



**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
PATHS & TRAILS SUBCOMMITTEE  
Notice and Agenda**

**Date:** Tuesday, August 2, 2022  
**Time:** 8:30 A.M.  
**Location:** One Civic Center  
Agave Conference Room  
7447 E. Indian School Rd Suite 205  
Scottsdale, AZ 85251

**Call to Order**

**Roll Call**

Don Anderson, Chair, Transportation Commission
Kyle Davis, Subcommittee Member
Teresa Kim Hayes-Quale - Commissioner, Parks and Recreation Commission
B. Kent Lall, Commissioner, Transportation Commission
William Levie, Subcommittee Member

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

**Public Comment**

Only written comments submitted electronically are being accepted. To be considered, please submit your written Public Comment on an agenda item at least 90 minutes before the meeting's scheduled time to the following link:

<https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment>

***However, Arizona State Law prohibits the Paths & Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda.***

- 1. [Approval of Meeting Minutes](#) .....Action**  
*Approval of the Regular Meeting minutes of June 7, 2022*
- 2. [Transportation Action Plan \(TAP\) Implementation: Corridors with partially reduced sidewalk widths](#).....Information and Possible Action**  
*Outline and discuss the new concept and potential locations for reduced sidewalk widths in areas less likely to experience high volumes of pedestrians– Nathan Domme, Senior Transportation Planner*

3. **Old Town ADA Ramps and Crosswalk Improvements** ..... **Information**  
*Present the recent ADA ramp improvements in Old Town as part of the ADA Transition Plan  
– Nathan Domme, Senior Transportation Planner*
  
4. **Other Transportation Projects and Programs Status** ..... **Information**  
*Status of projects and programs – Susan Conklu, Senior Transportation Planner*
  
5. **Subcommittee Identification of Future Agenda Items** ..... **Discussion**  
*Subcommittee members may identify items or topics of interest for future Subcommittee  
meetings*
  
6. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. 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 Frances Cookson at 480-312-7637.



## **DRAFT SUMMARIZED MINUTES**

### **CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE**

**ONE CIVIC CENTER  
7447 E. INDIAN SCHOOL ROAD, SUITE 205  
SCOTTSDALE, AZ 85251**

**TUESDAY, June 7, 2022**

#### **CALL TO ORDER**

The meeting of the Paths & Trails Subcommittee was called to order at 8:31 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

#### **ROLL CALL**

**PRESENT:** Donald Anderson, Chair – Transportation Commission  
Teresa Kim Hayes-Quale, Commissioner – Parks and Recreation Commission  
Kyle Davis, Subcommittee Member

**ABSENT:** William Levie, Subcommittee Member  
Kent Lall, Commissioner – Transportation Commission

**STAFF:** Susan Conklu, Senior Transportation Planner  
Dave Meinhart, Transportation Planning Manager  
Nathan Domme, Senior Transportation Planner  
Greg Davies, Senior Transportation Planner  
Devin Giorando, Transportation Planning Specialist  
Cristina Lenko, Public Information Officer  
Kyle Lofgren, Staff Coordinator

#### **PUBLIC COMMENT**

There were no public comments.

**1. APPROVAL OF MEETING MINUTES**

Chair Anderson called for modifications and approval of the minutes. There were no corrections.

SUBCOMMITTEE MEMBER DAVIS MOVED TO APPROVE THE MINUTES OF APRIL 5, 2022 MEETING AS AMENDED. CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF 3 (THREE) TO 0 (ZERO) WITH CHAIR ANDERSON, COMMISSIONER HAYES-QUALE AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

**2. TRAIL MAINTENANCE PUBLIC OUTREACH PROGRAM**

Susan Conklu, Senior Transportation Planner, stated that Scottsdale currently has 60 miles of existing non-Preserve trails on City right-of-way or within public easements dedicated to the City on private property. The trail maintenance communication plan has been in development for approximately a year and a half. There have been two inventories of the existing network, one in 2012 and one commenced in January, 2022. A review of maintenance responsibilities pursuant to Scottsdale Revised Codes was provided. The trail element of the Transportation Action Plan (TAP) contains goals, policies and performance measures. An overview of trail maintenance inventory was provided. This update will be presented to the Transportation Commission at its upcoming meeting. A new link for information and trail reporting issues will be created in ScottsdaleEZ. Next steps include targeted outreach in coordination with Citizen Services programs and events.

In response to a question from Subcommittee Member Davis, Dave Meinhart, Transportation Planning Manager, stated that the first inventory was completed in 2012. Technology has improved since that time and with good monitoring, full inventories should not have to be conducted on a regular basis. Greg Davies, Senior Transportation Planner, added that the first inventory was conducted by interns, who went into the field and collected the data manually. New technology allows for much of the data collection to be performed on iPads. If such inventories are to continue, a three- to five-year interval would be most useful.

Subcommittee Member Davis referred to trails built on easements and asked whether the property owner is responsible for the structure of the trail and issues such as washouts. Mr. Davies stated that typically the City would take action to reestablish eroded trails. Property owners and HOAs are expected to maintain vegetation.

Chair Anderson asked about the expected time to take a complete inventory, now that better software exists. Mr. Davies stated that it will take approximately four to six months.

Chair Anderson inquired as to the process for reporting trail issues. Ms. Conklu stated that submissions may be received in a number of ways, but typically these go through Code Enforcement.

**3. PATH COUNTERS: FIRST YEAR DATA REVIEW**

Nathan Domme, Senior Transportation Planner, reviewed the locations of the nine counter locations, including four greenbelt sites and five non-greenbelt sites. A total of 1.4 million people

have been counted on the path systems, including bikes and pedestrians, with the greenbelt sites ranking the highest volumes. An average activity month-by-month graph was reviewed. While volumes decrease during summer, there is still significant use of the trails during the hotter months. Volumes pick up again in September, with a peak in March of approximately 6,000 uses per day. Weekly and hourly averages were provided, with approximately 3,500 users on paths each week day and 4,800 on weekends.

Trends for pedestrian and bike activity were discussed for the greenbelt and non-greenbelt sites:

Greenbelt Sites:

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

Non-Greenbelt Sites:

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

Mr. Meinhart noted that the City also has two portable counters, which are deployed to various locations. Next steps are to continue to collect and study the counts. Data will be used in the 2023 Bicycle Friendly Community application and will help to prioritize future path renovations. The City may look to add additional sites as the path system is extended.

Subcommittee Member Davis inquired about Tempe's counting methods. Ms. Conklu stated her understanding that Tempe does not have automated counters. They have conducted point in time counts using volunteers. They also rely on regional count data from MAG. Staff answered Subcommittee Member questions regarding count challenges at specific locations in the City.

In response to a question from Chair Anderson, Mr. Domme stated that the counter batteries must be changed after approximately a year and a half. The cost to replace all batteries is approximately \$500.

#### **4. NEIGHBORHOOD BIKEWAYS PRIORITIZATION CRITERIA**

Mr. Meinhart stated that the Neighborhood Bikeway Network has been incorporated into the Transportation Action Plan, which was recommended by the Transportation Commission and adopted by City Council on April 26th, 2022. This is a new designation for the bike system. Mr. Domme stated that 19 corridors are now identified as future neighborhood bikeways. A prioritization process is now under way to determine which ones would be the focus.

Key factors and goals were discussed, including:

- Engineering considerations
- Safety
- Connectivity

- Equity
- Demand

In response to a question from Subcommittee Member Davis, Mr. Meinhart stated that the reason that more weight is given to coordination with the Five-Year Pavement Plan is to leverage work that is already occurring. Striping is likely to be included in some of the corridors. One of the goals is to coordinate capital investments as much as possible. Subcommittee Members had questions answered regarding specific scoring methods and determinations.

Subcommittee Member Davis recommended giving Old Town more weight, based on a number of bond projects in the area as well as a number of studies that have been completed. There was consensus to adjust Old Town upwards to five points.

In response to a question from Chair Anderson, Mr. Meinhart confirmed that the Shea and 101 employment area refers largely to the hospital roughly a half mile east of the interchange. A corridor is identified on the 90th Street alignment. West of the freeway is the 84th Street Corridor from Shea to the Airpark.

Mr. Domme reviewed continual and next steps:

- Incorporate changes from the Subcommittee
- Present with changes to the Transportation Commission in August
- After Transportation Commission recommendations:
  - Collect necessary data
  - Analyze bikeway averages on the equity considerations
  - Create a list of the rankings
  - Determine the estimated cost of implementing the bikeways
  - Determine the order of implementation

Chair Anderson commented that the prioritization guidelines are great tool, however they may find the need to make adjustments in the ranking criteria as the process moves forward.

Subcommittee Member Davis identified the point allocations for items within the five-year pavement preservation line. Second Street improvements are in conjunction with the approved bond project. He asked whether this would be scored as pavement preservation or separately. Mr. Meinhart said it is already identified as a bond project and the objective is to ensure there are no missed opportunities for bike-related improvements. This is not technically a transportation project, as it was included in Bond 2019, which contained no transportation projects, other than the bridge on Thompson Peak Parkway. Perhaps there could be a category for integration with a bond project, which could be worth five points. There was agreement to add points for projects less than or equal to a quarter mile away and to have a reassessment every five years.

COMMISSIONER HAYES-QUALE MOVED TO RECOMMEND THE CRITERIA TO THE TRANSPORTATION COMMISSION WITH THE SUGGESTED CHANGES. SUBCOMMITTEE MEMBER DAVIS SECONDED THE MOTION, WHICH CARRIED BY A VOTE OF 3 (THREE) TO 0 (ZERO) WITH CHAIR ANDERSON, COMMISSIONER HAYES-QUALE AND SUBCOMMITTEE MEMBER DAVIS VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

**5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS**

The following topics were identified for future agenda items:

- Vision Zero
- Transportation Action Plan recommendation to not automatically build eight-foot wide sidewalks on both sides of the road
- Pilot installations of protected bike lanes

**6. ADJOURNMENT**

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Commissioner Hayes-Quale, the meeting adjourned at 10:29 a.m.

AYES: Chair Anderson, Subcommittee Member Davis, Commissioner Hayes-Quale

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>**

# SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



**To:** Paths and Trails Subcommittee  
**From:** Nathan Domme, Senior Transportation Planner  
**Subject:** Transportation Action Plan Implementation: Corridors with partially reduced sidewalk widths  
**Meeting Date:** August 2, 2022

## ITEM IN BRIEF

---

**Action:** Discussion, comment, possible action

### Purpose:

Review and discussion outlining the process and criteria used to determine which corridors would be eligible for a sidewalk width reduction on one side of the street, based on the direction provided in the Transportation Action Plan (TAP).

### Background:

City Council approved and adopted the 2022 TAP on April 26, 2022. The Pedestrian element of the TAP recommends,

“In areas where sidewalks are less likely to experience high volumes of pedestrians due to lower density and/or subdivision access restrictions, one side of four-lane and six-lane streets has a narrower sidewalk of six feet, while maintaining an eight-foot-wide sidewalk on the other side. The wider sidewalk also serves as a side path for bicyclists. Some roads are planned to have a 10-foot multi-use path in place of a sidewalk to provide regional non-motorized connections to the city of Phoenix.”

Reasons for this change in sidewalk width include:

1. Not overbuilding where pedestrian usage would be limited.
2. Savings of approximately \$100,000 per mile in construction costs. There would be additional savings related to long-term maintenance.
3. Installing 10,560 square less concrete per mile supports sustainability concepts related to natural resource usage and urban heat island impacts.

### Information:

Staff used the set of factors listed below to develop a list of suitable corridors for implementing the reduced sidewalk width concept:

- Limit to current or future four or six-lane roadways since the standard sidewalk width for two-lane roadways is already 6'
- Focus on the area north of Bell Road due to lower population and employment densities
- Utilize a non-complete streets inventory that identifies areas missing sidewalk
- Look for areas with subdivision access restrictions created by perimeter walls
- Look for areas with planned or existing trails or shared use paths along one side
- Look for connectivity to an existing sidewalk or side path



After using these steps, 11 corridors totaling 20 miles were considered appropriate to designate for the sidewalk width reduction.

The corridors are:

Streets	Limits
<b>Thompson Peak Parkway</b>	Legacy Blvd to Bell Rd
<b>Bell Road</b>	100 <sup>th</sup> St to 108 <sup>th</sup> St
<b>Happy Valley Road/118<sup>th</sup> Street</b>	Alma School Rd to Ranch Gate Rd
<b>Happy Valley Road</b>	Scottsdale Rd to Hayden Rd
<b>Hayden Road</b>	Legacy Blvd to Thompson Peak Pkwy
<b>Pinnacle Peak Road</b>	Scottsdale Rd to Pima Rd
<b>Thompson Peak Parkway</b>	87th St to Pima Rd
<b>56th Street</b>	Jomax Rd to Dynamite Blvd
<b>Cave Creek Road</b>	City Boundary to Lone Mountain Pkwy
<b>Dynamite Boulevard</b>	Alma School Rd to east City Limit
<b>Dynamite Boulevard</b>	56 <sup>th</sup> St to Pima Rd

### Continuing Steps:

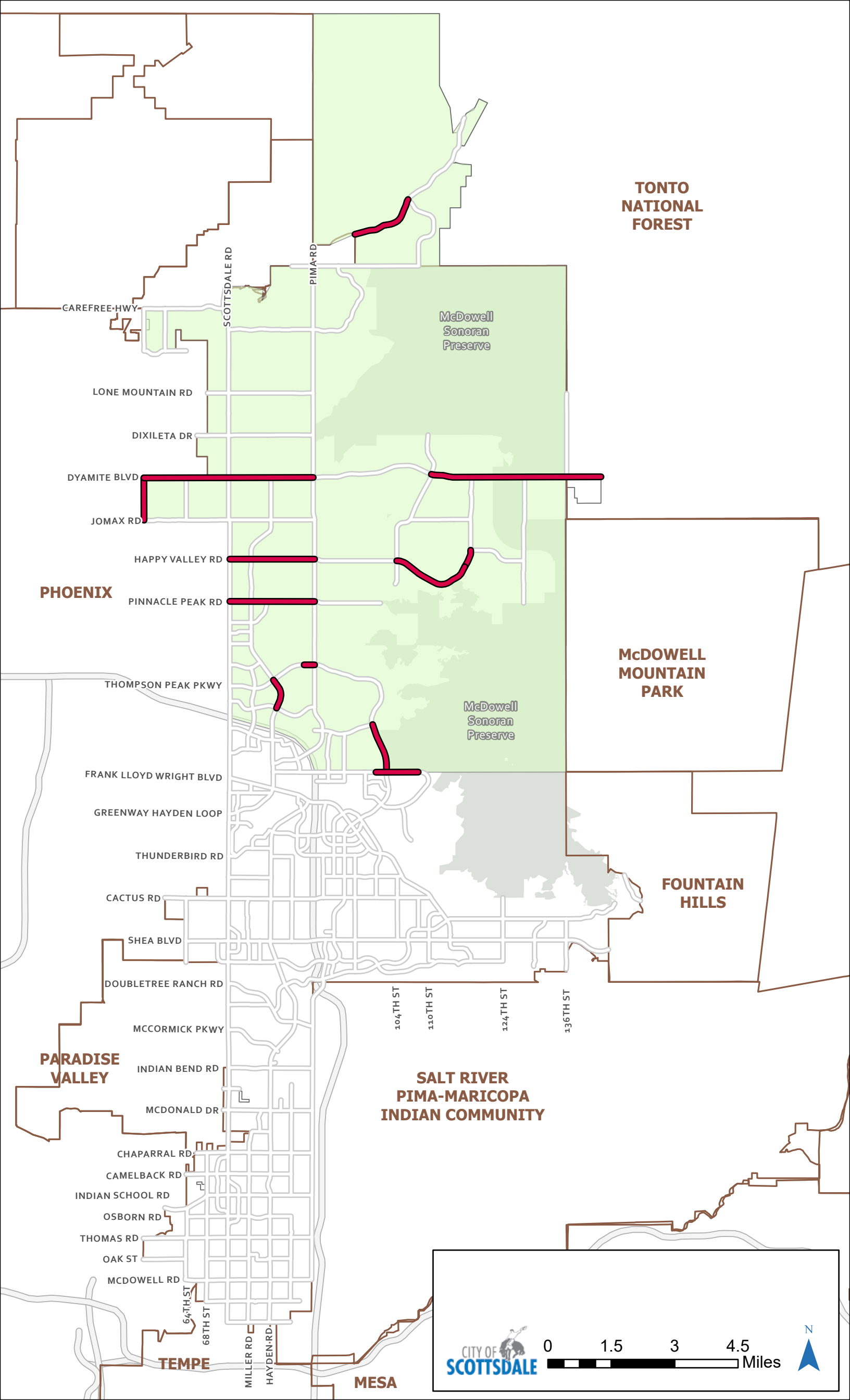
Staff will note the locations that would be eligible for reduction in sidewalk width in the next update to the city's Design Standards & Policy Manual and will incorporate the changes into future capital improvement projects.

### Attachments:

[Attachment 1](#): Corridor Location Map

---

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



CITY OF SCOTTSDALE

0 1.5 3 4.5 Miles

N

# Transportation Action Plan (TAP) Implementation: Corridors with partially reduced sidewalk widths

Transportation Commission  
Paths & Trails Subcommittee  
August 2, 2022

# TAP Pedestrian Element

*“In areas where sidewalks are less likely to experience high volumes of pedestrians due to lower density and/or subdivision access restrictions, one side of four-lane and six-lane streets has a narrower sidewalk of six feet, while maintaining an eight-foot-wide sidewalk on the other side.”*

# Reasoning for the Reduction

- Plan to reduce sidewalk widths in key locations based on:
  - Use in areas with limited walking demand on the corridor
  - Use in areas with limited walking demand for one side in particular
  - Use for new facilities or gaps in sidewalk network
- Cost Savings
  - Installation Savings: per mile reduction: \$106,000 savings per mile
    - Significant cost savings between 6ft and 8ft
  - Maintenance Savings
- Sustainability
  - Reduce heat island
  - Maintain natural aesthetic

# Criteria

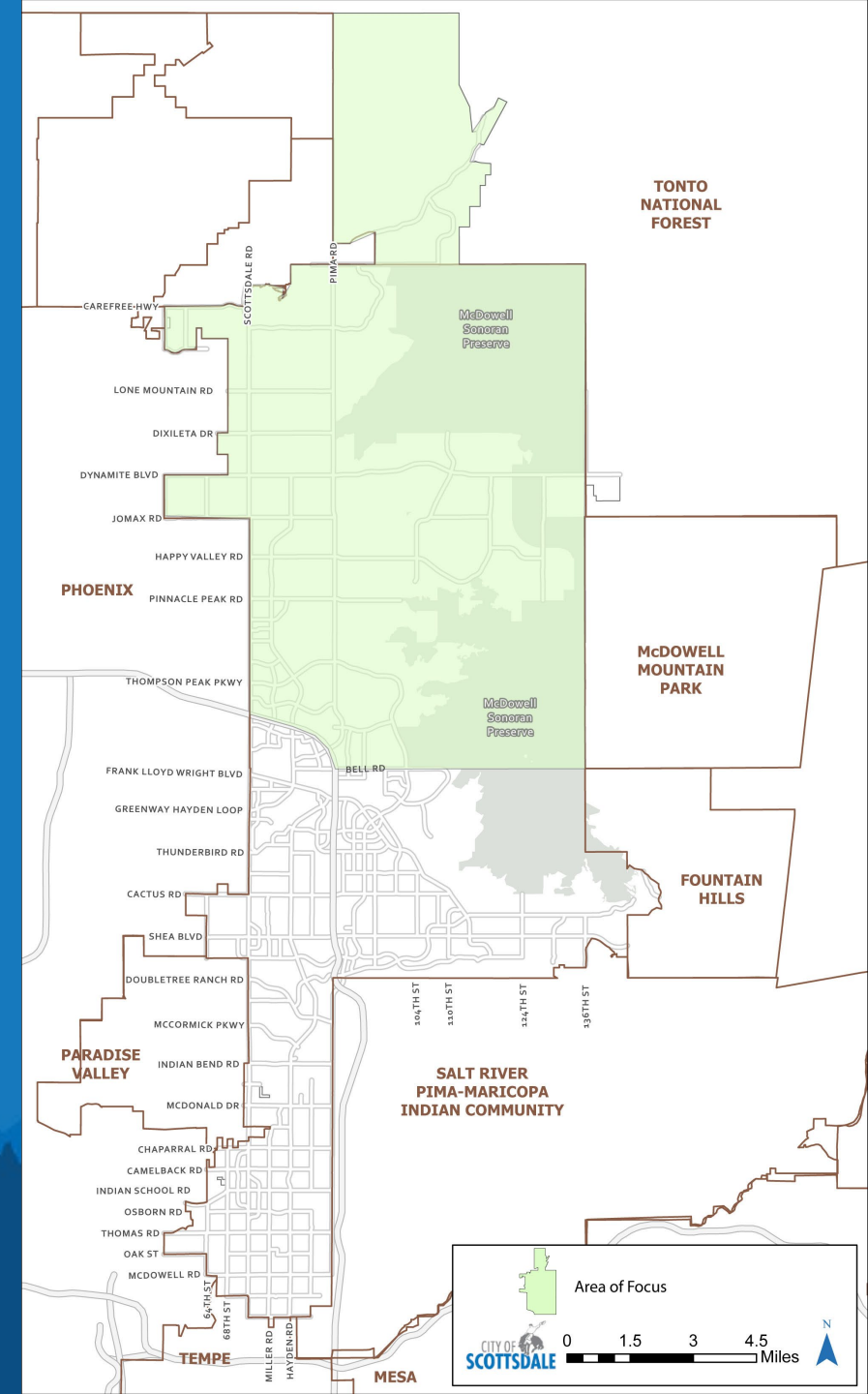
Transportation Staff used several factors in determining corridors that should use reduced the width of sidewalk on one side of the street:

1. Limit to current or future four or six-lane roadways (since the standard sidewalk width for two-lane roadways is already 6')
2. Focus on area north of Bell Road due to lower population and employment densities
3. Utilize non-complete streets inventory that identifies areas missing sidewalk
4. Look for areas with subdivision access restrictions created by perimeter walls
5. Look for areas with planned or existing trail or shared use paths along one side
6. Look for connectivity to existing sidewalk or side path

# North of Bell Rd

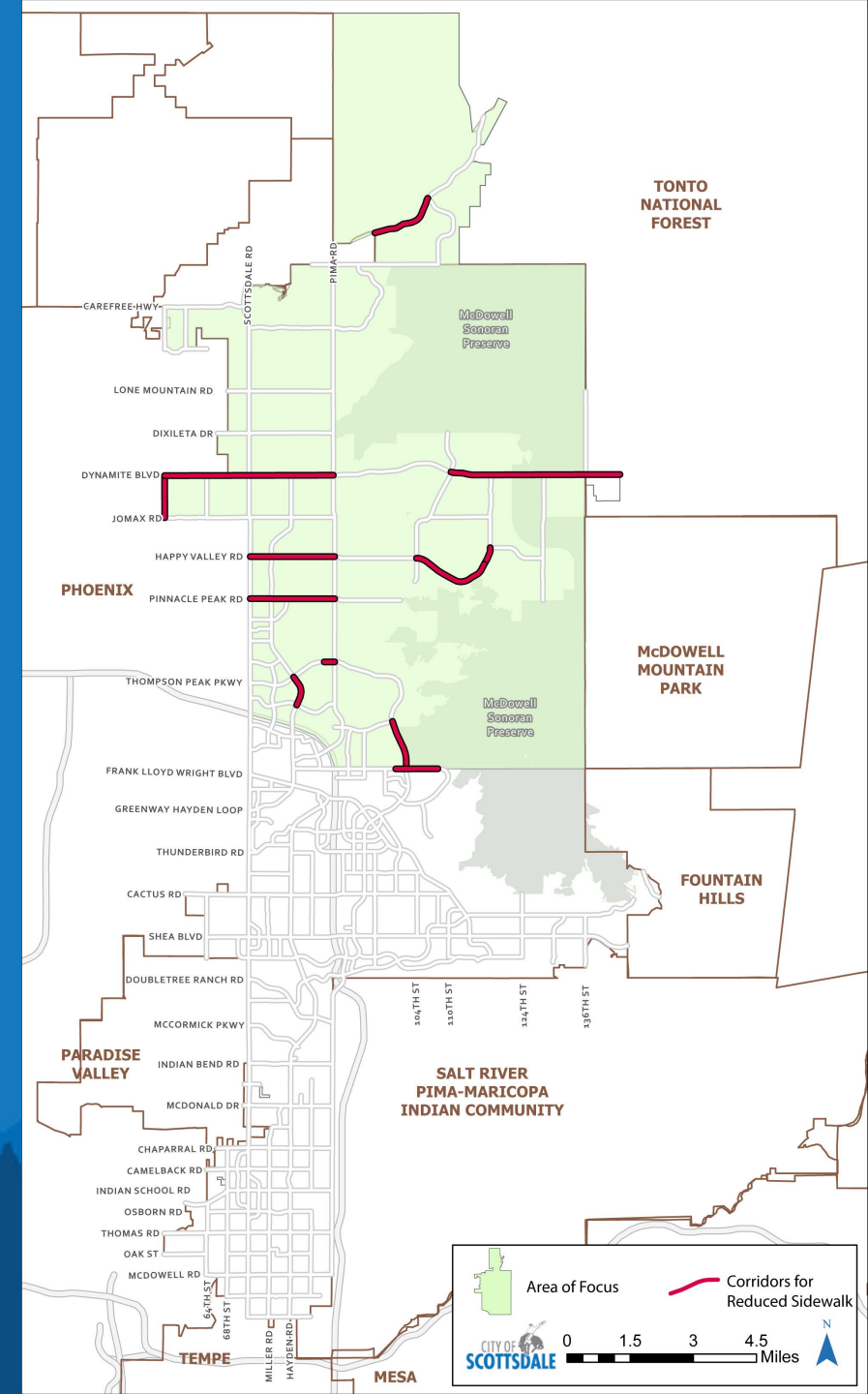
## All Six and Four Lane Roadways:

- North/South Roads
  - Pima Rd: Loop 101 to Stagecoach
  - Scottsdale Rd: Loop 101 to Carefree Hwy
  - 56<sup>th</sup> St: Dynamite to Jomax
  - Hayden Rd: Loop 101 to Happy Valley
  - 60th St: Carefree Hwy to Dove Valley Rd
  - Alma School: Happy Valley Rd to Dynamite Blvd
  - Thompson Peak Parkway: Bell Rd to Scottsdale
- East/West Roads
  - Cave Creek Rd: Lone Mountain to Pima Rd
  - Happy Valley Rd: Scottsdale Rd to Pima Rd
  - Carefree Hwy: 56<sup>th</sup> St to Scottsdale Rd
  - Dynamite Blvd: 56<sup>th</sup> St to Eastern City Limits
  - Pinnacle Peak Rd: Scottsdale to Pima
  - Legacy Blvd/Hualapai Dr: Pima to Scottsdale
  - Legacy Blvd: Pima to Thompson Peak Pkwy



# Locations for the Reduced Sidewalk Width of Six-feet

Street	Limits
Thompson Peak Pkwy	Legacy Blvd to Bell Rd
Bell Rd	100 <sup>th</sup> St to 108 <sup>th</sup> St
Happy Valley/118 <sup>th</sup> St	Alma School Rd to Ranch Gate Rd
Happy Valley Rd	Scottsdale Rd to Hayden Rd
Hayden Rd	Legacy Blvd to Thompson Peak Pkwy
Pinnacle Peak Rd	Scottsdale Rd to Pima Rd
Thompson Peak Pkwy	87 <sup>th</sup> St to Pima Rd
56 <sup>th</sup> St	Jomax Rd to Dynamite Blvd
Cave Creek Rd	City Boundary to Lone Mountain Pkwy
Dynamite Blvd	Alma School Rd to City Limit
Dynamite Blvd	56 <sup>th</sup> St to Pima Rd





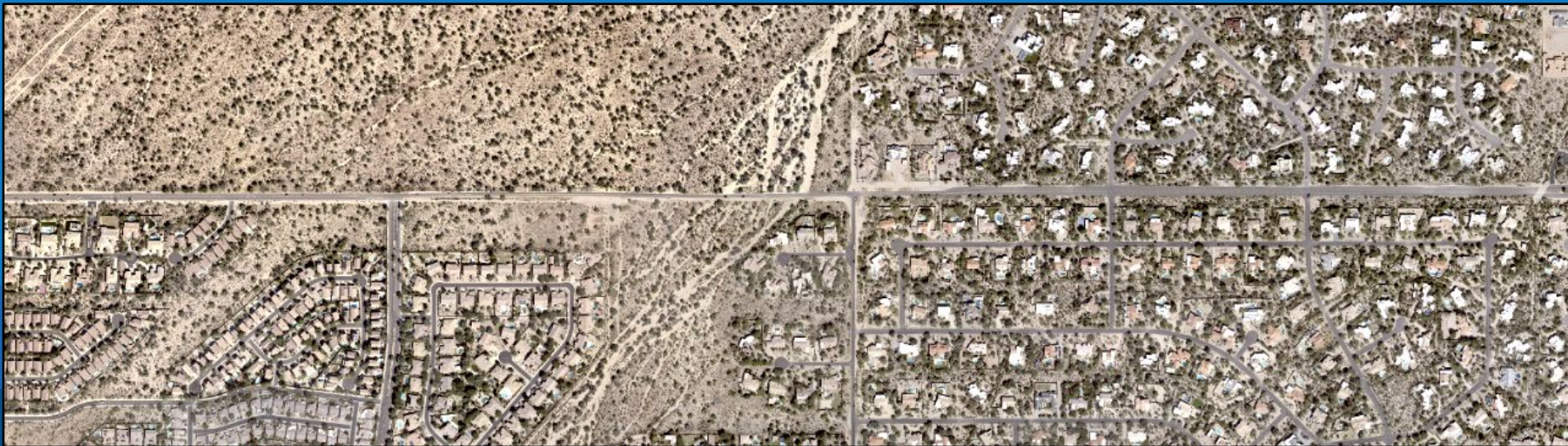
Pinnacle Peak: Scottsdale to Pima Rd



Dynamite Blvd: Alma School to City Limits



Happy Valley: Scottsdale Rd to Pima Rd



# Next Steps

- Note the locations that would be eligible for the reduction in sidewalk width in the next update to the city's Design Standards & Policy Manual (affects developer stipulations)
- Incorporate the changes into future capital improvement projects

# Transportation Action Plan (TAP) Implementation: Corridors with partially reduced sidewalk widths

Transportation Commission  
Paths & Trails Subcommittee  
August 2, 2022

# SCOTTSDALE PATHS AND TRAILS SUBCOMMITTEE REPORT



**To:** Paths and Trails Subcommittee  
**From:** Nathan Domme, Senior Transportation Planner  
**Subject:** Old Town ADA Ramps  
**Meeting Date:** August 2, 2022

## ITEM IN BRIEF

---

**Action:** Presentation

### Purpose:

Provide information to the Paths and Trail Subcommittee on the design and construction improvements to ramps that meet Americans with Disabilities Act (ADA) requirements in Old Town Scottsdale.

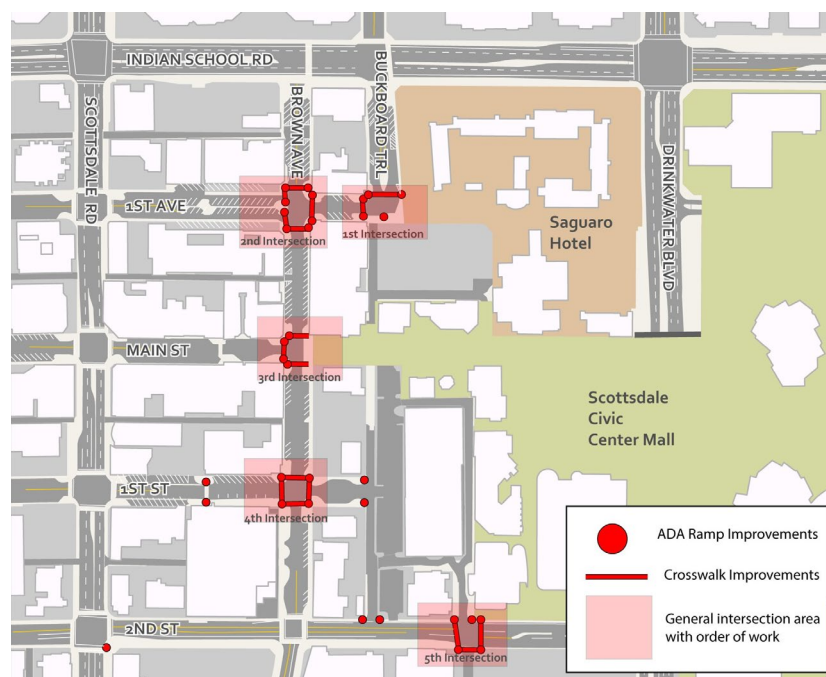
### Background:

In 2021, the city created an ADA Self-Evaluation and Transition Plan Update. This update included six new priority areas for ADA ramp improvements along public roads. Priority Area 1 is Old Town/Civic Center. The project area is bounded by Indian School Road on the north, Scottsdale Road on the west, Miller Road on the east, and Osborn Road on the south.

### Information:

After an onsite review by staff from the Transportation Planning and Pavement sections, 7 intersections and 4 midblock/parking garage entrances were determined to need ADA ramp improvements. In total 38 ramps were in need of ADA improvements. Brown Avenue needed significant improvement at 3 intersections (1<sup>st</sup> Avenue, Main Street, and 1<sup>st</sup> Street) as well as detailed design to work around an existing scupper (drainage structure). The work included replacing crosswalks, installing upgraded ADA ramps, and applying a pavement preservation treatment to the roadways. For corners with design challenges, the Capital Project Management Department's in-house design team provided construction drawings. More straightforward locations were coordinated directly with the city's concrete contractor. The work is expected to be completed in early October and is being done over four phases.

### Intersections Improvements



#### Buckboard Trail and 1st Avenue

- 3 parallel ramps created on the northwest and northeast corner of the intersection.
- 2 diagonal curb ramps at the southeast and southwest corners of the intersection.
- Improved crosswalks with stamped asphalt painted red.

#### Brown Avenue and 1<sup>st</sup> Avenue

- 9 parallel ramps at the corners of the intersection.
- Extensions of the existing curb to make room for new curb cuts
- Improved crosswalks with stamped asphalt painted red.

#### Brown Avenue and Main Street

- 4 parallel ramps on the western side of the intersection.
- Improved crosswalks with stamped asphalt painted red.

#### Brown Avenue and 1<sup>st</sup> Street

- Four diagonal curb ramps create at the four corners
- Recreated the crosswalks and bring them in tighter into the intersection to align with the new ramps
- Improved crosswalks with stamped asphalt painted red.

#### 2<sup>nd</sup> Avenue and Wells Fargo Avenue

- 2 new parallel ramps at the northeast corner and 3 new diagonal ramps in the other corners
- Improved crosswalks with stamped asphalt painted red.

#### 4<sup>th</sup> Street and Drinkwater Boulevard

- 2 new diagonal curb ramps at the western side of the intersection

#### 2<sup>nd</sup> Street and Scottsdale Road

- Improved curb ramp in the southeast corner of the intersection

#### Additional Ramp Improvements:

- Midblock Ramps improvements between Scottsdale Road and Brown Avenue on 1<sup>st</sup> Street and between Brown Avenue and Wells Fargo Avenue on 2<sup>nd</sup> Street
- Ramp improvements at Parking Garage entrances on 1<sup>st</sup> Street and Drinkwater Boulevard

### **Construction Schedule**

#### Phase One | Concrete | Completed

Phase one of the project focused on updating existing ADA ramps and new ramp construction. Crews demolished existing concrete ramps and, in some cases, the adjacent sidewalk area. New forms were constructed, and concrete poured to create the new ramps and sidewalk transitions. Repairs were made to the existing scuppers (drainage structures). While new scupper lids are being fabricated, these areas are sectioned off. Fabrication is was completed by the week of July 18<sup>th</sup>.

#### Phase Two | Crosswalk Construction | Next Phase to Start

New crosswalk construction will follow the concrete work in the ADA ramp improvement areas. The work will include removing existing concrete paving, concrete curbs and steel rails. Asphalt will be used on new crosswalks in preparation for a brick pattern that will be stamped into the material in phase three of the project. The new crosswalk construction is expected to be complete by August 26<sup>th</sup>.

#### Phase Three | Crosswalk Stamping

The newly constructed crosswalks will be stamped with a brick pattern and coated with a red pigment—the result is a decorative treatment that ultimately extends the life of the asphalt. As in the previous phases, crews will work from north to south throughout historic Old Town. This work is expected to be complete two weeks after the crosswalks are installed.

#### Phase Four | Micro Seal Treatment

The last phase of the project will be the application of a micro seal treatment to streets adjacent to the work areas in historic Old Town. The micro seal pavement treatments help extend the life of asphalt streets and reduce maintenance costs. Paving crews will work in the established north to south pattern; the work is expected to be completed approximately one week after the completion of Phase Three.

#### **Continuing Steps:**

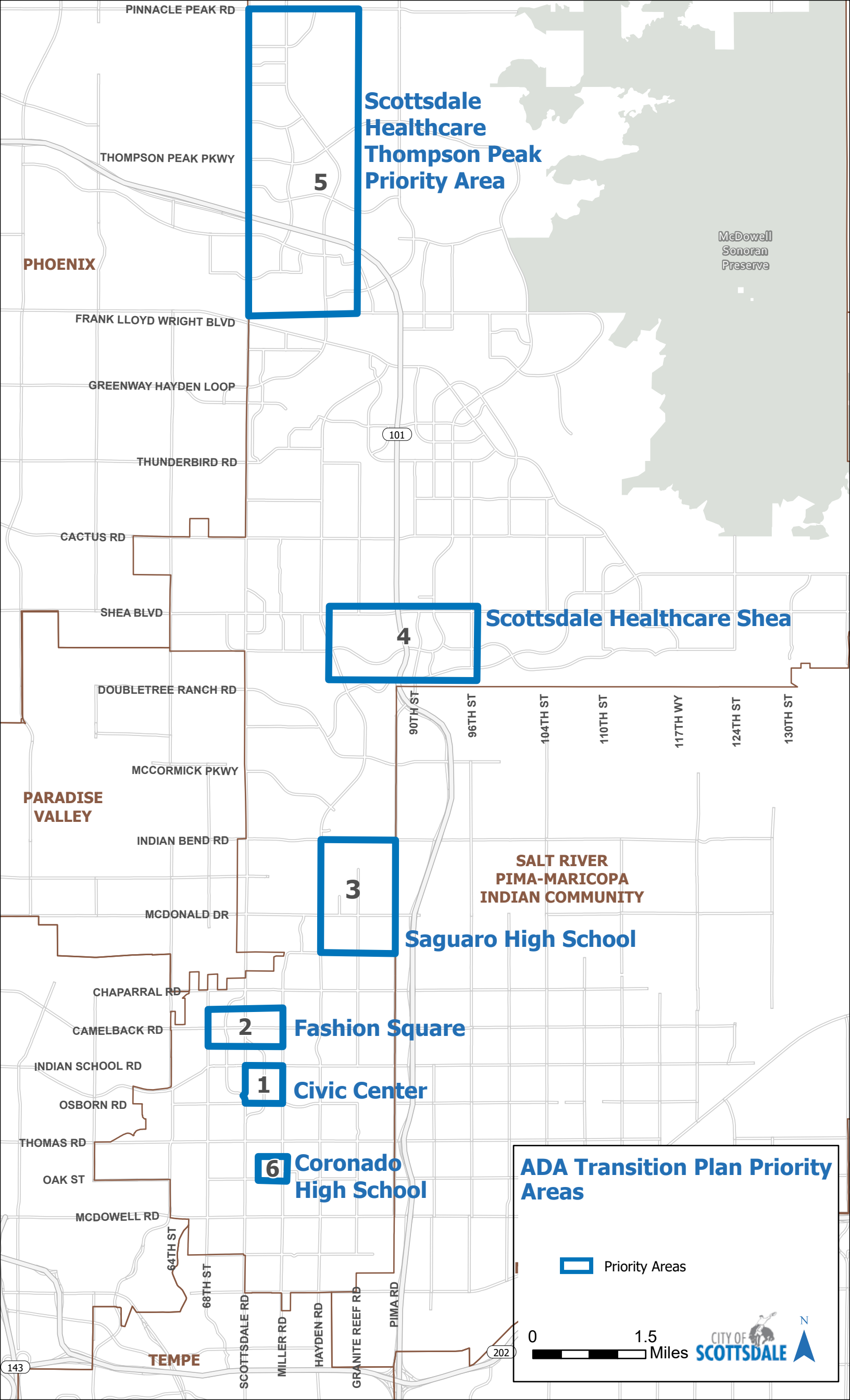
#### **Attachments:**

[Attachment 1](#): Map: Priority Areas

[Attachment 2](#): Map: Intersections

---

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



**Scottsdale  
Healthcare  
Thompson Peak  
Priority Area**

**5**

**PHOENIX**

McDowell  
Sonoran  
Preserve

**Scottsdale Healthcare Shea**

**4**

**PARADISE  
VALLEY**

**SALT RIVER  
PIMA-MARICOPA  
INDIAN COMMUNITY**

**Saguaro High School**

**3**

**Fashion Square**

**2**

**Civic Center**

**1**

**Coronado  
High School**

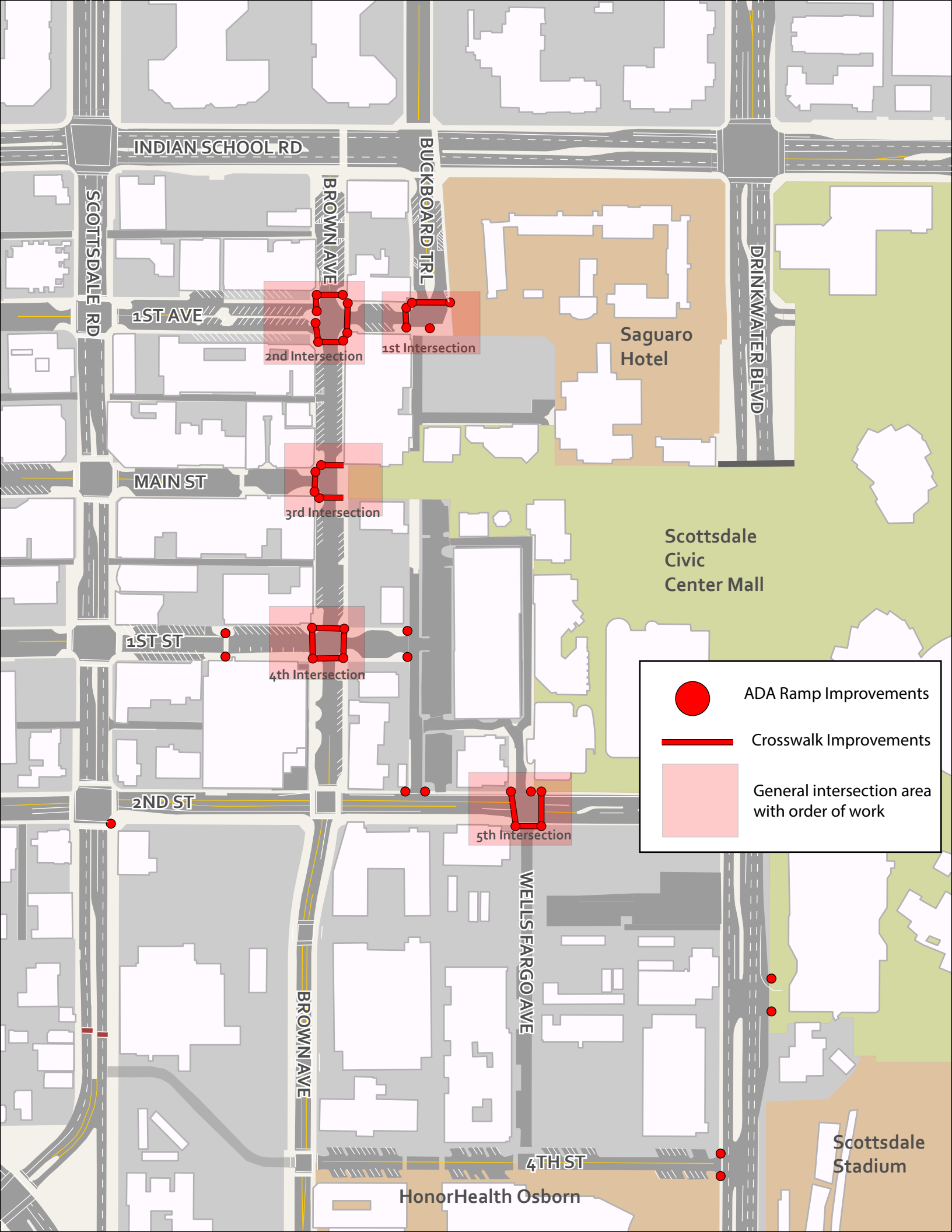
**6**

**ADA Transition Plan Priority  
Areas**

 Priority Areas

0 1.5 Miles





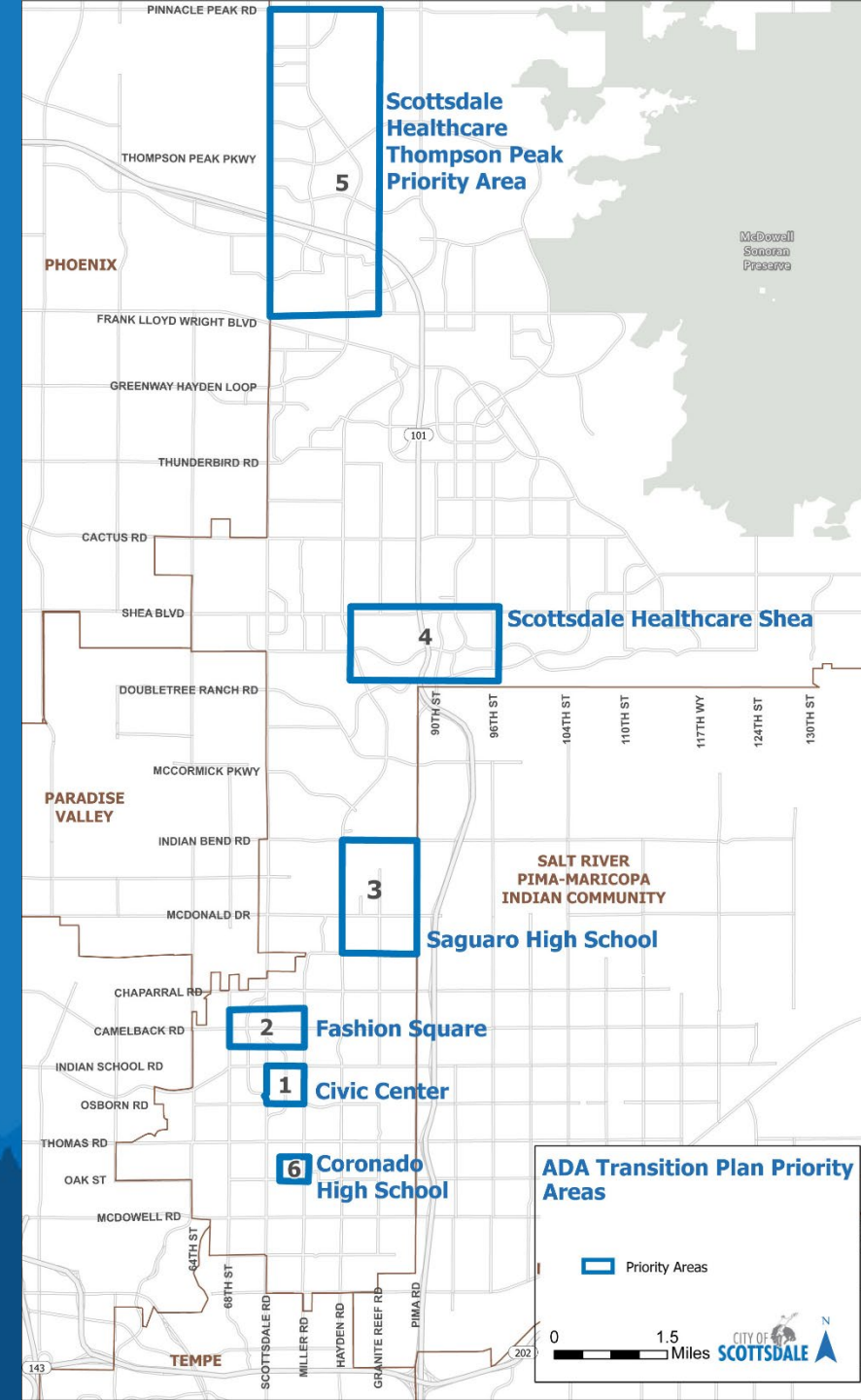


# Old Town ADA Ramps and Crosswalk Improvements

Transportation Commission  
Paths & Trails Subcommittee  
August 2, 2022

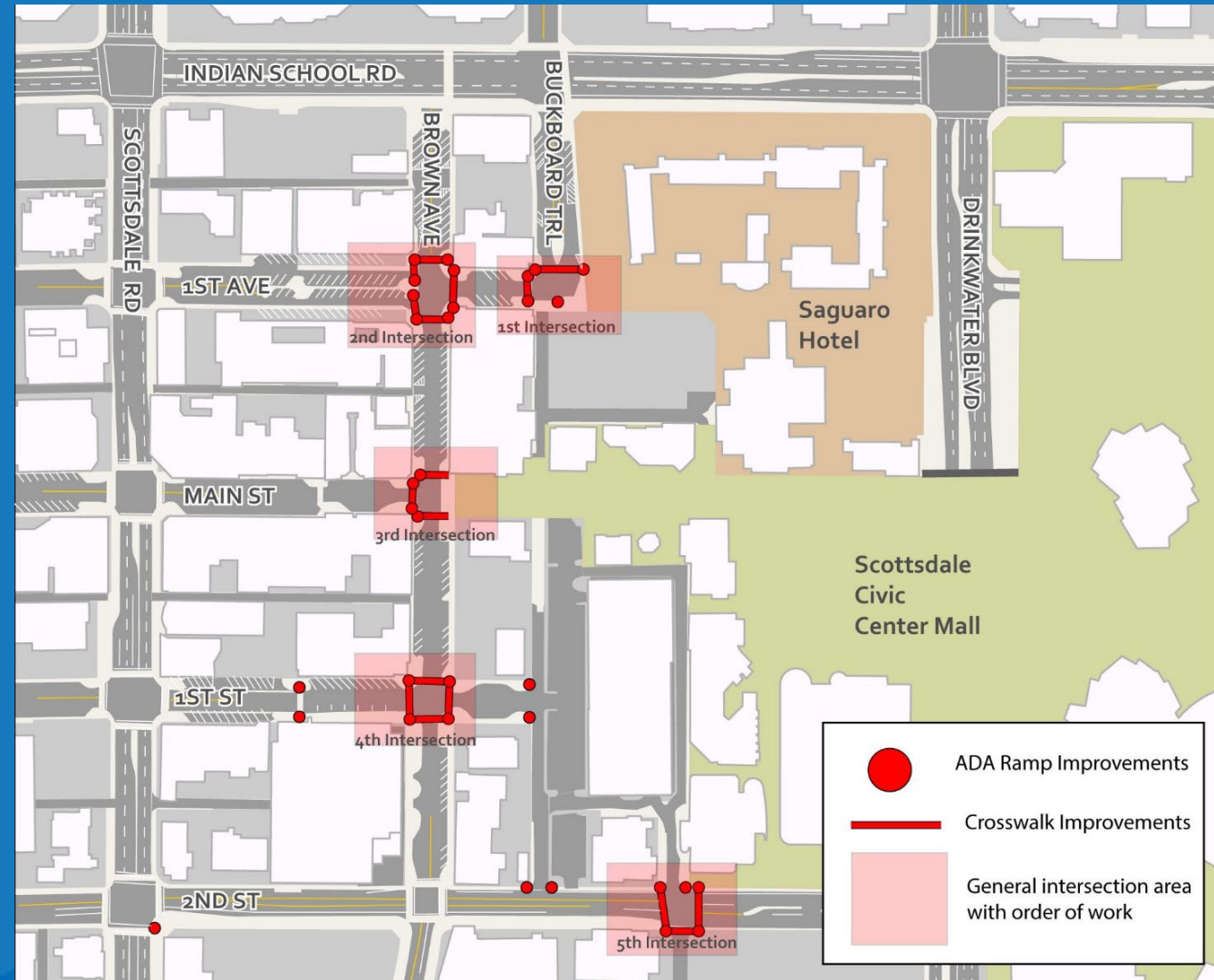
# Background

- ADA Self-Evaluation and Transition Plan Update
  - 6 ADA priority areas
    1. Civic Center Area
    2. Fashion Square
    3. Saguaro High School
    4. Scottsdale Healthcare Shea
    5. Scottsdale Healthcare Thompson Peak Priority Area
    6. Coronado High School



# Priority Area 1

- Bordered by Indian School Rd. (N), Osborn Rd. (S), Scottsdale Rd. (W), and Miller Rd. (E).
- Site review of each intersection
- Locations requiring special design
  - 1<sup>st</sup> Ave. and Buckboard Trail
  - Brown Ave. and 1<sup>st</sup> Ave.
  - Brown Ave. and Main St.
  - Brown Ave. and 1<sup>st</sup> St.
  - 2<sup>nd</sup> St. and Wells Fargo Ave.



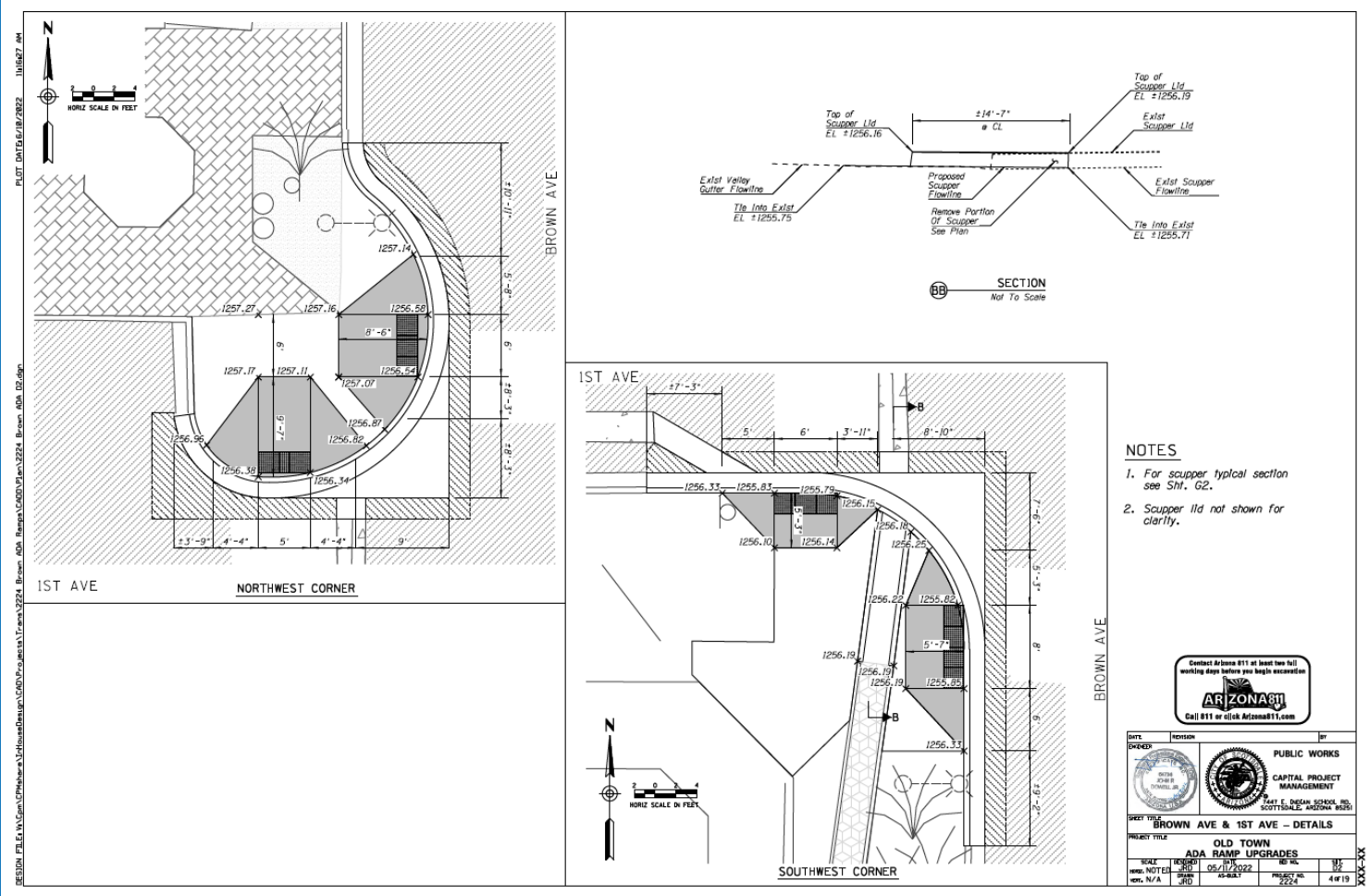
# Old Town Specific Design

- Localized issues
  - Historic character
  - Predates ADA
  - Some of the highest volume of pedestrians in Scottsdale
  - Coordination with the Civic Center Project at Brown and Main
- Design Guidelines for ADA ramps and colors for the old town area
  - Red colored crosswalks
  - Grey ramp with Red detectable warning surface



# Engineering Design Features

- Keep drainage scuppers functional
  - Expanding the curbs
  - Add non-existing ramps (Southwest corner of Brown Ave and 1<sup>st</sup> Ave)
  - Creating effective landing space above the ramp



# Phasing the Construction

- **Phase 1 Ramps/Concrete – Completed**
  - ADA ramp construction, concrete poured
- **Phase 2 Crosswalks Construction – Next**
  - Remove existing crosswalks and steel rails
- **Phase 3 Crosswalk Stamping – following Crosswalk Construction**
  - Stamp with a brick pattern and coat with red pigment
- **Scupper extension Additions – Early Fall**
  - Add scupper extensions once fabricated



# Construction Photos



# 1<sup>st</sup> Avenue and Buckboard Trail

SWC Before



NWC Before



SWC After



NWC After





# Brown Ave and 1<sup>st</sup> Avenue

SWC Before



SWC After



Midblock Crossing Before and After



# Brown Avenue and Main Street

NWC Before



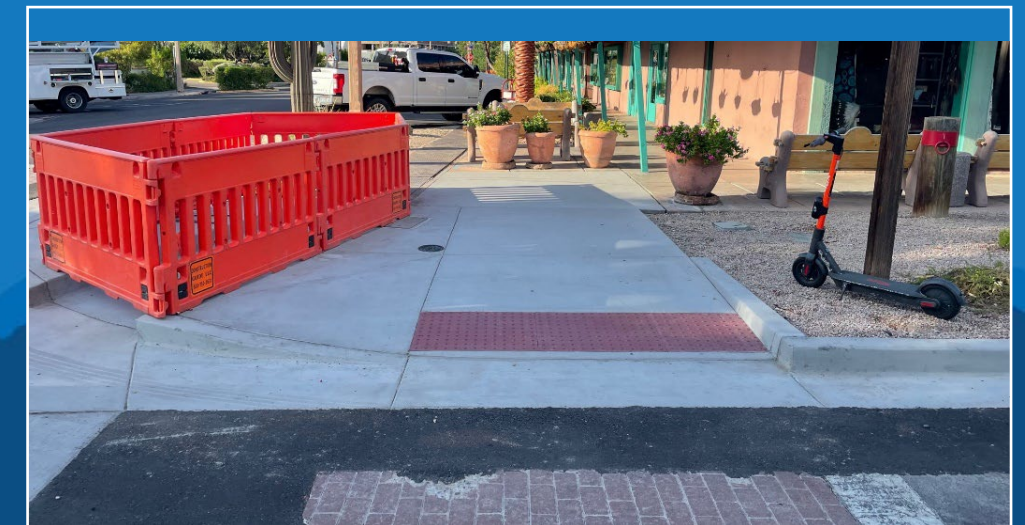
SWC Before



NWC After

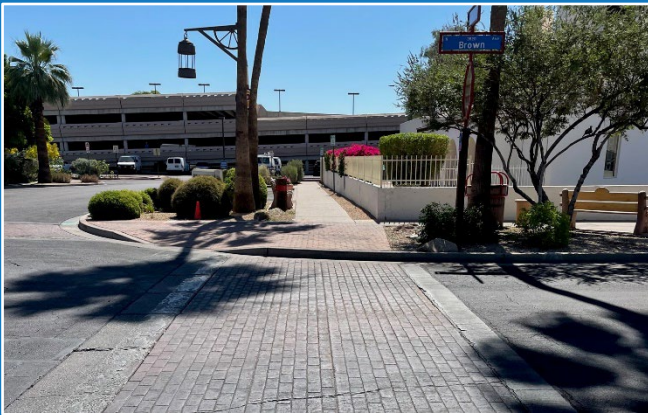


SWC After



# Brown Avenue and 1<sup>st</sup> Street

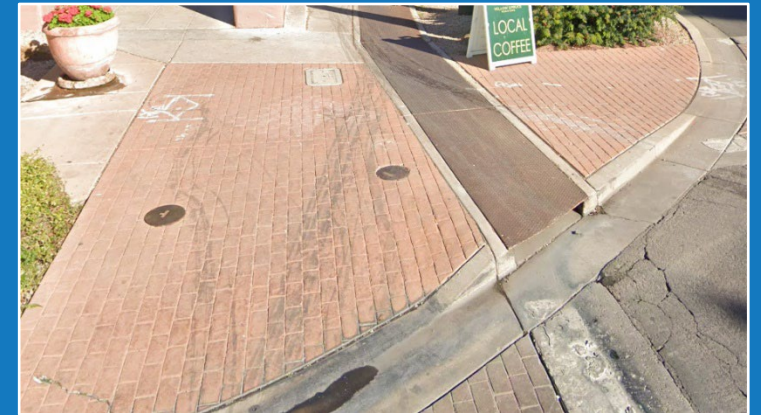
SEC Before



NEC Before



NWC Before



SEC After



NEC After



NWC After



# 2<sup>nd</sup> Avenue and Wells Fargo Avenue

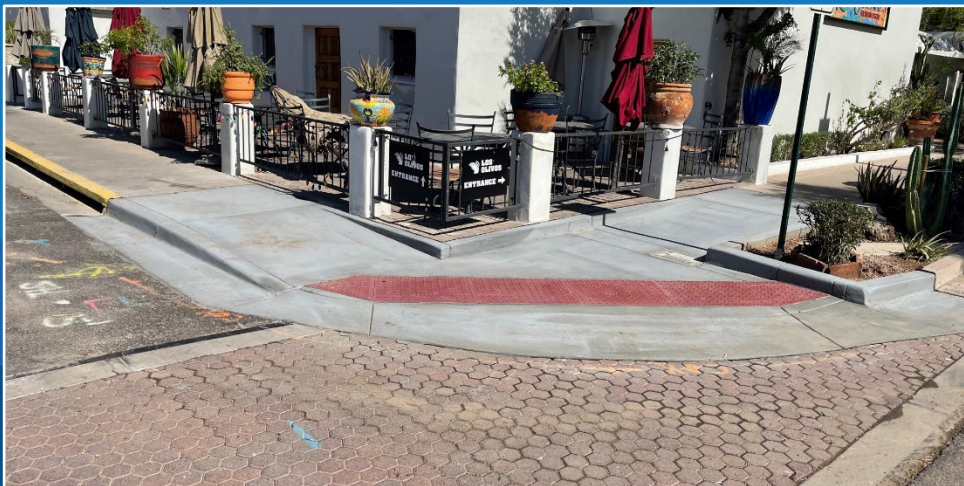
NWC Before



NEC Before



NWC After



NEC After



# Additional Completed Ramps



# Old Town ADA Ramps and Crosswalk Improvements

Transportation Commission  
Paths & Trails Subcommittee  
August 2, 2022

# Projects and Programs Update

Paths & Trails Subcommittee  
August 2, 2022

# Arizona Canal Maintenance: Hayden Road to Pima Road

— Old concrete walkway from Hayden Road to 82nd Street pedestrian bridge recently removed due to drainage issues (see photo).

Path and adjacent concrete spillway on north bank is cracked

— Slab — Panels

★ 82nd Street alley from Redwing Road to AZ Canal pedestrian bridge.





# Improved Crossing to Canal Path



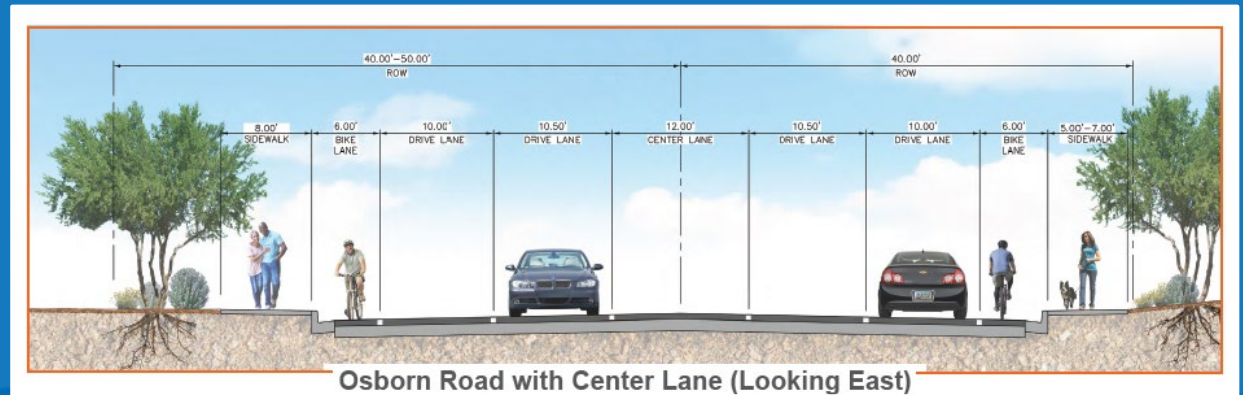
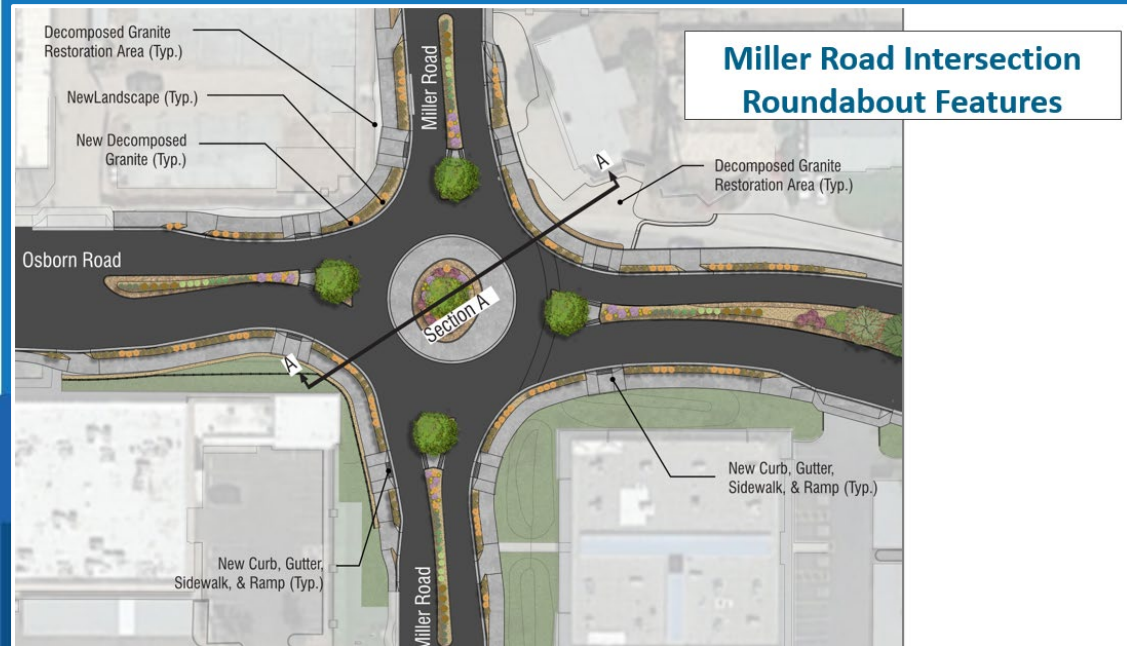
- Petition submitted by community.
- Requesting improved crossing for pedestrians and cyclists to access the canal path and bridge on Jackrabbit Road.
- **Staff has begun work with a consultant.**



Construction  
 April 2022 – January 2023

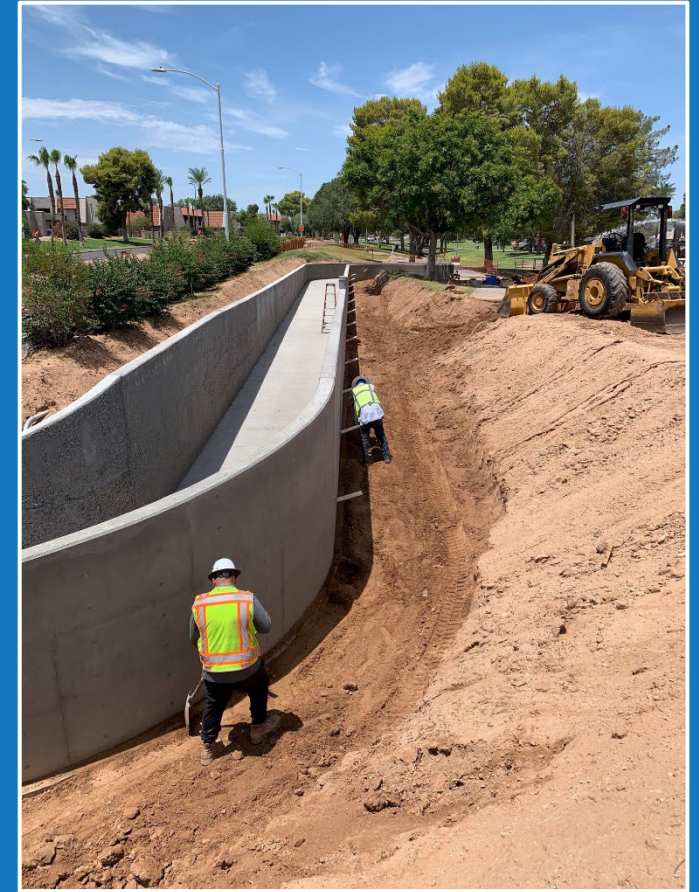
# OSBORN ROAD

*Complete Street*  
 HAYDEN TO SCOTTSDALE



# Osborn Road Complete Street

- Sidewalks and retaining walls are being installed.



# Indian Bend Wash Path Renovation

- Phase 1A from Camelback to Glenrosa
- Remove 8-foot wide path, replace with 10-foot wide
- 1,300-feet long
- Construction begins in August



# MAG Design Assistance

- Central Arizona Project Canal/ 100<sup>th</sup> Street Path

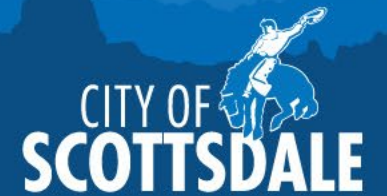


# MAG Design Assistance

- 64<sup>th</sup> Street Crossing Study at Thomas and Indian School



Thank you. Questions?



# TENTATIVE FUTURE AGENDA ITEMS

Rev.06-09-2022

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

**MEETING DATE: August 18, 2022**

**REPORTS/PRESENTATIONS DUE August 11<sup>th</sup>**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes June 16, 2022*
- **Neighborhood Bikeways Prioritization Criteria** ..... **Discussion and Action**  
*Review and approval of the criteria to be used for prioritizing future CIP investments in Neighborhood Bikeway Corridors – Nathan Domme, Senior Transportation Planner*
- **Arterial Life Cycle Program Funding Options** ..... **Discussion and Possible Action**  
*Review options to address the funding shortfall due to cost increases for Arterial Life Cycle Program (ALCP) projects – Dave Meinhart, Transportation Planning Manager and Greg Davies, Senior Transportation Planner*
- **Projects and Programs Update** ..... **Discussion**  
*A continuing overview of Transportation & Streets divisions and programs/projects. – Mark Melnychenko, Transportation & Streets Director*

### FUTURE ITEMS:

#### INFORMATION ITEMS

- **Urban Air Mobility** ..... **Information**  
*Information on Urban Air Mobility as Mode of Transportation*
- **Electric Car Movement**..... **Information**  
*Information on the electric car movement – Hong Huo, Traffic Engineer Principal*
- **Shea and 124<sup>th</sup> Street Underpass** ..... **Information**  
*Update on underpass – Susan Conklu, Senior Transportation Planner*
- **Utilities Causing Project Delays**..... **Information**  
*Update on the delay's utility projects and how they are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director*
- **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*
- **Loop 101 Princess Drive to Shea Boulevard Project** ..... **Information**  
*Information on Loop 101 roadway improvements – John Tucker, Project Team AZDOT*
- **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*
- **Sustainability Director Introduction** ..... **Information**  
*Introduction and information from the new Sustainability Director – Lisa McNeilly, Sustainability Director*
- **Update from Valley Metro's New CEO** ..... **Information**  
*Introduction and information from the new CEO of Valley Metro – Jessica Mefford-Miller, Valley Metro*



## TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project.....Presentation and Discussion**  
*Discuss USA's Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director*
- **Impact on Parking.....Presentation and Discussion**  
*Latest parking study, Walter Brodzinski, Right-Way Supervisor*
- **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*
- **Bus Stop Lighting.....Discussion**  
*Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager*
- **Expanding Maintenance Needs.....Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **Noise Walls.....Presentation, Discussion and Possible Action**  
*Discuss noise wall locations, including FHWA DBE levels – 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*
- **Sensagrate Pilot Project.....Presentation and Discussion**  
*Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate*
- **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*
- **Speed Limit Study Update Project.....Presentation and Discussion**  
*Present Traffic Engineering's recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal*

<b>PATHS &amp; TRAILS SUBCOMMITTEE</b>
--

**MEETING DATE: October 4, 2022**

**REPORTS/PRESENTATIONS DUE September 27**

- **Approval of Meeting Minutes ..... Action**  
*Approval of Regular meeting minutes of August 2, 2022  
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner*

**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*
- **Equestrian Connectivity** ..... **Presentation and Discussion**  
*Panel – Susan Conklu, Senior Transportation Planner*
- **Pavement Restriping** ..... **Presentation and Discussion**  
*Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager*