



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, February 16, 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 agenda items and non-agenda 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 agenda items and non-agenda 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](#).

1. [Approval of Meeting Minutes](#)----- **Discussion and Action**
Regular Meeting of the Transportation Commission – January 19, 2023
2. [Election of Officers](#)----- **Action**
An election of Chair and Vice-Chair for 2023 – Transportation Commission Members
3. [Traffic Engineering Updates](#)----- **Presentation and Discussion**
Follow up on the initial presentation from staff and new updates from the Traffic Engineering section – Kiran Guntupalli, Principal Traffic Engineer
4. [Trail Maintenance Public Outreach Program](#)----- **Presentation and Discussion**

Information on the Trail Maintenance Public Outreach Program – Cristina Lenko, Public Information Officer

5. **Electric Bicycles, Scooters and Similar Devices**----- **Information**
Information and update on Electric Bicycles, Scooters and Similar Devices – Susan Conklu, Senior Transportation Planner
6. **Commission Identification of Future Agenda Items**----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7637.



SUMMARIZED MEETING MINUTES - DRAFT

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION REGULAR MEETING

**Thursday, October 20, 2022
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

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

ROLL CALL

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

STAFF: Mark Melnychenko, Transportation & Streets Director
Nathan Domme, Senior Transportation Planner
Kiran Guntupali, Principal Traffic Engineer
Kyle Lofgren, Office Manager
Christine Lenko, Public Information Officer
Phil Kercher, Traffic Engineering & Operations Manager

PUBLIC COMMENT

Tami Smith, 7634 East Vista Drive, Scottsdale, AZ, spoke to the Commission about making the cross walk on Jackrabbit Road safer for Sunrise Villa residents. She noted the results of the study conducted in the spring noted low usage, which is because nobody uses that ramp to get to the canal because it is too dangerous. She asked the Commission to consider the safety of residents when making their decision on agenda item #2.

Mr. Lofgren noted two written comments were received, one relating to transit and the trolley and the other pertaining to agenda item #2.

1. APPROVAL OF MINUTES

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF NOVEMBER 17, 2022, AS PRESENTED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS CARDELLA, KOWAL, LALL, MILLER, AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES

2. JACKRABBIT ROAD CROSSING IMPROVEMENTS

Mike Cynecki, Lee Engineering, provided a snapshot of his 43 years of experience in traffic and transportation engineering, along with his work on the Transportation Research Board Committee on Pedestrians and the Bicycle Technical Committee for the National Committee on Uniform Traffic Control Devices.

Upon receipt of a petition for a crossing treatment and study at the intersection of Jackrabbit Road and Miller Road, Consultants Gavan & Barker were contacted, and they subcontracted Lee Engineering to do the study. On April 30, 2022, between 6:00 a.m. and 12:00 p.m. a study was conducted that included using cameras to capture the number of pedestrians and bicyclists, the direction they were going and their behavior. Most pedestrians and bicyclists travel north using the west side, which is paved. On the east side the sidewalk stops at the trail crossing and six of the pedestrians observed crossed the road there to continue using the sidewalk. Most of the cycle traffic traveled north using the east side continuing down Jackrabbit Road or into the bike lane. None of the cyclists stopped, rather they looked for gaps in the traffic around the curve.

There are existing signs that include curve warning, reduced speed, trail crossing in both directions, and chevrons around the curve. Existing bike lanes go around the curve from Miller Road to Jackrabbit Road to Chaparral Park and farther east. The travel lane going north to east is 16 feet wide and the west to south lane is 14.5 feet wide. Recommendations will be made for changes to the cross section. The speed limit on Jackrabbit Road and Miller Road is 30 mph with a reduced speed of 25 mph around the curve. Data collected by ADT on June 22, 2022, showed 2,200 cars per day travel around the curve with speeds between 32 & 38 mph. The collision study from 2016, when the connection was built, through 2020 revealed only one crash occurred.

Tasked with finding three crossing options in this area, these are the recommendations:

Highlights	Advantages	Disadvantages
CROSSING LOCATION 1		
<ul style="list-style-type: none"> • Located south of current location • Uses the sidewalk from Sunrise Villas to Miller Road • Has streetlights • Recommend narrowing lanes around the curve • Creates larger buffer for the bike lane • Add solar powered rectangular rapid flashing beacons (RRFB) manually controlled. • Advanced RRFB that works in conjunction with the RRFB • Remove hedges along the west side • Extend the sidewalk • Close the existing trail connection • Add a switchback up the side of the slope, that will not accommodate bikes with trailers • Does not accommodate the desired travel pattern 	<ul style="list-style-type: none"> • Crossing is moved away from the curve • Located at a streetlight • Aligns with east sidewalk connection • RRFBs can use solar power 	<ul style="list-style-type: none"> • Trail connection is 360 feet south, extra travel • Switchback not usable for bikes with trailers • Good connection to one neighborhood but not entire neighborhood • High cost, includes striping - \$620,000
CROSSING LOCATION 2		
<ul style="list-style-type: none"> • Located in the center of the curve • Utilizes existing trail connection • Will have to build a 65-foot connecting sidewalk • Has a streetlight • Hardwired RRFB and solar advance RRFB • Automated passing detector to activate the RRFB • Roadway striping • 6-foot bike lane • Need to improve sight distance. 	<ul style="list-style-type: none"> • Uses existing trail connection • Minimizes out-of-direction walking • Located at streetlight • Fewer improvements needed • Less expensive - \$136,000 	<ul style="list-style-type: none"> • Requires short sidewalk segment • Requires 2 solar advance RRFB • Hard-wire power for RRFBs at crossing

CROSSING LOCATION 3		
<ul style="list-style-type: none"> • Connection is offset from the center of the curve • Streetlights • No extra sidewalks needed • Striping included • Install buffer on the inside of the curve to move traffic out • Solar advance RRFB • Hardwired RRFBs • Includes a stop sign as traffic has the right of way • High visibility crosswalk • Needs wheelchair ramp on the east side • Removal of bushes and replace with ground cover • Adequate sight distance on Jackrabbit Road 	<ul style="list-style-type: none"> • Uses existing trail connection • No out of direction walking • Convenient for Sunrise Villas residents • Fewest Improvements needed. • Lowest cost - \$126,500 	<ul style="list-style-type: none"> • Requires 2 solar advance RRFBs • Hard-wire power for RRFBs at crossing.

Mr. Cynecki recommends crossing location 3, based on pedestrian and bicyclist behavior it will be used, it received community support at the outreach information session, it would be a high visibility crossing, and by far the lowest cost.

In response to questions from Commissioner Wilcoxon, Mr. Cynecki said the number of pedestrians and bicyclists in these locations meet the standards within the City's crosswalk warrant for high visibility crossing. Mr. Kercher said they have current data and can collect data after the narrowing of the lanes to see if there was an effect on traffic. Mr. Kercher said upon approval from the Commission to move forward they would start the final design and proceed forward, as they have funding in place for locations 2 and 3.

Commissioner Lall commented that the narrowing of the lanes should reduce the speed and provide safety.

Commissioner Kowal inquired if there was a number or percentage of citizens who favored location 3. Mr. Kercher said everybody noted location 3 was their favorite, with the exception of one resident who had concerns, but did not object to location 3.

A member of the public spoke off microphone from the audience. Chair Iacovo noted for the record that speaker was in favor of option 3.

Commissioner Kowal inquired if the stop sign would be for vehicles or people coming off the path. Mr. Cynecki said it would primarily be for cyclists coming off the trail and approaching the street to let them know they do not have the right of way.

Commissioner Miller asked if the HOA had representation at the community meeting or if they have been contacted regarding the possible removal of landscaping. Mr. Cynecki said the most of the attendees at the December 1st meeting were from the Sunrise Villas neighborhood. Mr. Guntupali said they would reach out once a detailed design is in place and they know how much landscape would have to be removed. Mr. Kercher advised that the HOA has been contacted and they are aware of the need for some landscape modifications.

Vice Chair Anderson noted the difference between the cost estimates is because of the concrete work. Mr. Cynecki said that is correct for locations 2 and 3.

Chair Iacovo asked if RRFBs are in place now. Mr. Kercher advised they are at all dual lane roundabouts, near Coronado High School, 84th Street and Osborne Road among others.

COMMISSIONER WILCOXON MOVED TO RECOMMEND CITY STAFF CONTINUE FORWARD WITH ONE OF THE THREE OPTIONS. COMMISSIONER LALL 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. APPROVAL OF THE TRANSPORTATION COMMISSION ANNUAL REPORT

Chair Iacovo noted the annual report provides information on all of the topics discussed over the past year and a summation of attendance records for the Commissioners.

VICE CHAIR ANDERSON MOVED TO APPROVE THE TRANSPORTATION COMMISSION ANNUAL REPORT. 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. PROTECTED BIKE LANE PILOT PROJECT LOCATION

Nathan Domme, Senior Transportation Planner, discussed the Protected Bike Lane Pilot Project. Scottsdale has a substantial bike network, but none are protected. This project is supported by the Transportation Action Plan (TAP) that recently passed. The guiding policy is to offer travel choices, travel mode choices, and accessibility for all ages and abilities. The goal is to achieve platinum level with the Bicycle Friendly Community Program, and protected bike lanes are part of the criteria. This project is being put forth as a pilot program to test new concepts and technology new to Scottsdale. Data will be collected and reviewed with recommendations for moving forward with buffered and/or protected bike lanes.

There are three bicycle user profiles, being highly confident, somewhat confident, and interested but concerned. Most cyclists fall into the interested but concerned category and the goal is to expand the riding possibilities of these riders. By implementing more protection with the use of a buffer and visible barriers the intent is to increase the level of comfort and willingness to use the street network. This implementation will also increase safety and security for cyclists and pedestrians. Working with City staff, a standard 5' bike lane with a 2.5' painted buffer and a lateral separation with a raised physical barrier will provide the intended protected bike lane.

Although Scottsdale has not determined what type of barrier will be used, flexible barriers are a preferred choice for many communities. They are flexible, easy to work around, and less costly to maintain. Some Scottsdale streets are too narrow to implement this program.

Implementation steps for the pilot program include:

- Identifying potential locations and collecting data on bike usage using permanent and mobile counters.
- Provide data collection results to the Transportation Commission.
- Identify and approve preferred location(s).
- Install painted buffers and collect data on usage using permanent and mobile counters.
- Compare usage between the standard and buffered bike lanes.
- Simultaneously determine the type of barrier to be used.
- Install barriers.
- After a waiting period, perform data collection on usage of protected bike lanes. Compare the data to the buffered lane usage.
- Assess impacts on maintenance.
- Make recommendations for future use and possible removal of bike lanes.
- Implement a template program for similar safety improvements along other corridors.

The criteria used to determine the pilot locations were fewer conflicts with driveways and side streets, less breaks in the buffer and protected bike lane; existing bike infrastructure with usage to allow for comparison of data; strong bike network connections and known bike usage. Three locations were chosen based on these criteria and they all connect to primary paths Indian Bend Wash and Arizona Canal.

- 96th Street two-way cycle track between Thunderbird Road and Redfield Road. A 2.5' to 10' painted buffer bike lane exists, and a physical barrier would be installed within the

existing painted buffer. 627 cyclists were counted over a four-day weekend collection period.

- Via Linda between Via De Ventura and Hayden Road. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added on both sides of the street. 414 cyclists were counted over a four-day weekend collection period.
- Jackrabbit Road from Miller Road to Hayden Road. This is the preferred location for the pilot project. 674 cyclists were counted over a four-day weekend collection period. A 5' bike lane with a 2.5' painted buffer and physical barrier would be added.

The proposed pilot project location is Jackrabbit Road, Miller Road to Hayden Rd:

- Highest bike counts
- Connects Indian Bend Wash Path with Arizona Canal Path, both paths are designated as Primary in the TAP
- Designated Neighborhood Bikeway, only segment of the corridor with speed limit above 25 mph
- Concerns about vehicle speeds in this corridor.

This was presented to the Paths and Trails Subcommittee on December 6, 2022, and was approved to use that pilot project location of Jackrabbit between Miller and Hayden Roads.

The staff recommendation would be to approve Jackrabbit between Miller and Hayden Roads as the preferred location.

Commissioner Cardella clarified a painted buffer would be installed and a traffic measure conducted, then the physical barrier would be installed with another traffic measure conducted. Mr. Domme confirmed this.

Commissioner Wilcoxon asked if another location would be more suitable as the work that will be done for agenda item #2 might increase bike and pedestrian traffic and skew the results. Mr. Domme said they can assume that project will affect the counts for the buffer, but they will be able to see the difference between the counts after the installation of the protected bike lane.

Commissioner Wilcoxon suggested including any changes in the reduction of traffic speed, increase in bike and pedestrian traffic. Mr. Domme said they can collect data on vehicles and bicycles, but the cameras would not be able to collect accurate pedestrian traffic data in this location.

Commissioner Wilcoxon inquired if they have talked to other cities regarding the impact on maintenance, including street sweeping. Mr. Domme said they will be talking to maintenance, but the benefit to putting the protected bike lane next to the trail is they have a designated street sweeper for the path that could be used on the protected bike lane.

In response to questions from Commissioner Kowal, Mr. Domme said they will be looking more in depth into best practices as well as continuing to evaluate as the pilot project moves forward. The poles are flexible and would not cause extensive damage to a vehicle, but maintenance would have to replace damaged poles. Mr. Melnychenko said the major characteristic of these selected locations was very few access points to hinder placement of the barriers. Mr. Kercher said they have not determined what barrier will be used, but they are looking at all devices available to help address maintenance issues

Commissioner Lall asked how long Phoenix has used the flexible pole barriers and suggested talking to them about their experience. Mr. Melnychenko said they installed theirs in 2014/2015, but they are moving toward green markers which are more durable and aesthetically pleasing.

In response to questions from Commissioner Miller, Mr. Domme said the car counts for the three locations are lower than the capacity they were built for; they took into account the lower speeds. They wanted a more moderate sized roadway and did not want to use a major arterial as a pilot project. It is possible the numbers will not increase because the ridership is already maxed out. No growth could mean the pilot location was not the correct one to use. Based on the evaluation staff thinks Jackrabbit is the right corridor to use, especially with access to two multi-use paths.

In a further exchange, Commissioner Miller wondered if there could be an online survey later to ask cyclists whether their confidence has grown by using the protected bike lane. Mr. Domme agreed that is a great idea as a study to evaluate and collect cyclists' comments would be valuable.

Mr. Guntupali advised they always communicate with residents and advise them of upcoming improvements.

Chair Anderson noted at the Paths and Trails Subcommittee they discussed street sweeping, as this was a big concern. He asked if the green pedestrian/ bicyclist markers would be added to the protected lanes. Mr. Domme said no green striping will be used for this pilot project. While still evaluating what type of physical barrier to use a green pole is one of the options. Vice Chair Anderson noted the flexile posts are used in California to isolate their fast track lanes on the highway and they seem to hold up well with high speeds and a lot of traffic.

Chair Iacovo reminded the Commission of the importance of expanding the bike program in the TAP.

Chair Iacovo inquired of the reasons for removing a location from the pilot program. Mr. Domme said a major issue for him would be maintenance of the barriers. Mr. Melnychenko said a community might have aesthetic concerns. Mr. Guntupali said he would look at three areas that include maintenance, aesthetics, and lack of increase in bike volume. Mr. Domme clarified that only the posts would be removed.

Vice Chair Anderson inquired if they considered Indian School Road as a pilot location, as they have protected bike lanes now due to narrowed roadways. Mr. Domme said that is higher volume than what they are looking for, but is something he can discuss with staff.

COMMISSOINER WILCOXON MOVED TO RECOMMEND THE CITY STAFF PROCEED WITH THE PILOT PROGRAM ON JACKRABBIT ROAD BETWEEN MILLER AND HAYDEN ROAD. VICE CHAIR ANDERSON 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

5. PROJECTS AND PROGRAMS UPDATE

Mark Melnychenko, Transportation & Streets Director, provided an update on the projects and programs, noting the TAP guides their efforts along with the general and strategic plans. The goal is to refine and maintain what is in place, as well as addressing emergency situations. The focus area this evening will look at system upgrades and maintenance, filling in network gaps, and maximizing resources.

- Partnered with SRP to relocate an irrigation box on 68th Street / Thomas Road.
- Camelback Road sidewalk project increased the sidewalk width to 8 feet, signal and street light installation, relocated water meters, fire hydrants, and variable speed signs, as well as undergrounded power lines. This project came from the community and was addressed quickly.
- Historic District improvements: paving, including three main alleys, drainage, crosswalk improvements, and ADA upgrades. Adjustments are being made for residual ponding on residential properties.
- The application for the RAISE Grant will be resubmitted to the USDOT for 2nd Street from 75th Street to Goldwater Boulevard by February 20th. \$14.5 million is being sought with a \$4.8 million match. It was suggested there be a stronger connection for assisting areas of economic need. A connection will be made with underserved areas south of the project. The project will include wider sidewalks, protected two-way bicycle cycle track that connects to Indian Bend Wash to the Arizona Canal, other facilities and employment, traffic calming strategies, sustainable landscaping, man-made and natural shade, traffic signal improvements, and pedestrian lighting.
- Working with Ashler Hills area community to improve the trails by installing a horse railing along the steep section of the trail for safety.

Vice Chair Anderson inquired how wide the trail was between the railing and wall. Mr. Davies responded noting it is 8 feet wide. Mr. Melnychenko noted the railing is 80 feet long.

Chair Iacovo noted the directors project updates are localized to the area that is on the agenda.

6. COMMISSOIN IDENTIFICATION OF FUTURE AGENDA ITEMS

Chair Iacovo noted there is a robust tentative future items agenda. This evening the update on the protected bike lane project was added.

Commissioner Kowal asked for an update on trolley usage and future expansion. Mr. Melnychenko advised that will be included in April with the transit update.

Chair Iacovo inquired if a response had been provided to the public comment attached to the packet, asking what they can do to assist with the transit program. In addition, what can or should Commissioners do to further the transit program in the City. Mr. Melnychenko said they will provide a response to the public comment.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Vice Chair Anderson, the meeting adjourned at 7:04 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Cardella, Kowal, Lall, Miller, and Wilcoxon NAYS: None

SUBMITTED BY:
eScribers, LLC

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

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Kiran Guntupalli, Principal Traffic Engineer
Subject: Traffic Engineering Program Updates
Meeting Date: February 16, 2023

Action:

Information and Discussion.

Purpose:

The purpose of the presentation is to provide an update on Traffic Engineering's programs and work efforts by discussing the evaluation and decision-making processes used for programs and projects.

Background:

Scottsdale's Transportation Action Plan (TAP) 2022 that was recommended by the Transportation Commission and approved by the City Council is a roadmap for Scottsdale's transportation future. It includes the objectives, policies, values, and guidelines to inform transportation decisions moving forward, along with a prioritized implementation plan to preserve and improve transportation elements in the city. It identifies Streets, Transit, Bicyclist, Pedestrians, Trail Users as the five transportation plan elements. Traffic Engineering is one of the entities that connects all five transportation plan elements to provide a safe, efficient, and accessible system to all users. This document details the process Traffic Engineering follows for consistent and effective implementation of the Transportation Action Plan.

Traffic Engineering Process:

Traffic Engineering (TE) receives input and follows a consistent data driven analysis method to recommend the countermeasures and each of these steps are explained below

Input:

TE staff receives input from various entities and efforts. Examples of these are listed below.

Residents:

Resident contact TE staff with these concerns via phone, email and ScottsdaleEZ submittals. Staff acknowledge the receipt of their concern and respond with an appropriate response. Example: A recent fatality on Thompson Peak Road at Grayhawk Drive generated ~100 ScottsdaleEZ submittals and emails.

Traffic Volume & Collision Report:

TE staff generate a Traffic Volume and Collision Report once every two years. This document includes traffic volume and collision information on arterial and collector roadway segments and major intersections within the city. The information is used in a wide variety of traffic engineering studies and applications.

Example: The current fiscal year Road Safety Assessment (RSA) list is generated from 2020 Collision Manual.

Traffic Management Center (TMC) Staff:

TMC staff often get contacted by residents or observe concerns and notify TE of concerns. Example: Bell Road westbound to northbound left-turn phase failure at Thompson Peak Parkway.

Development Proposals:

City receives numerous proposals as part of the development process on vacant parcels or as part of re-development that may impact the transportation system. The traffic information from these proposals act as input.

Example: The Kimsey development in Old Town Scottsdale.

School Officials and Resource Officers:

School (public, private and charter), school district staff and School Resource Officers contact city staff with their traffic problems. Also, the residents within the vicinity of the schools contact the city with various traffic issues.

Example: Basis at 136th Street and Via Linda traffic queuing concerns, Mountainside Middle School queuing concerns at 128th Street.

Special Events:

Scottsdale is a tourist destination for numerous events. A lot of traffic congestion is generated with these events. Experienced staff and proper planning are necessary to make sure that the transportation system operates in a safe and efficient manner.

Example: ESPN Super Bowl Main Street telecast, WMO tournament.

Capital Improvement Program and Construction Projects:

Assist with numerous capital improvement projects (water, sewer, utility) in various stages of planning. A well-coordinated effort is required to make sure all the projects are executed in a seamless and sequential manner without interruptions.

Example: Osborn Road water line upgrade project.

Analysis:

Road Safety Assessment:

Road Safety Assessments (RSAs), also referred to as Road Safety Audits, are a proactive approach to improving road safety. An RSA is a formal assessment of the safety performance of an existing or planned road segment or an intersection. Typically, it is carried out by an independent team of professionals. The city partners with Maricopa Association of Governments to the extent possible to request RSAs at various locations. It is impossible to find funding to get an independent team to all RSA locations. Therefore, the city conducts its own RSAs with a team of Engineers, Technicians, Operations Staff, Enforcement personnel as participants and report the findings to management.

Example: City staff completed five RSA's in-house; three intersection RSA's along the McDowell Road corridor were completed with MAG program funding.

Traffic Control Studies:

Based on concerns received, the analysis and study may recommend installation of traffic control at an intersection, turn movement restriction, change in speed limit or some other countermeasure

based of the Manual on Uniform Traffic Control Devices, Federal Highway Administration (FHWA) Guidance, State, or local requirements.

Example:

Thompson Peak Road at Bell Road protected left-turn phasing study, 94th Street at Cactus Road north and southbound permissive-protected phasing study, Jackrabbit Road and Miller Road Pedestrian crossing study, and Traffic Signal Warrant study at Scottsdale Road and Dove Valley Road.

Traffic Impact and Mitigation Analysis Report:

Per Design Standards and Policies Manual, all private development requiring a General Plan Amendment, a zoning map amendment, or a use permit (UP) application occurring within the City of Scottsdale are required to perform a study to assess the impact of it on city transportation infrastructure. If the Level of Service is degraded to worse than D, an appropriate countermeasure needs to be implemented by the development.

Example: Gentry on Green - Installation of traffic signal at Indian School Rd. and 78th St., Scottsdale Collection- Installation of right-turn deceleration lane on Camelback Rd. at Brown St.

Barricade Plan Review:

All projects that require a restriction on a roadway need to submit a plan of restrictions at the One Stop Shop in Planning and Development. These plans are verified to make sure it meets MUTCD and the Phoenix Barricade Manual and are stamped for approval.

Example: Camelback Sidewalk Project- TCP was reviewed and approved for curb lane restriction during weekday, off-peak daytime hours.

School Operations Observations:

TE staff observes traffic operations at various schools and recommend appropriate countermeasures to mitigate traffic concerns.

Example:

SRO at Mountainside Middle School had to direct traffic in the street as the traffic congestion was causing sight distance concerns. TE staff observed the arrival and dismissal patterns and recommended splitting the dismissal area. Parents arriving from the east were advised to come to the east side of school for pick up and parents arriving from west were advised to pick up kids on the west side. This eliminated the sight visibility concerns and the necessity of the SRO to enter the street.

Capital Improvement Project:

One of the steps in any major capital improvement project is a Project Assessment. This step evaluates alternatives and recommends an effective countermeasure.

Example: Osborn Road Project – As part of Osborn Road Complete Streets Project, the intersection of Osborn Road and Miller Road is evaluated, and a roundabout is recommended for safe and efficient operation.

Neighborhood Meetings:

TE staff attends public meetings for other city projects and HOA meetings to address residents' concerns.

Example: Residents along Chaparral Road have frequently complained to the city with concerns of speeding vehicles in their neighborhood. TE attends meetings with HOAs but the only countermeasure that could be recommended to address this concern is additional enforcement.

Output

Traffic Signal Design/Modification:

Based on recommendations from the analysis a new traffic signal is warranted, or a traffic signal modification is recommended. Based on workload a new/modification of signal is designed and either an in-house or design consultant is hired.

Example - Signal design at these intersections:

1. Scottsdale Road and Dove Valley Road,
2. Scottsdale Road and 1st Avenue,
3. 64th Street and Osborn Road.

Traffic Control Changes – Signing & Pavement Marking:

A recommendation from an analysis could be to change existing signing and pavement markings to improve operations. The changes are implemented with staff preparing a work order or in-house staff preparing a sealed drawing for implementation in the field.

Example: Installation of bicycle lanes along Indian School Road from Goldwater Boulevard to 64th Street, Bicycle lanes along 87th Street to mitigate speeding concerns.

Development Case Stipulations:

All offsite improvements stipulated as part of development case approvals are included in the construction documents. The construction of these improvements is reviewed by inspection services for completion before a certificate of occupancy is issued.

Example: 73rd Street realignment as part of Waterview development.

Capital Improvement Program:

TE provides oversight on all transportation capital improvements projects both in design and construction stages to make sure that the infrastructure is built to city standards.

Example: Various segments of Pima Rd. either in design or construction. Scottsdale Road improvements from Jomax Rd. to Dixileta Rd.

Approved Barricade Plan:

TE technicians review approximately two thousand barricade plans a year. If the barricades are not placed per plan, TE Technicians have authority to issue notice of violation for the contractor to correct the barricades per plan. If this is not corrected in the stipulated time a citation is issued.

Example: 1670 barricade plans were approved in 2022 and 32 Notice of Violations were in in January 2023.

Modifications to School Operations/Traffic Control:

Based observations necessary school operations and traffic control changes are recommended.

Example: It is recommended that early arrival of parents during school dismissal be discouraged at Basis Charter school at 136th Street and Via Linda. A similar recommendation was recommended at Mountainside Middle School. The left-turn traffic movement to enter Mountainside Middle School from Via Linda Street is restricted to eliminate sight visibility concerns.

Special Event Management:

TE Right of way staff work diligently with event organizers to make sure all the event traffic arrives and leave in a safe and efficient manner. They work with all rideshare companies for safe operation as well.

Example: WMO event, Super week festivities in Old Town, various marathon events thru the city.

Construction of streets, traffic signals, ped crossings:

After the design is complete, a contractor is hired to complete the construction. Once construction is completed it is inspected by the traffic signal supervisor and accepted into the city system for operations.

Example: 98th Street half street improvements near McDowell Mountain Road, Pedestrian Hybrid Beacon at Camelback Road and Saddlebag Trail, Pedestrian Hybrid Beacon at Thomas Road and 86th Street.

Traffic Calming Device Installation

As a result of Neighborhood Traffic Mitigation program and study recommendations, a speed cushion or speed feedback signs are installed. Installation of speed cushions may require additional review from the city's Stormwater Group to make sure it does not result in unintended consequences.

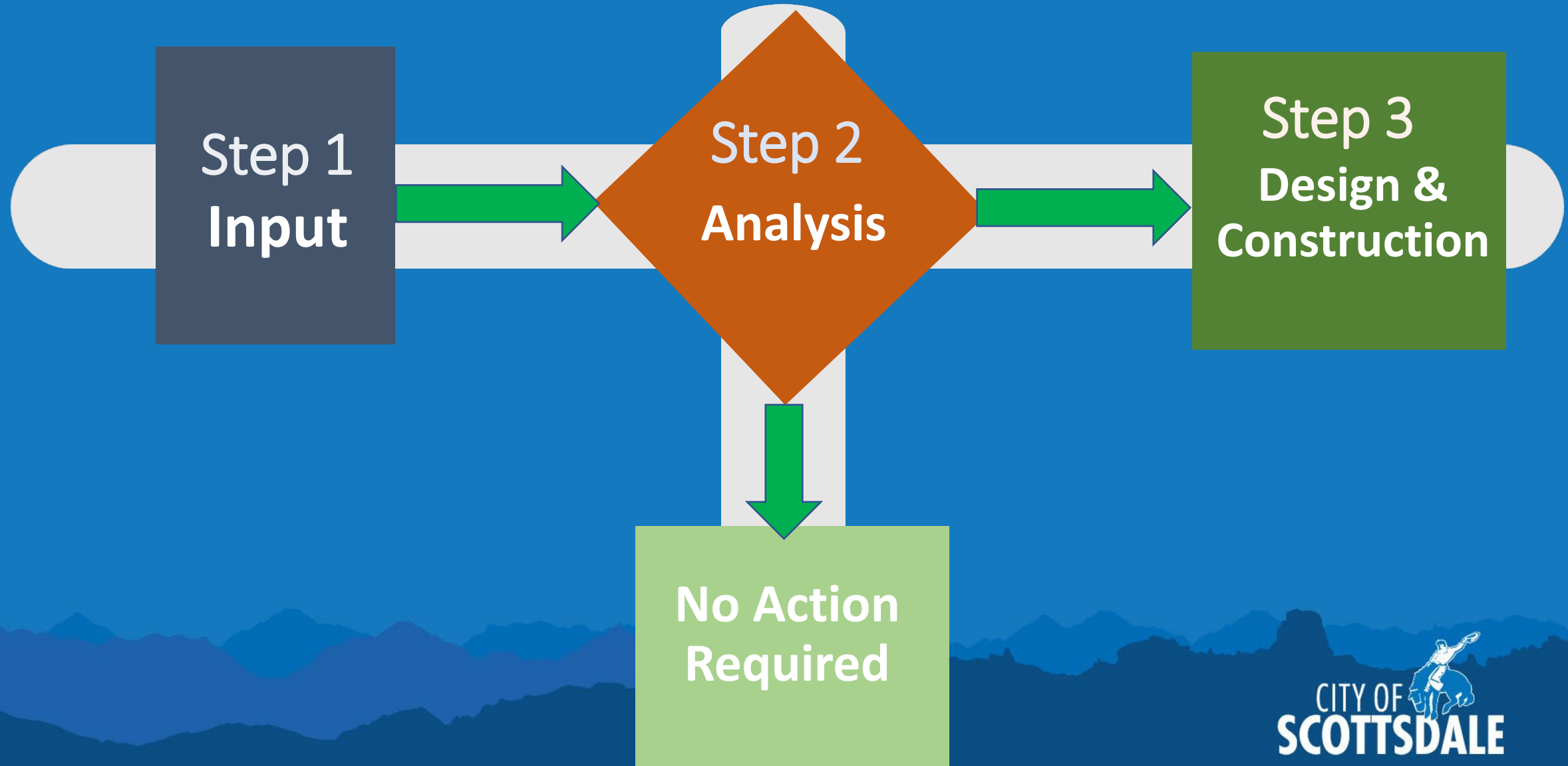
Example: New Speed Cushions on Lafayette Road and Oak St.

Traffic Engineering Program

February 16, 2023

Kiran Guntupalli, *Principal Engineer*

Traffic Engineering Project Process



Residence Input – Calls, Complaints, Suggestions

Traffic Volume & Collision Manual

Traffic Management Center Reports

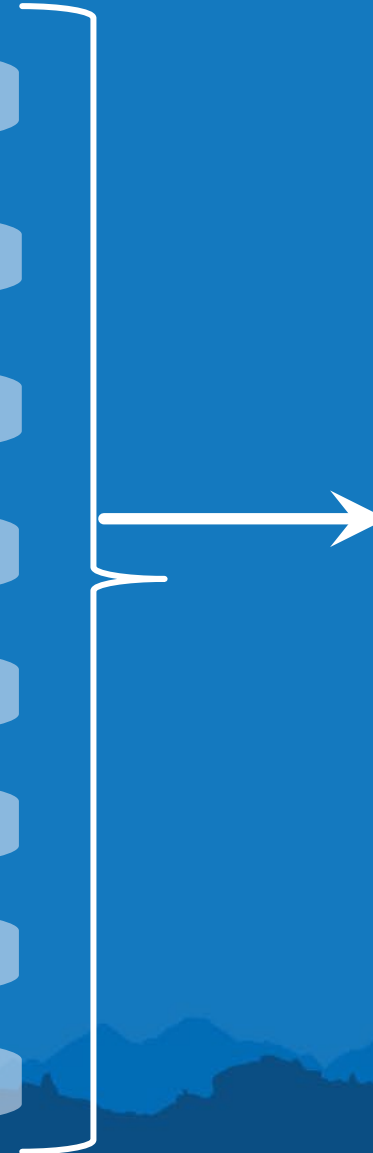
Development Projects

School Officials and Resource Officers

Special Events


Construction Projects

Staff Observations




Step 1
Input






INPUT – Recent Examples



Traffic Engineering
Transportation Department
7447 East Indian School Road, Suite 205
Scottsdale, Arizona 85251



2020 Traffic Volume & Collision Report
October 2021



**City of Scottsdale
2020 Bicycle and
Pedestrian
Collision Report**



SCOTTSDALE EZGO

Reset

Traffic Engineering



Speed Awareness & Traffic Calming



Traffic Engineering



Traffic Signs & Striping (New Installs)

[View More Categories](#)

**Step 2
Analysis**

Road Safety Assessments

Traffic Control Studies

Traffic Impact and Mitigation Analysis Report Review

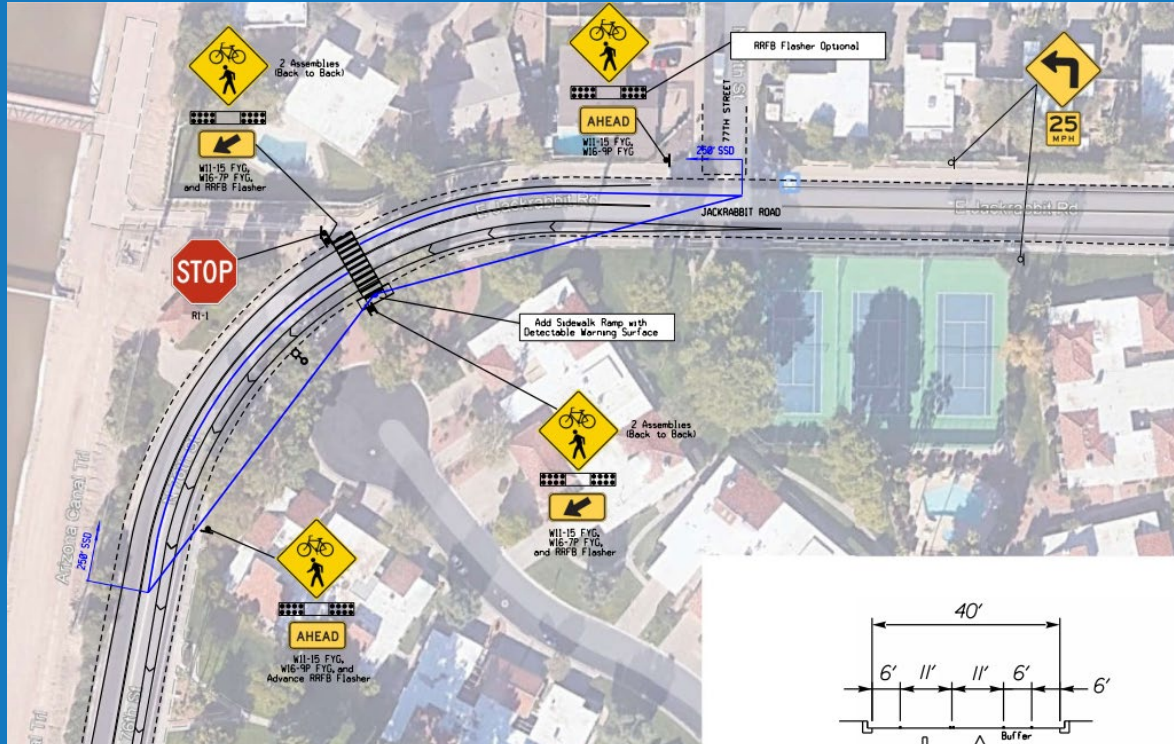
Barricade Plan Review

School Operations Observations

Capital Improvement Project

Neighborhood Meetings

ANALYSIS – Recent Examples



City of Scottsdale – Transportation & Streets

7447 E Indian School Road, Suite 205
Scottsdale, AZ 85251

PHONE 480-312-7250
WEB ScottsdaleAZ.gov

Date: 5 January 2023
To: Phillip Kercher, Traffic Engineering and Operations Manager
Through: Kiran Guntupalli, Principal Traffic Engineer
From: John Savage, Traffic Engineer
Subject: 90th Street: Mountain View Road to Shea Boulevard – Road Safety Assessment



BACKGROUND

City of Scottsdale – Transportation & Streets

7447 E Indian School Road, Suite 205
Scottsdale, AZ 85251

PHONE 480-312-7250
WEB ScottsdaleAZ.gov

023
 er, Traffic Engineering and Operations Manager
 all, Principal Traffic Engineer
 ny, Traffic Engineer
 Cactus Road – Left-Turn Analysis



City of Scottsdale – Transportation & Streets

7447 E Indian School Road, Suite 205
Scottsdale, AZ 85251

PHONE 480-312-7250
WEB ScottsdaleAZ.gov

Date: 3 November 2022
To: Phillip Kercher, Traffic Engineering and Operations Manager
From: Sam Taylor, Senior Traffic Engineer
Subject: Bell Road and Thompson Peak Parkway Left-Turn Analysis

PK



RECOMMENDATION



Traffic Signal Design/Modification

Traffic Control Changes: Signing/Marking

Development Case Stipulations

Capital Improvement Projects

Approved Barricade Plans (~ 1600 per year)

Special Event Management

Construction Projects

Traffic Calming Device Installation

Signal Phasing and Timing Changes

Step 3
Output

OUTPUT – Recent Examples

Pima Road at Happy Valley Road

Corriente Apartments



Pima Road at Trailside View Signalization



OUPUT – Recent Examples

Oak Street



Lafayette Street



Road Safety Assessments

Definition:

A formal assessment of the safety performance of an existing or planned road segment or an intersection

Who Does These?

Typically, it is carried out by an independent multidisciplinary RSA Team

In Scottsdale, a team on Engineers, Technicians, Operations Staff, Enforcement personnel are the participants.

Road Safety Assessments in Current Year

Intersections	Planned Schedule	Date Completed
Hayden Road and McDowell Road	Complete	9/15/2022
Miller Road and McDowell Road	Complete	9/15/2022
Scottsdale Road and McDowell Road	Complete	9/15/2022
Scottsdale Road and Lone Mountain Road	Complete	11/2/2022
Thompson Peak and Bell Road.	Complete	11/30/2022
Scottsdale Road and Shea Boulevard	Complete	12/6/2022
Thompson Peak and Frank Lloyd Wright.	Underway	
Segments		
Scottsdale from Mountain View to Shea Boulevard.	Complete	10/26/2022
90 th Street from Mountain View Road to Shea Boulevard	Complete	1/5/2023
Camelback Road from Goldwater Boulevard to Scottsdale Road	Underway	
Miller Road from Indian School Road to Camelback Road	Underway	

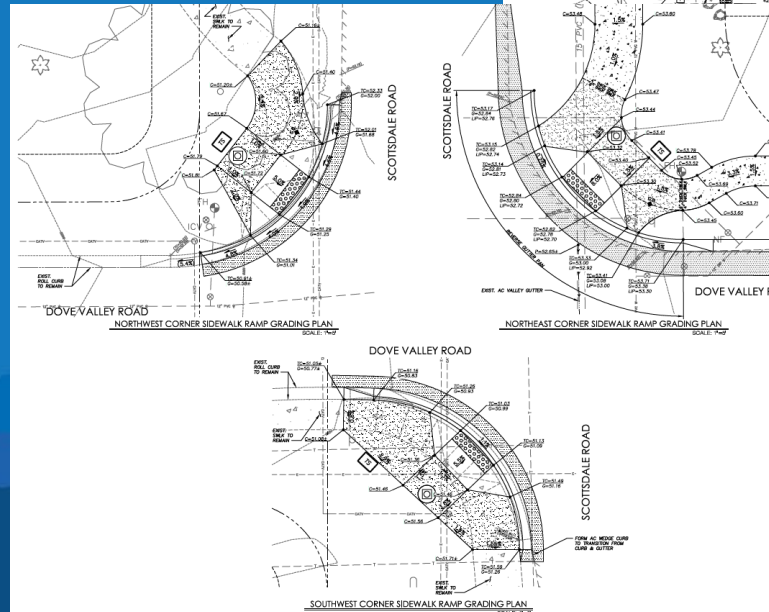
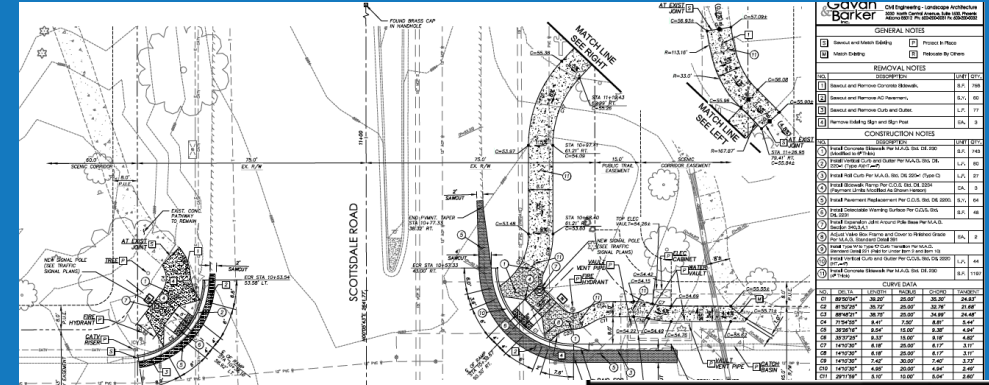
Traffic Signal Design and Construction

To be Advertised for Construction

- Scottsdale Road and Dove Valley Road
- Scottsdale Road and 1st Avenue
- 64th Street and Osborn Road

In Construction

- Pima Road and Trailside View



CONTROLLER AND POLE SCHEDULE		
LOCATION (STA.)	NO.	POLE LAYOUT
STA 9+16.4 97.8' RT	A	MC1024-UPS-M100-AZ 100A POLE WITH BATTERY BACK-UP SYSTEM AND FOUNDATION
STA 9+16.5 90.9' RT	B	NEW SAFETAN MODEL 332 HYBRID CABINET AND FOUNDATION
STA 9+15.3 58.4' L	C	NEW TYPE RS POLE WITH A 55' MAST ARM AND A 20' LUMINAIRE MAST ARM. NEW PPB R10-36(R) NEW PPB R10-36(L) W/H M F I F II F III F IV INTERNALLY ILLUMINATED STREET NAME SIGN
STA 10+45.0 68.5' L	D	NEW TYPE OS POLE WITH A 35' MAST ARM AND A 20' LUMINAIRE MAST ARM. NEW PPB R10-36(R) NEW PPB R10-36(L) W/H M F I F II F III F IV INTERNALLY ILLUMINATED STREET NAME SIGN
STA 10+49.7 56.7' RT	E	NEW TYPE RS POLE WITH A 50' MAST ARM AND A 20' LUMINAIRE MAST ARM. NEW PPB R10-36(R) NEW PPB R10-36(L) W/H M F I F II F III F IV INTERNALLY ILLUMINATED STREET NAME SIGN
STA 9+57.1 72.2' RT	F	NEW TYPE OS POLE WITH A 25' MAST ARM AND A 20' LUMINAIRE MAST ARM. NEW PPB R10-36(R) NEW PPB R10-36(L) NEW CCTV CAMERA W/H M F I F II INTERNALLY ILLUMINATED STREET NAME SIGN

Traffic Signal Construction Process Improvements

- Procure Long Lead Items in Advance
 - Signal Poles and Mast arms – 3 to 6 months
 - Video detection – 3-6 months
 - Signal Controller and Cabinets – ~6 months
 - Meter Pedestal – 6 to 9 months
 - Signal heads – 6 to 8 weeks
- Work with APS and SRP on power drop – 3 to 6 months

Pedestrian Improvements

In Design

- Miller Road and Earll Drive
- Miller Road and Jackrabbit Trail

In Construction/ Complete

- Mountain View Road at Loop 101 – Path Crossing
- Camelback Road Sidewalk
- PHB at Camelback Road and Saddlebag Trail

Mountain View Road Mid-Block Crossing Improvements

Before:



SCOTTSDALE

Mountain View Road Mid-Block Crossing Improvements

During Construction



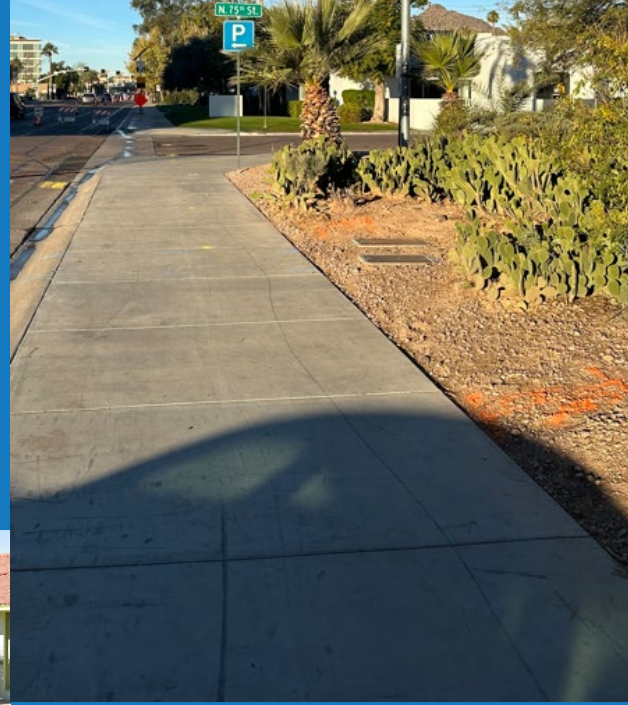
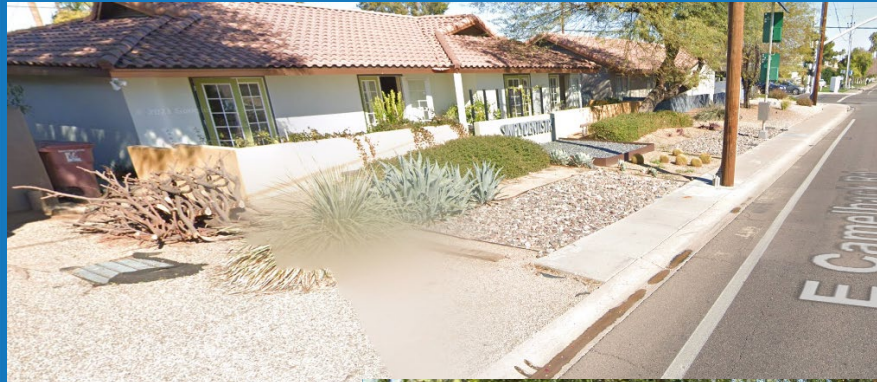
Camelback Road Sidewalk Construction Complete

Scope:

- Install continuous wider sidewalk along north side of Camelback Road from Miller Road to 73rd Street.
 - Relocate water meters, fire hydrants
 - Relocate Variable Speed limit and Speed Feedback signs
- Underground power lines
- Construction Complete.

Construction Complete:

Before:



Camelback Road and Saddlebag Trail - HAWK



Activated on July 25, 2022.

Questions ?

Thank you!

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Cristina Lenko, Public Information Officer
Subject: Trail Maintenance Outreach Plan
Meeting Date: February 16, 2023

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide information on the trail maintenance outreach plan

Background:

The city currently has approximately 153 miles of unpaved trails outside the McDowell Sonoran Preserve. Trails exist in city right-of-way or on easements dedicated to the city on private property. In some locations, properties that hold public easements are owned by homeowners' associations while others are owned by individual property owners.

As is the case with sidewalks, maintenance of trails is the responsibility of the adjacent property owner, per Scottsdale Revised Code, Chapter 47. Section 47-47 states, "The owner of property adjacent to the right-of-way shall conduct routine property maintenance to keep the property and adjacent right-of-way in an orderly and safe condition." Section 47-47 also states, "The owner of property adjacent to the right-of-way shall maintain the property so that it does not interfere with public uses of the right-of-way."

Code Enforcement is the mechanism for enforcing removal of encroachments. ScottsdaleEZ is a common way for residents or city staff to report issues to Code Enforcement.

The Scottsdale Design Standards and Policies Manual (DS&PM) Chapter 8-3 covers Non-Paved Trails including maintenance information, which is provided in Section 8-3.6, pages 573, 590-592:

<https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Design/DSPM/DSPM+2018.pdf>

In order to improve general maintenance of the trail system, staff began by drafting a communication plan to inform, educate, and facilitate property owners to fulfill their responsibility to maintain trails that run through easements on or are adjacent to their property.

Update:

On April 26, 2022, the Transportation Action Plan (TAP) was adopted by City Council. The Trail Element of the TAP includes goals, policies and performance measures related to trail maintenance.

Trail Element Goal (TR-05)

Educate the public about easements and maintenance responsibilities associated with the trail network

Trail Element Policy (TR-02)

Trail obstruction: Coordinate with landowners regarding obstruction removal and require trail realignment by landowner if necessary.

Trail Element Performance Measure (TR-02) Mileage of rehabilitated trails per year

Transportation staff have been refining the components and schedule for the trail maintenance communication plan. Meetings with Citizen Services, Code Enforcement, Communications and Scottsdale Video Network staff were held. A detailed inventory of the trail network commenced in January to assess the condition of the trails. The inventory utilizes an iPad to collect field data and

update the records in the database in real time. Data queries allow identification of specific locations for review and action. For example, trail obstructions or overgrown vegetation can be queried throughout the system and enable staff to take action to address the issues. The inventory was completed in July.

A recent analysis of parcels adjacent to trails identified the number of parcels and the percentage of trail mileage that is adjacent to homeowners' associations or commercial properties (63%), individual property owners (21%) or public agency/city-owned properties (16%). This will aid in targeted outreach to correct issues on the trails that were identified by the trail inventory or new reports from the public.

In June 2022 a new link was created in ScottsdaleEZ for reporting path, trail or sidewalk obstructions. These notifications are assigned to the Code Enforcement group. Also, the Trail Maintenance webpage was published with information on maintenance responsibilities, a link to the Scottsdale EZ form, and a link to the interactive Public Amenities Map so citizens can look up their property and view trail locations:

<https://www.scottsdaleaz.gov/transportation/paths-trails/trail-maintenance>

Transportation staff presented an update to the Paths & Trails Subcommittee on June 7, 2022 and the Transportation Commission on June 16, 2022. Discussion included future trail inventory plans, responsibility for maintenance of trail surface, trends from both trail inventories, historical data of complaints regarding trails, and the timeline for addressing complaints.

Transportation staff presented an overview of the program to the Neighborhood Advisory Commission on October 26, 2022. Discussion included the history of trails being managed by the Transportation Department, direct letters being effective, large community cleanup of trails and reaching out to the Scottsdale Realtors Association for help spreading information.

Transportation staff presented an overview of the program to the Parks and Recreation Commission on November 16, 2022. Discussion included questions about the Transportation Department history of trail management, the trails inventory, volunteer groups that could help with maintenance, adding QR codes on trail signage to link the public to the maintenance informational video, including trail information in closing documents for property purchases, and using drones for future trail inventories.

Transportation staff presented an update to the Paths & Trails Subcommittee on February 6, 2023. Discussion included annual reminders to property owners about trail maintenance, Adopt-a-Trail and service projects, additional communication methods, and ScottsdaleEZ requests received.

Next Steps:

The new Trail Maintenance webpage will be publicized with a web article, social media posts, utility insert article, and a Scottsdale Update newsletter article in spring 2023. Targeted outreach to a pilot neighborhood will take place in March, with a field meeting on trail maintenance. This pilot area and process will be evaluated and further targeted outreach to HOAs, commercial property owners and individual property owners will occur in April and May. Staff will continue sending issues to Code Enforcement as needed. The information video will be created in April 2023 and posted on the Trail Maintenance webpage, Scottsdale Video Network and Scottsdale YouTube channel.

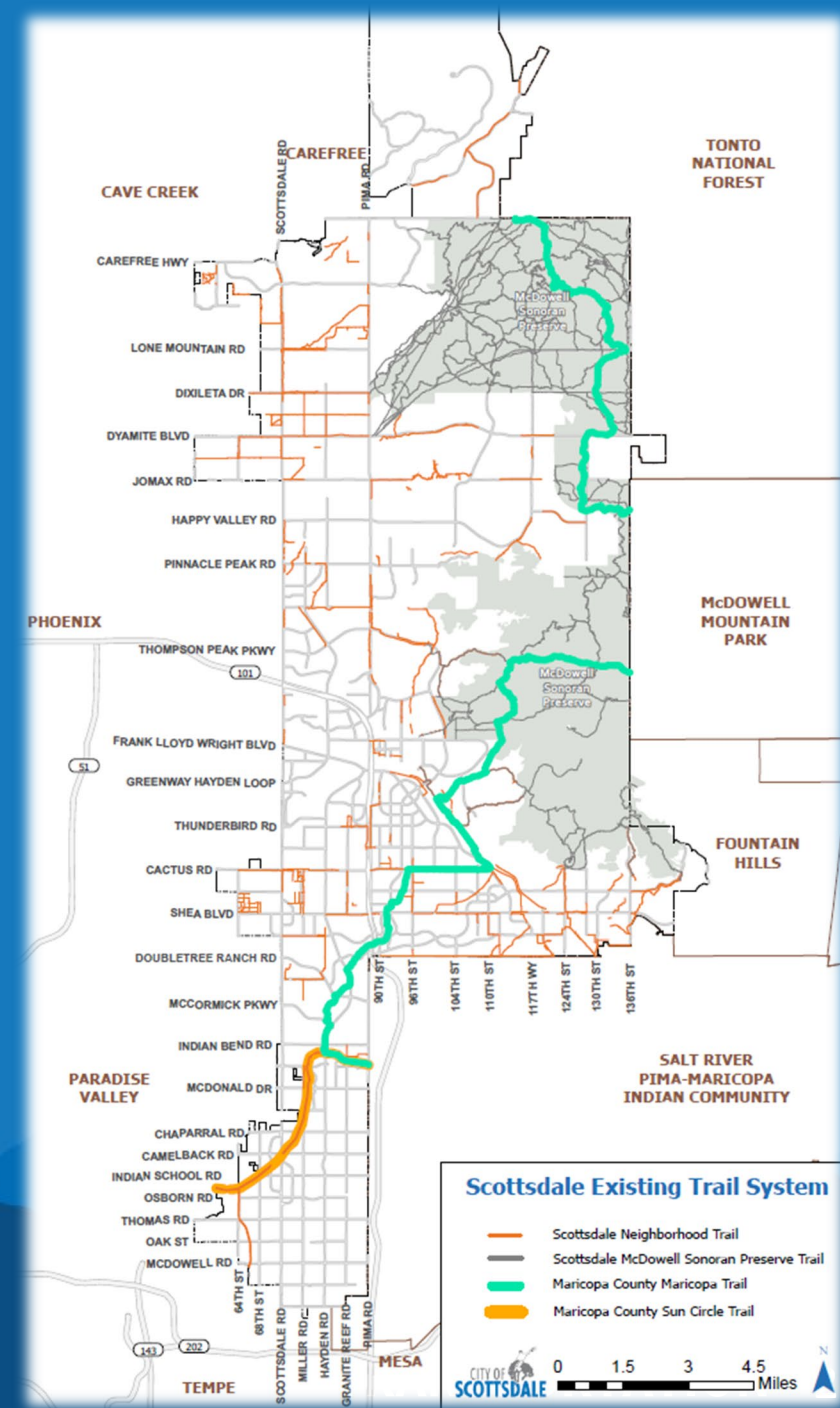
Transportation staff will evaluate the success of the outreach program and impacts on the improvements to the trail network.

Trail Maintenance Outreach Plan

Transportation Commission
February 16, 2023

Background

- 153 miles of existing non-Preserve trails (based on recent parcel-level inventory)
 - City right-of-way and easements
- Trail maintenance communication plan in development
- Trail inventories
 - 2012 - previous inventory
 - 2022 - commenced in January



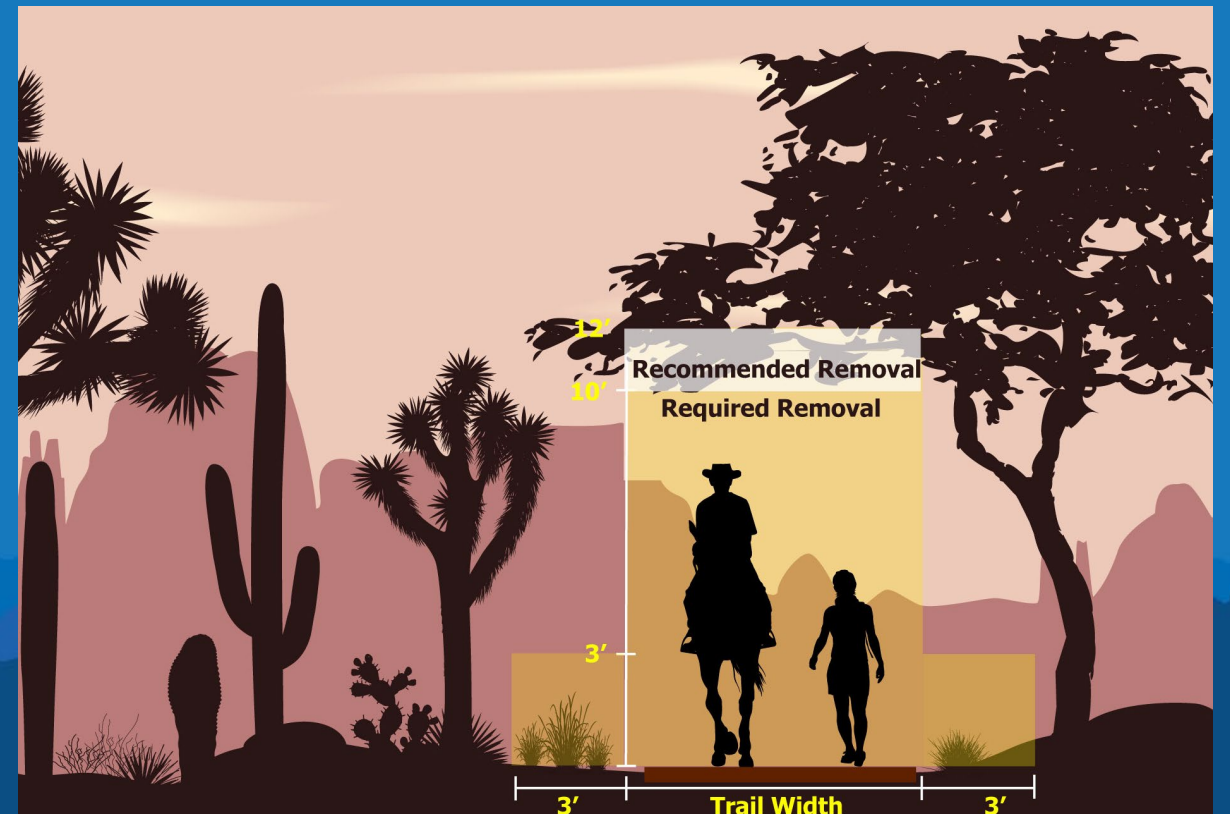
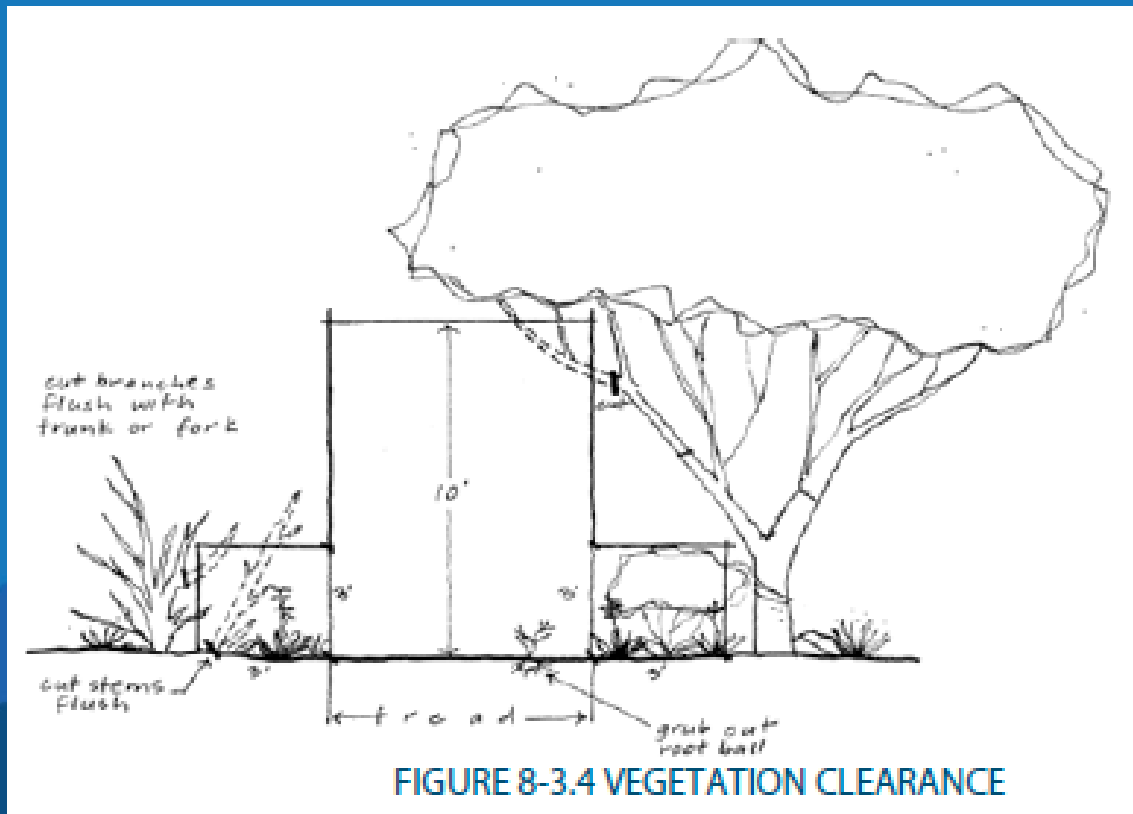
Maintenance Responsibility

Scottsdale Revised Code, Chapter 47. Section 47-47:

- “The owner of property adjacent to the right-of-way shall conduct routine property maintenance to keep the property and adjacent right-of-way in an orderly and safe condition.”
- “The owner of property adjacent to the right-of-way shall maintain the property so that it does not interfere with public uses of the right-of-way.”
- Citizens and city staff may report issues through ScottsdaleEZ

Trail Maintenance Information

- Scottsdale Design Standards and Policies Manual:
 - <https://www.scottsdaleaz.gov/design/DSPM>
 - Chapter 8-3 Non-Paved Trails



Transportation Action Plan

- Adopted by City Council April 26, 2022
- Trail Element
 - Goal TR-05 Educate the public about easements and maintenance responsibilities associated with the trail network
 - Policy TR-02 Trail obstruction: Coordinate with landowners regarding obstruction removal and require trail realignment by landowner if necessary
 - Performance measure TR-02 Mileage of rehabilitated trails per year

Trail Maintenance Outreach Plan

- Refined components and schedule for the trail maintenance communication plan
- Met with Code Enforcement, Citizen Services, Communications and Scottsdale Video Network staff
- Inventory of trail maintenance conditions January - July 2022



Trail Maintenance – Inventory Overview

- Used Latest Technology
- Specific Attribute Data
- Collected Data in Field - iPad
- Data Collection - Real Time

Legend

Trail_Inspections

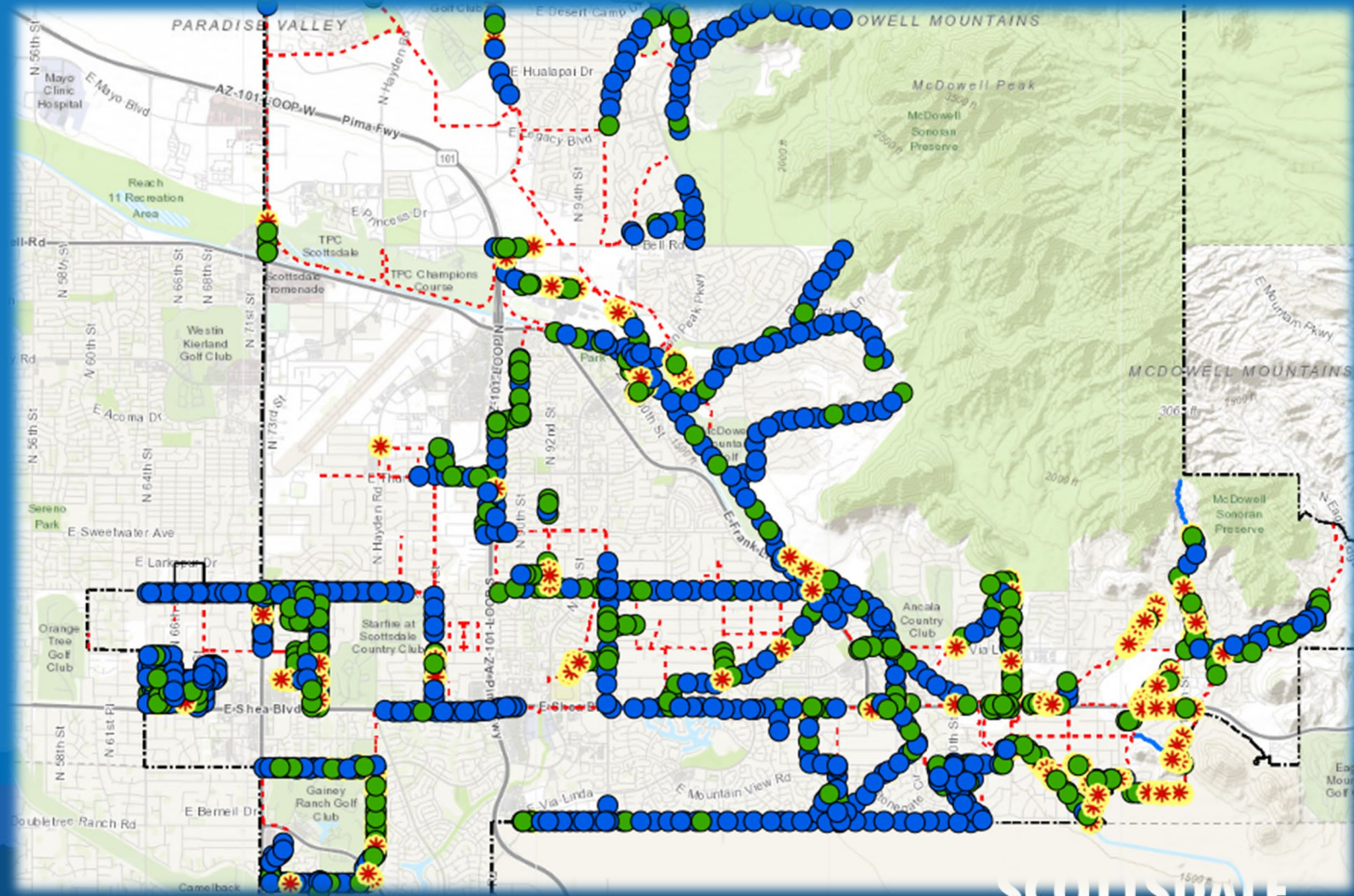
- ☀ IMMEDIATE
- MONITOR
- NONE

Trails_Outside_Preserve

- Existing
- - - Planned

City Boundary

- - -



Trail Maintenance – Data Review

- Data Queries Allow Identification of Specific Data for Review & Action

Legend

Trail_Inspections

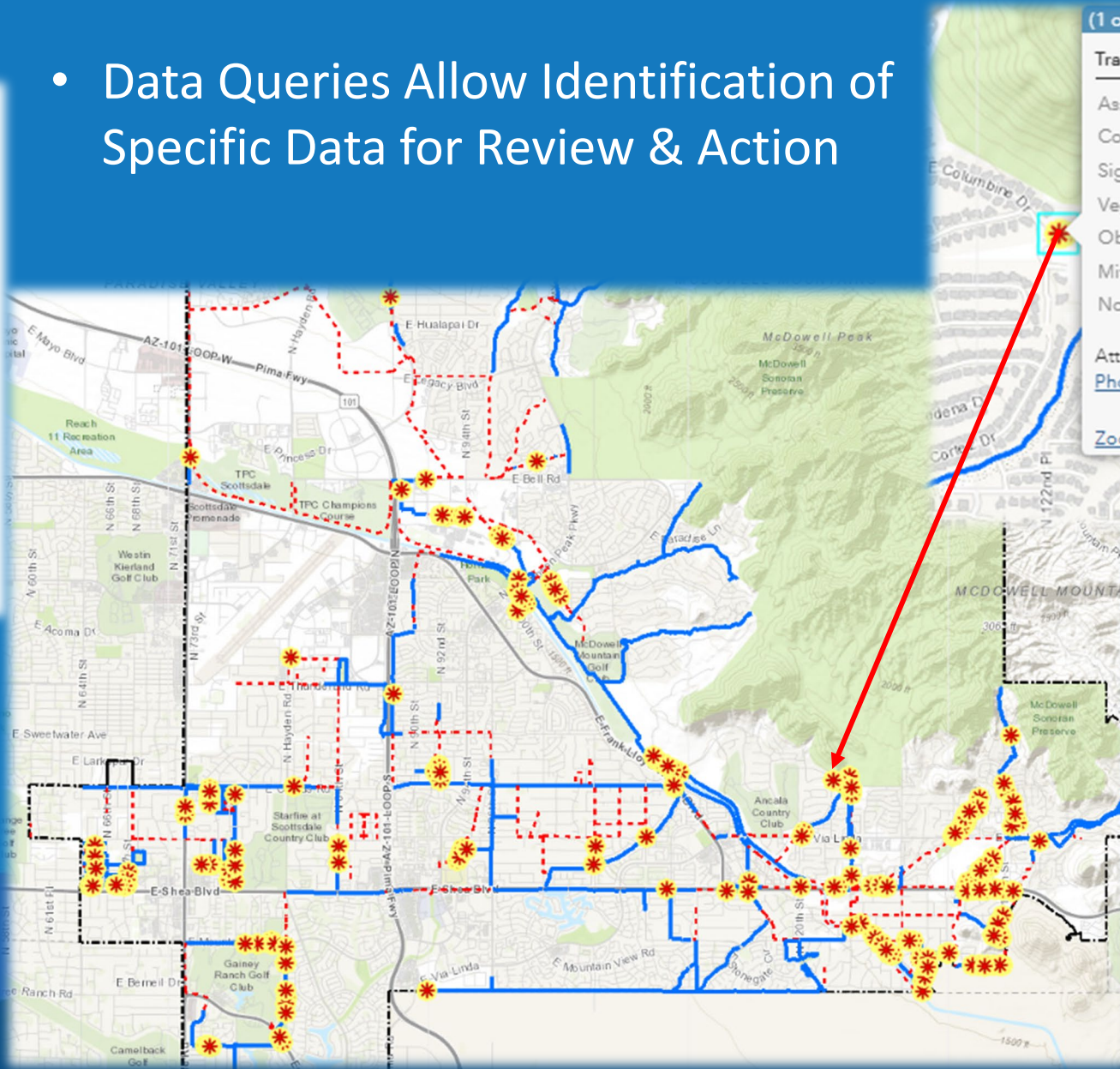
- ★ IMMEDIATE
- MONITOR
- NONE

Trails_Outside_Preserve

- Existing
- - - Planned

City Boundary

- - -



(1 of 2)

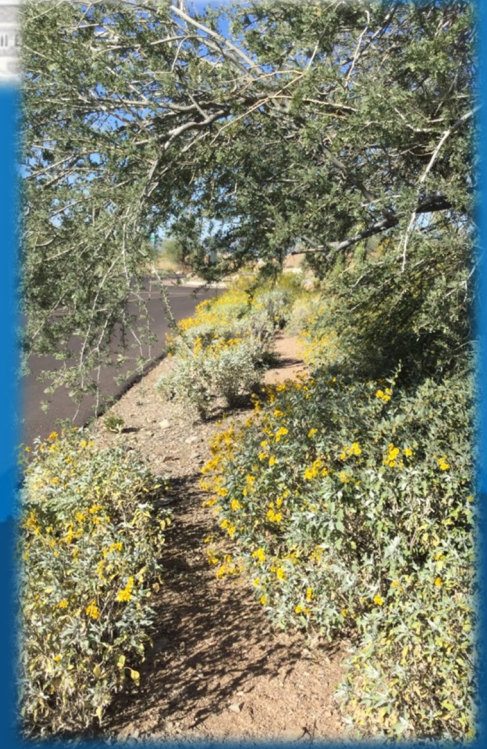
Trail Inspections:

Asset ID	
Condition	GOOD
Signage	ACCEPTABLE
Vegetation	PRUNE OVERHEAD
Obstruction	NONE
Mitigation	IMMEDIATE
Notes	

Attachments:

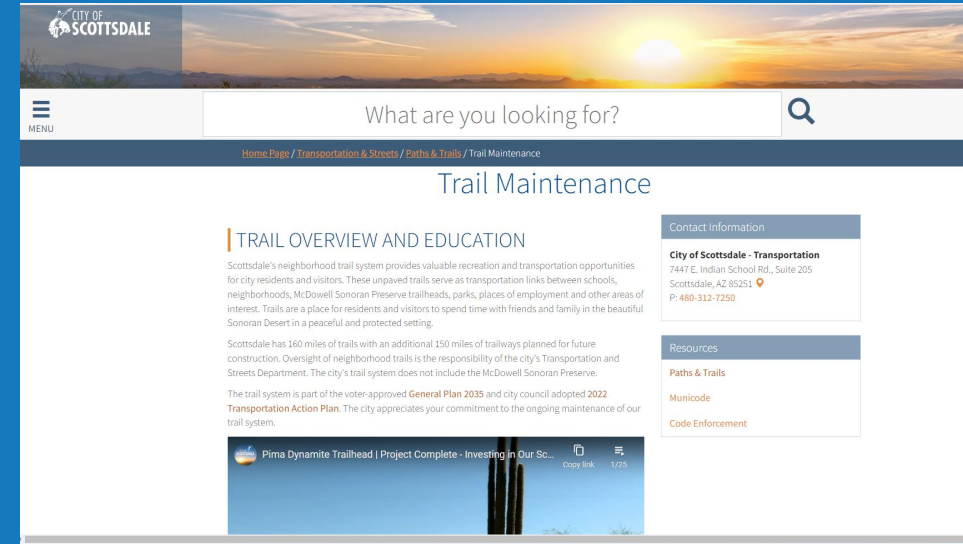
[Photo_1.jpg](#)

[Zoom to](#) [Edit](#) [Get Directions](#)



Update

- Analysis of parcels adjacent to trails (number and mileage)
 - HOAs and commercial properties – 2800 parcels/63% of mileage
 - Individual property owners – 425 parcels/21% of mileage
 - City-owned or public agency properties – 175 parcels/16% of mileage
- Trail Maintenance Webpage
 - Responsibilities
 - Link to interactive map with trails



Update

- June 7, 2022 Paths & Trails Subcommittee
- June 16, 2022 Transportation Commission
- June 2022 ScottsdaleEZ (web site) – trail maintenance link
- October 26, 2022 Neighborhood Advisory Commission
- November 16, 2022 Parks and Recreation Commission
- February 7, 2023 Paths and Trails Subcommittee

Next Steps

- Publicize
 - Web article, social media, utility insert, Scottsdale Update Spring 2023
- Targeted outreach from Transportation
 - Pilot outreach area – Neighborhood Trail Maintenance Meeting in March
 - Evaluate the pilot area and process
 - HOAs and Commercial properties in April/ May
 - Individual property owners in April/ May



Next Steps (cont'd)

- Send issues to Code Enforcement as needed
- Video in April 2023 – webpage, Scottsdale Video Network and YouTube
- Evaluate the program success and impacts on the trail network



Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Electric Bicycles, Scooters and Similar Devices
Meeting Date: February 16, 2023



ITEM IN BRIEF

Action:

Presentation and Discussion

Background:

Dockless sharing companies have been operating in Scottsdale since Fall 2017. On November 13, 2018, City Council adopted Ordinance 4372 amending the Scottsdale Revised Code relating to bicycles and related devices, including electric bicycles and scooters. The updated ordinance took effect December 13, 2018. The City Manager was directed to share a full report following the end of the tourism season. This report and the ordinance are available on the city's website: go to ScottsdaleAZ.gov and search "scooters."

In fall 2020 oversight of the proposed regulations shifted from the City Manager's Office to the Transportation and Streets Department.

Transportation staff presented an update at the January 19, 2021, City Council meeting, including proposed changes to the bicycle and related devices ordinance.

Notable changes included:

- Restrictions to hours of operation
- Minimum age, prohibiting riding on sidewalks within the Transportation Safety Zone
- Limiting parking of devices to bike racks and designated parking areas only, and
- Imposing fees for licensing, relocation, and impoundment of devices.

Comments from Mayor Ortega and City Council members included:

- Concerns about the proposed sidewalk restrictions in the Transportation Safety Zone
- Parking restrictions
- Hours of operation for rental devices, and
- Minimum age restrictions.

City Council directed staff to revise the proposed regulations and return in the future.

Update:

Transportation staff presented an update to the Transportation Commission on September 16, 2021. There was discussion about violations and enforcement. No action was taken.

Transportation staff provided an update to the Paths & Trails Subcommittee on October 5, 2021. Discussion included anticipated future volumes, challenges on parking devices in bike racks, fees, speed limits on roads in Old Town and sharing companies' operating hours. No action was taken.

Staff have been meeting with device sharing companies and coordinating by email, evaluating operations, tracking Scottsdale EZ requests and listening to public feedback. Staff also meet monthly with other cities in the region and Arizona State University to share information and discuss operations. There are currently five device sharing companies operating in Scottsdale: Bird, Spin, Boaz Bicycles, Fly and Lime. Both Lime and Bird have electric bicycles as well as scooters.

Transportation staff presented an update to the Paths & Trails Subcommittee on February 7, 2023. Discussion included new Restricted Areas and slow zones, the anticipated dashboard launch, citations to riders, other motorized devices on paths, bike racks in Old Town, and any proposed changes to regulations that would relax Restricted Areas.

Next Steps:

There are several short, medium and long-term actions that Transportation staff is developing regarding scooters, e-bikes and bicycles.

Website and Restricted Areas – (Short-term)

In early January the [website](#) was updated to educate the public on the scooter and bicycle regulations. Transportation staff continue to meet monthly with several companies and coordinate through email. Staff recently updated the Restricted Areas Map for parking, staging, and riding. This includes expanded areas around the Entertainment District, HonorHealth campus and new slow zones at Fashion Square Mall. It will also include the information kiosks in Old Town. IT staff will upload the updated file to the Open Data Portal, so companies can access the Restricted Areas data for geofencing their operations. Staff are also working with PD on temporary restrictions during the upcoming Special Events “Super Season”. We can make these types of changes at any time without City Council action.

Dashboard – (Mid-term)

IT staff developed a device dashboard for city staff. This dashboard will show the locations of all rental scooters and e-bikes in real time. It will differentiate between each company and device type, show all devices that are out of compliance (72-hour maximum parking, groupings of more than 5 devices within 200-feet, any within Restricted Areas), and send automatic notifications on all these violations through Scottsdale EZ. This will greatly aid staff in evaluating the performance of each company and assist PD with more tools for citing the companies. Staff will also check to see what other compliance issues the dashboard can detect such as parking along narrow sidewalks, near curb ramps, etc.

Currently, IT staff are working on finalizing the dashboard and automatic notifications. Transportation staff have communicated the continuing concerns with each of the vendors.

Public Outreach (Mid-term)

Staff are developing additional strategies to remind the public about proper riding and parking of devices. This includes people riding their own electric bicycles and scooters.

Ordinance Update (Long-term)

Staff will reach out to Legal to consider code updates based on ongoing or past feedback:

- Minor language updates to match the State of Arizona
- Sidewalk riding restrictions in Old Town
- Requiring parking in bike racks or designated areas
- Draft Shared Mobility Device Provider Licensing Ordinance

Staff will continue to monitor and evaluate the program. If necessary, staff will propose revised changes to the ordinance and return to the Paths & Trails Subcommittee and Transportation Commission prior to seeking City Council action.

Staff Contacts:

Susan Conklu, 480-312-2308, SConklu@ScottsdaleAZ.gov

Electric Bicycles, Scooters and Similar Devices

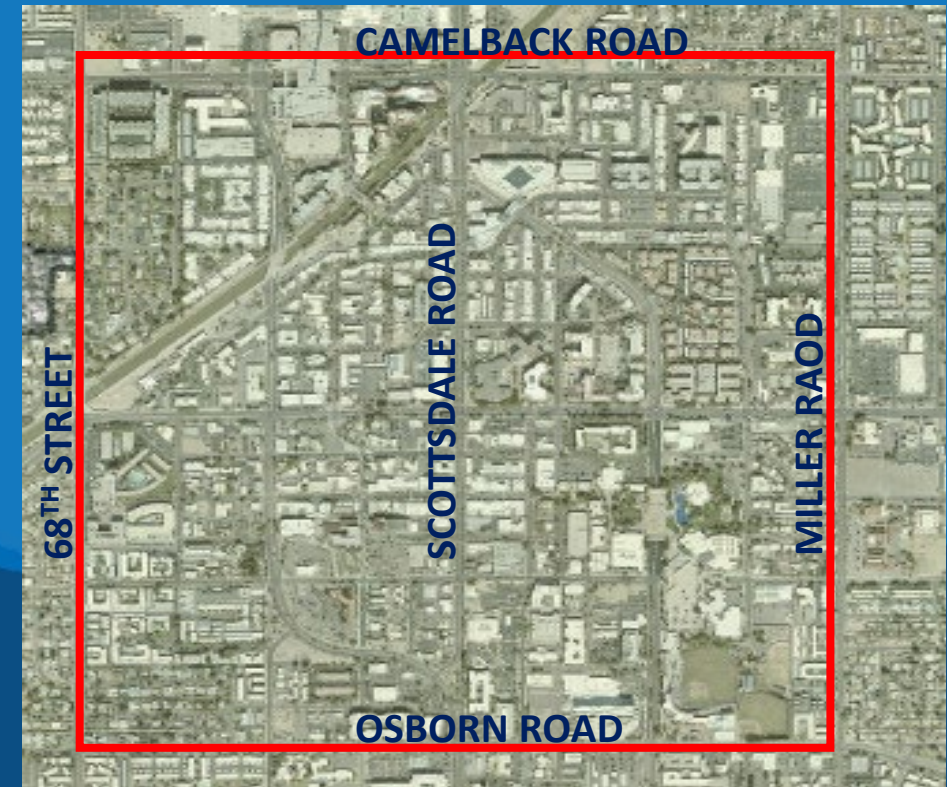
**Transportation Commission
February 16, 2023**

Background

- Devices
- Regulations
- Staff team developed the regulations and coordinated with companies
- Data Report
- Report problems on ScottsdaleEZ

January 19, 2021 City Council Update

- Proposed regulations:
 - Prohibit riding on sidewalks in Transportation Safety Zone
 - Usage times
 - Parking of devices
 - Permission of underage users
 - Fees



Number of Devices Allowed	Licensing Fee	Application Fee	Total Cost
Up to 100	\$9,000	\$1,000	\$10,000
101 – 500	\$49,000	\$1,000	\$50,000
501 – 1000	\$99,000	\$1,000	\$100,000

Comments from Mayor Ortega and City Councilmembers

- Concerns about restrictions in the Transportation Safety Zone
- Parking restrictions
- Hours of operation for rental devices
- Minimum age restrictions
- Council directed staff to revise proposed regulations and return in future

Update

- 2021 Transportation Commission and Paths & Trails Subcommittee update
- Regular meetings with device sharing companies and coordinating by email
- Evaluating operations and Scottsdale EZ requests
- Listening to public feedback
- Monthly meeting with cities in region and Arizona State University
- Five companies operate in Scottsdale — e-bikes and scooters
- Paths & Trails Subcommittee update February 7, 2023

Short-term Steps

- Website updated to educate the public on regulations
- Monthly meetings with companies and regular email communications
- Restricted Areas Map revised
- Temporary restrictions during “Super Season”
- Working with PD staff and the companies

Mid-term Steps

Device dashboard for city staff

- Will show locations of rental e-bikes and scooters in real time, by company and device type
- Devices that are out of compliance
- Automatic notifications through Scottsdale EZ

Public Outreach strategies

Long-term Steps

Work with city attorneys on code updates

- Minor language updates to match the State of Arizona
- Sidewalk riding restrictions in Old Town
- Requiring parking in bike racks or designated areas
- Draft Shared Mobility Device Provider Licensing Ordinance

Next Steps to be taken

- Continue to monitor and evaluate the program
- Regularly meet and correspond with companies and other city staff
- Take further action or make additional recommendations to the Paths & Trails Subcommittee, Transportation Commission and City Council as needed

Discussion

Some Key Data

138 - Total scooter related emergencies

22 - Citations for dangerous riding

246 - Total scooter related citations

2 – Average daily ScottsdaleEZ notifications

304,336 - Miles on Scooters

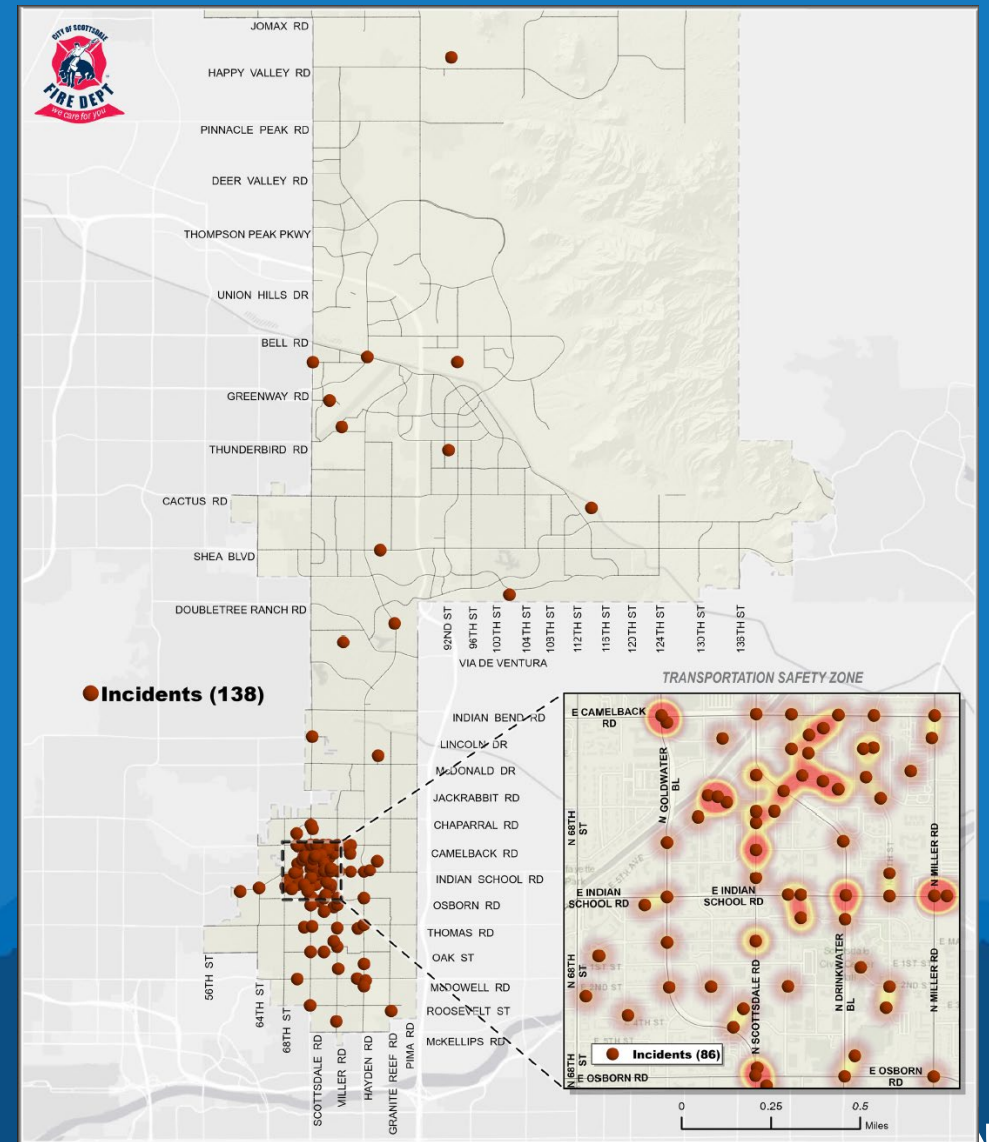
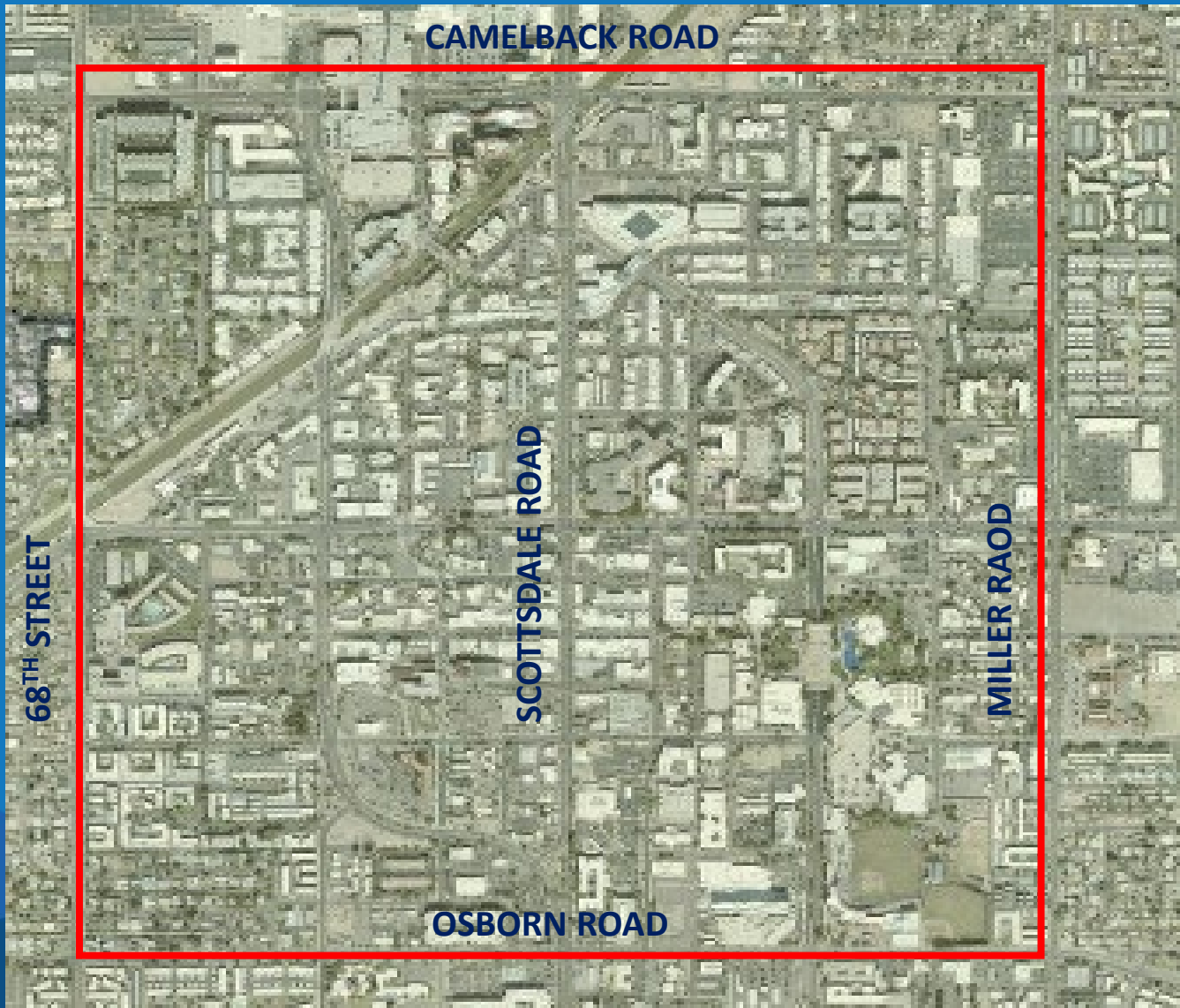
62,451 - Hours on Scooters

276,090 - Rides

Parking



Transportation Safety Zone



Riding in Parks Limited to Multi-Use Paths and Roadways Scooters and Bicycles Prohibited in the Civic Center Mall



TENTATIVE FUTURE AGENDA ITEMS

Rev.02-09-23

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: March 16, 2023

REPORTS/PRESENTATIONS DUE March 9

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes February 16, 2023
- **Construction Impact Mitigation Plan**.....Presentation and Discussion
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **Projects and Programs Update**Discussion
A continuing overview of Transportation & Streets divisions and programs/projects – Mark Melnychenko, Transportation & Streets Director

MEETING DATE: April 20, 2023

REPORTS/PRESENTATIONS DUE April 13

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes March 16, 2023
- **Paratransit Update**.....Presentation and Discussion
Update Paratransit including Cab Connection, Ride-Choice and Dial-a-Ride programs – Tom Young, Valley Metro and Joan Freeman, Transportation Representative
- **Transit System Update**.....Presentation and Discussion
Update on the primary items associated with the transit system post-Covid era – Ratna Korepella, Transit Manager
- **Bus Stop Lighting**Discussion
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager

FUTURE ITEMS:

INFORMATION ITEMS

- **Shea and 124th Street Underpass**Information
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Federal Highway Administration’s Safety Countermeasures**.....Information
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhardt, Transportation Planning Manager
- **Review of Travel Demand Patterns**.....Information
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Cool Paving Results**Information
Information on the results from Cool Paving – Shayne Lopez, Street Operations Manager
- **Fiscal Impact of Distracted Driving**Information
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Pavement Cut Ordinance**.....Presentation and Discussion
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Shayne Lopez, Paving Manager
- **Small Cell Wireless Facilities**.....Presentation and Discussion

Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal

- **Smart City**.....**Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Alternate Modes of Transportation**.....**Presentation and Discussion**
Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner
- **Expanding Maintenance Needs**.....**Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....**Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager
- **2020 Traffic Volume and Collision Manual**..... **Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update**.....**Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager
- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal
- **Roundabout Education**.....**Presentation and Discussion**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **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

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: April 4, 2023

REPORTS/PRESENTATIONS DUE March 28

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 7, 2023
- **Upcoming Grant Projects**.....**Information**
Information on upcoming grant projects – Susan Conklu, Senior Transportation Planner
- **Bicycle Friendly Communities Application****Information**
Information on the application process and questions – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**.....**Information**
A continuing overview of projects/programs – Nathan Domme, 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

- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager
- **Wayfinding Signage** **Information**
Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner

Lofgren, Kyle

From: WebServices
Sent: Tuesday, February 14, 2023 8:20 AM
To: Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark
Subject: Transportation Commission Public Comment

Importance: High

Name: Laura Schwartz
Address: 6705 E Montecito Ave, Scottsdale, AZ 85251
Email: lschwartz27@gmail.com
Phone: (602) 881-7539

Comment:

Dear Transportation Commissioners, The 68th Street Sidewalk Association became aware of a funding threat to a project along 68th Street between Indian School and Thomas Roads. We have written to the City Council in advance of the Feb 14 meeting. We wanted to share that letter with all of you so that you are aware of the threat to completing a safe and neighborhood-friendly corridor along 68th Street. The Honorable Mayor, Ladies and Gentlemen, The effort to prevent the funding of the contemplated re-stripping of 68th Street between Thomas and Indian School is an unacceptable challenge to progress in an area much in need of improvement to ensure pedestrian and bicycle utilization and safety. This area is an urban environment in which vehicular speed is a ever present danger to all who use the area. Strategically, it is a link in an area whose ongoing improvements are a crucial element in ensuring a safe envelope for ALL USERS of this right of way and ensures that our city completes and maintains the infrastructure needed to integrate all aspects of a critical economic component of the City of Scottsdale. We urge you all to support the planned improvements on 68th Street between Thomas and Indian School, acknowledging it for the important role it plays as a link in the chain of improvements contemplated between the northern border of Tempe and Jackrabbit. We respectfully ask that you please include the re-stripping of 68th Street between Indian School and Thomas roads in the budget under consideration, and reject all efforts to derail this undertaking. Thanking you in advance, The 68th Street Sidewalk Association "Walk the walk, safely" Laura Schwartz Harold Back

February 15, 2023

Transportation Committee Members and Staff

City of Scottsdale

Re: North South and East West Transportation Corridor, Pima and Dynamite

Prepared for the February 16th Committee meeting

Dear Committee and Staff:

I am writing concerning the Long Term Planning, Detail Planning, Programming and Schedule for the transportation corridor between Loop 101 and parts of Scottsdale North and East of Princess and Pima Road.

I have been traversing Pima and Dynamite for 18 years to reach my home here. During this time, the residential construction of homes in the area has continued to blossom, and the Rio Verde area of Maricopa County has almost literally exploded. This is not news to you.

Perhaps naively, I expected the issue of the traffic during both the construction and occupancy phases of our City, Maricopa County and the State of Arizona to be thoughtfully foreseen; plans laid; financing obtained; engineering to occur; programming of projects would include mitigation of construction period delays to traffic; and ultimately construction projects to be completed to handle all this growth in a proactive way. Scottsdale has been a rapidly growing and prosperous City for decades and the growth has not ended, in my view. This area is a large percentage of Scottsdale remaining to be developed in the years from about 1990, onward to and past today.

Do my expectations seem reasonable to you, or not?

I am not intimately familiar with what has transpired. I am familiar, though, with the reality of driving on Dynamite and Pima, along with hundreds and thousands of other homeowners, visitors, commercial vehicle drivers and passengers servicing homes, and construction vehicles to build new homes. Frankly, it's been rapidly getting worse and is currently a disaster North of Pinnacle Peak Road. That's my opinion, obviously. If you disagree, I sincerely invite you to ride along with me as I traverse these roads 1-3 times each way, daily. I hope you in fact already have done this and gotten a first hand feel for the situation.

A project is underway on Pima and also Happy Valley that involves both flood control and roadway widening. This is a northward extension of a prior project ending at Pinnacle Peak Road. This project will widen Pima to 6 lanes, as I understand it, and terminate just North of Happy Valley. While this will be "nice", it really should extend at least North of Dynamite. It is not happening that way, which dooms us that live East of Pima to more years of future construction and traffic snarls. Snarls is too tame a word, frankly.

This project was begun in late Fall of '22. Just as Winter visitors predictably arrived. It continued and continues through the Holidays, the Waste Management Phoenix Open golf tournament and last weekend's Super Bowl. I am not aware of a more heavily traveled time of the year for these roads. I cannot understand any reasonable reason for it to start in the Fall, rather than at the end of "the Season", say May 1st. I expect someone to answer "Budget Constraints", which I find to not be a good reason at all. This, given the years of advance notice of the zoning, planning, permitting, etc. of all the residential growth both within North Scottsdale and the Rio Verde area.

I also do not understand this being a 2-year project and concurrent disruption to the otherwise normal traffic flow. My career was in Construction and planning for my company's projects, giving me significant knowledge about how things like this work. There are many, many ways to schedule and sequence any construction project. Each variant changes both the schedule and the cost, and impacts the ultimate user and people along the way. This did not have to be a 2-year project, followed by presumably more projects chasing the growth towards Rio Verde. It was planned that way. And this planning is directly impacting many thousands of trips, daily. If time is money, it's very expensive to the occupants of all the vehicles. The delay costs of traveling these roads to service industry companies is being passed on to homeowners needing services. During all the delays, additional oil is being burned while vehicles are idling, and pollution is more than it otherwise would be.

I am a realist. We are here, today. However, the City could go to the Construction team on the current project and get solutions to most of these questions, which might include acceleration. Add labor, equipment and more hours worked per day and week. Acceleration of an existing bid project is not the ideal way to do construction faster. The best way is to plan it in advance and include it in the competitive Bid Documents for projects.

The City could also itself accelerate the future phases of expanding Pima, the Pima at Dynamite interchange, Dynamite improvements eastward and so on. Getting it done sooner than later. In addition to improving the City's roads, which are truly in need in this area, lessening the traffic congestion, and buying the construction now rather than wait for inflation in costs to consume more and more precious dollars.

All of this begs the questions: What exactly is the City planning in this regard, currently? Can it be effectively communicated to the residents and users of these roads? Is the City willing to seriously consider getting this work done sooner (all the way to the boundary with Maricopa Co.)? What is the coordination with Maricopa, and the State to accommodate all the new homes, etc?

I am bringing this to you, because I don't know where else to go to get answers or have input regarding my concerns. You may not be the place. Or maybe this needs to be addressed jointly with Maricopa County, and even the State of Arizona. All I know for certain is that the existing situation is becoming worse almost by the day and future growth seems certain to exacerbate the matters.

Sincerely,

Robert Campbell