



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, August 17, 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 – June 15, 2023
- 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

4. [Linking the Five-Year Paving Plan to Restriping Efforts](#)----- **Presentation and Discussion**
Discussion around the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Sam Taylor and Parker Murphy, Traffic Engineers

5. [CIP Update](#) ----- **Information**
Update on Capital Improvement Projects – Nathan Domme, Transportation Planning Manager

6. [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, June 15, 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 5:18 p.m.

ROLL CALL

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

STAFF: Nathan Domme, Senior Transportation Planner
Kiran Guntupalli, Principal Traffic Engineer
Mark Melnychenko, Transportation & Streets Director
Greg Davies, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner

PUBLIC COMMENT

A spoken comment was received from Lee Kauftheil, who expressed concern about safety training for microtransit drivers. He also shared concerns regarding the City's proposed replacement of trolleys from natural gas to battery-powered vehicles. He would prefer an option of electric vehicles with overhead lines. He suggested that murals be installed by local artists, rather than having the City fund painting over graffiti.

A written comment was included in the Commission packet.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes. Vice Chair Anderson provided a grammatical correction.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 18, 2023 AS AMENDED. COMMISSIONER KOWAL 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. TRANSPORTATION COMMISSION SUMMER SCHEDULE

VICE CHAIR ANDERSON MOVED TO CANCEL THE JULY 21, 2023 MEETING. 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.

3. ELECTION OF CHAIR AND VICE CHAIR

COMMISSIONER WILCOXON MOVED TO ELECT VICE CHAIR ANDERSON AS CHAIR AND COMMISSIONER LALL AS VICE CHAIR EFFECTIVE SEPTEMBER 21, 2023. COMMISSIONER KOWAL 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.

4. BICYCLE AND PEDESTRIAN COUNT DATA

Nathan Domme, Transportation Planning Manager, reviewed that the counters were installed in April 2021.

He listed the permanent counter locations in the City and reviewed the counts:

- Greenbelt
 1. Vista del Camino Park
 2. Indian School Park
 3. Chaparral Park
 4. McCormick Parkway
- Non-greenbelt
 5. Cross Cut 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

There is a decrease of 96,000 users year over year with a total of 1.3 million total counts from May 2022 to May 2023. Bike usage decreased from 59 to 58 percent at a total count of 770,682 and a slight uptick in pedestrian usage from 41 to 42 percent at a total count of 556,276. The increase in pedestrian travel occurred in non-greenbelt sites. The decrease in bike counts occurred along the greenbelt. However, the Chaparral bike count for 2022 is higher than 2021, indicating more flood events on the west side of Indian Bend Wash. Indian Bend Wash has multiuse paths on both the east and west side, especially along Hayden, with west side flooding occurring more frequently. There was an increase in bike ridership in Chapparal Park. In part, the drop-off in bike usage is attributed to wetter than normal flood events last year. Other factors include the possible effects of the pandemic, with trends likely becoming clearer at the third year of counts. There may be further evaluation to determine whether an increase in electric vehicle usage on the paths is resulting in less use by bikes and pedestrians.

An overview was provided on average daily activity by month, weekday daily total averages and weekend daily total averages. Counter data is used in grant applications and in the Bicycle Friendly Community application. Previously, data counts relied solely upon census data, which only reflects commuter patterns for bikes, and which showed lower bike commuter volumes for Scottsdale compared to other cities. Path counters reflect a stronger use from recreational riders and the City's data validates resident usage of the path system and path improvements. The McCormick Parkway counter is a manual collector, with staff collecting data on a laptop monthly. It has been noted that path users are crossing just west of the signal at Hayden and McCormick Parkway. A brief video was played to illustrate the behaviors. Staff will add a new crossing at that location and relocate the counter. Upon completion of the changes, there will be monitoring of changes in volume at the counter.

Continuing steps include:

- 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 path system
- Move McCormick counter and evaluate the change in the data

Commissioner asked whether community members have personally requested the newly planned crossing at McCormick Parkway. Kiran Guntupalli, Principal Traffic Engineer, stated that the Department has received periodic requests, which is why staff evaluated the situation and determined a location for the crossing. It will be a median refuge and not a marked crosswalk. It falls upon the pedestrians and bicyclists to yield to vehicles before crossing.

Vice Chair questioned the need for the median refuge, as most are crossing at the intersection. Mr. Guntupalli stated that based on observations, people were crossing at various locations. Some pedestrians coming off the pathway were stopping in the median. The plan is to have a concentrated crossing to determine whether volumes are high enough to warrant a marked crosswalk.

Commissioner referenced the difference between a commuter and recreational user and asked whether staff has looked at the trip reduction survey from MAG to determine whether volumes of alternative transportation trips are inline. Mr. Guntupalli said this is a great recommendation and staff will take a look at this.

Commissioner asked whether there are plans for counters along roadways, arterials or collector streets. Mr. Domme described the installation mechanisms for the counters. The pyro sensor is very sensitive to car movements, which restricts the ability to put permanent counters on streets. There is also difficulty cutting into asphalt to install counters. The City has two mobile counters that it deploys where needed.

Mr. Domme confirmed Commissioner's understanding that there is not a way for the counters to differentiate between a pedal bike and an electric bike.

In response to a Commissioner question, Mr. Domme stated that he was unable to provide the total number of bicycles in Scottsdale and was not aware of a method for collecting such data.

Commissioner asked about the impacts of e-bikes. Mr. Domme stated that the Department has received several public comments regarding the speed and volume of e-bikes on the path system. The City is looking into some form of regulation, including restriction of Class 3 electric bikes. There is also contemplation for determining whether increased use of e-bikes is affecting the volume of pedestrian and regular bike travel.

Commissioner asked about specific complaints related to scooters. Mr. Domme stated that complaints are typically regarding electric vehicles in general. The biggest complaint reported for scooters is related to parking.

Commissioner suggested a closer look at population growth and counts in particular locations to determine whether this affects usage at particular paths throughout the City.

Commissioner inquired about the possibility of assigning one side of the sidewalk to bicyclists and the left to pedestrians. Mr. Domme stated that the City is actively working to expand multiuse paths to 10 to 12 feet. They have not yet determined to split the paths.

Chair inquired as to how reduced use levels affect the Bicycle Friendly Community application. Mr. Domme stated that the activity level comparisons were provided for the Commission's benefit. The Bicycle Friendly Community application simply requires total count and not a year-to-year comparison.

5. FEDERAL HIGHWAY ADMINISTRATION'S SAFETY COUNTERMEASURES

Greg Davies, Senior Transportation Planner, noted that these are termed *proven* countermeasures, which have been used and found effective in communities nationwide. The focus for this presentation is countermeasures used by Scottsdale in relationship to pedestrians and bicyclists.

Three priorities are included in the Federal Highway Administration's proven safety countermeasures:

- Complete streets safety priority
- Safe System Approach
- Speed Management

A brief overview of the initiative was provided.

A total of 28 proven safety countermeasures are divided into five categories:

- Speed management
- Roadway departure
- Crosscutting
- Intersections
- Pedestrian and bicyclists

This presentation will focus on pedestrians and bicyclists. The latest update provided eight new proven safety countermeasures in this category, including:

- Road diets
- Bicycle lanes
- Walkways
- Crosswalk visibility enhancements
- Leading pedestrian interval
- Median and pedestrian refuge islands
- Pedestrian hybrid beacons
- Rectangular rapid flashing beacons

The City of Scottsdale already uses all eight recommended countermeasures. An overview of each countermeasure was provided, along with examples of existing and planned City locations.

Next steps include:

- 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

Commissioner inquired as to data measuring accident volume improvements. Mr. Davies stated that the City regularly completes a bicycle pedestrian collision report. A comparison could be made to identify trends, however, this has not been pursued yet. Mr. Guntupalli added that the City has been proactively installing crossing treatments. There are a couple of locations where reactive installations have been done. These include a pedestrian hybrid beacon at Scottsdale and Palm Lane and a pedestrian hybrid beacon at Camelback and Saddleback. In these locations, pedestrian crashes were a determining factor for installing the countermeasure. The City secured MAG roadway safety program funding. As part of the grant application, the City is required to provide annual crash updates.

Commissioner commented that it would be interesting to receive an update on the rectangular rapid flashing beacon installation at the Osborn and Miller Road roundabout once there is an opportunity to collect data. Mr. Guntupalli stated that use of rectangular rapid flashing beacons at roundabouts have occurred since the first location at Hayden and Northsight.

Commissioner inquired about the possibility for new developments to be required to install wider sidewalks or sidewalks separate from the curb. Mr. Davies stated that this is already required of new developments; developers must install a minimum of an eight-foot detached sidewalk.

Commissioner asked about the possibility of the City changing its design standards to require that all pedestrian crosswalks become ladder configurations. Mr. Guntupalli stated that ladder crosswalks are used in areas with heavy pedestrian usage. Installation at every location would create a maintenance challenge for the striping crew. In addition, if the configuration is utilized in all locations, it becomes commonplace and there is less recognition and respect from drivers.

Commissioner asked about a publication date for the safety action plan. Susan Conklu, Senior Transportation Planner, stated that the progress takes an average of 18 to 24 months for completion once it commences. Mr. Guntupalli added that there is a high level of community engagement and input, which contributes to the length of the process.

Chair commented that the pedestrian hybrid beacon was an effective solution at a previously ineffective crossing location at Indian Bend Road by McCormick-Stillman Railroad Park.

6. SHEA AND 124TH STREET UNDERPASS

Ms. Conklu provide project background, which was intended to fill the gap between Mountain View Trail Segment No. 1 and 3, constructed in approximately 2011. This was to use an existing box culvert previously constructed to accommodate nonmotorized users in the future. It would design and construct a concrete shared use path on approaches and include unpaved trail the rest of the way. The goal was to connect both neighborhoods with different destinations. The neighborhood to the south does not have sidewalks, but has the Stonegate Equestrian Park, while the neighborhood to the north includes three schools and Preserve trail. The goal was also to connect existing and planned paths. An overview of the historical project timeline was provided. Towards the end of construction, it was determined that the gabion wall to the north was unstable. In 2020, the City was working on settlement and mitigation, however, the pandemic caused delays in the process. In 2022, an engineering consultant determined that the base of the wall was structurally sound and this provided a path forward for design and repair. Construction commenced in 2023. Funding sources were discussed, with a total cost of \$2.3 million. Photographs were reviewed. The project has now evolved into the Shea Boulevard and 124th Street Remediation Project, as requested by City Council. The design phase for the repair is complete. The City provided the notice to proceed to the contractor on May 31, 2023. Completion is planned for mid-August.

Commissioner inquired about the decision to use a gabion design, which is not typical in the City. Ms. Conklu stated her understanding that it was for aesthetic reasons. A regular retaining wall sits behind the gabion wall. Another gabion wall location is the McDowell underpass along Cross Cut Canal Path. Commissioner recommended that the City use concrete walls as its standard, with safety being more important than aesthetics. Ms. Conklu commented that textured concrete can also be utilized.

In response to a Chair question, Mr. Melnychenko stated only regional funds and local match funding was available for the second JOC bid. Federal funds were used to construct the path and the underpass. The regional funds were used to build the retaining wall.

7. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair commented that there are robust calendars set for August and September.

The following agenda items were identified:

- ADOT update on 101 freeway improvements
- Update on CIP plan

8. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:10 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: Parker Wood Murphy, Traffic Engineer
Subject: NTMP – Oak Street, 77th Street to Hayden Road Variance Request
Meeting Date: August 17, 2023

Action:

Residents along Oak Street, between 77th Street and Hayden Road, are seeking a variance/exception for the installation of traffic calming devices on the subject roadway through the Neighborhood Traffic Management Program (NTMP). The location/subject roadway is shown in Attachment 1.

It is understood that this request came after recent run off the road crashes potentially related to high speeds, which resulted in property damage (homes and vehicles) along the segment.

Purpose:

Traffic data was requested and collected on Oak Street, between 77th Street and Hayden Road, roadway through the NTMP. The May 2023 data showed that the speed thresholds are not met. The residents are seeking an exception to move on to the Petition phase of the NTMP process for the installation of traffic calming devices.

Information:

The segment of Oak Street, between 77th Street and Hayden Road, classified as a Minor Collector Roadway is approximately 36-feet wide and has a posted speed limit of 25 miles per hour. One lane is provided in each direction of travel, with clearly marked double-yellow lane line. There is direct residential frontage along the majority of the segment with on-street parking.

A request for traffic calming on Oak Street, between 77th Street and Hayden Road, was submitted on April 17, 2023. Data was collected during the first week of May 2023, while school was in session.

After data was collected, Staff contacted the requesting resident and provided the results. The speed and volume data collected in May 2023, at one location on Oak Street, between 77th Street and Hayden Road, is shown in Table 1 –

	Daily Traffic Volume	% of Vehicles 30mph or more	% of Vehicles 35 mph or more
NTMP Required	500 min, 3000 max	40%	20%
Measured	1809	22%	5%

Table 1: May 2023 Speed and Volume count

As shown in the data above, neither of the speed thresholds outlined in the NTMP were met.

No drainage impact report has been developed along this roadway for the requested devices. However, preliminary discussions with Stormwater and City of Scottsdale Fire Department did not note any concerns, pending official review.

From January 2017 to June 2023, four (4) collisions were recorded on the subject segment. Two (2) of these collisions were marked with a “speed too fast for conditions” violation.

Recommendation:

Staff does not recommend the installation of additional traffic and/or speed mitigation devices along the Oak Street, between 77th Street and Hayden Road, due to the collected data not meeting the thresholds outlined in the approved NTMP.

Staff Contact: Parker Murphy, 480-312-7802, PMurphy@ScottsdaleAZ.gov

Attachments:

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1. Subject Roadway Exhibit



SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Parker Wood Murphy, Traffic Engineer
Subject: NTMP – Osborn Road, 85th Street to 87th Street Variance Request
Meeting Date: August 17, 2023

Action:

Residents along Osborn Road, between 85th Street and 87th Street, are seeking a variance/exception for the installation of traffic calming devices on the subject roadway through the Neighborhood Traffic Management Program (NTMP). The location/subject roadway is shown in Attachment 1.

It is understood that this request came after recent run off the road crashes potentially related to high speeds, which resulted in property damage (homes and vehicles) along the segment.

Purpose:

Traffic data was requested on Osborn Road, between 85th Street and 87th Street, roadway through NTMP. Data collected in September 2019 was utilized to determine that the speed thresholds had not met. As the surrounding area has remained consistent, no additional traffic data was collected with the initial request. The residents are seeking an exception to move on to the Petition phase of the NTMP process for the installation of traffic calming devices.

Information:

The segment of Osborn Road, between 85th Street and 87th Street, a local resident street, is approximately 44-feet wide and has a posted speed limit of 25 miles per hour. One lane is provided in each direction of travel, with clearly marked double-yellow lane line. There are bike lanes and parking lanes on both sides of the roadway. There is direct residential frontage along the majority of the segment.

A request for traffic calming on Osborn Road, between 85th Street and 87th Street, was submitted on June 5, 2023. As stated above, data from September 2019 was utilized in response to the request and is shown in Table 1 –

	Daily Traffic Volume	% of Vehicles 30mph or more	% of Vehicles 35 mph or more
NTMP Required	500 min, 3000 max	40%	20%
Measured	1746	25%	8%

Table 1: September 2019 Speed and Volume count

As shown in the data above, neither of the speed thresholds outlined in the NTMP were met.

No drainage impact report has been developed along this roadway for the requested devices. However, preliminary discussions with Stormwater and City of Scottsdale Fire Department did not note any concerns, pending official review.

The subject segment is immediately east of the Pima Traditional School.

From January 2017 to June 2023, four (4) collisions were recorded on the subject segment. None of these collisions were marked with a “speed too fast for conditions” violation.

Recommendation:

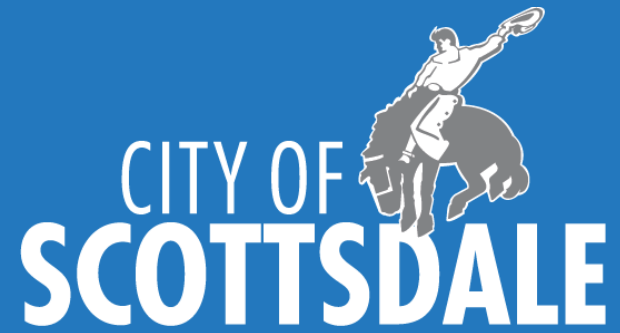
Staff does not recommend the installation of additional traffic and/or speed mitigation devices along the Osborn Road, between 85th Street and 87th Street, due to the collected data not meeting the thresholds outlined in the approved NTMP.

Staff Contact: Parker Murphy, 480-312-7802, PMurphy@ScottsdaleAZ.gov

Attachments:

-
1. Subject Roadway Exhibit





Transportation Commission
Oak Street NTMP Variance Plea

DATE: August 17, 2023

Agenda

- Site Location
- Data Overview
- Resident Speakers

Site Location



- Classified as Minor Collector Roadway with Bike Route
- Sufficient direct residential frontage
- Grace Baptist Church and 89 on Hayden multi-family complex
 - No Parking posted along frontages

Data Overview

	Daily Traffic Volume	% of Vehicles 30mph or more	% of Vehicles 35 mph or more
NTMP Required	500 min, 3000 max	40%	20%
Measured	1809	22%	5%

- As shown, May 2023 data on Oak Street between 77th Street and Hayden Road does not meet either of the NTMP speed criteria.
- Preliminary discussions with Stormwater and City of Scottsdale Fire Department did not note any concerns, pending official review.

Data Overview



- From January 2017 to June 2023, four (4) collisions were recorded on the subject segment. Two (2) of these collisions were marked with a “speed too fast for conditions” violation.
- One (1) collision in this period was a car/bicycle collision at the crosswalk on the south leg of the 77th Street & Oak Street intersection
 - This crosswalk was updated to high-visibility in 2021.

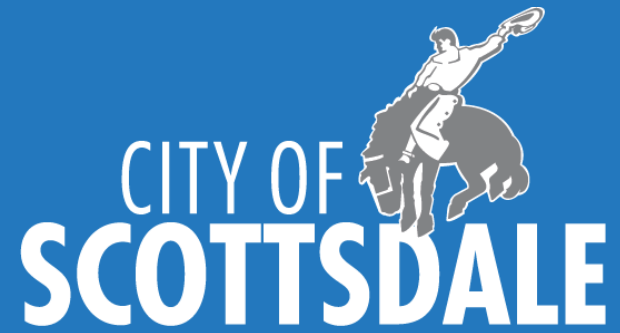
Recommended Action

- City of Scottsdale Traffic Engineering staff does not recommend the installation of traffic calming devices on Oak Street, between 77th Street and Hayden Road, as neither of the speed related criteria were met in the May 2023 data.

Resident Speakers

- Blake Hill

Questions ?



Transportation Commission

Osborn Road NTMP Variance Plea

DATE: August 17, 2023

Agenda

- Site Location
- Data Overview
- Resident Speakers

Site Location



- Local Roadway with bike lanes
- Sufficient direct residential frontage
- Subject segment immediately east of Pima Traditional School

Data Overview

	Daily Traffic Volume	% of Vehicles 30mph or more	% of Vehicles 35 mph or more
NTMP Required	500 min, 3000 max	40%	20%
Measured	1746	25%	8%

- Request was submitted in June 2023. Due to the proximity to a school, counts would not be taken until September 2023.
- September 2019 data was used in response to the request. The table above shows that Osborn Road between 85th Street and 87th Street does not meet either of the NTMP speed criteria.
- Preliminary discussions with Stormwater and City of Scottsdale Fire Department did not note any concerns, pending official review.

Data Overview

- From January 2017 to June 2023, four (4) collisions were recorded on the subject segment. None of these collisions were marked with a “speed too fast for conditions” violation.
- None of the recorded collisions involved a pedestrian or bicycle.

Resident Speakers

- Ray Sweis
- Leasa DuVall

Recommended Action

- City of Scottsdale Traffic Engineering staff does not recommend the installation of traffic calming devices on Osborn Road, between 85th Street and 87th Street, as neither of the speed related criteria were met in the September 2019 data.

Questions ?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Sam Taylor, Sr. Traffic Engineer
Subject: Linking the Five-Year Paving Plan to Restriping Efforts
Meeting Date: August 17, 2023

ITEM IN BRIEF

Action: Action Item

Purpose: Information and Discussion on the city of Scottsdale's efforts to combine annual pavement maintenance projects with signing and marking design standard updates and improvements.

Background:

Each calendar year, the city of Scottsdale completes a spring and a fall season of pavement preservation and repaving projects to extend the life cycle of the city's roadways and repair damaged pavement. This process typically includes ADA ramp upgrades, and crack fill in advance of the pavement treatment. The pavement treatment itself often takes various forms such as a slurry seal, fiber seal, micro seal, mill and overlay, or in rare cases a full reconstruct of the existing pavement. In almost all of these projects the existing pavement markings get obliterated or covered up, and therefore new pavement markings are needed to complete the project. City staff have been coordinating to install signing and marking improvements as a part of pavement preservation for many years. However, starting in 2018, this work evolved into a full program, where engineering and planning staff review each pavement preservation project in detail and create full signing and marking plan sets when changes are needed. This document and the associated presentation will describe the process used to incorporate signing and marking improvements into the pavement maintenance program.

Pavement Preservation and Maintenance:

The city of Scottsdale owns and maintains approximately 20 million square yards of pavement with an estimated value of one billion dollars. The primary pavement type used by the city is Hot Mix Asphalt (HMA). HMA is widely used throughout the country due to its material properties that allows it to dry quickly, withstand heavy loads, maintain flexibility, and last for an extended period of time. However, HMA will begin to fail over time as it is subjected to vehicular traffic. The city of Scottsdale has a pavement preservation program that uses a variety of treatments that extend the life cycle of the HMA pavement throughout the city.

In 2021, the Street Operations staff completed a pavement index study that assessed the current condition of all of the roads throughout the city, which was then used to create a five-year repaving/maintenance cycle that dictates which roads receive which type of treatment and when they should be applied. This automated method is designed to get the best value out of each repaving project that the city completes. Prior to the beginning of each pavement maintenance season, the city's paving manager distributes maps and locations that indicate which road segments will be treated during the upcoming season to key staff members within the city's Transportation and Streets Department.

Transportation Engineering and Planning Review Process:

The first step in determining which street segments will receive signing and marking improvements begins with the city's Transportation Planning staff. Once the location maps are sent out to the department, planning staff meet to discuss each location and consider each road segment and how it relates to the city's overall transportation network and the city's Transportation Action Plan. Transportation Planning staff then determine which street segments in the project list that they would like to add bike lanes or see changes in the bike lane widths.

While Transportation Planning is evaluating each location in the current season, the city's Traffic Engineering staff also begin to evaluate each location. This evaluation includes a review of the following items:

- Pavement markings and signage and their compliance with the current standards listed in the city's Design Standards and Polices Manual (DSPM) and the Manual on Uniform Traffic Control Devices (MUTCD).
- Past citizen or staff concerns with the traffic control devices on the subject road segment.
- Historical traffic volumes and collision data on the subject segment.
- Any upcoming capital project or development that may impact roadway configuration along the subject segment.

Traffic Engineering staff also carefully reviews any striping change request from the Transportation Planning staff to determine if the changes will meet all design requirements of the roadway and will operate in a safe and efficient manner.

Signing and Marking Plans:

The cursory evaluation completed by Traffic Engineering combined with comments from Transportation Planning combine to create a final list of roadway changes for each segment in the pavement maintenance season. This final list is then used by the city's Traffic Engineering staff to develop signing and marking plans that incorporate all changes into a new roadway configuration to be striped and updated after the pavement treatment is applied to the roadway segment. These plans are created by conducting field visits to each project location and by using the city's aerial imagery. It should be noted that during a typical pavement season, only about 30% of the segments are selected as a part of this process for signing and marking changes; the other roughly 70% of the road segments are restriped in their existing configuration after the pavement treatment is applied. All paving and marking plans are reviewed by Traffic Engineering technicians who ensure all plan measurements match the available field dimensions. The Traffic Engineering technicians also complete device reviews during this process to ensure that all traffic signs in the right-of-way are in the correct location and serve their intended purpose.

Coordination Efforts:

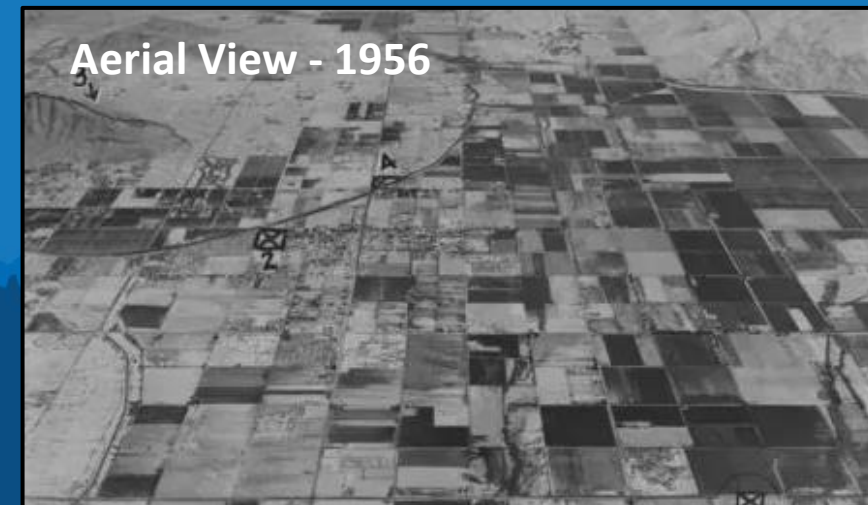
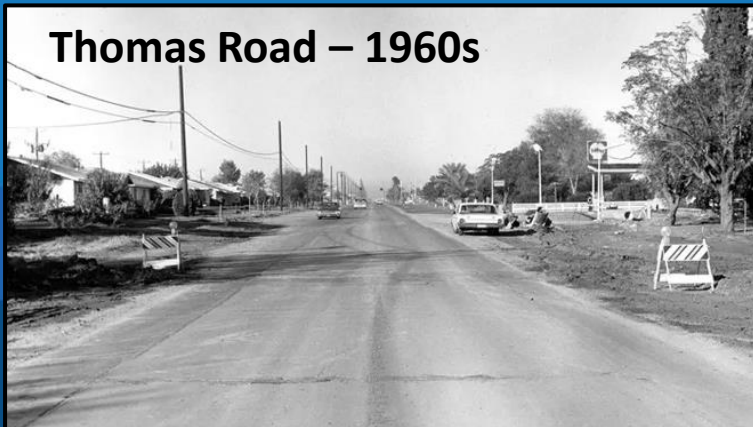
In order to ensure that all work is being complete in a timely manner and to resolve any issues with scheduling, traffic control, and field plan adjustments, members from Traffic Engineering, Street Operations and the city's on-call pavement marking contractor meet weekly during the pavement maintenance season. This type of work is often subject to abrupt schedule changes, therefore, consistent coordination among all groups is necessary for the successful completion of each pavement preservation project. This effort has resulted in the addition of many miles of bike lanes, increased safety, and updated striping to conform to current national and local standards with negligible costs.

Linking the 5-Year Paving Plan to Restriping Efforts

Transportation Commission
August 17, 2023

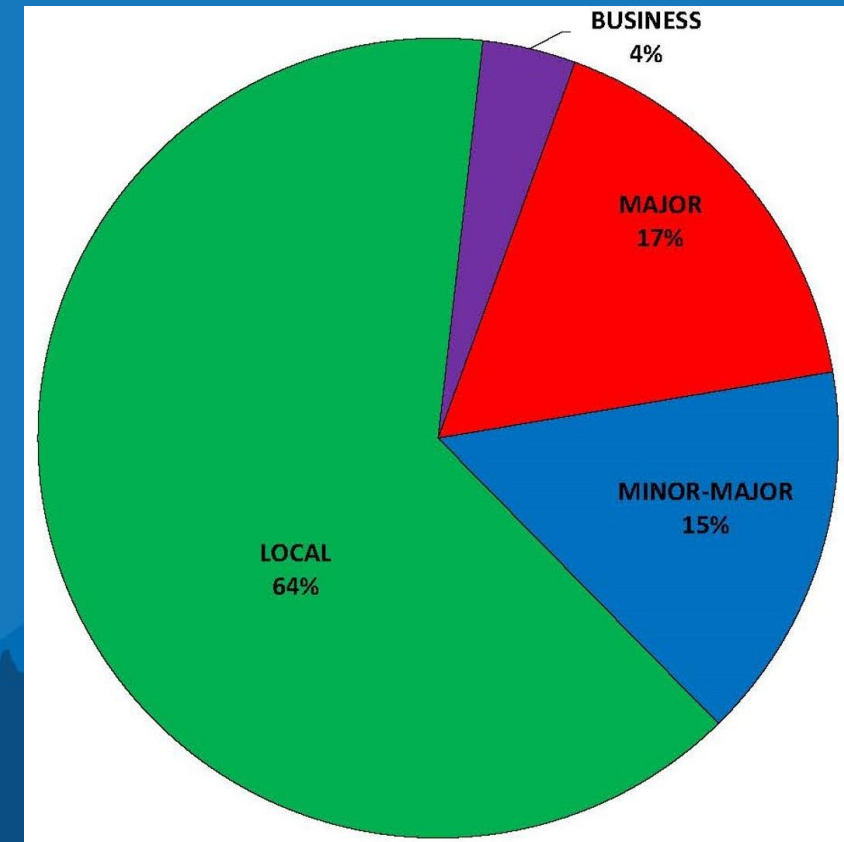
Background/History

- 1912: First paved roads in Arizona were constructed in Phoenix
- 1927-1956: Many roads in Scottsdale began to be paved
- Annual repaving of asphalt roadways ever since
- 2018: Incorporated signing and marking improvements – methods and procedures
- 2021: Most recent pavement index survey and 5-year paving plan
- 2023: Program continues to be refined

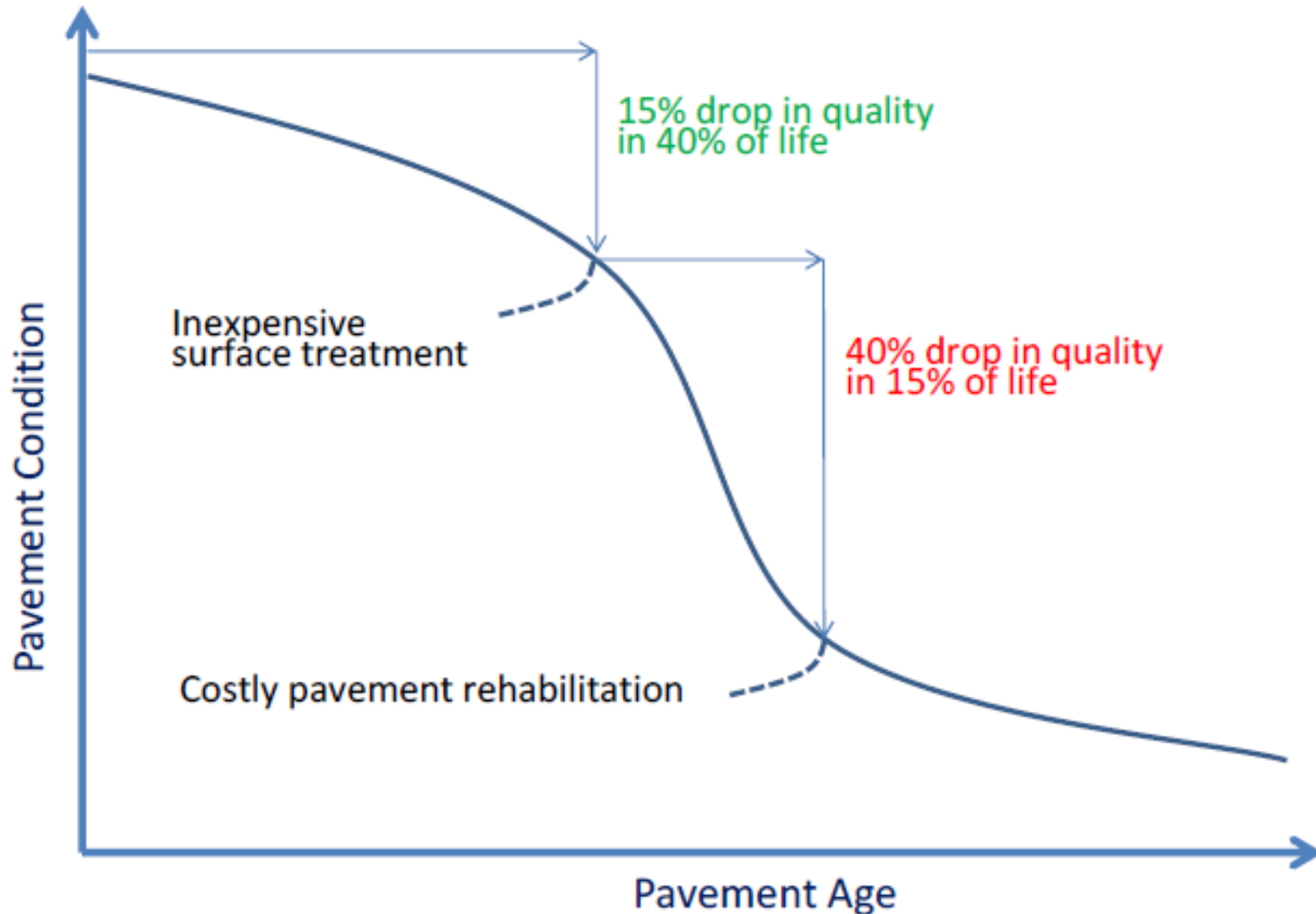


Pavement Preservation and Maintenance

- 20 Million square yards of pavement
- Estimated value of \$1 billion dollars
- Each pavement area is assigned a “PID” number
- Approximately 20 “PIDs” each spring and fall season
 - Prioritized and selected based on 5-year paving plan
 - Treatments types vary



Pavement Preservation and Maintenance



Treatments:

- ADA Ramp Upgrades
- Crack Fill
- Fiber/Micro/Slurry seal
- Mill and Overlay
- Full Reconstruct

Transportation Planning Review

- Maps of the repaving locations are sent out to stakeholders prior to the start of the repaving season
- Transportation Planning staff review each PID location in to determine if bike facilities can be improved through pavement marking to meet the goals of the TAP
- Primarily looking to fill gaps in bicycle network and create a consistent roadway



Transportation Action Plan

City of Scottsdale's 10-Year
Transportation Roadmap



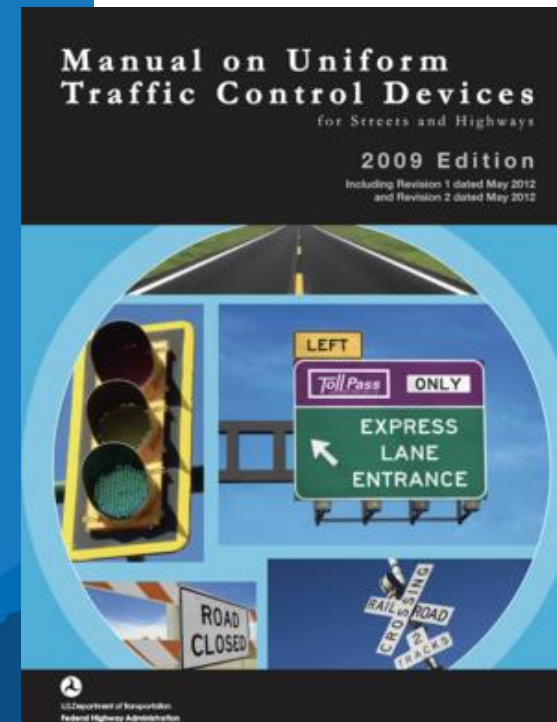
Traffic Engineering Review

- Review requests from Transportation Planning to determine feasibility
- Reviews each segment to determine if signs and markings meet current standards (MUTCD and DSPM)
- Reviews past striping change requests to determine if they can be addressed during the current season

SIGNS AND MARKINGS

5-5

This section provides the procedures and criteria for designing traffic signs and pavement markings within the city. It presents standards for plan layout, signing, and striping.



Develop Signing and Marking Plans

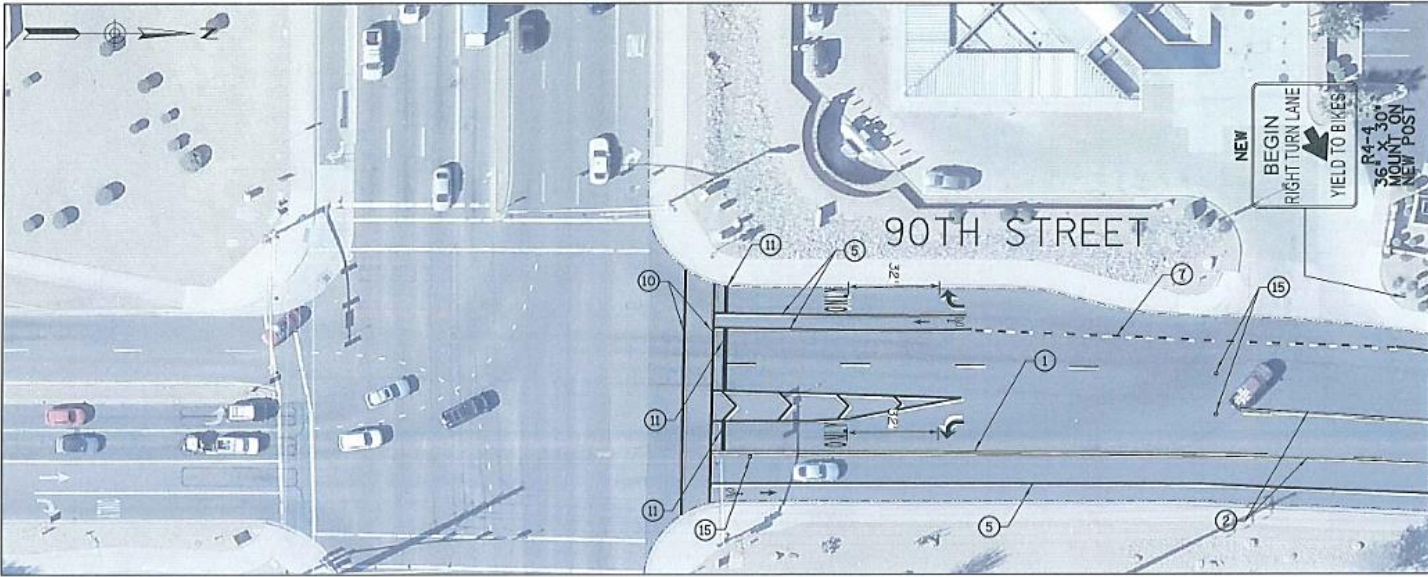
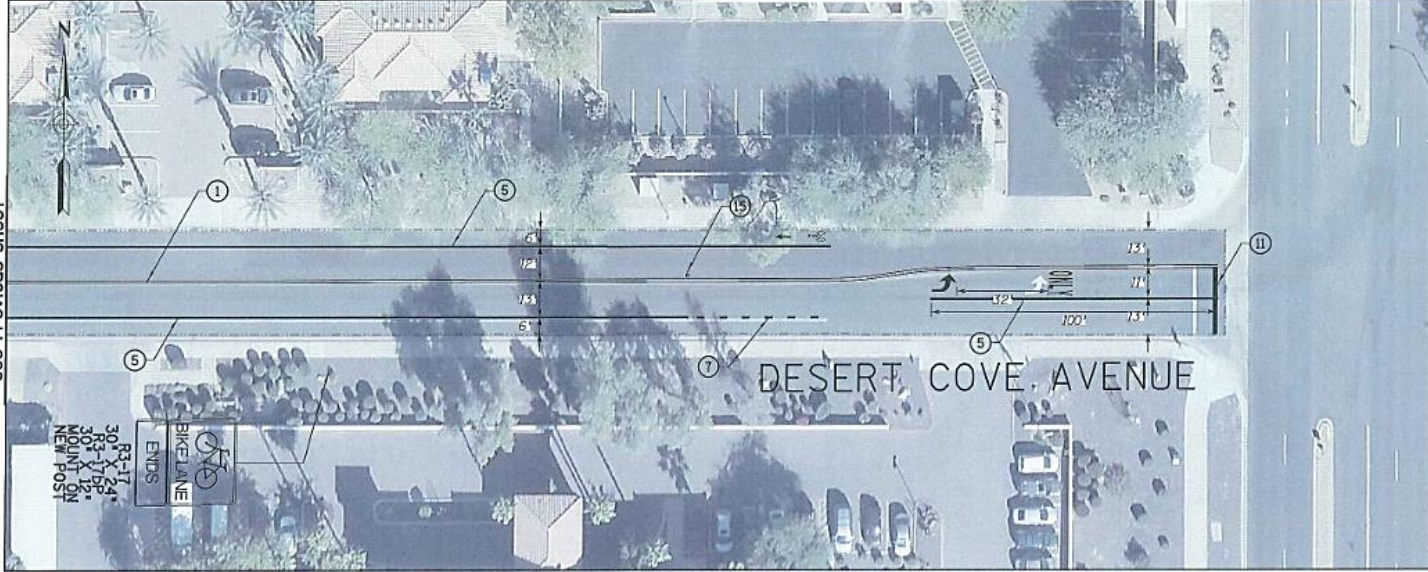
- Final list of striping changes is completed and PIDs are assigned to area engineers
- Field visits and device reviews are scheduled
 - Collect field measurements and images to verify information in google street view
- Plans created based upon all information collected to this point using aerial images and field review for measurements
- Plans are reviewed by all Traffic Engineering staff prior to the document being finalized and sealed



Develop Signing and Marking Plans

PID: 3149-052949/2024

Match Line
See Previous Sheet



Match Line
See Next Sheet

STRIPING NOTES

- ① 4" Double Yellow Line
- ② 4" Yellow Line and 4" Yellow Skips on Inside, 10' Line, 30' Gap
- ③ 4" White Skips, 10' Line, 30' Gap
- ④ 4" White Line
- ⑤ 8" White Line
- ⑥ 8" White Skips, 3' Line, 9' Gap
- ⑦ 8" White Skips, 2' Line, 6' Gap
- ⑧ 4" White Skips, 2' Line, 6' Gap
- ⑨ 4" White Skips, 2' Line, 3' Gap
- ⑩ 12" White Crosswalk Bar. Install Relative to Actual Ramp Location per Typical Standards. Actual Ramp Location may Differ From Plans.
- ⑪ 18" White Step Bar. Locate Minimum 4' from Crosswalk. Actual Crosswalk Location may Differ From Plans.
- ⑫ Raised Pavement Markers, Type "D" (COS 2132, ADOT M-19)
- ⑬ Raised Pavement Markers, Type "G" (COS 2132, ADOT M-19)
- ⑭ 8" White Inside Stripe, 4" White Outside Stripe, 4" White Hetch Stripe at 45 Degrees Relative at 40' Intervals
- ⑮ Raised Pavement Marker, Type "BB" Blue, Two-Sided Marker (ADOT M-19) Align to Fire Hydrant
- ⑯ 4" Yellow Skips, 10' Line, 30' Gap
- ⑰ 4" Yellow Line

- Type 1 Preformed Pavement Markings, Arrow per ADOT Std. Dwg. M-10
 Type 1 Preformed Pavement Marking, per ADOT Std. Dwg. M-6
 Type 1 Preformed Pavement Marking, per COS DSPM Section 5-5.102
 Type 1 Preformed Pavement Marking, per COS DSPM Section 5-5.102
 Bicycle Deflector Pavement Marking, per MUTCD Figure 9C-7

GENERAL NOTES

1. All dimensions are to/from center of stripe or edge of pavement/top of curb unless specified otherwise. Dimensions are not from back or face of curb unless specified.
2. Striping may be shown beyond the limits of the project.
3. Updates to curb ramps may result in relocation. Install crosswalks and stop bars relative to curb ramps per typical standards.
4. Direct inquiries for clarification and field proposed changes to the assigned inspector. If unassigned or the inspector is unavailable, Layth Ali 480-312-7607 If the above is unavailable, John Savages 480-312-7613 Additional contacts: Ed Murrell 480-312-7049 Kitron Gurupalli 480-312-7623

PUBLIC WORKS

TRANSPORTATION ENGINEERING

EAST E. INDIAN SCHOOL RD.
 SCOTTSDALE, ARIZONA 85260

PROJECT TITLE Desert Cove Avenue and 90th Street at Shea			
PROJECT ID PID 3149 - OS2949 Between Shea and Cholla, Between Loop 101 and 92nd Street			
DATE 12-20	SCALE N/A	DATE 03/2024	SCALE 5' = 1'



Public Outreach



Attention:

Street Closure for Upcoming Micro Seal Pavement Preservation Treatment in your Area.



WHY IS MY ROAD CLOSING?

Micro seal pavement preservation treatments help extend the life of asphalt streets and reduces maintenance costs. Additional benefits include a smoother and safer ride and enhanced curb appeal.

HOW MUCH OF MY STREET WILL BE CLOSED?

Half of the street will be closed to traffic at a time. The entire road will be closed to treat cul-de-sac bubbles.

WILL MY TRASH COLLECTION BE INTERRUPTED?

Trash collection will not be interrupted. Please have your trash containers on the street by 5 a.m. on collection days.

WHAT IF MY CAR IS PARKED ON A ROAD THAT IS CLOSED?

Please have your vehicle off the street by 6 a.m. on construction dates (see reverse). Vehicles left on the street will be towed to a location outside of the project area. Work hours are from 7 a.m. to 5 p.m. Monday – Friday, weather permitting. Please call the hotlines for schedule changes due to weather. Treated streets will remain closed until the treatment area is dry and cones and barricades have been removed.

WHAT IF I NEED TO LEAVE MY HOME DURING THE CLOSURE?

Road surfaces with fresh treatment are not available for travel or parking. If you need to use your vehicle during the road treatment, please plan ahead and park your vehicle outside of the treatment area.

WHAT IF I DRIVE ON THE ROAD WHEN IT IS CLOSED?

You may be liable for damage to your vehicle and to your property.



WHAT SHOULD I EXPECT WHEN THE WORK IS COMPLETE?

- There may be loose aggregate on your street for the first couple of weeks following the treatment. This is called aggregate top shedding; it is normal and will be addressed by a street sweeper 2-3 weeks after construction.
- Standing water (landscape irrigation or vehicle washing overflow) will leave a brown stain on a newly treated roadway; the stain will fade over time.
- Hard stops and fast accelerations can indent freshly treated streets and leave visible marks in the surface; avoid making sharp turns, U-turns, and power steering turns. Over time these marks will become less visible and will wear into the roadway.
- You may notice material overlap at the centerline of the road; this overlap will blend in after the road is open to traffic.
- Crews will leave an opening called a “window” at intersections, allowing traffic to cross the intersection without getting oil on their vehicles. Crews will return to the job site to complete paving the window at a future date.



Learn more about the Pavement Preservation Program:
ScottsdaleAZ.gov
and search “pavement preservation”

Construction and Coordination



- Final plans are sent back to the paving manager for incorporation into the project
- Work orders are submitted to the city's sign shop for all signing modifications called out in the plans
- Staff meet on weekly basis during each pavement preservation season to ensure that all features of each plan set are being constructed in a timely manner and to discuss any field adjustments that may be needed
- Coordination is Key!

Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission Report
From: Nathan Domme, Transportation Planning Manager
Subject: Recent Capital Improvement Projects
Meeting Date: August 17, 2023

Action: Information and Discussion Only

Purpose:

Review information related to newly approved Transportation CIP projects and their Bike and Pedestrian improvements.

Information:

Each year the City Council adopts a five-year Capital Improvement Plan (CIP) as part of the annual budget adoption process, and the Maricopa Association of Governments (MAG) adopts an ALCP (Arterial Life Cycle Program) Update. In preparation for these annual efforts, Transportation and Streets staff, with the assistance of the Capital Project Management Department, assesses the budgets for current and future capital projects.

The primary sources of funding for transportation capital projects are the City's 0.2% Transportation Privilege Tax, the Regional 0.5% Transportation Sales Tax (Proposition 400), and Federal grants. Scottsdale voters passed Question 1 in November 2018, which authorized the City to collect an additional 0.1% Transportation Privilege Tax for a period of 10 years. The priority use of this temporary funding source is to ensure the availability of the 30% local match required for ALCP roadway corridor improvements.

The first step in the annual CIP process, per State law, is the re-budgeting of projects not completed during the current fiscal year, unless they have been terminated or deferred by the City Council. The second step is determining whether existing projects have appropriate budgets and whether new sources of funding (grants, developer contributions, etc.) have become available to reduce the use of City funds. After these steps have been taken, a combination of projects that have been previously reviewed, but not funded in the current fiscal year, and new projects are identified for consideration and prioritization.

The FY 23 CIP development cycle was just approved in late June. The Transportation and Streets Department had 7 new projects join the rest of the CIP projects. Transportation is currently setting up project managers and starting the process of moving design forward. The FY 24 CIP development cycle is currently at the predevelopment stage. This involves a preliminary spreadsheet of projects that include projects from the Transportation Action Plan, resident requests, and staff recommendations. This list will be prioritized in the fall and moved into the regular process.

The Transportation and Street Department's CIP Projects are provided below through a series of tables and a map.

Table 1 – Federal Grant Projects

Below is a table showing all the federal grant projects in the process of being completed.

Project	FY 23/24 Budget	Stage
Thomas Rd Complete Street	\$4.8 Million	Design
68 th St Complete Street	\$1.9 Million	Construction
Indian Bend Wash Path Underpass at Chaparral	\$3.5 Million	Design
Goldwater Blvd Ped and Bike Underpass	\$2.9 Million	Design
PM-10 Dirt Road Paving	\$4.7 Million	Design
Central Arizona Project Canal Path	\$2.3 Million	Design
77 th Street Emergency Connection	\$3 Million	Design

Table 2 – ALCP Projects with development partners

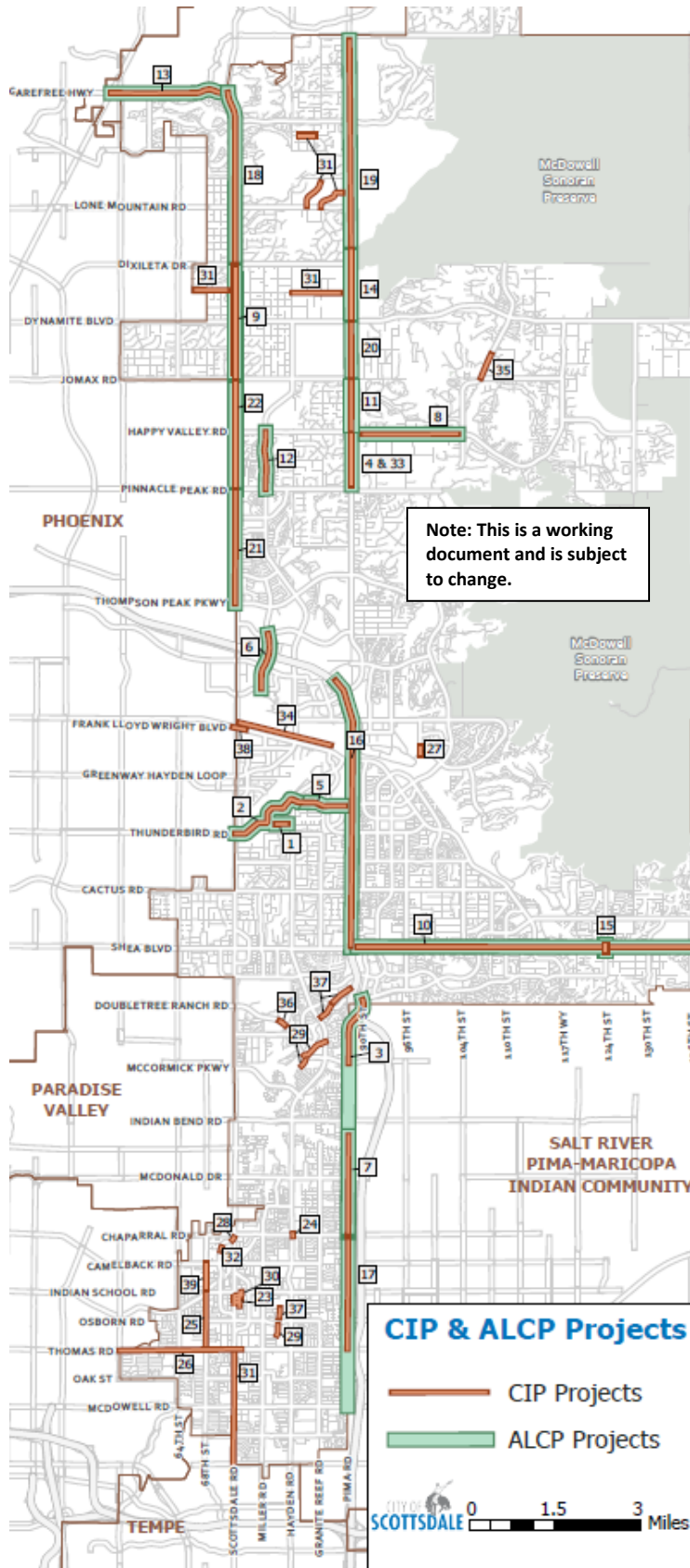
Below is a table showing the 5 ALCP projects dependent on development fees to be constructed.

Project	FY 22 ALCP Budget	Stage
Pima Rd: Jomax Rd to Dynamite Blvd	\$11.7 Million	
Pima Rd: Las Piedras to Stagecoach Pass Rd	\$25.9 Million	
Scottsdale Rd: Pinnacle Peak to Jomax Rd	\$2.5 Million	
Scottsdale Rd: Thompson Peak to Pinnacle Peak Phase II	\$8.7 Million	
Miller Underpass	\$1.5 Million	

Table 3 – New CIP Projects

Below is a table showing the 7 new projects approved by City Council for the 2023/2024 CIP.

Project	FY 22 ALCP Budget	Stage
Alma School Rd: Jomax to Quail Track	\$6.7 Million	
Doubletree Ranch Road Bridge Repair	\$4.8 Million	
Indian Bend Wash Path Renovation – Phase II	\$3.4 Million	
68 th Street Sidewalk – Arizona Canal to Camelback Rd	\$3 Million	
3 Pima Rd ALCP Projects	\$38.4 Million	



Note: This is a working document and is subject to change.

ALCP PROJECTS (10% MAG)

1	SB56	Redfield Rd Raintree Dr to Hayden Rd Completed
2	SB53	Raintree Dr Scottsdale Rd to Hayden Rd In progress - Completion Fall 2024
3	SB57	Pine Rd Via de Ventura to Via Linda Needing Construction - Winter 2025
4	SCD1	Pine Rd Pinnacle Peak Rd to Happy Valley Rd In progress - Summer 2024
5	SCD2	Raintree Dr Hayden Rd to Loop 101 In progress - Completion Fall 2027
6	SCD3	Miller Rd Underpass Loop 101 Planning - Developer Based Project
7	SCD4	Pine Rd Krahl St to Chaparral Rd Needing Construction - Winter 2025
8	SE02	Happy Valley Rd Pine Rd to Alisa School Rd Construction - Summer 2024
9	SG05	Scottsdale Rd Jonas Rd to Diabata Dr Design - Completion Fall 2026
10	SG06	Shea Blvd Intersections Loop 101 to 128th Construction - Completion Spring 2024
11	SH01	Pine Rd Happy Valley Rd to Jonas Rd Design - Completion Fall 2027
12	SH02	Hayden/ Miller Rd Bridge Pinnacle Peak Rd to Happy Valley Rd Construction - Completion Fall 2024
13	SH04	Carefree Hwy Cave Creek Rd to Scottsdale Rd Design - Completion Spring 2026
14	SI01	Pine Rd Dynamite Blvd to Las Piedras Design - Completion Spring 2025
15	TI01	Shea Blvd Underpass Access at 124th St Construction - Completion Fall 2023
16	SJ05	Arizona State Route 101 Traffic Interchanges Construction - Completion Fall 2025
17	SK02	Pine Rd Chaparral Road to Thomas Rd Needing Construction - Winter 2025
18	SI04	Scottsdale Rd Diabata Dr to Carefree Hwy Planning - Completion Fall 2027
19	SK04	Pine Rd Las Piedras to Stagecoach Pass Planning - Developer Based Project
20	SK03	Pine Rd Jonas Rd to Dynamite Rd Planning - Developer Based Project
21	TEMP1969	Scottsdale Rd Thompson Peak Pkwy to Pinnacle Pk Planning - Developer Based Project
22	TEMP1970	Scottsdale Rd Pinnacle Peak Pkwy to Jonas Rd Planning - Developer Based Project

OTHER CIP PROJECTS

23	TD01	Old Town Pedestrian Improvements Planning -
24	SF01	Indian Bend Wash Underpass at Chaparral Rd Near Construction - Fall 2024
25	SG02	68th St Complete Street Construction - Fall 2024
26	SG03	Thomas Road Complete Street Design - Fall 2024
27	SI02	98th (North of McDowell Mt., Rasch Rd) Completed
28	SI03	Goldwater Blvd Ped and Bike Underpass Design - Fall 2025
29	SI04	Indian Bend Wash Path Renovation (Phase I) Construction - Fall 2024
30	SI05	Old Town Streetlight Replacements Construction - Spring 2024
31	SI07	PM-10 Dirt Road Paving Design - Spring 2024
32	SI02	Goldwater Blvd & Highland Ave Intersection Design - Fall 2024
33	SI06	Pine Road Soundwall Design - Summer 2024
34	TJ01	Central Arizona Project Canal Path Design - Fall 2025
35	SK01	Alisa School Rd: Jonas Rd to Quail Track Dr Design - Fall 2025
36	-	Doubletree Rasch Road Bridge Repair Design - Fall 2026
37	-	Indian Bend Wash Path Renovations - Phase II Design - Fall 2024
38	TK01	Scottsdale Flashing Yellow Arrow Pilot Design
39	TK02	68th Street Sidewalk - Arizona Canal to Cassell Rd Design - Fall 2024

Updated: July 12, 2023

Capital Improvement Program (CIP) UPDATE

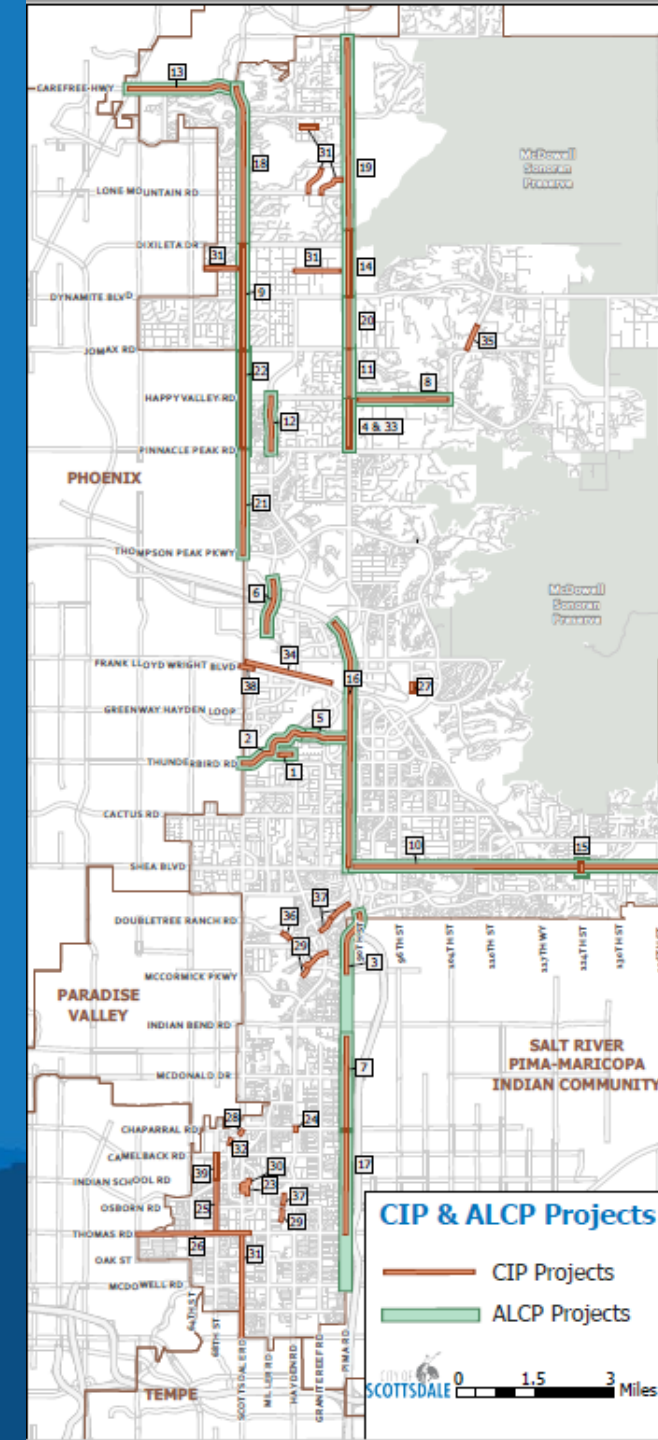
TRANSPORTATION COMMISSION
August 17, 2023

Definition of a CIP Project

- Relatively High Monetary Value (\$50,000)
- Long Life (5 Years or More)
- Results in the creation of a 'Capital Asset' or the Revitalization of an Existing 'Capital Asset'

Current Transportation CIP Projects

- 17 Locally Funded projects
 - Misc. Project from various needs and resident requests
- 22 Arterial Life Cycle Program (ALCP) projects
 - Regional Connections
 - Roadway Widening Project
- 6 Federal projects
 - Thomas Rd
 - 68th St
 - Chaparral Underpass
 - Goldwater Underpass
 - 77th Emergency Connection
 - CAP Multiuse Path
 - PM-10 Dirt Road Paving
- Average \$32 million dollars worth of improvements a year
- Per our Complete Streets Policy – All roadway projects include bike and pedestrian improvements



CIP Timeline



CIP Timeline (Cont'd)

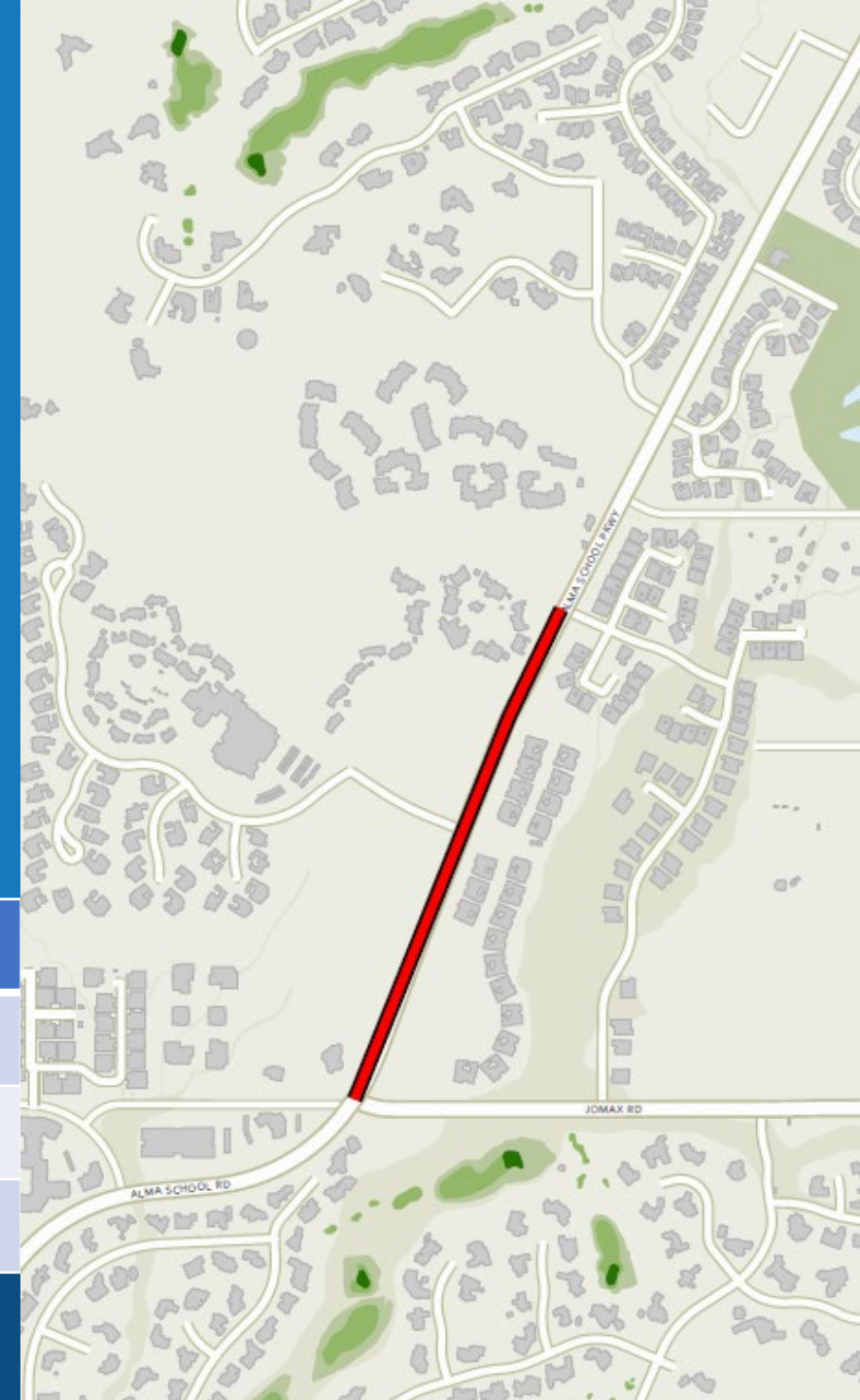


New Projects For FY 2023/2024

- Seven New Projects Added this Year
 - Alma School Rd: Jomax Rd to Quail Track Dr
 - Doubletree Ranch Road Bridge Repair
 - Indian Bend Wash Path Renovation – Phase II
 - 68th Street Sidewalk – Arizona Canal to Camelback Rd
 - Pima Rd – Chaparral Road to Thomas Rd (ALCP)
 - Pima Jomax to Dynamite (ALCP)
 - Pima Rd – Las Piedras to Stagecoach Pass (ALCP)

Alma School Rd: Jomax Rd to Quail Track Dr

- Improve the intersection of Alma School Rd & Jomax Rd
- Convert the final stretch of Alma School to 4-lane configuration
- Add Bike Lanes

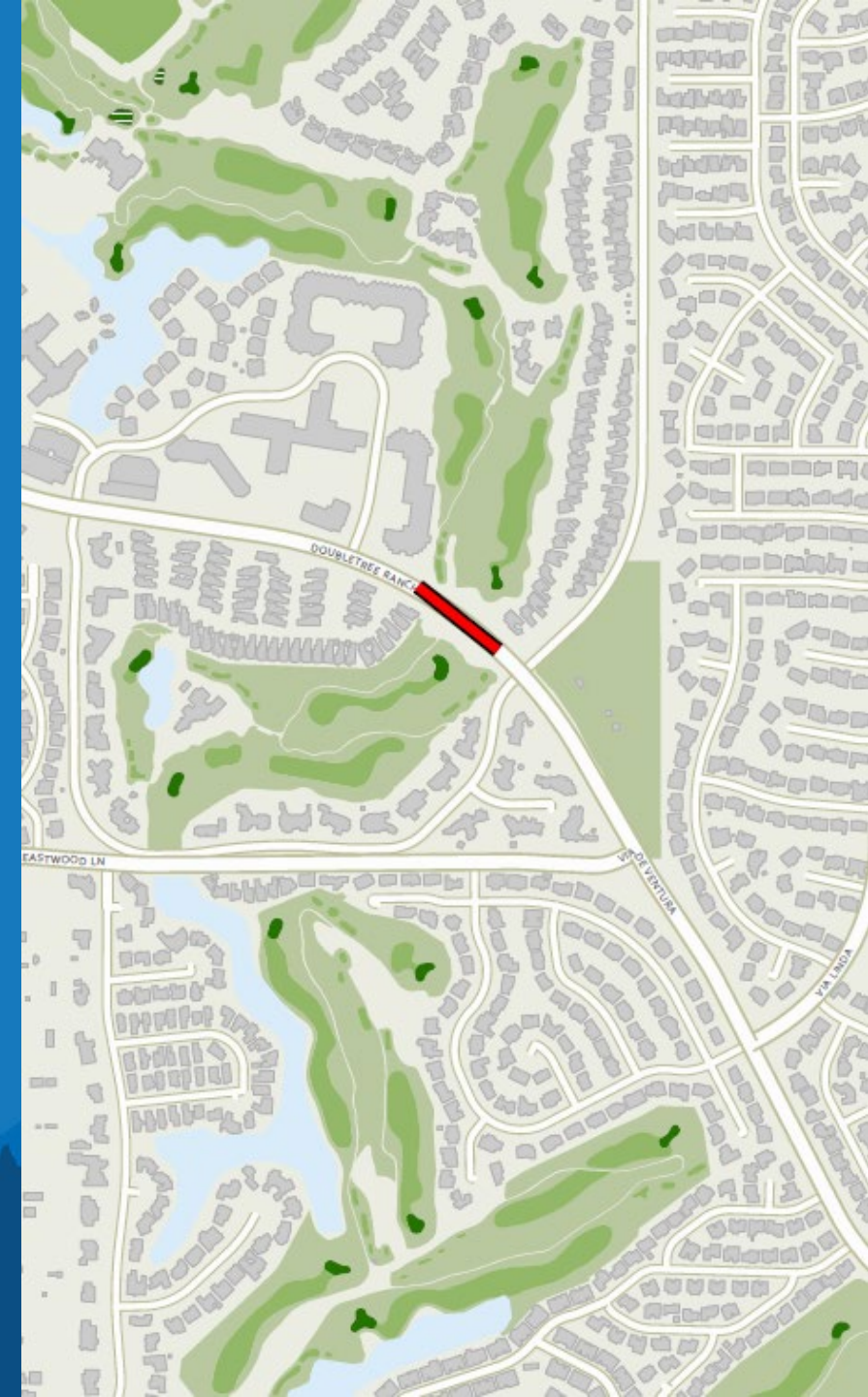


Alma School Rd	Budget
Transportation 0.2% Sales Tax	\$4 million
In-Lieu Contributions	\$2.7 million
Total	\$6.7 million

Doubletree Ranch Road Bridge Repair

- Between Via Linda and Scottsdale Rd
 - The existing bridge deck has reached a point where minor repairs are no longer sufficient
 - Design and construct the structural modifications to the Gainey Ranch Bridge
 - Remove and replace the railing, asphalt, curb, sidewalk, and bridge deck

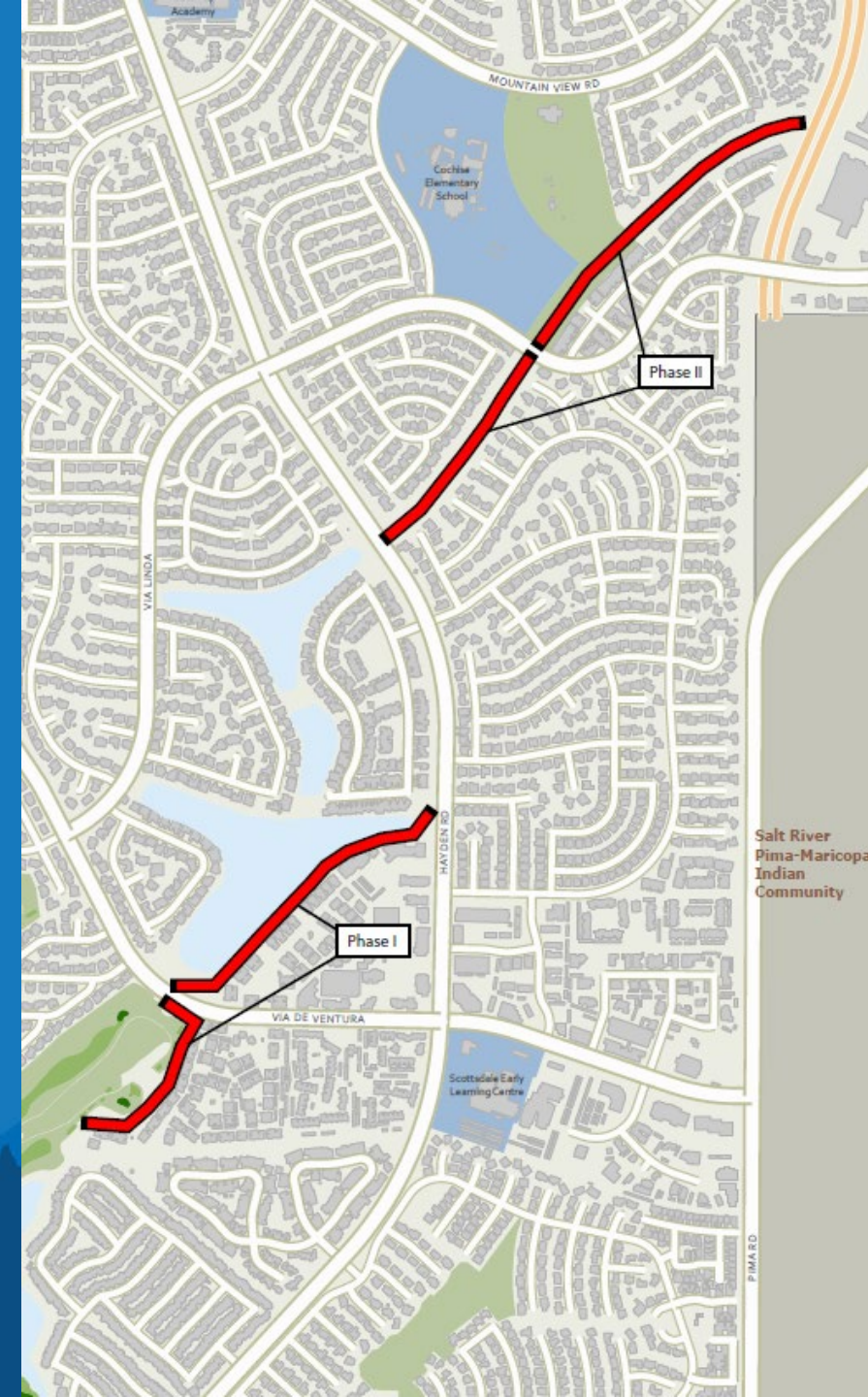
Doubletree Ranch Road Bridge	Budget
Transportation 0.2% Sales Tax	\$4.8 Million
Total	\$4.8 Million



Indian Bend Wash Path Renovation – Phase II

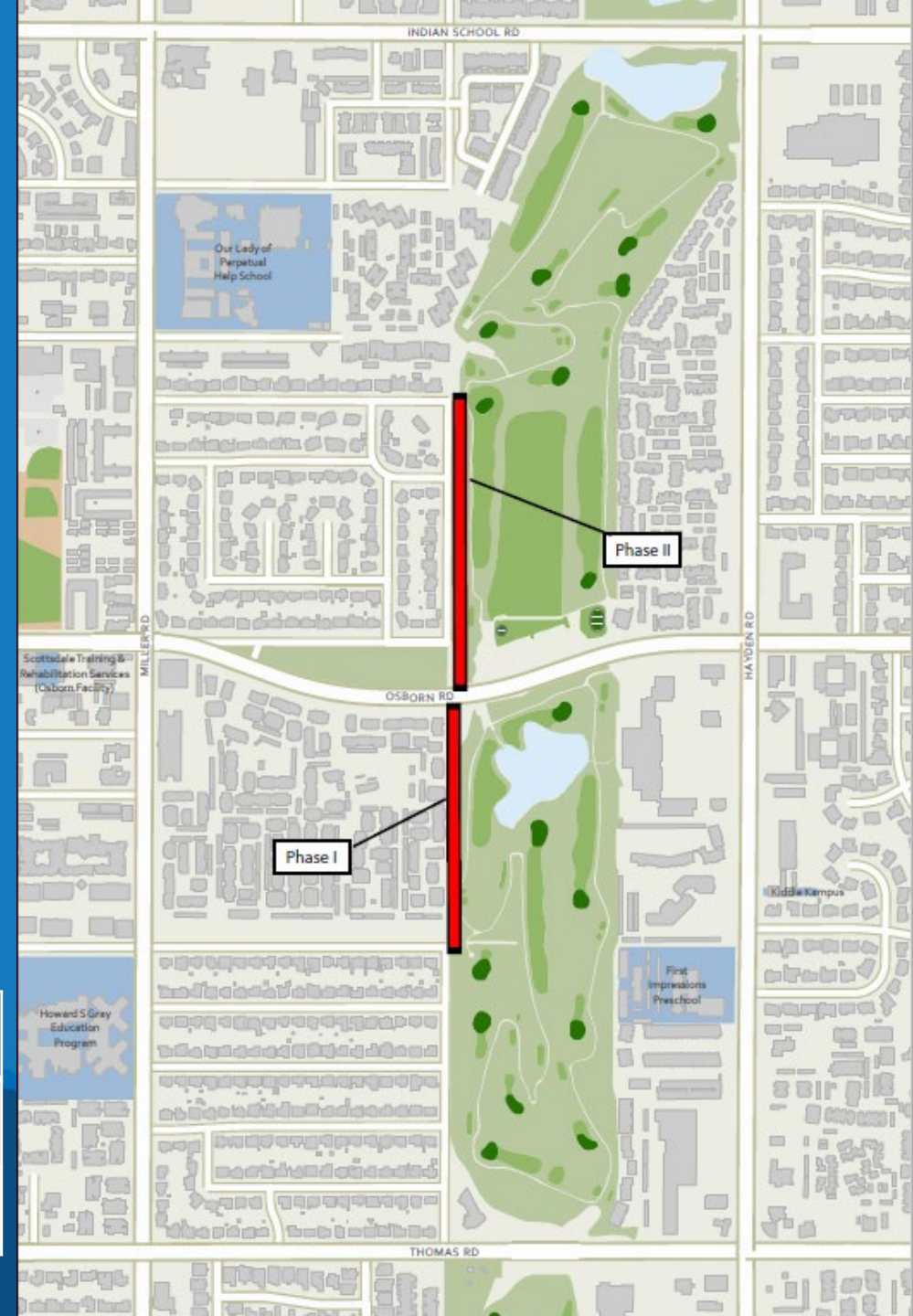
- Added three more locations to Phase I - Segment 1 - Osborn Park to north of 3rd Street; Segment 2 - Via Linda to Pima Path Junction; Segment 3 - Hayden Road to Via Linda
- Removal and replacement of 8' wide shared-use path segments that are over 40 years old along the Indian Bend Wash Greenbelt.
- Replacing with 10' - 12' wide panels

IBW Path Renovation – Phase II	Budget
Transportation 0.2% Sales Tax	\$3.4 Million
Total	\$3.4 Million



Indian Bend Wash Path Renovation – Phase II – Continued

- Combined with Phase I for construction bids.
- Phase I of the path renovation addressed four segments, one of which is constructed.
- The remaining three segments in Phase I are waiting for an agreement with McCormick Ranch

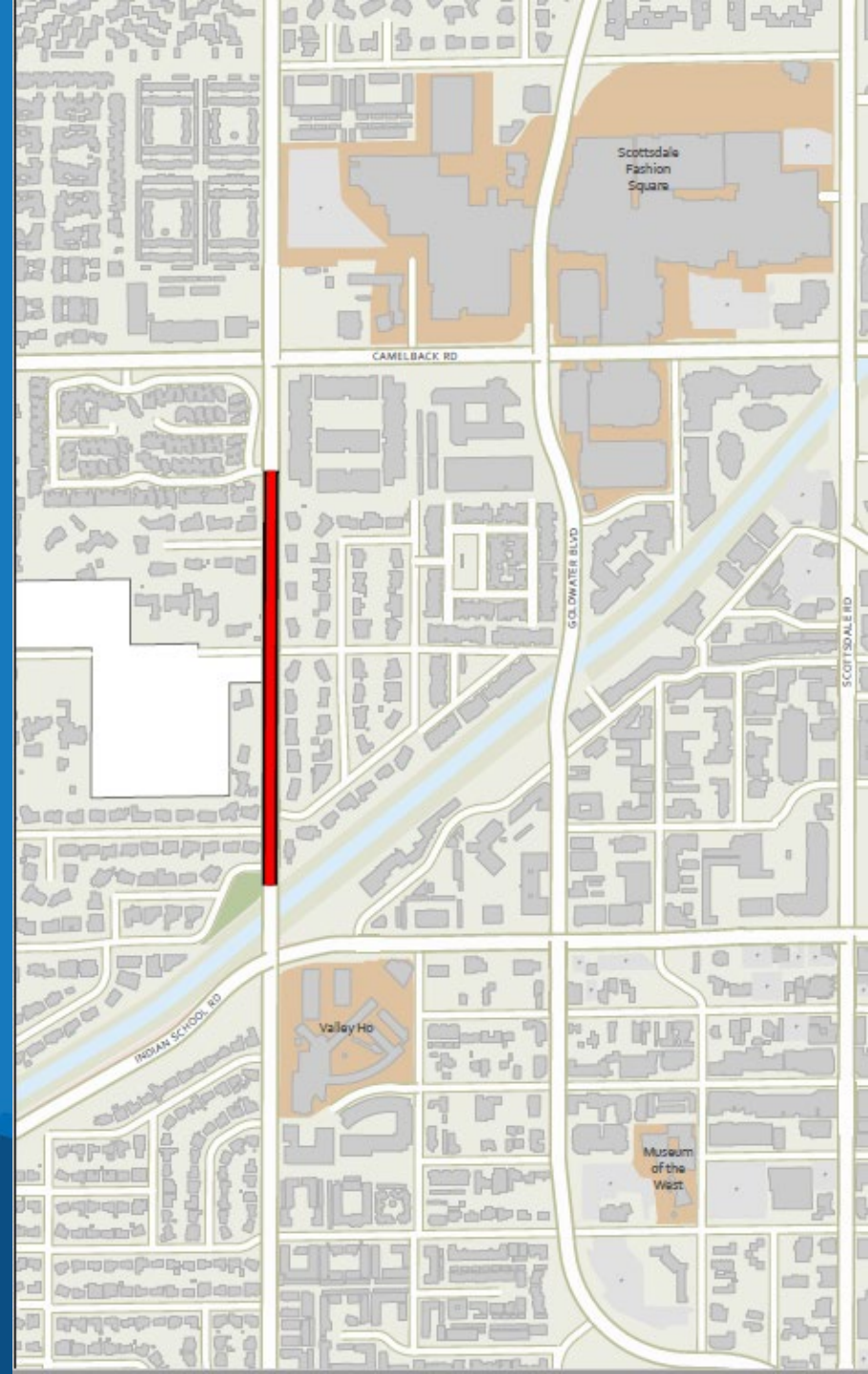


IBW Path Renovation - Total	Budget
Transportation 0.2% Sales Tax	\$5.1 Million
Total	\$5.1 Million

68th Street Sidewalk – Arizona Canal to Camelback Rd

- Design and construct a 6' sidewalk on both sides of 68th Street from the Arizona Canal to just south of Camelback Road. The project will include asphalt improvement and restriping.
- Improve pedestrian safety and enhance the accessibility to the Downtown area for pedestrians and cyclists.

68 th Street Sidewalk	Budget
Transportation 0.2% Sales Tax	\$3 Million
Total	\$3 Million



Three new ALCP projects

- Pima Rd – Chaparral Road to Thomas Rd (ALCP)
 - Part of the larger project for Southern Pima Rd
- Pima Jomax to Dynamite (ALCP)
 - Planning/Design – Developer Based Project
- Pima Rd – Las Piedras to Stagecoach Pass (ALCP)
 - Planning/Design – Developer Based Project

Total Cost of Three Projects	Budget
Transportation 0.1% Sales Tax 2019	\$9.7 Million
Salt River Pima-Maricopa Indian Community	\$1.8 Million
Regional Sales Tax – Arterial Life Cycle Program	\$26.9 Million
Total	\$38.4 Million

Things We need to keep Considering

Staff is continuing to work with our partners to balance the limited resources and make the correct decisions to address these items:

- Inflation costs of materials and equipment
- Labor shortages
- Supply chain constraints
- Recession?

Capital Improvement Program (CIP) UPDATE

TRANSPORTATION COMMISSION
August 17, 2023

TENTATIVE FUTURE AGENDA ITEMS

Rev.08-10-23

All Items Subject to Change

TRANSPORTATION COMMISSION

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

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 Results** **Information**
Information on the results from Cool Paving – Ed Padron, Street Operations Manager
- **Fiscal Impact of Distracted Driving** **Information**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Traffic Safety** **Information**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Sensagrate** **Information**
Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate
- **Blue Zones Project** **Information**

Information on Scottsdale's first Blue Zone's project with HonorHealth – Mark Melnychenko, Transportation & Streets Director

- **Transit System Update****Information**
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 Update****Presentation and Discussion**
Update from initial presentation given on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: 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: Transportation Commission
Sent: Thursday, August 17, 2023 2:46 PM
To: Lofgren, Kyle
Subject: Transportation Commission Public Comment (response #232)

Transportation Commission Public Comment (response #232)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Transportation Commission Public Comment
URL:	https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment
Submission Time/Date:	8/17/2023 2:45:36 PM

Survey Response

COMMENT	
Comment:	<p>I write to you today as a concerned resident of Oak Street, urgently appealing for your support in implementing much-needed speed bumps on our road. The safety and well-being of our community are at a critical juncture, and it is imperative that we take immediate action to address the growing concerns surrounding speeding and reckless driving. Over the course of a single day, I collected over 11 signatures in a single day of canvassing from individuals who share a deep-seated apprehension about the current road conditions on Oak Street. As parents, grandparents, and guardians, we all share a common sentiment: the safety of our children is paramount. The absence of effective traffic calming measures on Oak Street has left us deeply concerned, especially considering our proximity to a high school. The presence of speeding high school students magnifies the urgency of this issue and heightens the potential risks for pedestrians and residents alike. Personal accounts from multiple Oak Street residents have further illuminated the severity of the problem. I have had the opportunity to engage in conversations with neighbors who have shared stories of accidents resulting from excessive speeding and dangerous driving behaviors. One particularly alarming incident occurred when a speeding driver crashed into my own house's brick enclosure, causing extensive damage. This distressing event underscores the immediate need for comprehensive traffic calming measures. I</p>

would like to highlight the following crucial points:
Community Support: The impressive outpouring of support, as evidenced by the swift collection of signatures, serves as a compelling testament to our shared desire for traffic calming measures on Oak Street.
Child Safety: With the influx of families and children in our neighborhood such as my own, safeguarding their well-being is of paramount importance. Speed bumps can significantly reduce the risk of accidents, providing a secure environment for our youngest community members.
High School Proximity: The close proximity of Oak Street to the high school raises concerns about the safety of both students and pedestrians. By implementing speed bumps, we can encourage responsible driving behavior and mitigate potential risks.
Personal Experience of Accidents: The first-hand accounts shared by residents, including the incident involving my house's brick barrier, serve as poignant reminders of the immediate need for effective traffic calming measures. I urgently implore the Scottsdale Transportation Commission to prioritize our collective plea for speed bumps on Oak Street. Our community's well-being, the safety of our children, and the preservation of our properties hang in the balance. By taking proactive measures to address these concerns, we can create a safer and more harmonious environment for everyone who calls Oak Street home. Thank you for your unwavering dedication to our community's safety. I eagerly await a positive response that reflects our shared commitment to a secure and nurturing living space for all residents of Oak Street.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name:	Blake Hill
--------------------	------------

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email:	blakehill836@gmail.com
--------	--

Phone:	(425) 495-3677
--------	----------------

Address:	7907 E OAK ST, SCOTTSDALE AZ 85257
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Example: 3939 N. Drinkwater Blvd, Scottsdale 85251