250-foot stopping sight distance for both approaches with some landscaping removal. This crossing location would be at an existing streetlight. The cost for construction is estimated to be \$136,000. A graphic of the treatments for Crossing Location 2 is attached for reference.

#### Crossing Location 3

The third crossing considered is a crossing at the current Arizona Canal Path connection location. This location minimizes construction requirements and is the most direct access for pedestrians crossing from the canal path. This location is about 65 feet northeast of the curve apex. Stopping sight distance is limited for northbound motorists approaching the crossing, requiring some landscape removal to achieve 250 feet, but adequate visibility exists with respect to westbound motorists on Jackrabbit Road. It is likely that more substantial landscaping removal to the south will be needed than for crossing

location 2, but no removal/trimming is needed to the east. The cost for construction is estimated to be \$126,500. A graphic of the treatments for Crossing Location 3 is attached for reference.

**Public Outreach:**

A community meeting was held at the Scottsdale Stadium press box on Thursday, December 1, 2022, from 6 to 7 PM. A meeting invitation was sent to 534 members of the community in an area bounded by Arlington Road, Hayden Road, Vista Drive, and the Arizona Canal. Invitations were also sent to HOA members via property manager distribution lists to the Laguna San Juan and Sunrise Villas neighborhoods. Fifteen individuals from the community attended the meeting along with representatives from the Transportation and Streets Department and Police Department. A project overview and summary of the presentation was posted online for residents who could not attend the meeting.

At the meeting, a PowerPoint presentation outlined the background and reason for the traffic study, summarized the data collected, and described the three alternative crossing location options studied. Planning level cost estimates for each crossing location were provided. Prior to the meeting, three public comments were submitted via the webpage. Ten comments were received at the meeting. No online comments or additional written comments were received following the meeting.

Those in attendance provided positive feedback and a consensus that a marked crosswalk at Crossing Location 3 (the existing path connection) would be the most desired location if one is installed. These elements of the crossing design were all supported:

- Installation of a ladder design (high visibility) marked crosswalk
- Use of RRFBs with advance flashers on each approach
- Modified striping to narrow the traffic lanes and provide a buffer on the inside of the curve
- Landscaping removal or relocation as needed, especially on the inside of the curve

**Recommendation:**

Recommend that the Transportation and Streets Department move forward with a capital project to install an enhanced pedestrian and bicycle crossing at the Miller Road and Jackrabbit Road intersection using available Transportation funds – most likely Pedestrian Crossing Improvements Phase II (TJ03) funding account.

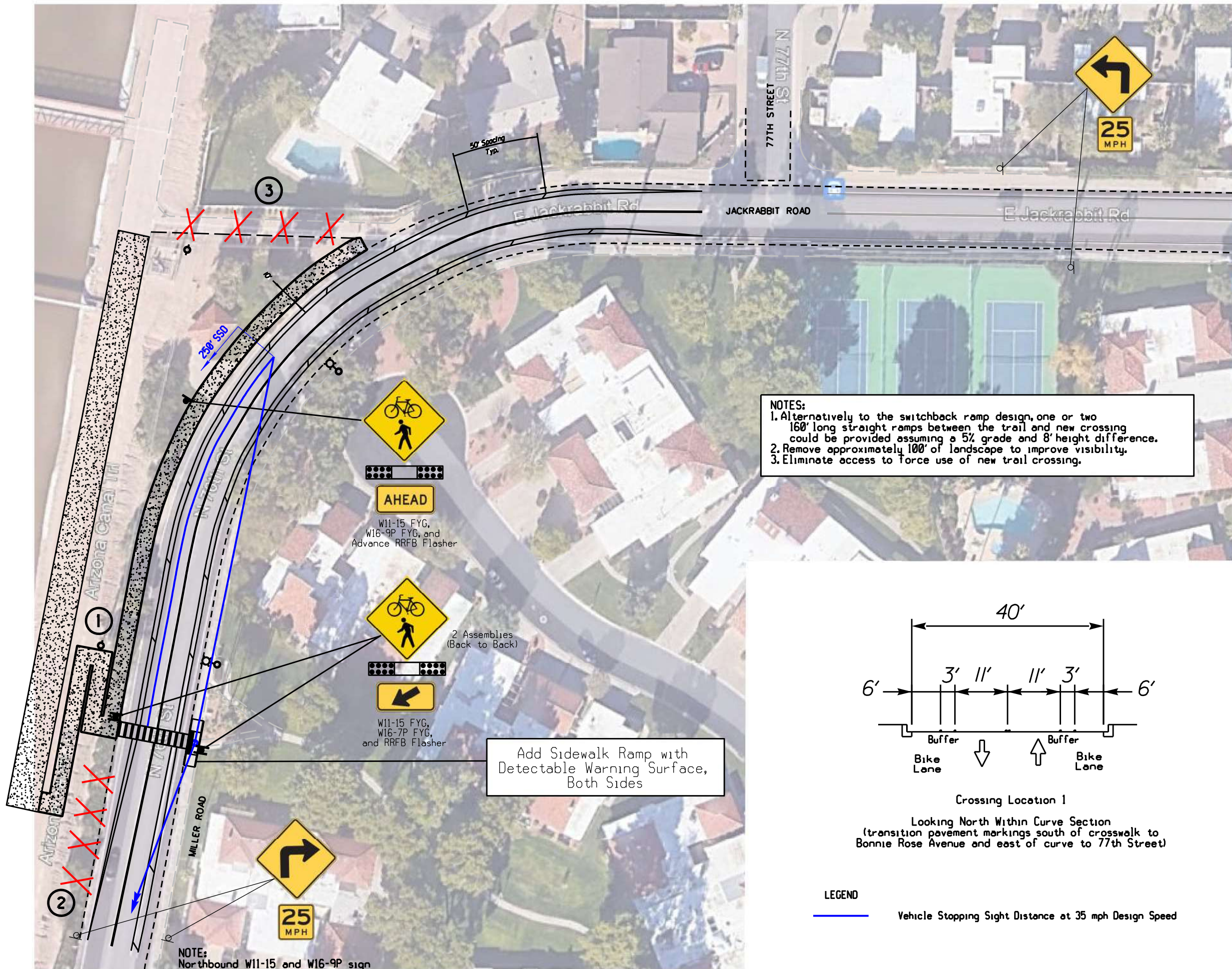
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**Contact:** Phillip Kercher, 480-312-7645, [pkercher@ScottsdaleAz.gov](mailto:pkercher@ScottsdaleAz.gov)

Attachments – Crossing Locations 1, 2, & 3

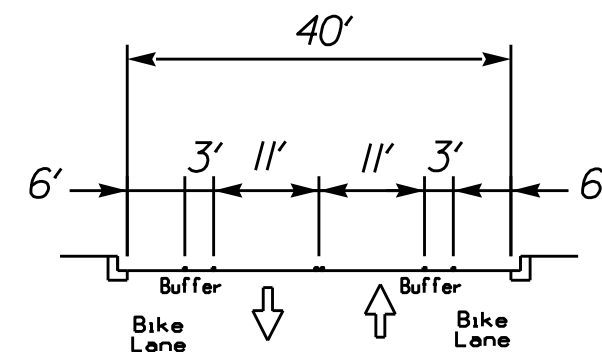


**CROSSING LOCATION 1**  
**CROSSWALK & RRFB ALIGNED**  
**NORTH OF BONNIE ROSE AVENUE**



**NOTES:**

1. Alternatively to the switchback ramp design, one or two 160' long straight ramps between the trail and new crossing could be provided assuming a 5% grade and 8' height difference.
2. Remove approximately 100' of landscape to improve visibility.
3. Eliminate access to force use of new trail crossing.



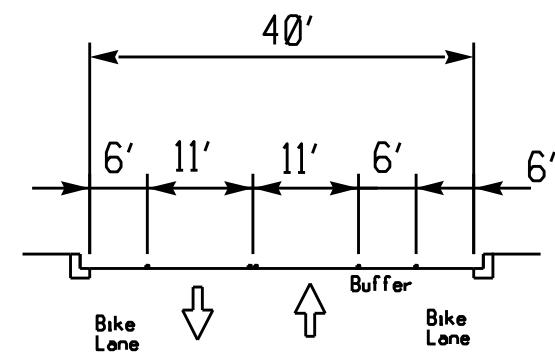
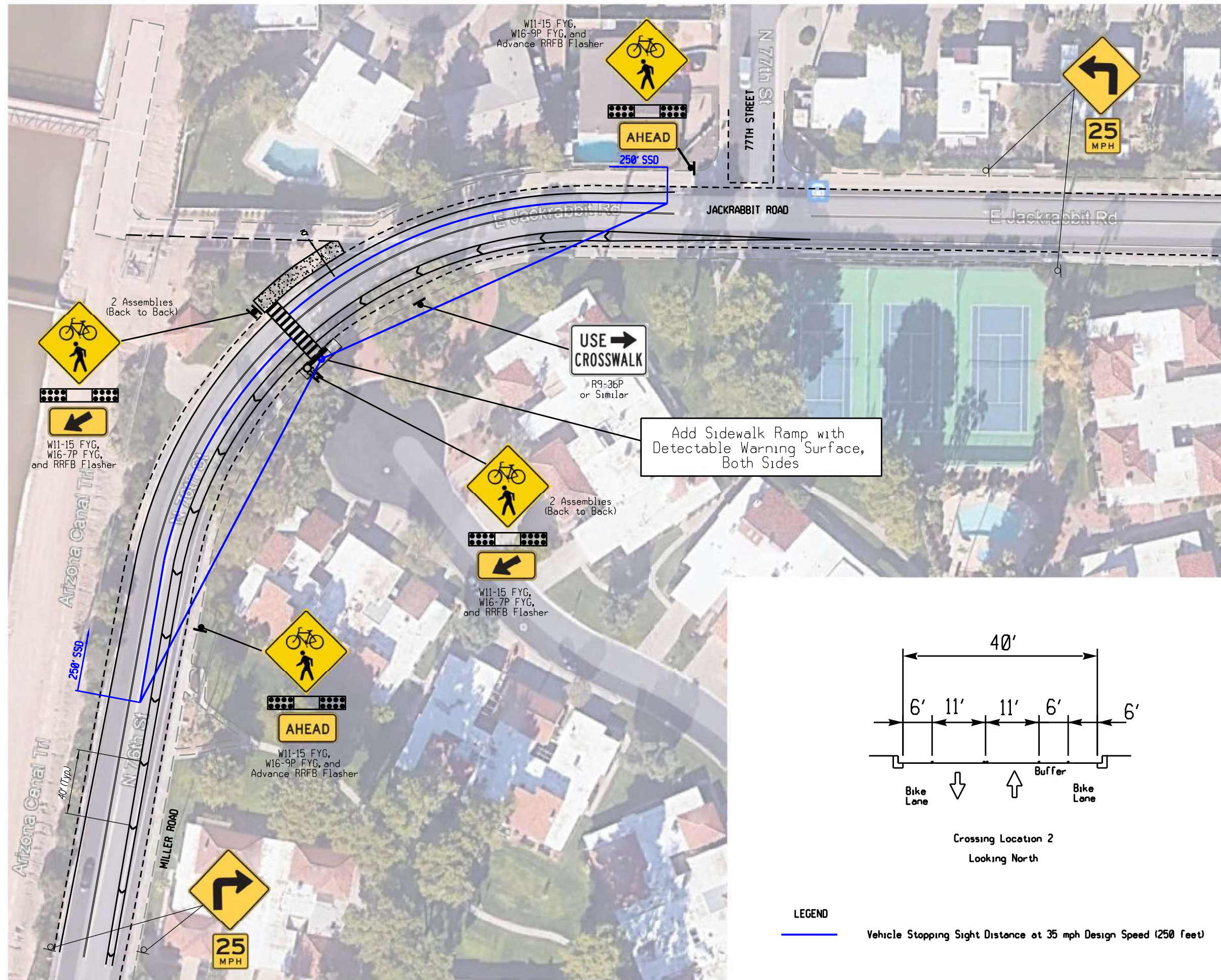
**Crossing Location 1**  
 Looking North Within Curve Section  
 (transition pavement markings south of crosswalk to Bonnie Rose Avenue and east of curve to 77th Street)

**LEGEND**

— Vehicle Stopping Sight Distance at 35 mph Design Speed

DATE	REVISION	BY
ENGINEER	<b>FIGURE 12</b>	
SHEET TITLE		
PROJECT TITLE		
MILLER RD. At JACKRABBIT RD		
SCALE	DESIGNED	DATE
HORIZ.	DRAWN	AS-BUILT
VERT.		
BID NO.	PROJECT	SHT.
X'NOXX	X'NOXX	OF

**CROSSING LOCATION 2**  
**CROSSWALK & RRFB ALIGNED**  
**CENTER OF 77TH ST. CUL-DE-SAC**

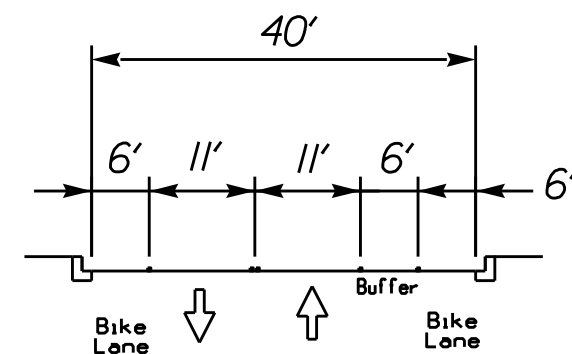
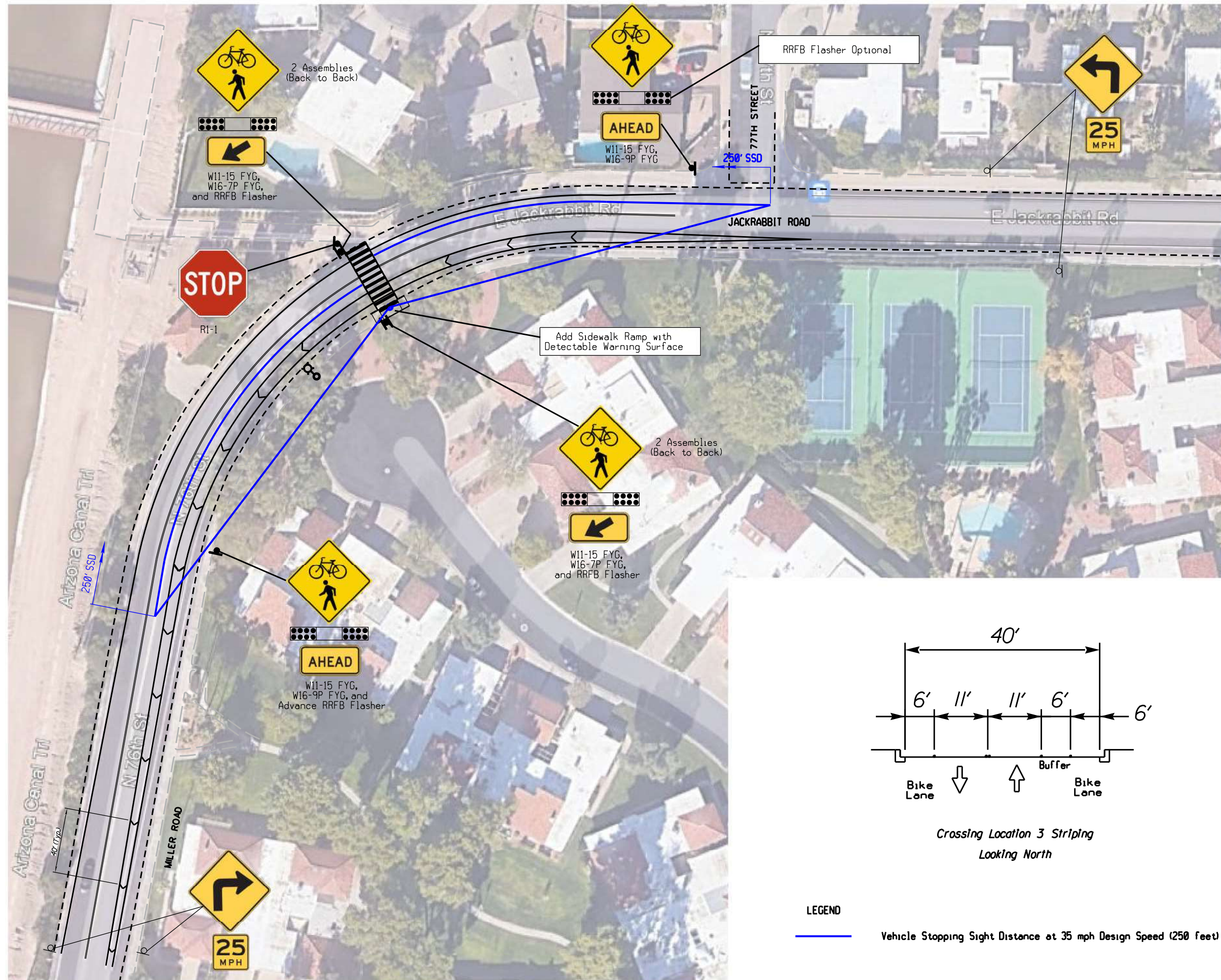


Crossing Location 2  
 Looking North

**LEGEND**  
 ——— Vehicle Stopping Sight Distance at 35 mph Design Speed (250 feet)

DATE	REVISION	BY		
ENGINEER		<b>FIGURE 13</b>		
SHEET TITLE				
PROJECT TITLE				
MILLER RD. At JACKRABBIT RD				
SCALE	DESIGNED	DATE	BID NO.	SHT.
HORIZ.	DRAWN	AS-BUILT	PROJECT X.NOX.X	OF

**CROSSING LOCATION 3  
 CROSSWALK & RRFB ALIGNED  
 AT EXISTING TRAIL CROSSING**



*Crossing Location 3 Striping  
 Looking North*

**LEGEND**

— Vehicle Stopping Sight Distance at 35 mph Design Speed (250 feet)

DATE	REVISION	BY
ENGINEER		<b>FIGURE 14</b>
SHEET TITLE		
PROJECT TITLE		
MILLER RD. At JACKRABBIT RD		
SCALE	DESIGNED	DATE
HORIZ.	DRAWN	AS-BUILT
VERT.		
	BID NO.	SHT.
	PROJECT X'X'X'X	OF

# Evaluation of Path/Trail Crossing Treatments at Miller Road and Jackrabbit Road

Scottsdale Transportation Commission  
January 19, 2023

Michael J. Cynecki, PE, PTOE



- Bridge Over Arizona Canal Built 2016
  - Included connection to Jackrabbit/Miller Rds.
- Resident petition to improve trail access to Jackrabbit/Miller Rds. April 2022

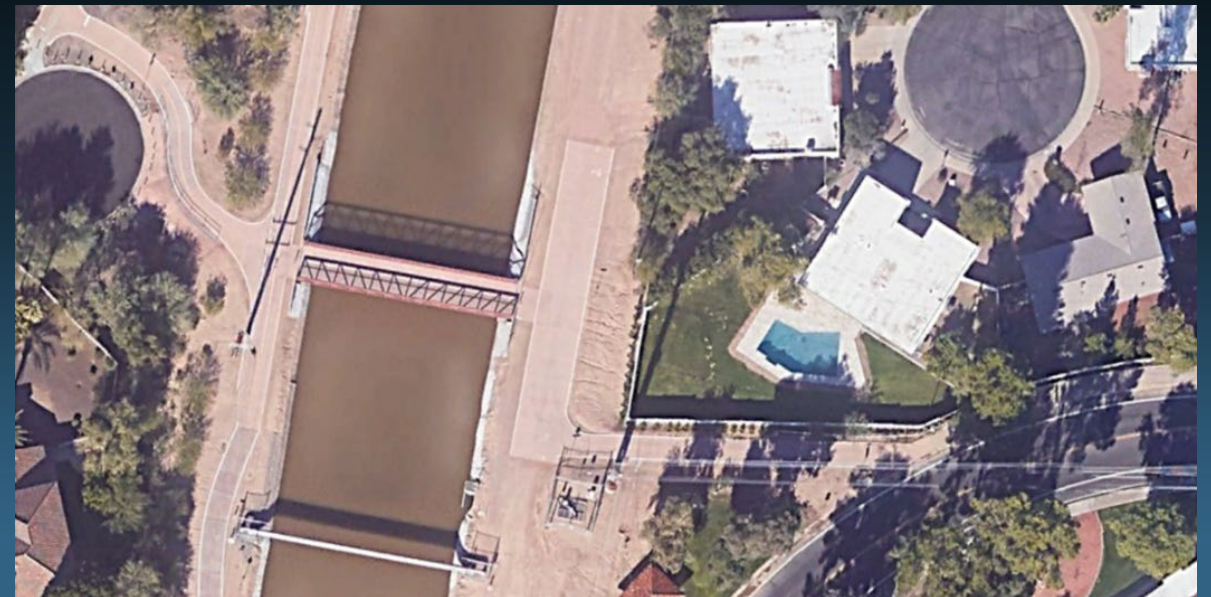


Evaluate 3 crossing options for Arizona Canal Path Connection across Jackrabbit/Miller Rds.

- Sidewalk connection north of Bonnie Rose
- Apex of curve
- Existing path/trail connection

Review traffic counts, speeds, ped/bike counts, travel time, crashes, costs

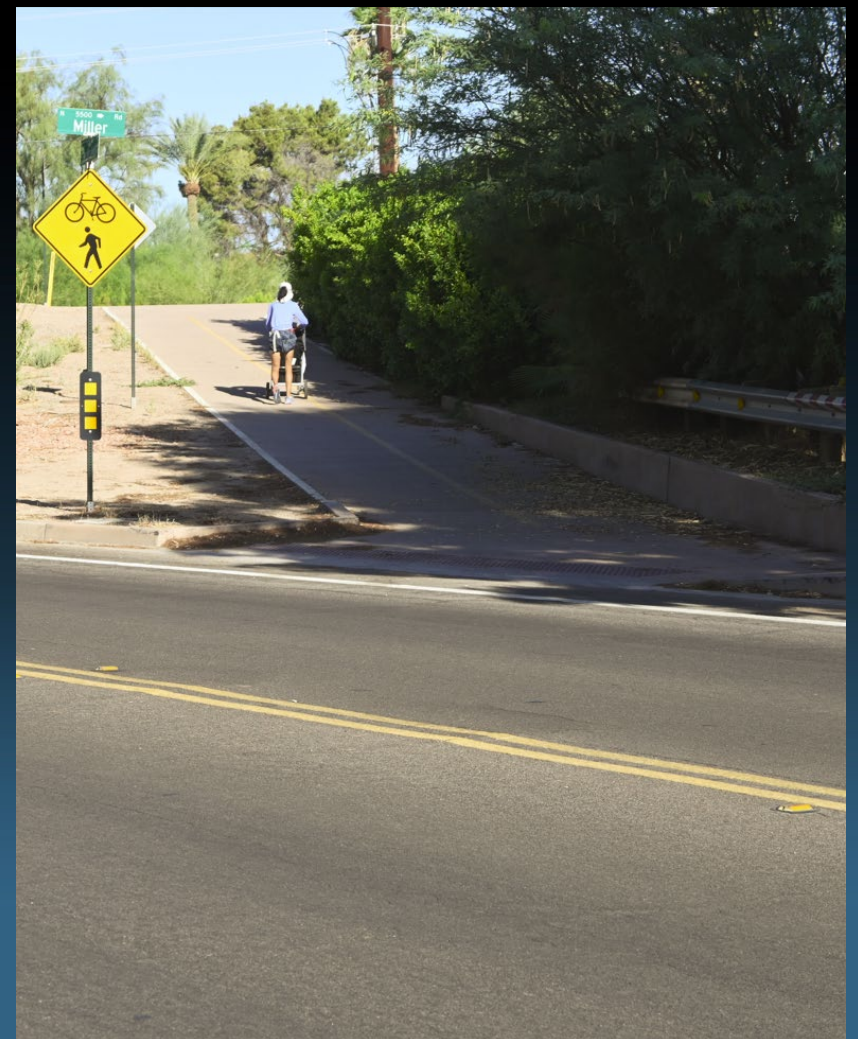
- Curved street
- Landscaping around curve
- Pedestrian/Bicyclist behavior
- Sight distance
- Traffic speed/volume



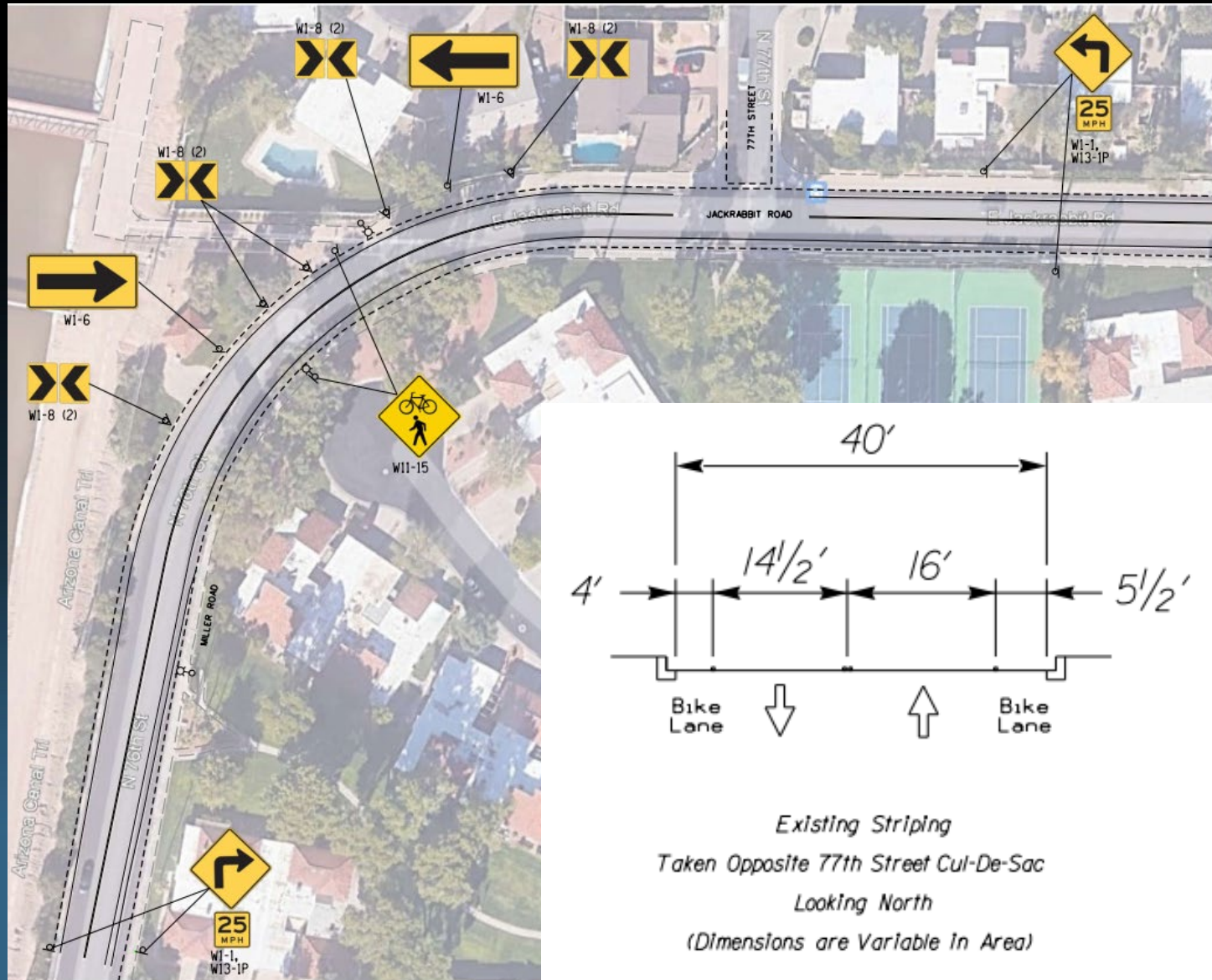
# Study Area







# Existing Conditions



# Northbound Miller Road



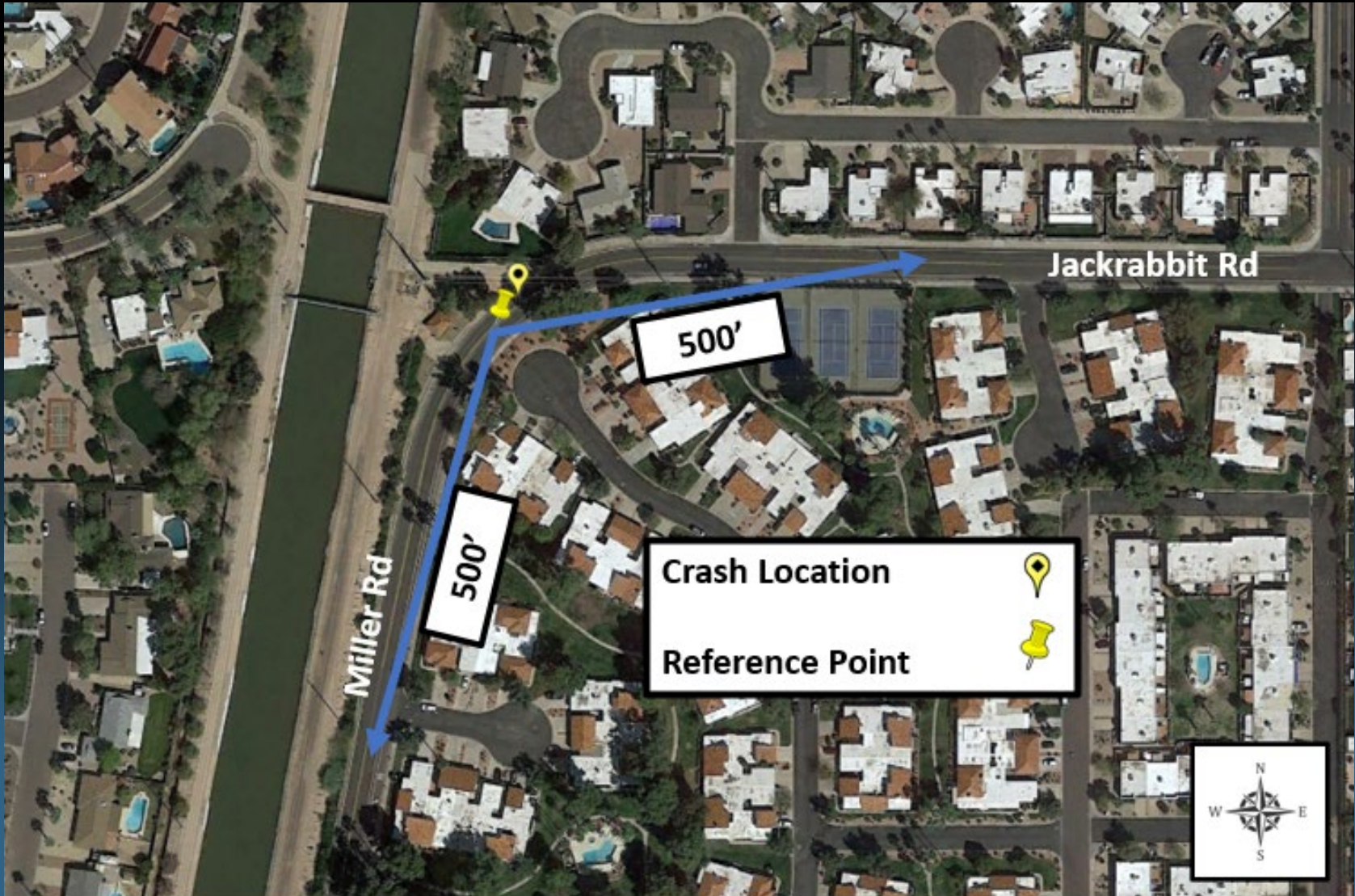
# Westbound Jackrabbit Road



# June 2022 Traffic/Speed Study



# Collision History 2016-2020



# 6-Hour Pedestrian Counts

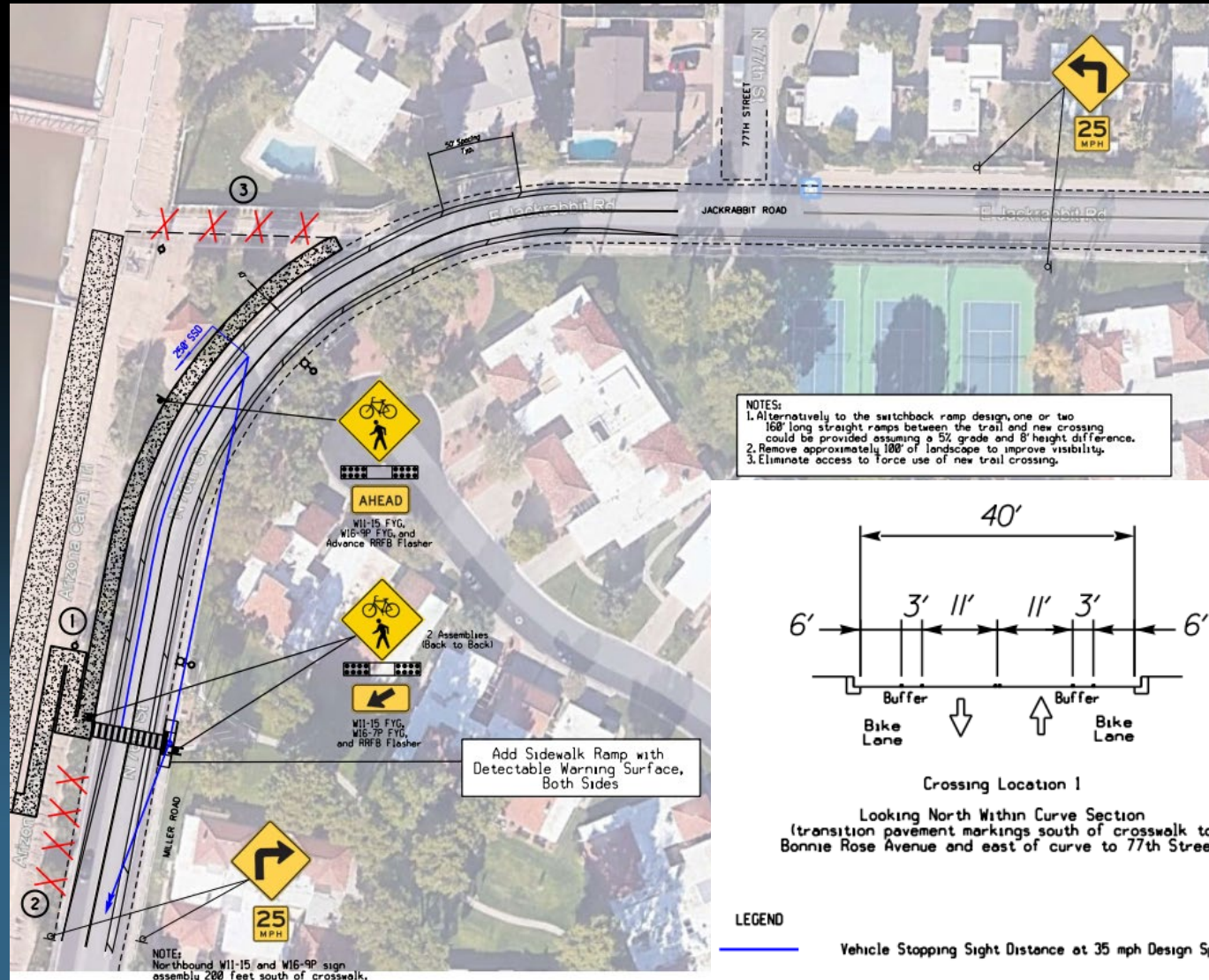


# 6-Hour Bicyclist Counts





# Crossing Location 1



## Advantage

- Crossing moved away from curve
- Located at streetlight
- Aligns with east sidewalk connection
- RRFBs can use solar power

## Disadvantages

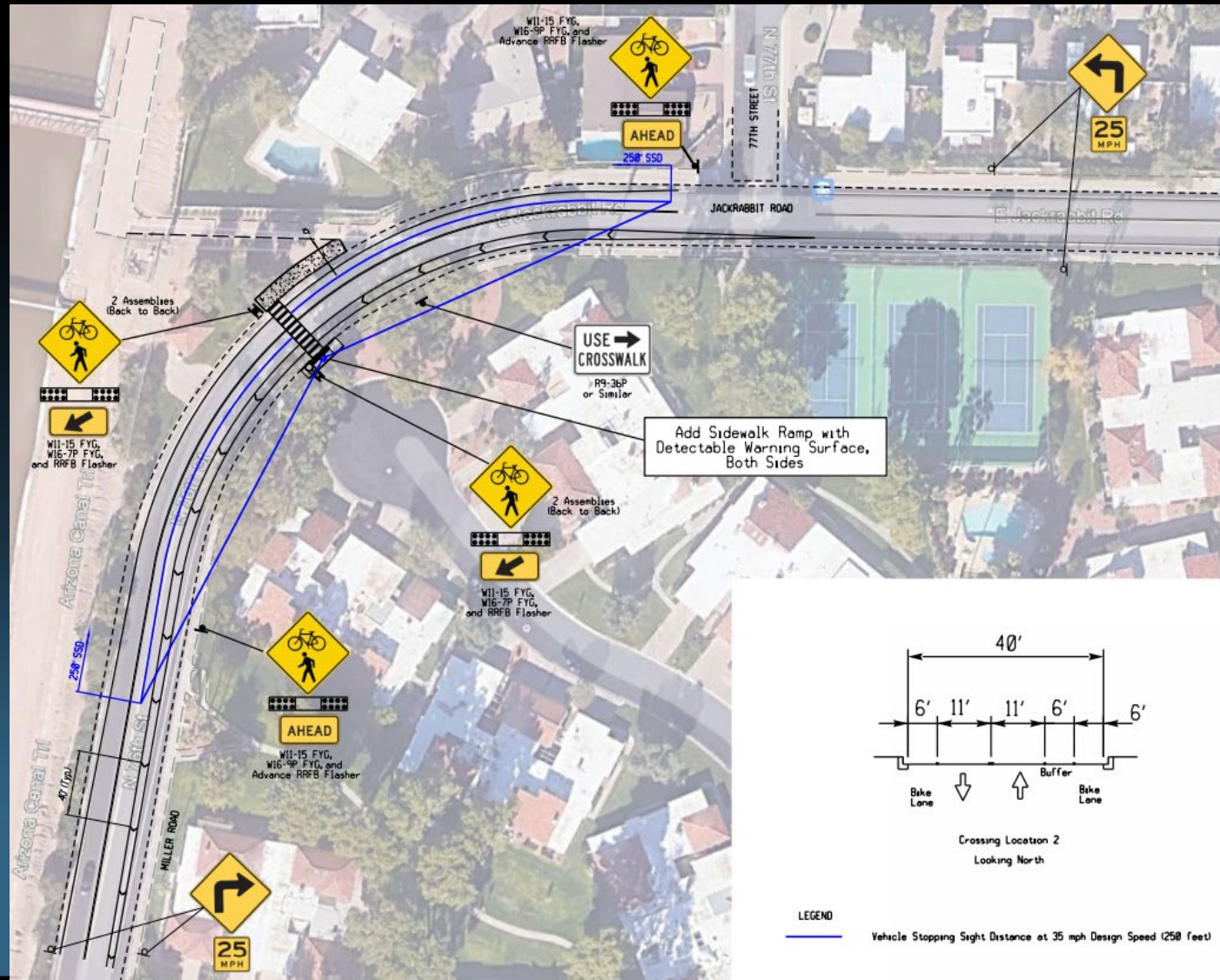
- Trail connection 360 ft south – extra travel
- Switchback not usable by bikes with trailers
- Good connection to one neighborhood, not entire neighborhood
- High cost - \$620,000

# Rectangular Rapid Flashing Beacon (RRFB)



Example of RRFB device at Osborn Rd. & 64<sup>th</sup> St.

# Crossing Location 2



## Advantages

- Uses existing trail connection
- Minimizes out-of-direction walking
- Located at streetlight
- Fewer improvements needed

## Disadvantages

- Requires short sidewalk segment
- Requires 2 advance RRFBs (solar)
- Hard-wire power for RRFBs at crossing



# Crossing Location 3





**Remove Bush:** Outside of curve south of trail connection (looking south)

**Inside of curve  
Looking east**





## Advantages

- Uses existing trail connection
- No out of direction walking
- Convenient for Sunrise Villas residents
- Fewest improvements needed

## Disadvantages

- Requires 2 advance RRFBs (solar)
- Hard-wire power for RRFBs at crossing

# Cost Comparison

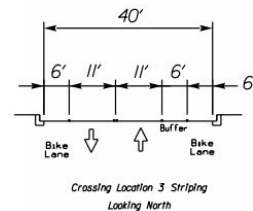
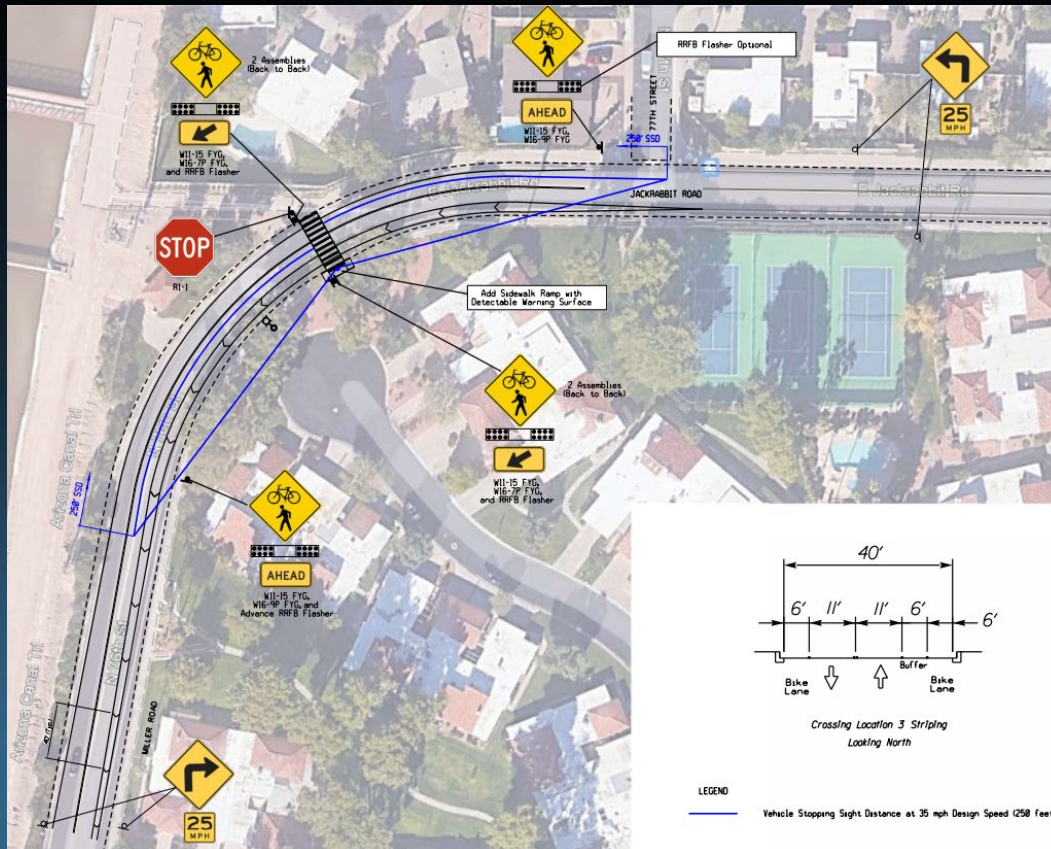
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- Crossing Location 1 - \$620,000
- Crossing Location 2 - \$136,000
- Crossing Location 3 - \$126,500

- Project Webpage – 170 Visits
- Community Meeting – December 1, 2022
- Community Support for Crossing Location 3
  - *The presentation was good. Best choice is the 3<sup>rd</sup> option.*
  - *Crossing #3 is the best option for the Sunrise Villas neighborhood.*
  - *I love crossing 3 because of the location on the curve at the start of the ramp.*



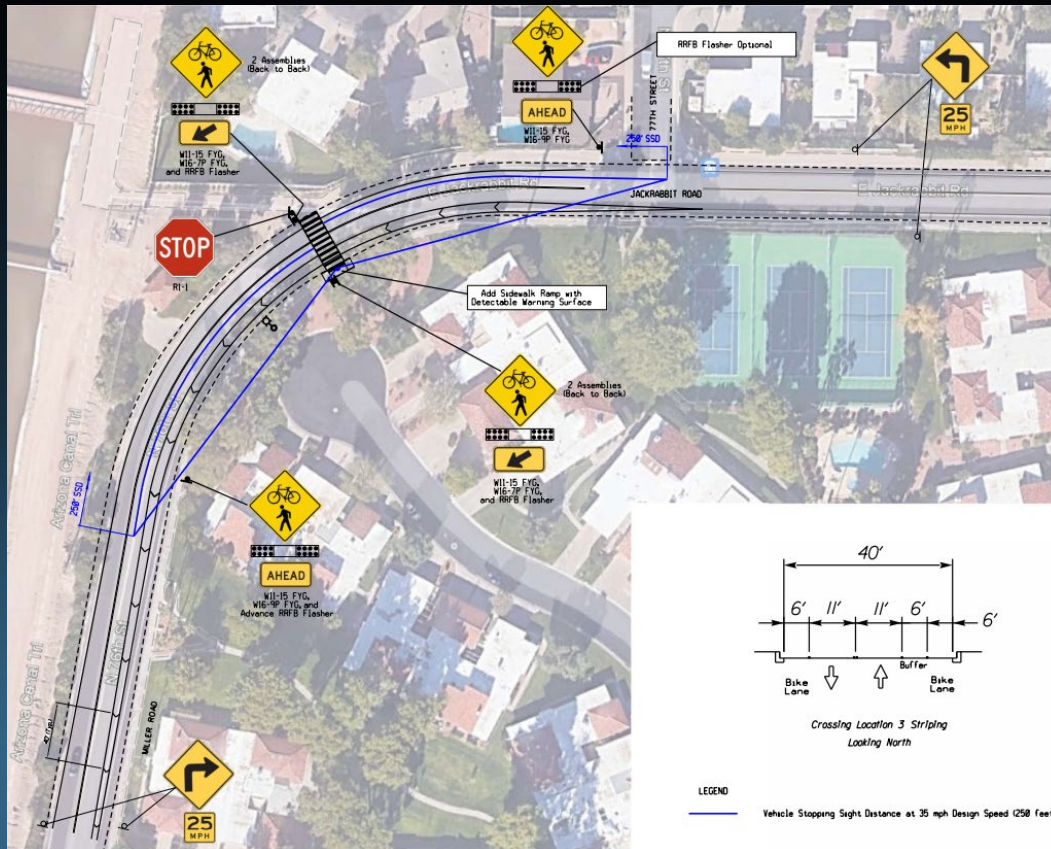
## Crossing Location 3



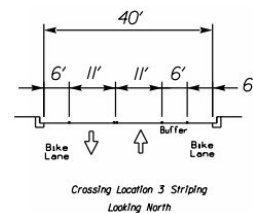
LEGEND  
 Vehicle Stopping Sight Distance at 35 mph Design Speed (250 Feet)

- High-vis crosswalk
- RRFBs plus advance RRFBs with Trail Crossing signs
- Narrow lanes to provide east side buffer
- Remove landscaping at curve
- Passive detection for eastbound trail connection users

## Crossing Location 3



- Lowest cost
- Facilitates best pedestrian and bike behavior
- Community support



## Discussion & Request for Approval of the Recommended Enhanced Crossing

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Senior Transportation Planner  
**Subject:** Protected Bike Lane Pilot Project Location  
**Meeting Date:** January 19, 2023

## ITEM IN BRIEF

---

**Action:** Presentation and action

### **Purpose:**

Provide information to the Transportation Commission on a recommended location for a protected bike lane pilot project.

### **Background:**

During the development of the 2022 Transportation Action Plan (TAP), the Transportation Commission and the City Council determined that enhancing safety and testing new concepts/technology was the third highest priority for future transportation system investments. A regularly used method for testing new ideas is the development of pilot projects. Staff has identified three potential locations to consider for implementing a pilot project that uses a moderate physical barrier to further buffer/protect cyclists using on-street bike lanes. Protected bike lanes can also support the TAP's goal of becoming a Platinum Level Bicycle Friendly Community by creating on-street cycling facilities that would be considered functional for a wider range of cycling abilities.

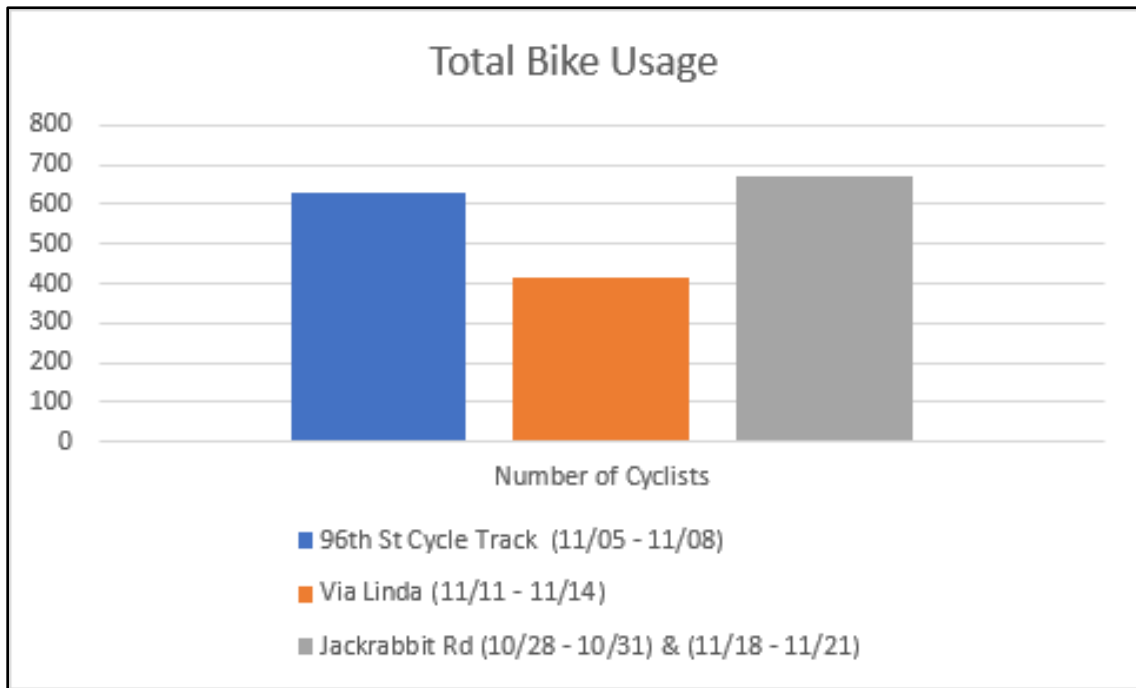
### **Information:**

Staff from the Traffic Engineering and Transportation Planning sections worked together to identify three potential roadway segments for a protected bike lane pilot project. The three locations are:

- 1) Jackrabbit Road Bike Lanes – Miller Road to Hayden Road
- 2) 96<sup>th</sup> Street two-way, on-street cycle track – Thunderbird Road to Redfield Road
- 3) Via Linda Bike Lanes– Via de Ventura to Hayden Road

To assist in identifying the preferred pilot project location, staff collected data utilizing the city's two portable path counters. The counter tubes can be attached to signposts and placed across bike lanes. Counts were taken on four full days (96 hours) that included both weekend days. Counts were taken in both directions on each of the three segments.

Data for the 96<sup>th</sup> Street cycle track was collected November 5-8. Data for Via Linda was collected November 11-14. The Jackrabbit Road data was collected eastbound October 28-31, and the westbound data was collected November 18-21, due to an issue with tube length on our second counter during the October 28-31 placement. Staff had previously reviewed data from our permanent counters to confirm that ridership in late October is consistent with usage during November. The graph below shows total usage for the four-day periods (including consecutive weekend days) at each location.



**Preferred Location and Implementation Approach:**

Staff supports Jackrabbit Road as the pilot location for protected bike lane installation. This preference is based on several factors:

- 1) Usage was the highest, based on tube counts.
- 2) This roadway segment connects the Indian Bend Wash Path and the Arizona Canal Path (both classified as Primary Paths in the TAP).
- 3) Jackrabbit Road is the designated as a Neighborhood Bikeway in the TAP, and this segment is only a portion of the bikeway that has a speed limit above 25 miles per hour.
- 4) There are existing concerns about vehicular speeds in this corridor.
- 5) Staff is assessing options to improve pedestrian access at the Miller Road/Jackrabbit Road curved intersection.

If approved by the Path & Trails Subcommittee and the Transportation Commission, the next step would be work with Paving and Traffic Engineering staff to determine the best method and timing to install painted buffers.

Once the painted buffers are in place for a period of time, staff would take new bicycle counts and speed measurements prior to installing the physical barriers. This would allow for comparison to the existing condition. Research on the physical barrier type would also be completed during this phase. Since other communities in the region have already installed protected bike lanes in limited locations, staff will have on the ground examples to review. As an example, both Phoenix and Mesa are now using flexible green posts with typical 20' spacing after experimenting with other types of bollards and curbing. A photo of an example from downtown Phoenix on Fillmore Street is provided below.





Counts and speed measurements would be taken again after the barriers have been in place for a reasonable period of time to assess any changes in usage and driver behavior that might be attributable to the barriers. Any impacts related to roadway maintenance would also be assessed. There is available budget in the Buffered Bike Lanes Phase I CIP project to fund the pilot.

**Paths and Trails Subcommittee Recommendations:**

On December 6, 2022, staff presented the corridors for a protected bike lane pilot to the Paths and Trails Subcommittee. After discussion, the subcommittee voted to approve the location of Jackrabbit Road as shown with no additional changes and present it to the Transportation Commission.

**Recommendation:**

Recommend that the Transportation Commission approve the selection of Jackrabbit Road between Miller Road and Hayden Road as the preferred location for a protected bike lane pilot project.

**Continuing Steps:**

If approved, move forward with staff to implement and install the pilot project

---

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

# Protected Bike Lane Pilot Project Location

Transportation Commission  
January 19, 2023

# Transportation Action Plan Guidance

- ***TAP Guiding Policy***

- Transportation Network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities

- ***Bicycle Element***

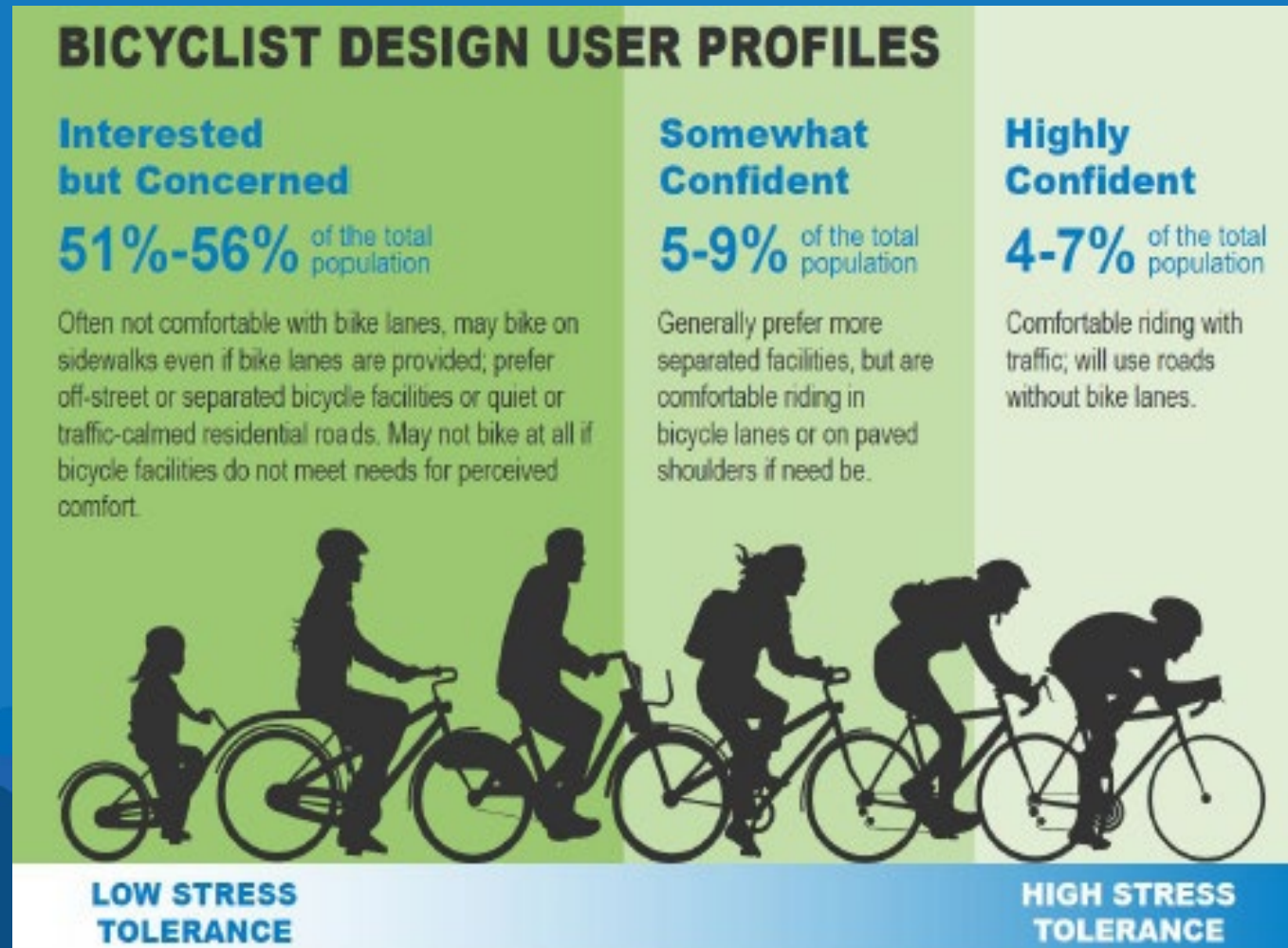
- Goal to Achieve Platinum Level in the Bicycle Friendly Community Program

- ***Implementation Program***

- Testing New Concepts and Technology is 3<sup>rd</sup> highest priority for Transportation investments

# Why consider protected bike lanes?

- Can expand range of ages and abilities willing to ride bikes on the street
  - Increased comfort level
  - “Interested but concerned”
- Already in use in other communities around the region and country
- Increased safety for both cyclists and pedestrians
- Help to move cyclists and electric vehicles to the street from crowded sidewalks and multi-use paths



# What is a protected bike lane?



- Features
  - Minimum 5' bike lane preferred
  - Minimum 2.5' painted buffer preferred
  - Physical barrier
- Lateral separation plus the raised physical feature provides additional comfort to the bicyclist and more information for drivers

- Example from downtown Phoenix – Fillmore Street
- Scottsdale's barrier choice to be determined

# Implementation Steps

1. Identify potential locations and count current bike usage
2. Install painted buffered bike lane at preferred location
3. Count bike usage again to determine buffered bike lane impact
  - a) Counts performed after acclimation period
4. Determine barrier type
5. Install barriers
6. Count bike usage after installation to determine additional impact
  - a) Counts performed after acclimation period
7. Assess maintenance impacts
8. Make recommendations on future use or possible removal
9. Template for implementation of similar safety improvements

# Candidates for Protected Bike Lane Pilot

- Jackrabbit Road Bike Lanes – Miller Road to Hayden Road
- 96th Street two-way, on-street cycle track – Thunderbird Road to Redfield Road
- Via Linda Bike Lanes – Via de Ventura to Hayden Road

## Selection Process

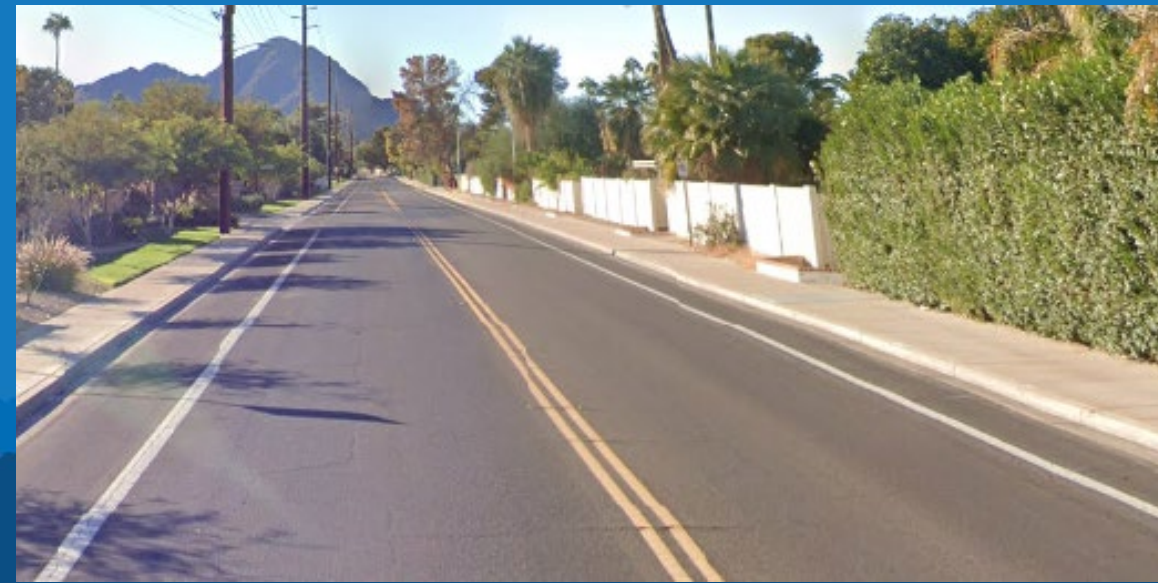
- Fewer conflicts with driveways and side streets
- Existing bike infrastructure
- Strong bike network connections
- Known bike usage

Reviewed by Transportation Planning and Traffic Engineering Sections

# Jackrabbit Road Bike Lanes Miller to Hayden

- Concept Features
  - 37' curb to curb
  - 11' foot travel lanes
  - 5' bike lane
  - 2.5' painted buffer
  - Physical barrier

4-Day Bicycle Count = 674





# 96<sup>th</sup> Street two-way cycle track Thunderbird to Redfield

- Concept Features
  - 65' of existing pavement
  - 12' foot travel lanes but varies
  - 12' two-way cycle track
  - 2.5' – 10' painted buffer
  - Physical barrier in existing painted buffer

4-Day Bicycle Count = 627



# Via Linda Bike Lanes Via de Ventura to Hayden

- Concept Features
  - 37' of existing pavement
  - 11' foot travel lanes
  - 5' bike lane
  - 2.5' painted buffer
  - Physical barrier

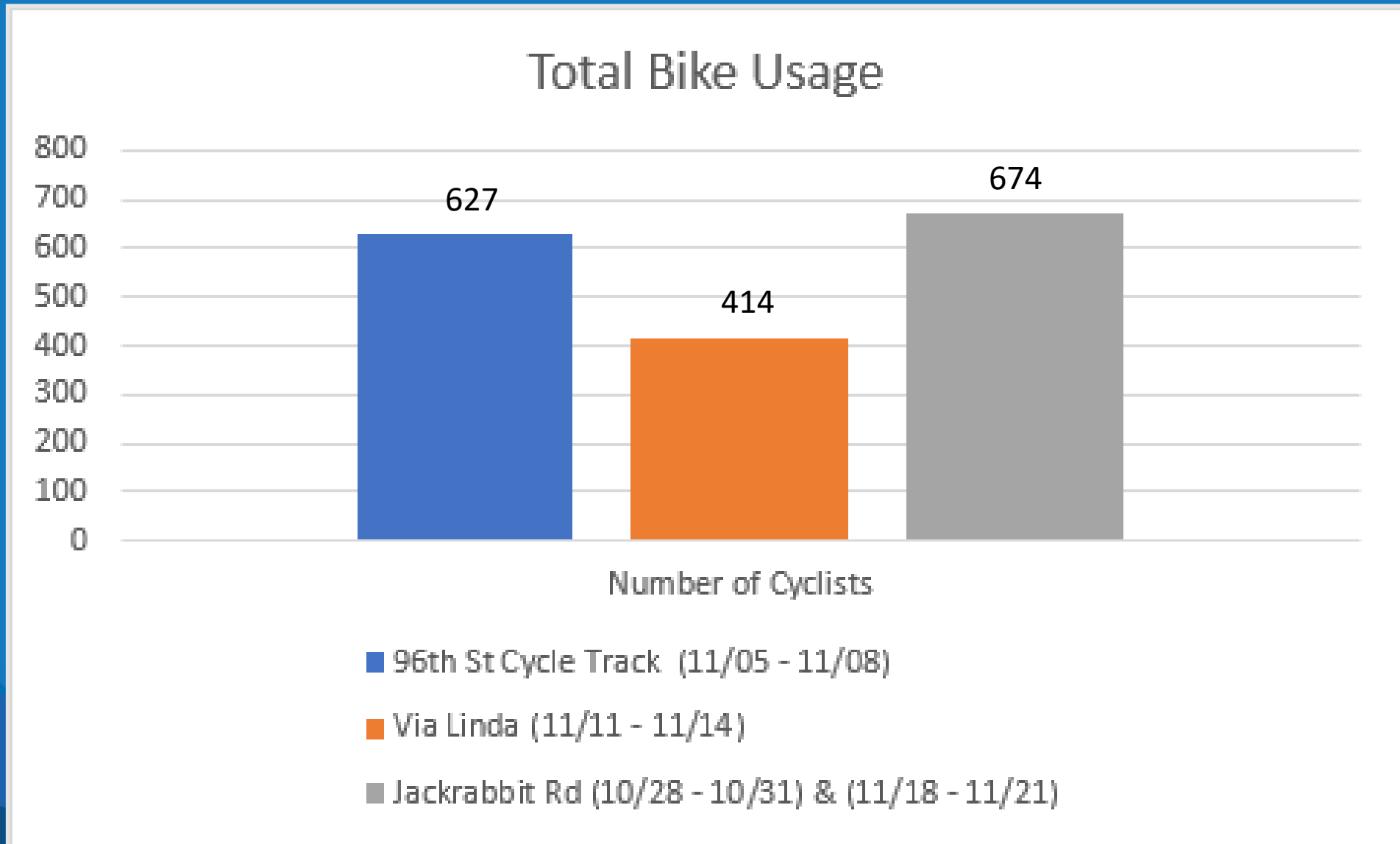
4-Day Bicycle Count = 414

Before

After



# Count Comparison – 2 Weekdays plus Weekend



# Proposed Pilot Project Location

## *Jackrabbit Road – Miller to Hayden*

- Highest bike counts
- Connects Indian Bend Wash Path with Arizona Canal Path
  - Both paths designated as Primary in the TAP
- Designated Neighborhood Bikeway
- Only segment of corridor with speed limit above 25 mph
- Concerns about vehicular speeds in this corridor



*\*\*Staff has developed a recommendation to reduce speeds and improve pedestrian access at the Miller Road/Jackrabbit intersection*

# Staff Recommendation to Transportation Commission

*Recommend that the Transportation Commission approve the selection of Jackrabbit Road between Miller Road and Hayden Road as the preferred location for a protected bike lane pilot project which was approved previously by the Paths and Trail Subcommittee on December 6, 2022.*

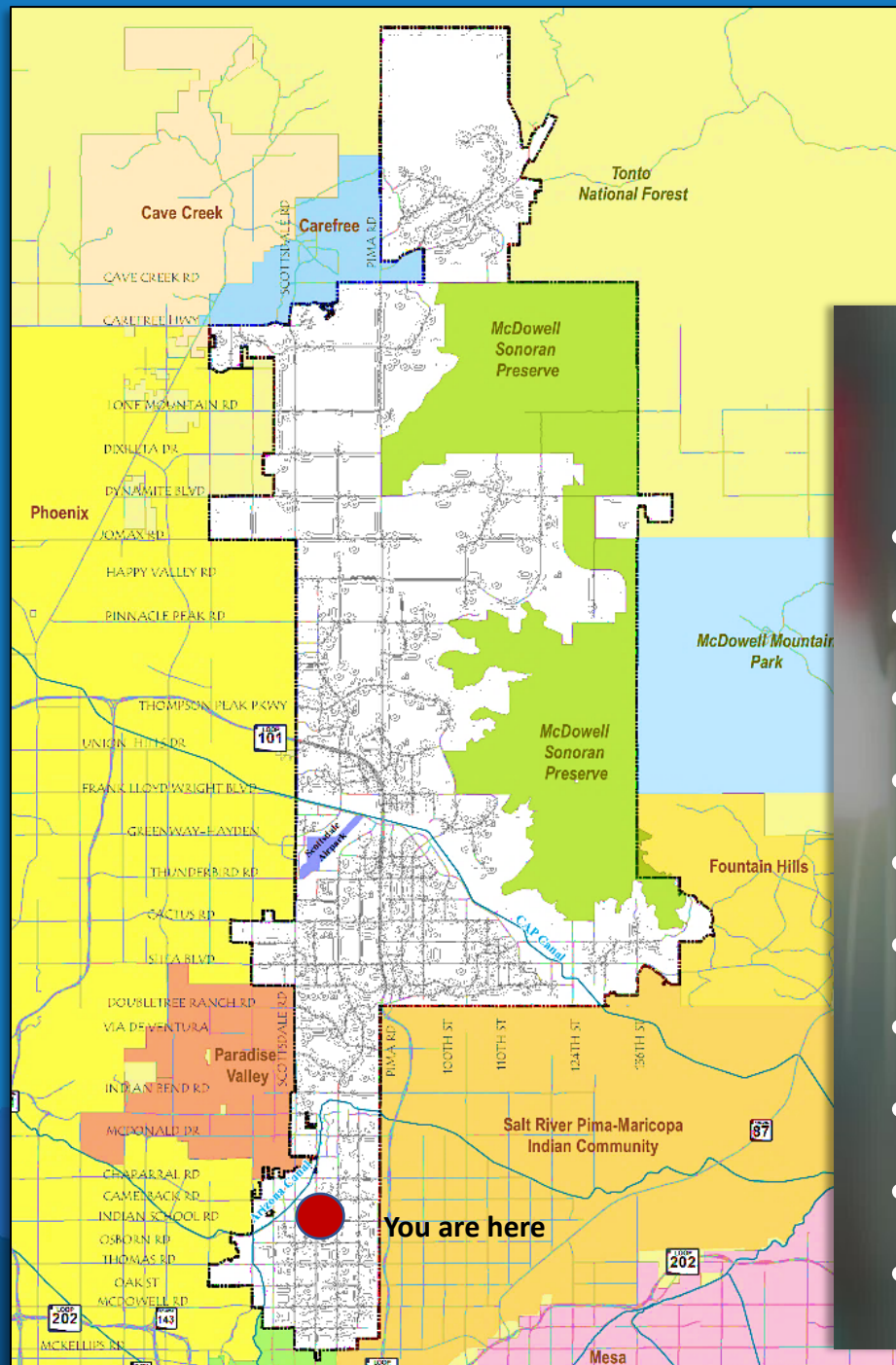
# Projects and Programs Update

Transportation Commission  
January 19, 2023

# What guides our efforts?

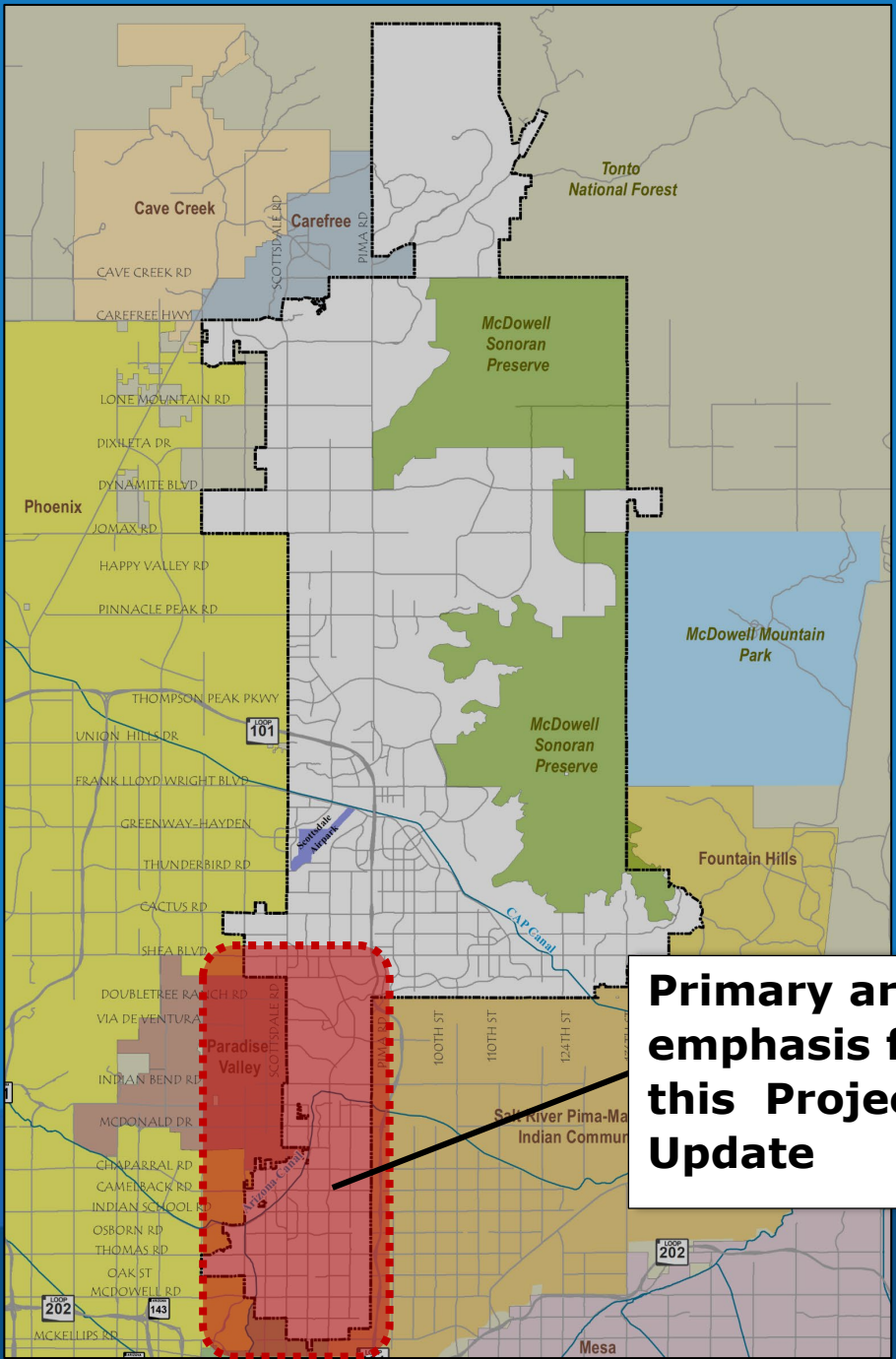


# *What assets do we maintain and how do we continue to address the need?*



- 6800 drainage assets
- 232 bridges and large culverts
- 314 traffic signals
- 14,008 streetlights
- 48,000 signs
- 907 center-line miles of pavement
- 192 miles of bike lanes
- 129 miles of shared use paths
- 150 miles of non-preserve trails
- 593 bus stops (197 sheltered)

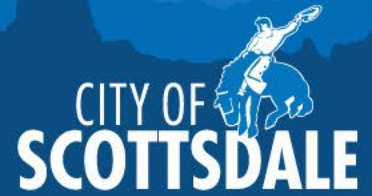




**Primary area of emphasis for this Project Update**

This update will focus on some recent projects that address goals from the TAP on:

- System upgrades and maintenance
- Filling in network gaps and
- Maximizing resources.



# 82<sup>nd</sup> Street ADA/Pedestrian Improvement

- Near Heatherbrae Drive
  - North of Indian School Road
- Salt River Project constructed/City funded



# Camelback Road Sidewalk

Wider sidewalk (8') along north side of Camelback Road from Miller Road to 73<sup>rd</sup> Street.

- Relocated water meters, fire hydrants
- Relocated Variable Speed limit and Speed Feedback signs
- Undergrounded power lines
- Continued coordination with other major projects in the area

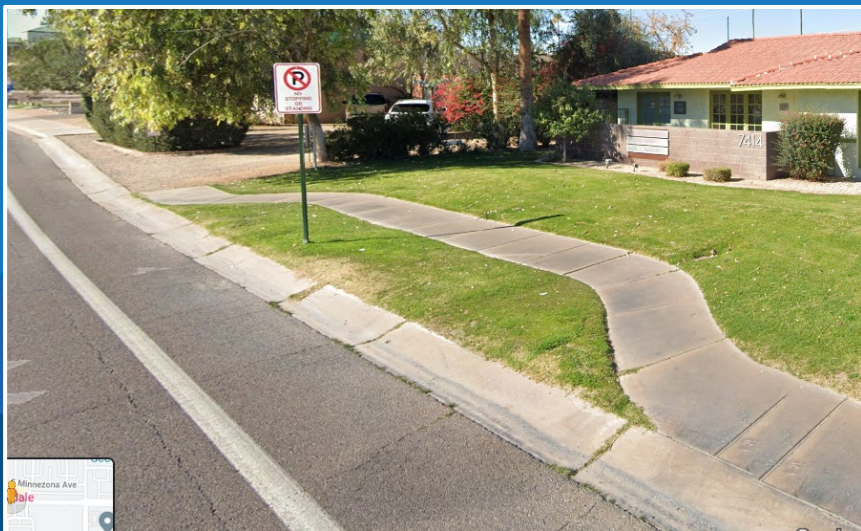
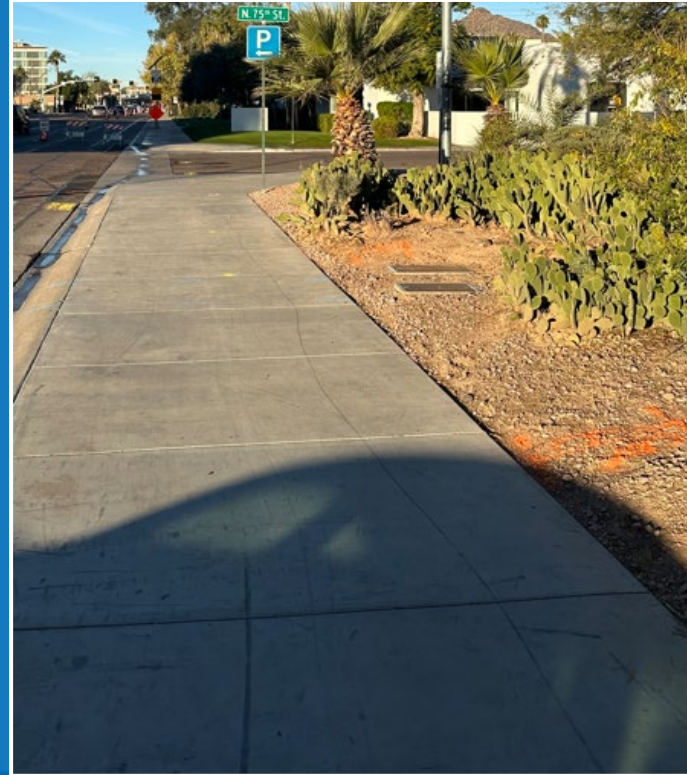


# Camelback Road Sidewalk

Before



Construction Complete



# 68<sup>th</sup> Street/Thomas Road Catch Basin Failure

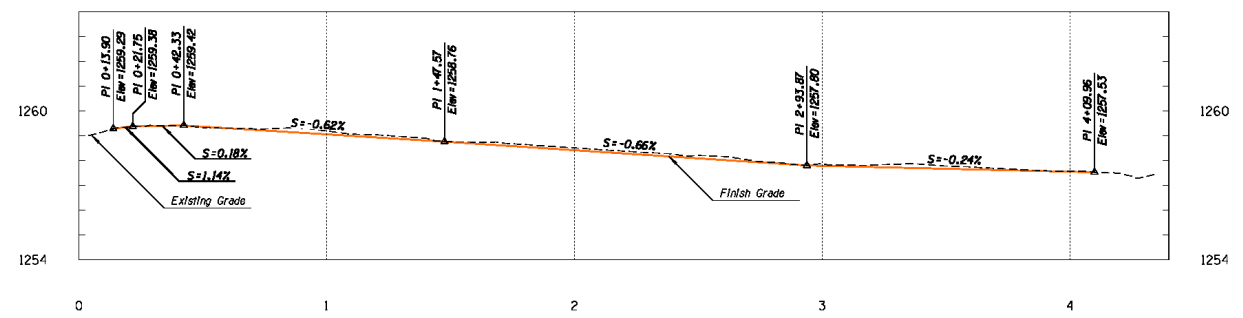


# 68<sup>th</sup> Street/Thomas Road Catch Basin Failure



# Old Town Historic Area Alley Paving

PLOT DATE: 12/25/2022 9:27:14 AM  
 G:\DESIGN\FILE\A\Spec\CP\Main\A\Home\Design\CD\Prop\west\Tran\A\Tran\A\ALLEY\_1\PLAN\_PROFILE.dwg



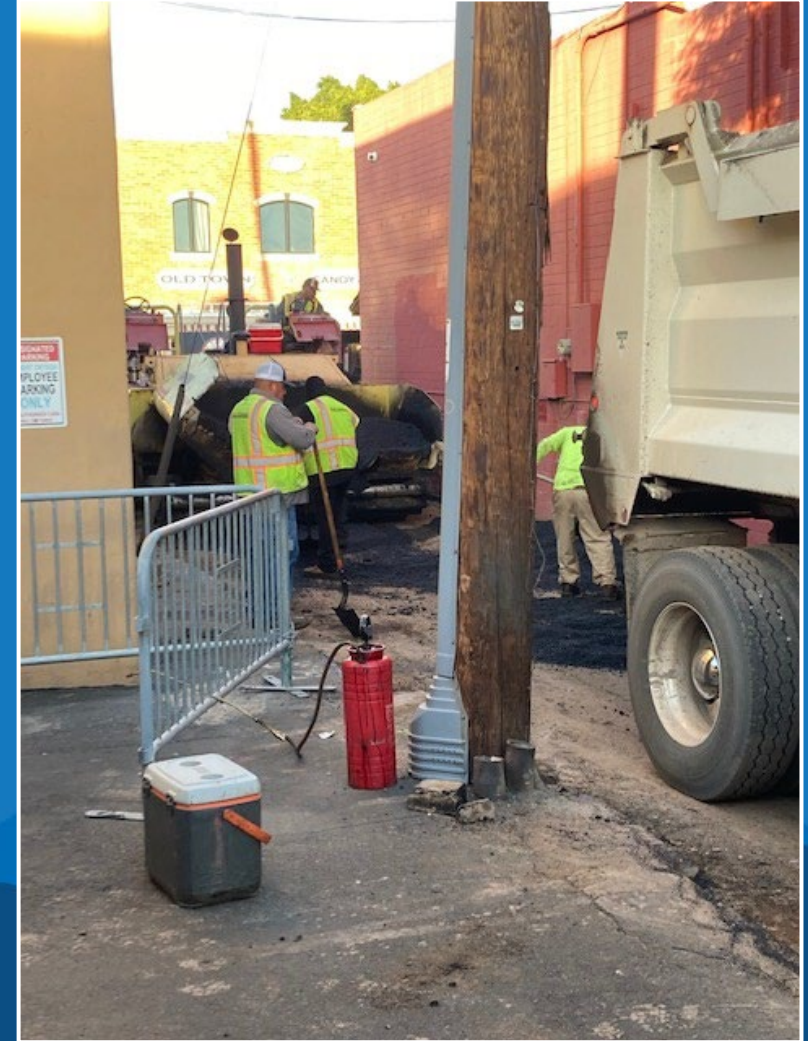
Contract Arizona 811 at least two full working days before you begin excavation

Call 811 or visit Arizona811.com

DATE	REVISION	BY
ENGINEER		
<b>PUBLIC WORKS</b> CAPITAL PROJECT MANAGEMENT		
7417 E. INDIAN SCHOOL RD. SCOTTSDALE, ARIZONA 85261		
SHEET TITLE: ALLEY 1 - PLAN PROFILE		
PROJECT TITLE: OLD TOWN ALLEYS REPAVING		
SCALE	DESIGNED BY	DATE
VER. N/A	12/22/2022	12/22/2022
	DRN	PRG
	202	202
		1 of 3

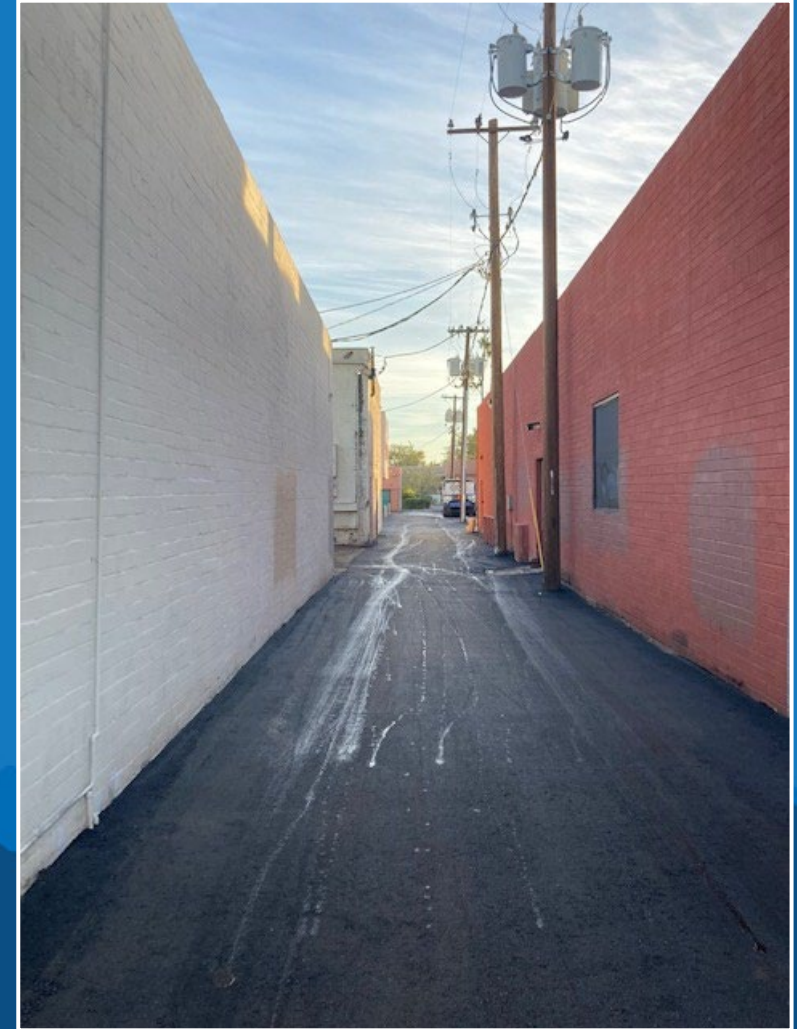


# Old Town Historic Area Alley Paving (Work in Progress)





# Old Town Historic Area Alley Paving (Completed)

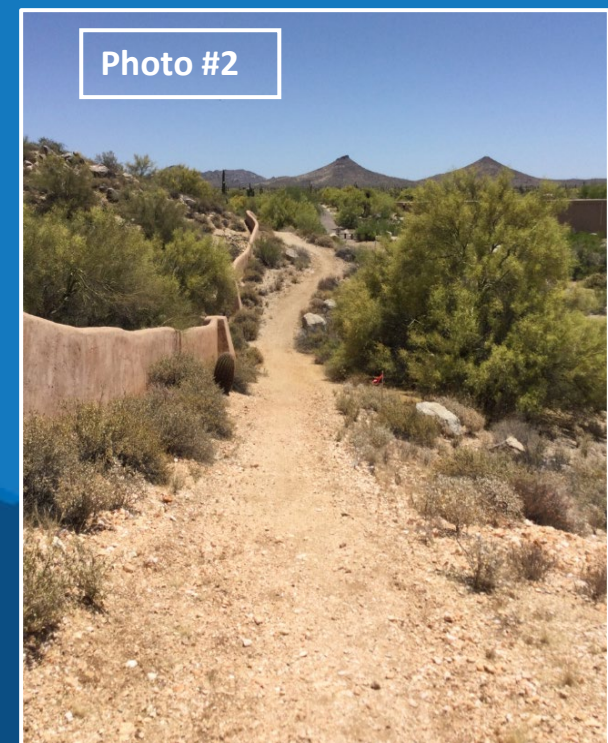
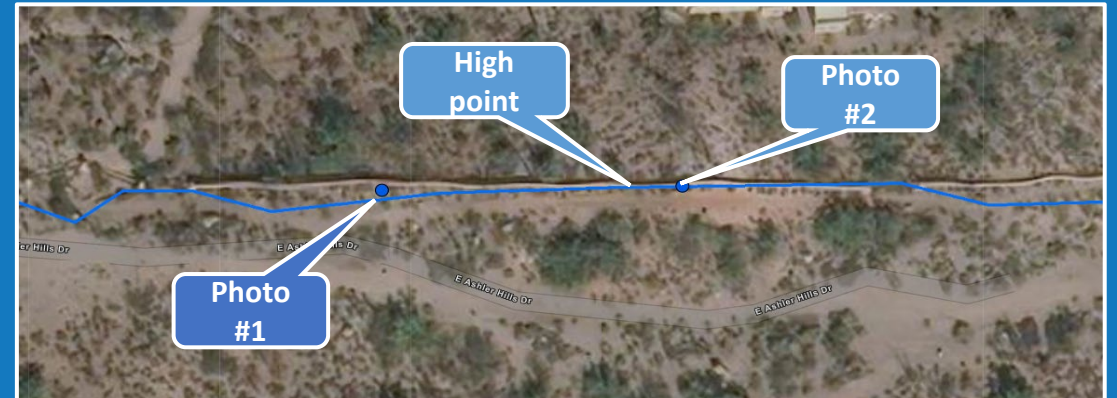


# RAISE Grant Update

- Project located on 2<sup>nd</sup> Street from 75<sup>th</sup> St. to Goldwater Blvd.
- Project will be resubmitted to U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- \$14.5 million request with \$4.8 million match.
- *Debrief on 11/7/22 – helpful feedback on the Merit Criteria to help improve the submittal for late February.*



# Ashler Hills Trail Railing Installation



**Thank you. Questions?**

# TENTATIVE FUTURE AGENDA ITEMS

Rev.1-12-23

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

### MEETING DATE: February 16, 2023

### REPORTS/PRESENTATIONS DUE February 9

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes January 19, 2023*
- **Sensagrate Pilot Project: Monitoring Pedestrian Conflicts at the Scottsdale and Camelback Intersection**.....Presentation and Discussion  
*Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate*
- **Construction Impact Mitigation Plan**.....Presentation and Discussion  
*Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager*
- **Update on Traffic Safety** .....Information  
*Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer*

### MEETING DATE: March 16, 2023

### REPORTS/PRESENTATIONS DUE March 9

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes February 16, 2023*
- **Projects and Programs Update** .....Discussion  
*A continuing overview of Transportation & Streets divisions and programs/projects – Mark Melnychenko, Transportation & Streets Director*

### MEETING DATE: April 20, 2023

### REPORTS/PRESENTATIONS DUE April 13

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes March 16, 2023*
- **Transit System Update**.....Presentation and Discussion  
*Update on the primary items associated with the transit system post-Covid era – Ratna Korepella, Transit Manager*
- **Bus Stop Lighting**.....Discussion  
*Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager*

### FUTURE ITEMS:

#### INFORMATION ITEMS

- **Shea and 124<sup>th</sup> Street Underpass** .....Information  
*Update on underpass – Susan Conklu, Senior Transportation Planner*
- **Federal Highway Administration’s Safety Countermeasures**.....Information  
*Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager*
- **Review of Travel Demand Patterns**.....Information  
*Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer*
- **Update on Cool Paving Results** .....Information  
*Information on the results from Cool Paving – Shayne Lopez, Street Operations Manager*
- **Fiscal Impact of Distracted Driving** .....Information

*Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director*

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **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 – Shayne Lopez, Paving 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*
- **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*
- **Alternate Modes of Transportation.....Presentation and Discussion**  
*Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner*
- **Expanding Maintenance Needs.....Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **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) – Shayne Lopez, Paving Manager*
- **2020 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*
- **Roundabout Education.....Presentation and Discussion**  
*Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager*

**PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: February 7, 2023** **REPORTS/PRESENTATIONS DUE January 31**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of December 6, 2022*
- **Trail Maintenance Outreach Program ..... Information**  
*Information on the Trail Maintenance Outreach Program – Susan Conklu, Senior Transportation Planner*
- **Wayfinding Signage ..... Information**  
*Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner*
- **Upcoming Grant Projects..... Information**  
*Information on upcoming grant projects – Susan Conklu, Senior Transportation Planner*

**MEETING DATE: April 4, 2023** **REPORTS/PRESENTATIONS DUE March 28**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of February 7, 2023*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Access to Indian Bend Wash** ..... **Presentation and Discussion**  
*Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner*
- **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 – Dave Meinhart, Transportation Planning Manager*

## Lofgren, Kyle

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**From:** WebServices  
**Sent:** Wednesday, January 11, 2023 1:20 AM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Jack Blegen  
**Address:** 8219 East Morgan Trail, Scottsdale, AZ 85258  
**Email:** blackravens5@gmail.com  
**Phone:** (843) 557-6968

**Comment:**

Hi, Just wanted to say that I love the Scottsdale Trolley and the Greenbelt system. I would love to see both expanded greatly. I know that I know nothing substantial about city/transit planning, but what can I, a private citizen, do to help expand public transit? Thank you, Jack Blegen