SCOTTSDALE TRANSPORTATION COMMISSION
SPECIAL MEETING – TRANSPORTATION ACTION PLAN
Notice and Agenda

Date: Wednesday August 4, 2021
Time: 4:00 P.M.
Location: Virtual
Live Stream: https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream

Meeting will be held electronically and remotely

Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search "live stream") or will be available on Scottsdale's YouTube channel to allow the public to listen/view the meeting in progress.

Call To Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Donald Pochowski, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on agenda items. To sign up to speak on these items, please click here. Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

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

1. **Approval of Meeting Minutes**---------- **Discussion and Action**
   Special Meeting of the Transportation Commission – July 8, 2021
2. **Implementation Plan** ----------**Information and Discussion**
   David Meinhart, Transportation Planning Manager
3. **Draft Plan Review**----------**Information and Discussion**
   David Meinhart, Transportation Planning Manager

4. **Transportation Commission Special Meeting Schedule----------Information and Discussion**
   Review of remaining date/time/planned topics for the special meeting schedule approved by the Transportation Commission on April 15, 2021 – David Meinhart, Transportation Planning Manager

Adjournment

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

DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING

Thursday, July 8, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

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

2. ROLL CALL

PRESENT: Pamela Iacovo, Chair
Don Anderson, Vice Chair
Karen Kowal
B. Kent Lall
Mary Ann Miller
Andy Yates

ABSENT: Donald Pochowski

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager
Shayne Lopez, Paving Manager

3. PUBLIC COMMENT

There were no comments submitted.

4. APPROVAL OF MINUTES

One correction was made.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JUNE 3, 2021 AS AMENDED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. PROPOSED GOALS, POLICIES AND PERFORMANCE MEASURES

Dave Meinhart, Transportation Planning Manager, noted that this is a much more detailed phase of the Transportation Action Plan. Model elements include streets, transit, trails, pedestrians and bikeways. The majority of systems are already in place. Components of the Transportation Action Plan include: Goals, policies and performance measures, including prioritization of capital projects and development of recommendations for system operations. Focal points are refinement of the existing system over adding extensive new infrastructure, and providing livable streets.

Highlights of the streets element were reviewed.

Goals
- Safety and livable streets
- Multimodal connections
- Complete Streets
- Maintenance

Policies
- Complete Streets
- Traffic safety
- Access management
- Neighborhood traffic management
- Restriping

Performance measures
- Reduce collision rates
- Level of service
- Traffic volumes

Commissioner requested clarification on the criteria for the National Community Survey for ease of travel. Mr. Meinhart said the survey has a basic question asked since the early 2000's, which is one of the standing measures the City has available when developing elements.

Commissioner referenced the policy that states a roundabout should be the first consideration for all intersections of one or two lane per direction streets and suggested clarifying the language to make the statement more clear. Mr. Meinhart concurred and clarified that this policy only applies to locations where stop control is being considered.

Commissioner addressed roadway noise abatement, where the standard and model-predicted roadway level is at 67 decibels, matching federal law and asked for clarification that Scottsdale had adopted a standard less than the federal standard. Mr. Meinhart stated that Scottsdale's standard, adopted in 2011 is currently at 64 decibels, matching what ADOT's noise mitigation

policy used to be. ADOT was required by the federal government to adjust their policy to the standard federal level.

In response to a question from Vice Chair, Mr. Meinhart stated that the City strives to maintain a Pavement Condition Index (PCI) of 80. The current pavement condition study indicates that the City is currently under 70.

Commissioner asked about using a range for the PCI, rather than a hard number. Mr. Meinhart stated that this would be discussed further, including as a topic for the August meeting. There may also be consideration for having different rating levels for different types of roadways.

Ratna Korepella, Transit Manager, provided a review of the transit element.

Goals
- Transportation alternative
- Effective routes
- Ridership
- Amenities
- State of good repair
- Regional connections

Policies
- Service standards
- Bus stops
- National Transit Database
- Automatic Passenger
- Counters

Performance Measures
- Boardings
- On-time performance
- Missed trip

Commissioner suggested rewording regarding the policy for minimum frequency of service to trip intervals of 30 minutes or less. Commissioner stressed the importance of ensuring that transit is getting travelers to their destination, whether this is confirmed via surveys or anecdotal evidence.

Commissioner inquired as to whether surveys have been done regarding frequency of bus routes. Ms. Korepella stated that the City has a standards and performance measurements document from Valley Metro. Most Scottsdale City services, including trolleys, are less than 30 minutes. For some high ridership routes during rush hour times, the frequency speeds up to as much as 10 minute frequency. Commissioner suggested redefining intervals as 30 minutes or less, rather than at a minimum frequency of service.

Chair asked whether within the performance measures and goals, there is always an assumption that this is a fixed route service. Ms. Korepella confirmed that it is a fixed route service. Chair suggested the possibility of amending the language for the policy to consider microtransit or flex route service. Ms. Korepella said is important to keep in mind that paratransit service is not a fixed route, but is door to door service. Mr. Meinhart cited Goal Number 5, which was borrowed and edited for other elements. It identifies special consideration to emerging technologies and

infrastructure. Mark Melnychenko, Transportation & Streets Director, added that upcoming discussions include potential expansion of a couple of routes and express bus service.

Mr. Meinhart reviewed the bike element.

Goals
- Interconnected network
- Encourage usage
- Maintain and expand on-street and off-street facilities
- Platinum ranking

Policies
- Construction priorities
- Restriping
- Neighborhood bikeways
- Wayfinding
- Education
- Safety and enforcement

Performance Measures
- Reduce collisions
- Mileage of completed facilities

Commissioner referenced utilization metrics or performance measures around supply and demand and asked whether this would be included in the first policy, construction priorities. Commissioner also inquired as to how supply and demand figures into performance metrics. Mr. Meinhart agreed that utilization is included in performance measures. The City has embarked in a program to install counters on a number of path segments. In addition, mobile counters can be installed in bike lanes. MAG is also beginning to collect more data in this regard and the City has access to MAG data via online applications. More data will help better determine priorities and staff will make efforts to highlight this more effectively. Commissioner commented that the City's efforts and financial resources should focus on highly utilized locations.

Chair asked about the benefits to the City in reaching a platinum ranking from the League of American Bicyclists. Mr. Meinhart said it is used to support tourism efforts and as compared to other U.S. cities, it serves to gauge ultimate performance measures. Susan Conklu, Senior Transportation Planner, added that it is a consistent program, requiring application every four years. The evaluation includes valuable feedback and measurable goals for improvement.

Mr. Meinhart addressed the trails element.

Goals
- Multimodal network
- Coordination
- Connectivity
- Standards
- Maintenance

Policies
- Construction priorities
- Access
- Undeveloped land
- Classification

Performance Measures
- Trails completed and upgraded
- Planned network constructed

Commissioner cited to the mention of completion of connections to McDowell Sonoran Preserve and completion of neighborhood trails where no sidewalks exist and asked if the neighborhood trails were being considered as alternatives to sidewalks. Mr. Meinhart stated that the area of focus is north of Jomax Road from Scottsdale Road to Pima Road. These are rural neighborhoods where sidewalks are not anticipated to be constructed.

Mr. Meinhart continued with the trails element.

Goals
- Continuous network
- Promote good development
- Programs to increase walking
- Improve access

Policies
- Construction priorities
- Roadside landscaping
- Restriping
- Neighborhood barriers

Performance Measures
- Reduce pedestrian collisions
- ADA priorities
- Sidewalks

Commissioner referred to the provision to promote land uses and provide pedestrian amenities and asked about ways to encourage private property owners to provide appropriate landscaping as an amenity for pedestrians. Mr. Meinhart stated that language could be added to goal one to work with neighborhoods to encourage additional shade along sidewalk corridors.

5. SYSTEM PRESERVATION/MAINTENANCE

Mr. Meinhart addressed the revenue sources available to the City to maintain its extensive infrastructure system:

State Highway User Revenue Fund (HURF)
- Primarily from gas tax – 18 cents/gallon has not changed since 1990
- Apportioned by population
- $17.9 million in 2020-21

- Forecast to grow only 2.8 percent total through 2025-26

0.2% Transportation Sales Tax

- Approved by voters as permanent sales tax in 1989
- $23.6 million in 2020-21
- Forecast to grow 3% per year on average through 2025-26
- Up to 50% may be used for operating costs

An overview was provided for paving, maintenance, streetlights and traffic signals, paths and trails and transit. Shayne Lopez, Paving Manager, clarified that the fiscal year budget for pavement maintenance is $9.6 million.

Chair asked whether the transportation budget pays for fleet maintenance. Mr. Meinhart stated he did not have the answer readily available, however, there is likely a chargeback. The fleet department does maintain the trolley vehicles, which is charged directly to the Transportation Fund. Mr. Melnychenko stated that maintenance for large maintenance vehicles comes from the maintenance fund and is paid through the transit tax. Ms. Korepella added that transit vehicle repairs are charged through the Transportation Fund with federal funding offsets.

In response to a question from Chair, Mr. Meinhart stated that the earliest a vote on the extension of the Prop 400 tax would be November of 2022.

In response to a Commissioner question, Mr. Meinhart stated that other than federal formula funding, there are no grants for operational expenses. Funding is available for acquisition of street sweepers. Commissioner suggested looking into the Transportation Alternatives Program, which provides grants for pedestrians, bicyclists and nonmotorized transportation modes. Mr. Meinhart said there are grants for pedestrian and bike improvements and path improvements.

Commissioner asked for clarification on the meaning of natural area open space development requirements. Mr. Meinhart stated that several years ago, the City created development standards for more mountainous and northern areas of town. The terminology developed for the zoning overlay was natural area open space. There are specific requirements for how much area is left in a natural condition.

6. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

The meeting was discussed, with the next meeting on August 4th and the final meeting on September 9th. Mr. Meinhart stated that a solid draft plan will be provided, with the intent to receive additional Commission feedback. A second review of the plan will be scheduled for September. Official adoption will likely occur at a regular session of the Commission. The solid draft plan will have to go through a public comment period before a final adoption.

7. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Kowal, the meeting adjourned at 7:06 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller and Yates

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 TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Dave Meinhart, Transportation Planning Manager**
Subject: **Transportation Action Plan Implementation Program – First Draft**
Meeting Date: **August 4, 2021**

Action: Discussion and comment – no action requested.

Purpose:
In the July 2021 special meeting, staff discussed the critical role that preservation and maintenance of existing transportation system assets plays in formulating and implementing the Transportation Action Plan (TAP). Preservation and maintenance are also critical components of the TAP's Implementation Program, since there will always be a finite level of resources available to meet current needs, construct new infrastructure and/or add new services.

Information:
As noted in July, the major reoccurring revenue sources available for transportation are the city's annual share of the State Highway User Revenue Fund (HURF), which is primarily generated through per gallon taxes on fuel and the 0.2% Transportation Sales Tax. HURF revenue is only forecast to grow 2.9% (total) through 2025-2026. The forecasted 0.2% sale tax revenue is expected to average 3% annually through 2025-26.

Both revenue sources have restrictions on their use. HURF expenditures must be tied to the operation, maintenance and improvement of roadways. Up to 50% of the 0.2% sales tax can be used for planning and operations-related transportation costs. The remaining 50% of the 0.2% sales tax is programmed for capital improvements.

One additional reoccurring revenue source is the state's Local Transportation Assistance Funds (LTAF). This population-based shared revenue totals only $655,000 per year, which is less than 2% of the total generated by HURF and the 0.2% Transportation Sales Tax. LTAF can only be used for transit-related expenses.

Other revenue sources are reliant on voter-approved sales tax extensions, competitive grants and federal funding levels. These include the city's 0.1% temporary transportation sales tax (expires 1/31/29), Proposition 400 regional transportation sales tax (expires 12/31/25), federal one-time grants, and federal transit preventative maintenance grants.

Transportation Investment Priorities
When determining how to use limited resources, it is important to set priorities. The following list of ranked priorities is proposed:

1) Preserve/Maintain/Optimize existing infrastructure
2) Meet Americans with Disabilities Act, Air Quality, Water Quality and other regulatory requirements

3) Enhance safety and test new concepts/technology
4) Provide transit service with minimum 30-minute frequency
5) Develop capital projects with funding from outside sources
6) Develop capital projects that are funded only by the City and prioritize non-motorized access

When considering specific capital improvement program (CIP) projects, the following factors should also be given consideration:

- Age/condition of existing assets
- Safety and/or regulatory compliance
- Ability to reduce maintenance costs
- Citizen requests
- Opportunity for regional connections
- Fill in network gaps for all modes
- Opportunity to work with new development
- Availability of transit service on corridor
- Recommendations in regional plans
- Support of non-auto options

Proposition 400 Extension
The most significant source of outside revenue for transportation CIP projects and transit/dial-a-ride operations is the Proposition 400 regional 0.5% sales tax that supports the Maricopa Association of Governments' (MAG) *Regional Transportation Plan*. Between 2021-2022 and 2025-2026, Proposition 400-supported funding in Scottsdale is programmed at $240.5 million for capital improvements and $43.7 million for transit operations.

MAG is in the final stages of developing a new regional plan which is proposed to be supported by a voter-approved, 25-year extension of the 0.5% sales tax. The extension vote is being targeted for a county-wide election in November 2022. The draft regional plan includes 15 arterial projects (10 wholly within Scottsdale and 5 with shared community borders). More details on these projects can be found in Attachment 1. The draft regional plan also includes a segment of Bus Rapid Transit improvements and service on Scottsdale Road running south from Camelback Road to the Tempe border at Roosevelt Street. From this location, the corridor is planned to continue south to the Tempe/Chandler border. Approximately 20% of the planned route miles are in Scottsdale.

Initial CIP Project List
Attachment 2 provides a list of proposed CIP projects and programs that would follow the investment priorities and project review factors listed previously. Projects that are currently included in the draft Proposition 400 Extension regional plan are highlighted in green. Most of the individual projects in Attachment 2 were submitted to MAG in 2020 for consideration in the new regional plan. Others are concepts that support the objectives of the General Plan and the draft TAP.

Next Steps:
The implementation program priorities and project list will be incorporated in the second draft of the TAP for review at the September 9, 2021 special meeting.

Attachment 1: Scottsdale Arterial Projects in the Draft Regional Transportation Plan
Attachment 2: Draft Implementation Program Project and Program List

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Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov

Draft Regional Transportation Plan/Proposition 400 Extension Arterials - Scottsdale (7/21/21)

Project Name	Project Type	Phase	Estimate	Regional	Local Match
Dynamite Blvd: 56th St to Pima	Widen Roadway	Phase I	$52,070,000	$36,449,000	$15,621,000
Legacy Blvd Bridge: 94th St to 98th St	Bridge (New)	Phase I	$3,680,000	$2,576,000	$1,104,000
Pinnacle Peak Rd: Scottsdale Road to Pima Road	Widen Roadway	Phase I	$19,420,000	$13,594,000	$5,826,000
Hayden Road: McKellips Road to Indian School Road	Reconstruct Roadway	Phase II	$12,130,000	$8,491,000	$3,639,000
Miller Rd: Princess Dr to Legacy Blvd	New Roadway	Phase II	$17,020,000	$11,914,000	$5,106,000
Scottsdale Road: SR 101L to Jomax Road	Widen Roadway	Phase II	$33,350,000	$23,345,000	$10,005,000
Via Linda: 90th Street to Frank Lloyd Wright Blvd	Reconstruct Roadway	Phase II	$22,460,000	$15,722,000	$6,738,000
Happy Valley Rd: Scottsdale Road to Pima Road	Widen Roadway	Phase III	$23,350,000	$16,345,000	$7,005,000
Jomax Rd: 56th Street to 94th Street	Widen Roadway	Phase III	$34,430,000	$24,101,000	$10,329,000
Scottsdale Road: Highland Ave to Frank Lloyd Wright Blvd	Reconstruct Roadway	Phase III	$50,710,000	$35,497,000	$15,213,000
Lone Mountain Rd: 68th Street to Pima	Widen Roadway	Phase IV	$16,380,000	$11,466,000	$4,914,000
56th Street: Jomax to Dynamite	New Roadway	Phase V	$16,870,000	$11,809,000	$5,061,000
92nd St/94th St: Shea to Thunderbird	Reconstruct Roadway	Phase V	$10,190,000	$7,133,000	$3,057,000
Mountain View Rd: 92nd to 96th	Widen Roadway	Phase V	$4,900,000	$3,430,000	$1,470,000
Scottsdale Road: McKellips to Roosevelt	Reconstruct Roadway	Phase V	$1,980,000	$1,386,000	$594,000
Total			**$318,940,000**	**$223,258,000**	**$95,682,000**

Phase I: 2026-2030
Phase II: 2031-2035
Phase III: 2036-2040
Phase IV: 2041-2045
Phase V: 2046-2050

Attachment 1

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
New Roadway Capacity	Legacy Boulevard Bridge	Construct the second bridge and approaches on Legacy Boulevard over the Reata Pass Wash. The bridge is approximately 250' long x 40' to accommodate 2 travel lanes, bike lane and sidewalk.
	Dynamite Boulevard - 56th to Pima	Construct a complete street from 56th Street to Pima Road (4 miles). Depending on volume forecasts, the project will be widened to either 3 lanes or 5 lanes. A 5-lane roadway is more likely east of Scottsdale Road. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lanes, 6-8' sidewalk on one side, 8-10' side path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1/2 mile west of Pima Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Hayden Road alignment is also planned.
	Pinnacle Peak Road - Scottsdale Road to Pima Road	Construct a 4-lane complete street between Scottsdale Road and Pima (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, a 8-10' side path and 6-8' multi-use trail. Additional turn bay capacity and signal modifications at key intersections may be required. Right-of-way acquisition will be necessary in some locations.
	Miller Road - Princess Drive to Legacy Boulevard	Construct a 4-lane complete street between Princess Drive and Legacy Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, and 8' sidewalks. The project will cross the Loop 101 using the new underpass completed in 2021. The majority of this project is expected to be constructed by private development.
	Scottsdale Road - Loop 101 to Jomax Road	Construct a 4 to 6-lane complete street (4.7 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. A new bridge, using Scottsdale and Proposition 400 ALCP funds, has already been constructed over the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1,200' south of Pinnacle Peak Road.
	Happy Valley Road - Scottsdale Road to Pima Road	Construct a 4-lane complete street between Scottsdale Road and Pima (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 250' west of existing Hayden Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Miller Road alignment is also planned.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
New Roadway Capacity (cont'd)	Jomax Road - 56th Street to 94th Street	Construct a new 3-lane complete street between 56th Street and 94th Street (4.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, a 10' shared use path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Hayden may also be included. Right-of-way acquisition will be necessary in some locations.
	Lone Mountain Road - 68th Street to Pima	Construct a new 3-lane complete street between 68th Street and Pima Road (2.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Right-of-way acquisition may be required in some locations.
	56th Street - Jomax to Dynamite	Construct a new 5-lane collector complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax and Dynamite may also be included, and a roundabout is planned at the Pinnacle Vista intersection Right-of-way acquisition will be necessary in some locations.
	Mountain View Road - 92nd to 96th (requires reclassification in future)	Expand Mountain View from a 3-lane complete street to 5-lane complete street between 92nd Street and 96th Street. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side. Right-of-way acquisition will be required.
	Shea Boulevard/Loop 101 Bypass	Construct roundabouts at up to three locations to facilitate travel on the Mountain View Road corridor between Loop 101 and 96th Street as an east/west alternative to Shea Boulevard, which is at or over capacity in this area. The intersections include Mt. View/90th, Mt. View/92nd, and Mt. View/96th.
	Hayden Road - Jomax to Dynamite	Construct a new 3-lane complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax and Dynamite may also be included. Right-of-way acquisition will be necessary in some locations. The majority of this project is expected to be constructed by private development.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
New Roadway Capacity (cont'd)	North Old Town Intersection Improvements	Add capacity and improve vehicular and pedestrian safety at up to eight intersections in the vicinity of Scottsdale Fashion Square and the Scottsdale Waterfront high activity areas. The intersections are: Scottsdale/Camelback, Scottsdale/Fashion Square, Scottsdale/Highland, Scottsdale/Rancho Vista, Scottsdale/Chaparral, Goldwater/Highland, Goldwater/Camelback and Camelback/Marshall Way. A roundabout is planned at the Goldwater/Highland location.
	Alma School Road - Happy Valley to Dynamite	Complete the missing 1/2-mile gap in the minor arterial roadway near Jomax Road, realign and improve the Alma School/Jomax intersection to a roundabout, add 8-10' shared use path and 6'-8' shared use trail on west side, add missing sections of 6' sidewalk on east side and improve roadside and cross drainage.
	Stagecoach Pass Road - Pima to 97th	Widen Stagecoach Pass Road for 1.1 miles to accommodate bike lanes, construct a 6' sidewalk on the north side and improve cross drainage. The majority of this project is expected to be constructed by private development.
	128th Street - Ranch Gate to Rio Verde	Construct two 11' travel lanes with a 5' buffer and a 10' colored concrete path on the east side. The roadway would be constructed with grading but no drainage culverts.
	Scottsdale Road Intersection Improvements - Mountain View to Greenway	Construct additional turn lane capacity and/or pedestrian crossing improvements at up to 11 signalized intersections and new right turn bays at up to 15 locations. Major intersections include Shea Boulevard, Cactus Road, Thunderbird Road and Greenway Parkway.
	Dixileta Drive - 66th Street to Pima	Construct a new 3-lane complete street between 66th Street Road and Pima Road (2.75 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. Right-of-way acquisition may be required in some locations.
	Rio Verde Drive - 118th to 144th	Construct a 4-lane complete street between 118th Street and 144th Street (3.25 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' trail on north side. A wildlife underpass or overpass may be installed in the vicinity of the 124th Street alignment. A roundabout or traffic signal may installed at 136th Street.
	136th Street - Rio Verde to Lone Mountain	Construct a new 3-lane complete street between Rio Verde Drive and Lone Mountain Road (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane, 6-8' sidewalk or trail on the east side. Right -of-way acquisition will be required in some locations.
Transit	Scottsdale Road BRT - Roosevelt Street to Camelback Road	Design and construct infrastructure and operate a bus rapid transit system on Scottsdale Road that would connect to Tempe and Chandler. The project is proposed in the new Regional Transportation Plan that is being prepred by MAG.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
Complete Street Renovations	Hayden Road Complete Street - McKellips Road to Indian School Road	Reconfigure the existing 6-lane Hayden Road between McKellips Road and Indian School Road as a 4-lane complete street with additional intersection turn lane capacity, increased access management (raised medians), on-street bike lanes and accessible 8' minimum width sidewalks.
	Via Linda Active Transportation Corridor	Reconfigure the Via Linda corridor between 90th Street and Frank Lloyd Wright Boulevard (3.7 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4'-6' bike lanes through modifications to existing curbs and/or median edges. 1/4-mile pedestrian crossings will also be considered. An existing pedestrian overpass near the 102nd Street alignment that was constructed over 30 years ago may also need modifications by the time this project is scheduled. The city operates local bus service, with approximately 1/4 mile stop spacing, on the entire project length.
	Scottsdale Road Active Transportation Corridor - Highland to Frank Lloyd Wright	Reconfigure the Scottsdale Road corridor between Highland Avenue and Frank Lloyd Wright Boulevard to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for width (8' minimum), accessibility and freedom from obstructions. The project will also create continuous 5'-6' bike lanes. Three miles of frontage in this regional corridor is in Paradise Valley and 2.8 miles of frontage is in Phoenix.
	92nd/94th Street Active Transportation Corridor	Reconfigure the 92nd/94th Street corridor between Shea Boulevard and Thunderbird Road (2.2 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4'-6' bike lanes through modifications to existing curbs and/or median edges. Intersection improvements at Cactus Road and 1/4-mile pedestrian crossings will also be considered. The city operates local bus service, with approximately 1/4 mile stop spacing, on the entire project length
	Scottsdale Road Active Transportation Corridor - McKellips to Roosevelt	Reconfigure the Scottsdale Road corridor between McKellips Road and Roosevelt Street to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 5'-6' bike lanes. The western frontage in this regional corridor is in Tempe.
	Miller Road Active Transportation Corridor - Marigold Lane to Jackrabbit Road	Reconfigure the Miller Road corridor between Marigold Lane and Jackrabbit Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. The majority of this 5-mile corridor has been in its current configuration for more than 40 years. For 3 miles, Miller Road is used for local bus service that connects to 3 east/west regional bus routes.

Potential Regional Projects in Green

Category	Project/Program Name	Description
Complete Street Renovations (cont'd)	68th Street Active Transportation Corridor	Reconfigure the 68th Street corridor between Continental Drive and Jackrabbit Road (4 miles) to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. The section north of Chaparral Road will require widening to provide space for bike lanes. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. The southern 2.5 miles of the project corridor is used as a local bus route. The corridor also connects to regional bus routes at four east/west streets and to Tempe's local circulator at Continental Drive. Approximately 0.8 miles of frontage on the northern end of the project corridor are in Paradise Valley.
	Oak Street Active Transportation Corridor - 56th Street to Pima Road	Reconfigure the Oak Street corridor between 56th Street and Pima Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. The majority of this 4-mile corridor has been in its current configuration for more than 40 years. Oak Street has 1 mile of transit service and intersects with two regional bus routes and 2 local routes.
	Downtown Couplet Active Transportation Improvements	Provide continuous 6'-8' sidewalks and bike lanes on the City's 3-mile downtown couplet roadway. The project will include reducing the roadways (Goldwater Boulevard and Drinkwater Boulevard) to 2 lanes in each direction and adjusting median and curb locations to allow for bike lanes and sidewalks in both directions. An improved crossing treatment will be necessary on Drinkwater Boulevard north of Earll Drive
	Roosevelt Street/Continental Drive Active Transportation Corridor	Reconfigure the Roosevelt Street/Continental Drive corridor between 66th Street and Latham Street (3 miles) to provide bike lanes or shared lanes and sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations, as well as at Scottsdale Road and Hayden Road. Single lane roundabouts may be considered at the 68th Street, Miller Road and Granite Reef Road intersections. Two miles of the corridor are on local bus routes operated by Scottsdale and/or Tempe. It also intersects with two regional bus routes. The southern frontage west of Scottsdale Road (0.75 miles) is in Tempe.
	Granite Reef Road Active Transportation Corridor	Reconfigure the Granite Reef Road corridor between Roosevelt Street and Lincoln Drive to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. Granite Reef Road between Roosevelt Street and Camelback Road (3 miles) has been designated by MAG as an Active Transportation Grid Tier 1 and Tier 2 corridor. One mile of the corridor has transit service, and the entire corridor intersects 3 east/west bus routes.

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
Complete Street Renovations (cont'd)	Chaparral Road Active Transportation Corridor	Reconfigure and realign Chaparral Road between 66th Street and 69th Place (0.5 miles) to provide two 11' travel lanes, 5' buffered bike lanes and setback sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Single lane roundabouts may be constructed at the 66th Street and 68th Street intersections.
	Westland Road - Hayden to Pima	Widen/reconstruct/realign Westland Road between Hayden Road and Pima Road (1 mile) as a 3-lane complete street. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' side path and 6-8' multi-use trail. A roundabout will be considered at the Westland/Hayden intersection. Right-of-way acquisition will be necessary in some locations.
	Cactus Road Active Transportation Corridor - 60th to Loop 101	Modify curb lines as necessary to allow for 5' bike lanes, construct approximately 1.5 miles of missing sidewalk (6'-8') and reconstruct approximately 4 miles of sidewalk that is too narrow and sits mostly back of curb. An 8' side path xists on the north side from Scottsdale to Road to 84th Street. Frontage on the north side of the road between 60th Street and Scottsdale Road is in Phoenix.
Shared Use Paths	Indian Bend Wash Shared Use Path Expansion - McKellips Road to Shea Boulevard	Redesign and widening/reconstruction of the Indian Bend Wash shared use path system between McKellips Road and Shea Boulevard (approximately 10 miles). The improvements will meet current design standards for width, slope and accessibility that were not in place when most of the pathway was built in the 1970s and 1980s. Impacts to the usability of the path due to adjacent irrigation and ponded stormwater will be addressed and a new bridge will be required at the Osborn Road crossing. Improved accommodations for cyclists at the two remaining signalized roadway crossings, Indian Bend Road and McCormick Parkway, are also needed. Phase I is funded in the FY 22-26 CIP.
	Pima Shared Use Path - Roosevelt to McDowell	Reconstruct and widen approximately 0.7 miles of existing 8' path that is in poor repair. The new width will be 10'. It is expected that the path will continue south when the Salt River Pima Maricopa Indian Community extends Pima Road to the Curry Road alignment.
	CAP Path and Trail	Complete the CAP Trail shared-use path between Scottsdale Road and 124th Street. The project will include a 8'-10' concrete path and grade separated crossings at Thompson Peak Parkway, Via Linda and Shea Boulevard. Approximately 2.3 miles of the 8.3-mile corridor have been constructed by the city or adjacent landowners. The 3 grade separated crossings will pass under existing bridges. A separate proposal for a Loop 101 overpass bridge has also been developed.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
Shared Use Paths (cont'd)	WestWorld Area Path and Trail Connections	Construct approximately 5.5 miles of 10' shared use path and 6'-8' trail that link the upper Indian Bend Wash Path System to the McDowell Mountain Preserve, the north Pima Road Path and Thompson Peak Park. Grade separated crossings will connect to existing drainage structures at Thompson Peak Parkway and Bell Road and to buried tunnels at Pima Road and Hayden Road.
	Shea Boulevard Shared Use Path - 142nd Street to Eagle Mountain Parkway	Construct a 10-foot wide shared use concrete path, handrail, new guardrail along curb and on the south side of Shea Boulevard from the existing section of shared use path at 142nd Street east to Eagle Mountain Parkway in Fountain Hills. Partnership with Fountain Hills is required.
	Shea Boulevard Shared Use Path Gap Connections	Complete approximately 4.6 miles of 8'-10' shared use path gaps along the south side of Shea Boulevard between 64th Street and 142nd Street. Approximately 4.4 miles of 8' shared use path separated from back of curb has been constructed over the past several decades by adjacent development and/or the City. There is not sufficient space on street to add bike lanes by narrowing travel lanes.
	CAP/Loop 101 Bike and Pedestrian Bridge	Separated out from CAP Path & Trail project. A concept for the Loop 101 overpass bridge was developed using a MAG design assistance grant in 2014. This structure, including approaches, is approximately 2000 feet long.
	Bicycle/Pedestrian Bridge at Loop 101 and Union Hills	Construct a new bicycle/pedestrian bridge across the Loop 101 on the former Union Hills Road alignment and approximately 0.6 miles of 10' shared use path from Loop 101 to Pima Road. An underpass at Pima Road to connect to the Indian Bend Wash Path extension may also be constructed.
	Indian Bend Wash Northwest Branch - Scottsdale Road to Indian Bend Road	Construct a new 10' shared use path connecting Scottsdale's Indian Bend Wash Path to an existing bridge where Scottsdale Road crosses the northwest branch of Indian Bend Wash (approximately 1.1 miles). This connection is part of a proposed Regional Conduit identified in MAG's 2020 *Active Transportation Plan.*
Street Reconfigurations and Enhanced Pedestrian/Bicycle Crossings	Pedestrian/Bicycle Crossing Enhancements	Improve the ability for pedestrians and bicyclists to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies.
	Buffered Bike Lanes (Striping)	Re-purpose underutilized curb lanes and/or unnecessary two way center turn lanes by striping buffered bike lanes
	Neighborhood Greenways (Bicycle Boulevards)	Design and construct improvements to support Neighborhood Bikeways. Typical features of these corridors include restriping, traffic calming, wayfinding signage and enhanced crossings of major roadways.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
Street Reconfigurations and Enhanced Pedestrian/Bicycle Crossings (cont'd)	Grade Separated Pedestrian/Bicycle Crossings	Install new grade separated crossings for pedestrians and cyclists across major streets with strong active transportation use. The new connections would support connections from paths to parks/schools/employment across arterial roadways. Targeted corridors would include Scottsdale Road, Hayden Road and Shea Boulevard.
	Separated Bike Lanes	Re-purpose underutilized curb lanes and/or unnecessary two way center turn lanes by constructing physical buffers for bike lanes or constructing new side paths.
	Roadway Right Sizing	Re-purpose underutilized curb lanes and/or unnecessary two way center turn lanes narrowing roadway footprints (moving curbs).
Preservation/Maintenance/ Optimization	Pavement Management	Complete ongoing street and alley pavement overlays and all associated improvements, which may include milling and surface treatments on the existing roadway, traffic control, new pavement thickness, water valve and manhole lowering and raising, signal detection upgrades from loops to video, Americans with Disabilities Act (ADA) upgrades for concrete ramps and signal push buttons, concrete repairs to curbs and sidewalks, new striping plans, new thermoplastic striping and new signage for bike lanes and sidewalks.
	ADA Improvements	Scottsdale has developed an ADA Transition plan for improved pedestrian accessibility through the provision of improved sidewalk ramps, improved transit stops, modifications to driveway cross slopes and the elimination of sidewalk gaps. Improvements to corner ramsp are also fedrally required for pavement overlay projects.
	Signal System and ITS Replacements and Upgrades	Scottsdale currently operates 318 traffic signals and 175 ITS cameras, all with limited lifespans for equipment and structures. Intelligent Transportation System (ITS) communications equipment and traffic control room requirements must also be upgraded over time. In addition, changes in technology, design standards, and citizen expectations (including bicycle detection and emergency vehicle preemption) can affect how the signal system in managed and maintained.
	Streetlight Replacement and Maintenance	Scottsdale is responsible for close to 9,000 streetlights, all with limited lifespans for equipment and structures.
	Traffic Signals	Install new signals that have met warrants or perform major signal renovations at up to four intersections per year.
	Intersection and Roadway Corridor Safety Improvements	Scottsdale prepares a citywide collision report every two years. The data is then used to guide prioritization of locations to conduct roadway safety assessments. The assessments often identify long-term capital improvement recommendations. Only a small number of these intersections can quakify for federal grants.
	Transit Stop Improvements	Construct new, or renovate existing, transit shelters and bus stop pads and furnishings. There are currently close to 600 bus stops in the city, of which 198 have shelters.
	Sidewalks	Install missing gaps and/or renovate short segments in the sidewalk system. Particular focus is given to locations near schools and/or along transit routes.

Potential Regional Projects in Green

Attachment 2 - Draft CIP Projects and Programs List

Category	Project/Program Name	Description
Preservation/Maintenance/ Optimization (cont'd)	Bikeways	Install missing gaps and/or renovate short segments in the shared use path network. Install, update or renovate path or bike lane striping.
	Trails	Construct new trails or install missing gaps in the trail network. Update or renovate existing trail surfaces and signage.
	Neighborhood Traffic Management	The city works with neighborhoods to remediate traffic speed and cut through concerns using an adopted policy.
	LED Conversion for Streetlights	Complete a citywide conversion of nearly 10,000 high pressure sodium street lights to energy efficient LED lights. The project will also evaluate smart lighting management systems to provide insights into power usage and remote diagnostic and dimming capabilities.

CITY OF SCOTTSDALE

Transportation Action Plan

Implementation Program – First Draft

Transportation Commission

August 4, 2021

Revenue Sources – Preservation & Maintenance

- State Highway User Revenue Fund (HURF)
  - Primarily from gas tax – 18 cents/gallon has not changed since 1990
  - Apportioned by population
  - $17.9 million in Fiscal Year 2020-21 (FY 21); $18.4M in FY 26
    - Forecast to grow only 2.9% total through 2025-26
- 0.2% Transportation Sales Tax
  - Approved by Scottsdale voters as permanent sales tax in 1989
  - $23.6 million in FY 21; $27.5M in FY 26
    - Forecast to grow 3% per year on average through 2025-26
  - $6.55M of capital funding for pavement program
  - ≤ 50% can be used for operations-related costs

CITY OF SCOTTSDALE

Revenue Sources – Capital Projects and Transit System

- 0.2% Transportation Sales Tax
  - $23.6 million in FY 21; $27.5M in FY 26
  - ≥ 50% may be used for capital project costs
  - ≤ 50% can be used for transit system operation/maintenance costs
    - Balanced with other transportation preservation/maintenance needs
- Proposition 400 0.5% Regional Transportation Sales Tax
  - 20-year sales tax extension approved by Countywide vote in 2004
    - Expires 12/31/25
    - Administered by Maricopa Association of Governments (MAG)
  - Combined with Federal block grants to fund 70% of Arterial Roadway Projects
    - $240.4M FY 22 through mid-FY 26
  - Funds “supergrid” transit routes and ADA paratransit in Scottsdale
    - $12M/year in FY 25 (100% of operating costs and local match for fleet)
    - $43.7M FY 22-26

CITY OF SCOTTSDALE

Revenue Sources – Capital Projects and Transit System

- 0.1% Transportation Sales Tax
  - Approved by Scottsdale voters as 10-year sales tax increase in 2018
    - Expires 1/31/29
    - Improvement projects only
  - $12.4 million in FY 21; $14.5M in FY 26
  - Forecast to grow 3% per year on average through 2025-26
  - Priority use is 30% match for MAG Arterial projects
- Federal Grants (one time)
  - $30.7M programmed in FY 22-FY 26
  - Transit projects and fleet require 20% local match
    - New projects are competitive; fleet replacement is based on schedule
  - Other projects typically require minimum 5.3% construction match
    - All projects are competitive

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Revenue Sources – Transit Operations only

- Local Transportation Assistance Fund (LTAF)
  - State shared revenue by population
  - Must be used for transit/paratransit/ride share
  - $642,000 in Fiscal Year 2020-21 (FY 21)
  - Forecast to remain at $655,000/year through 2025-26
- Federal Preventative Maintenance 5307 Grant
  - Annual funding based on fleet size (trolley system)
  - Approx. $250,000 annually (fluctuates)

CITY OF SCOTTSDALE

Transportation Investment Priorities

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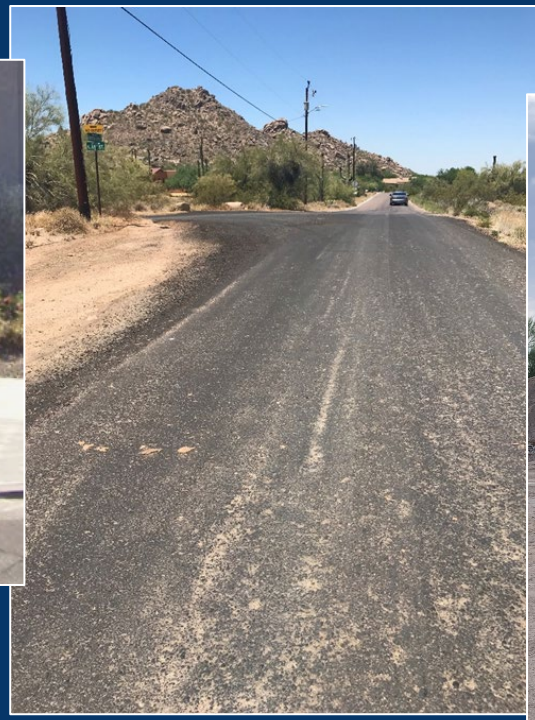
1. Preserve/Maintain/Optimize existing infrastructure

CITY OF SCOTTSDALE

2. Meet Americans with Disabilities Act, Air Quality, Water Quality and other regulatory requirements



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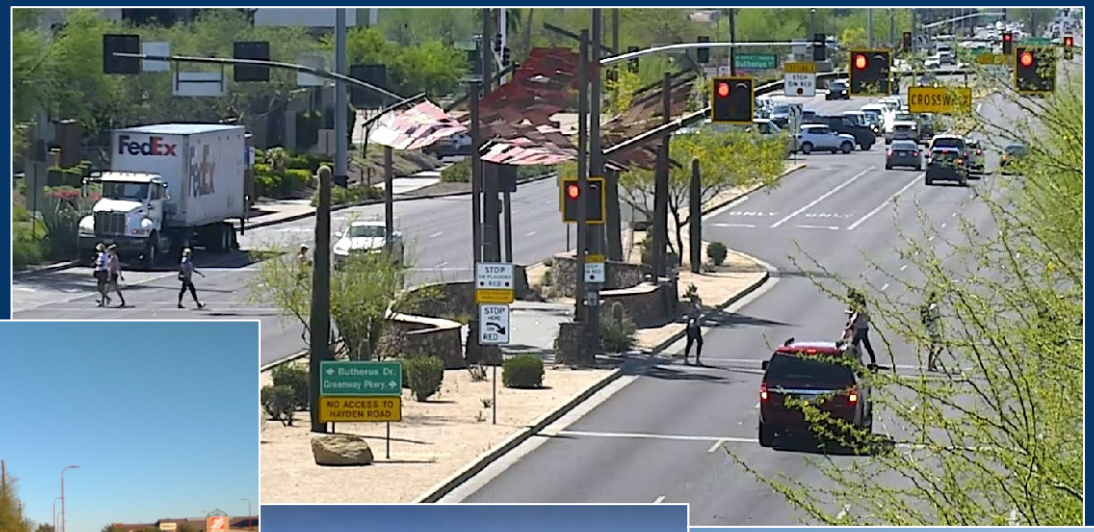
3. Enhance safety and test new concepts/technology



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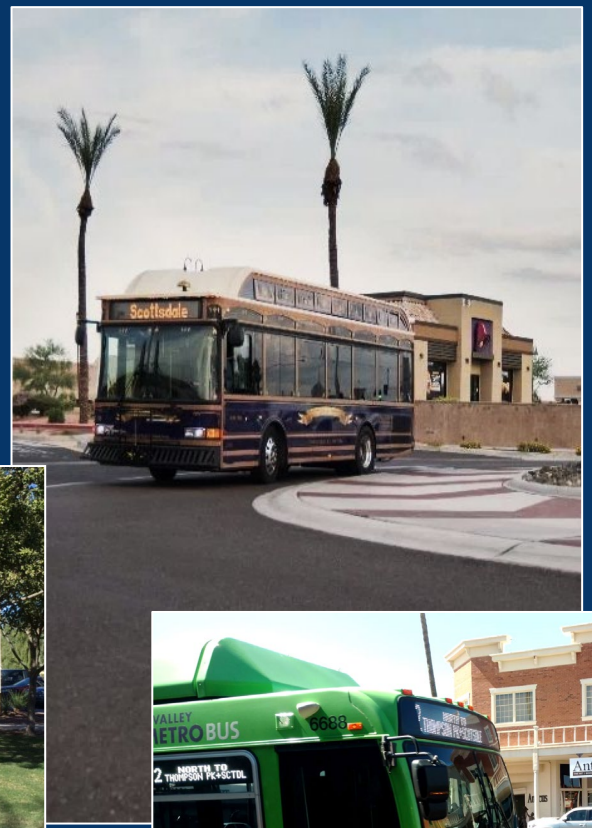
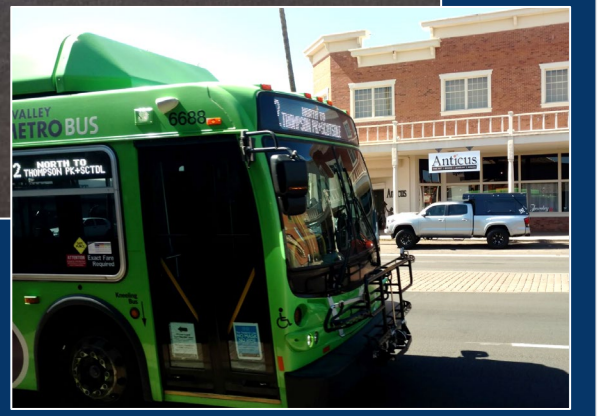
4. Provide transit service with minimum 30-minute frequency





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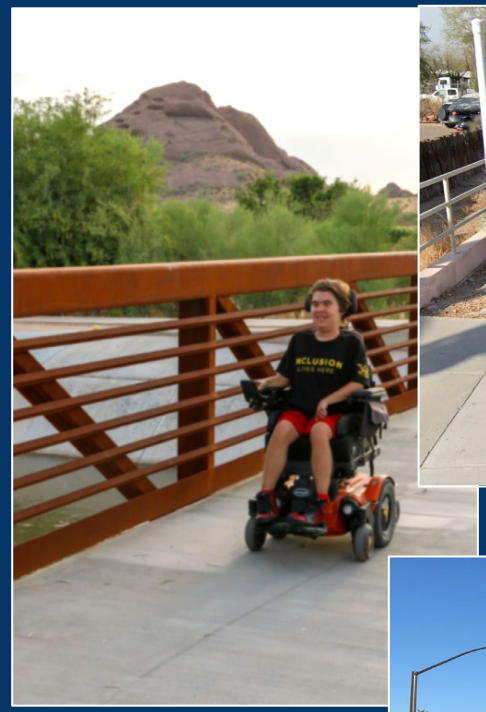
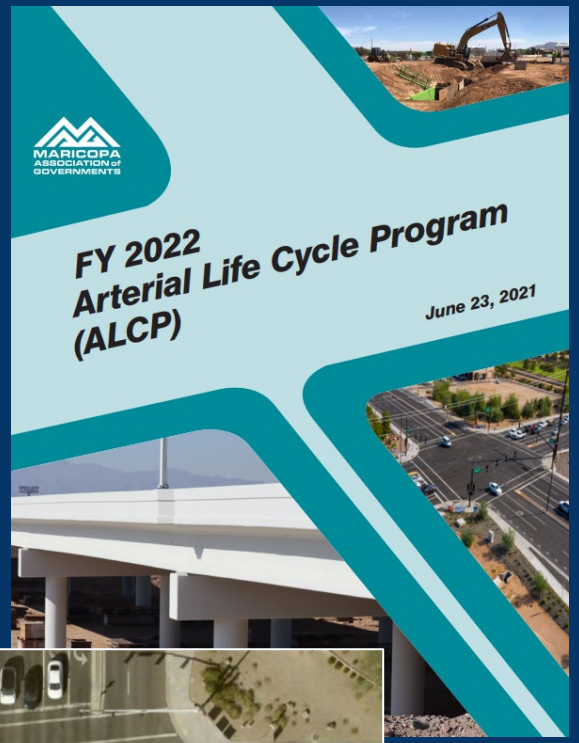
5. Develop capital projects with funding from outside sources





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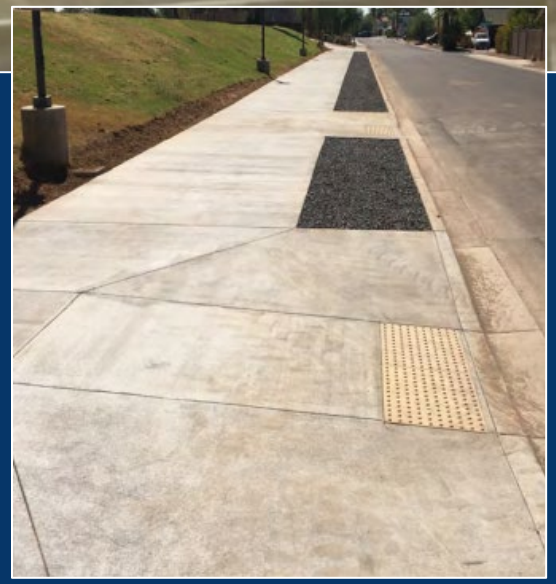
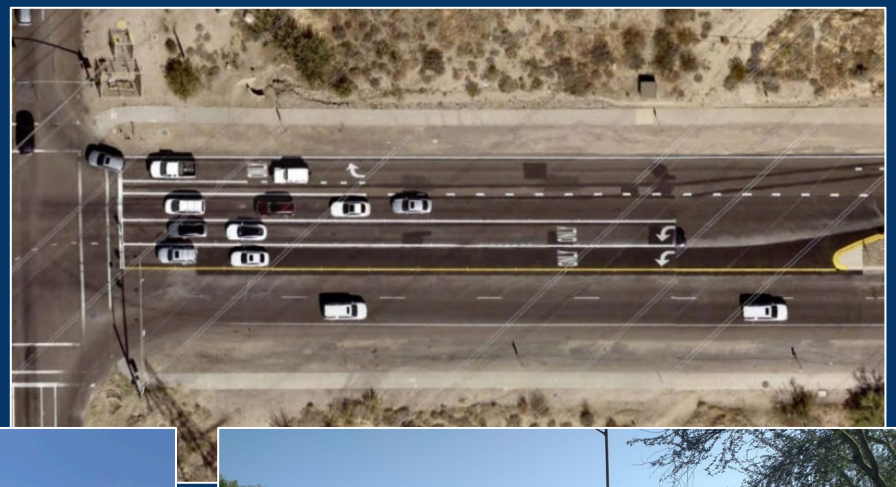
6. Develop capital projects that are funded only by the City and prioritize non-motorized access





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Factors to Help Prioritize Specific CIP Projects

- Age/condition of existing assets
- Safety and/or regulatory compliance
- Ability to reduce maintenance costs
- Citizen requests
- Opportunity for regional connections
- Fill in network gaps for all modes
- Opportunity to work with new development
- Availability of transit service on corridor
- Recommendations in regional plans
- Support of non-auto options

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Potential Proposition 400 Extension

- MAG developing a new Regional Transportation Plan
  - 10 arterials wholly in Scottsdale and 5 arterials with shared borders
    - Local match requirement estimated at $96M (2021 dollars)
  - 3.5 miles of Bus Rapid Transit on Scottsdale Road
    - Would extend 12 miles south to Tempe/Chandler
    - Local match estimate for Scottsdale segment is $61M (could be reduced by competitive Federal grant)
    - May be some operating cost impacts

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Potential Proposition 400 Extension (cont'd)

- Regional funding requires extension of the 0.5% sales tax
  - Extension must be approved by Maricopa County voters
    - Target election date is November 2022
    - Timeline proposed to be 25 years
  - Regional sales tax funds would be combined with Federal block grant funds (similar to Propositions 300 and 400)
- City matching funds for arterials and transit would likely require a bond election or 0.1% sales tax extension election

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Discussion

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SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Dave Meinhart, Transportation Planning Manager**
Subject: **First Draft of the Transportation Action Plan – Introduction and Elements**
Meeting Date: **August 4, 2021**

Action: Discussion and comment – no action requested.

Purpose:
Over the course of five meetings beginning in January 2021, the Transportation Commission has reviewed various components of the Transportation Action Plan (TAP), which will replace the 2016 Transportation Master Plan as the city's primary policy direction for transportation-related decisions on infrastructure investments, system operations and private development requirements. Staff will be requesting input on the first draft of the TAP at the meeting. After receiving Commission comments, a broader public outreach effort will be conducted.

Information:
Discussions on the TAP began in January by highlighting two focus points: 1) emphasizing refinement of the existing transportation system over adding new infrastructure, especially if the new infrastructure will be difficult to implement at a reasonable cost; and, 2) emphasizing livable streets/community over rapid traffic throughput.

Meetings in March, April, May and June centered on proposed updates to the planned street, transit, bikeway, trail and pedestrian systems. In July, discussion moved to system preservation and maintenance and goals, policies and performance measures. An introduction to the TAP's proposed implementation strategies is included on this agenda.

First drafts of an Introduction and the five TAP elements, Street, Transit, Bikeway, Trail and Pedestrian, are provided as attachments. All five elements include goals, policies and performance measures, as updated to include comments made by the Transportation Commission at the July 8, 2021 special meeting.

While preparing the draft elements, staff identified some additional changes to the street network and the proposed Neighborhood Bikeway network. In the street network, McDowell Mountain Ranch Road from 105th Street to Bell Road is proposed to change in classification from a minor arterial (4 travel lanes) to a minor collector (2 travel lanes), and 64th Street from Jomax Road to Dynamite Boulevard is proposed to change from a major collector (4 travel lanes) to a minor collector. One additional change to previous discussions is the addition of a right-of-way width map into the Street element. This map is included to help clarify right-of-way dedication needs related to future development along specific street segments.

The Neighborhood Bikeway network is proposed to be expanded to include five corridors in the Old Town area. The corridors are: 2nd Street – Indian Bend Wash to Cross Cut Canal, Glenrosa Street/5th Avenue – Indian Bend Wash to Arizona Canal, Chaparral Road/Rancho Vista Drive – 64th Street to Arizona Canal; 70th Street/Marshall Way – Osborn Road to Camelback Road and 75th Street – 2nd Street to Camelback Road. These changes are all related to the recently developed *Old Town Bicycle Master Plan*.

For the Transit Element, emphasis will be given on providing a minimum 30-minute frequency of service. Special consideration will be given to emerging technologies and infrastructure that improve speed and convenience and help build ridership. Viability of transit for residents can be confirmed through surveys or data that show transit users are getting to their desired locations. It will be very important for transit to make strong ties to the active transportation network and reinforce the Complete Streets Policy of accommodating all users of the street.

Next Steps:
Outreach through the city's website and various social media and neighborhood network platforms such as Nextdoor, will be initiated. A second draft of the TAP will be presented in September 2021.

Attachment 1 – TAP Introduction
Attachment 2 – Street Element
Attachment 3 – Transit Element
Attachment 4 – Bikeway Element
Attachment 5 – Trail Element
Attachment 6 – Pedestrian Element

Contact: Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov

SCOTTSDALE TRANSPORTATION & STREETS IS ON THE MOVE...

Scottsdale's Transportation Action Plan (TAP) 2021 provides an overview of Scottsdale's current transportation infrastructure, as well as 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 how we get around Scottsdale--whether by foot, bus, bike, vehicle, motorcycle, scooter, horse, or something yet to emerge--over the next 10 years.

Since Scottsdale drafted its first plan in 2008 and revised it in 2016, there have been significant shifts in community priorities, city leadership, traffic patterns, technology and funding. More people, for example, are interested in bikeways, trails and other amenities that support non-motorized modes of transportation. Despite additional development over the last 20 years, travel demand has not grown as much as projected. And new technology, such as adaptive traffic signals and autonomous vehicles, is reducing congestion. Several projects that made sense in 2008 have become unnecessary, infeasible or unaffordable in 2021.

HOW TO NAVIGATE THIS SITE

The plan is divided into transportation elements, which you can navigate to with the top menu. Also included in the menu are an implementation plan and a list of the figures included throughout the site.

Within each element section you'll find relevant goals, policies, performance measures, classifications, figures, and ongoing data collection.

...from Master Plan to ACTION PLAN.

The first notable difference with the 2021 plan is renaming it an "Action" plan rather than a "Master" plan. While a new name may seem like an insignificant change, it reflects an important shift in priorities.

When the 2008 and 2016 master plans were written, Scottsdale still had many locations in need of additional infrastructure, including roads, traffic lanes, paths, trails, and transit routes. A "master" plan that attempted to envision all that could and should be built over the next 20 to 30 years made sense. Now, most of the improvements included in the first two plans have either already been built, will be completed in the next five years or are no longer practical or feasible. The concept of a "Master" plan has become too rigid, too prescriptive, and too impractical to keep up with changing understanding, priorities and technology.

...from planning more to PLANNING SMARTER.

The 2021 "Action" plan eliminates a one-size-fits-all approach, replacing it with smarter, more flexible policies and planning that enable adaptability to Scottsdale's character areas [link to section below], changing technology and opportunities to leverage funding and coordinate projects.

For example, the TAP 2021 no longer includes policy dictating access to a path within a half mile of every home. While that might make sense in the Scottsdale's more urban character area, it's impractical in a character area of planned communities that have walls blocking access to the paths.

A rigid implementation plan that stipulates use of a certain type of technology that may become outdated has been replaced with a plan that includes pilot programs to continually evaluate and consider emerging technology.

Finally, the more rigid approach of narrowly defining funding for projects has been replaced with an approach that encourages saving money and time through departmental, interdepartmental and inter-agency coordination.

SCOTTSDALE CHARACTER AREAS

Scottsdale spaces range from rural to urban and from residential neighborhoods to employment and entertainment hubs, each with its own unique travel characteristics and demands. A comprehensive transportation plan must provide guidelines and policies that remain flexible enough to be adaptable to the diverse needs of these areas. [include maps of labeled areas]

Southern Scottsdale
Southern Scottsdale is a mix of commercial properties, small-scale neighborhoods and high-density housing. The mixed-use community is historical, progressive and diverse. The area is well-connected to surrounding cities and encompasses Old Town, making it a good area to live, work and visit. The higher population density precipitates the need for well-connected transit options, pedestrian facilities and bikeways.

Planned communities
Central Scottsdale includes many premier planned communities, such as McCormick Ranch, Gainey Ranch, DC Ranch, McDowell Mountain Ranch and Grayhawk, among others. These neighborhoods, include extensive paths and bikeways and are also well connected to neighboring cities. The area also includes WestWorld and Frank Lloyd Wright's Taliesin West.

Northern Scottsdale
Northern Scottsdale is lower-density and rural in places, bordering the McDowell Mountain Preserve to the east. Rugged desert landscaping predominates, and trails replace sidewalks in many areas, serving both pedestrians and equestrians.

Old Town/Downtown
Encompassed within southern Scottsdale, Old Town Scottsdale is a premier visitor and employment destination with shopping, restaurants, bars, resorts, hotels, special events, Civic Center and art galleries and museums. The area attracts urban dwellers with condo and apartment housing options. The area is well-connected to surrounding areas by transit and the Indian Bend Wash and Arizona Canal shared-use paths.

Airpark and Employment Corridor [need more info]
The Scottsdale Airpark is the third largest employment center in the Valley. Traffic congestion for those commuting both in and out of Scottsdale remains a transportation concern.

...from building more to PRESERVING AND IMPROVING WHAT WE HAVE.

With less need to plan and build new infrastructure, the TAP 2021 also prioritizes preserving and improving what we already have. The plan includes renovating infrastructure to meet modern acceptable safety and comfort standards that may have changed from when infrastructure was first built, such as meeting modern Americans with Disabilities Act (ADA) standards, widening shared use paths and adding shade for pedestrian and bicyclists. The plan also focuses on closing gaps within the paths, trails, bikeways and transit systems and improving regional connectivity and includes maintenance plans for pavement, paths, trails, and streetlights to extend their life and reduce cost over time.

...from prioritizing cars to PRIORITIZING PEOPLE.

Over the past 13 years, the city has widened roads to accommodate more traffic and built out roads to new development. More recently, however, traffic growth has slowed, and more people are valuing open space over more development.

The TAP 2021 prioritizes safe and accessible travel for all transportation users and supports active transportation for a healthier, more active lifestyle. One of the most notable changes with the TAP 2021 is a reclassification of many of Scottsdale's streets to reflect reduced traffic volumes. While 5% of streets need additional capacity, many others have been reclassified to reduce the number of required lanes, enabling them to be transformed into "Complete Streets" [link] that are safer and more comfortable for bicycles and pedestrians.

Ultimately, encouraging and providing better access to multimodal transportation is a "win-win" as it also reduces traffic congestion for drivers and improves air quality for all of us.

TAP 2021 GOALS AND VALUES

The following goals and values guide the TAP 2021:

1. Prioritize people, safety and livability over motor vehicles and travel speed.
2. Improve accessibility for all types of transportation and transportation users.
3. Promote active and healthy living.
4. Support sustainability and cost savings by preserving and maintaining existing infrastructure.
5. Coordinate intradepartmental and interdepartmental projects and leverage funding to plan efficiently and economically.
6. Close system gaps and improve local and regional connectivity with path systems, trail corridors and transit routes.
7. Provide transportation options that support economic vitality.
8. Ensure flexibility that can respond to economic development, changing technology and shifting priorities.

9. Continually evaluate technology to innovate and implement safer, greener and more accessible transportation solutions.
10. Improve environmental sustainability with decisions, programs and policies that preserve open space, reduce traffic congestion and consume less non-renewable resources.

Additional goals specific to transportation elements are included in each section.

COORDINATION WITH SCOTTSDALE'S GENERAL PLAN

The TAP 2021 goals and values align with those of the *Scottsdale General Plan 2035* [Link to plan], which aims for a city with Exceptional Experience, Outstanding Livability, Community Prosperity and Distinctive Character.

TAP 2021 GUIDING POLICY

In each section are goals specific to the transportation system elements. Additionally, the following policy guides the TAP 2021 and the Transportation & Streets Department overall:

Transportation network shall maximize travel route choices, travel mode choices, and access and mobility for all ages and abilities.

NOTABLE PLAN UPDATES

Implementation Plan

Often there are more desired operational needs and projects than budgets and time allow. The following guidelines will be used to prioritize transportation investments:

1. Preserve, maintain and optimize existing infrastructure.
2. Meet Americans with Disabilities Act (ADA), air quality, water quality and other regulatory requirements.
3. Enhance safety and test new concepts and technology.
4. Provide transit service with minimum 30-minute frequency.
5. Develop capital projects with funding from outside sources.
6. Develop capital projects that are funded only by the City and prioritize non-motorized access.

Performance Measures

Specific Performance Measures to track progress have been added for each transportation element.

Specific Plan Updates by Element

Street

- Street reclassifications
- Updated street cross sections

Transit

- Bus boardings per revenue mile
- Bus boardings per revenue hour
- On-time performance

- Connectivity to transportation network

Bikeway

- Removal of infeasible and impractical projects
- Identification of system and regional connectivity gaps

Trail

- Identification of system and regional connectivity gaps
- Plan to improve connectivity to preserve
- Plan to improve trail connectivity in rural neighborhoods

Pedestrian

- Modify location of landscape trees to improve warm weather shade
- Adjust sidewalk widths in less densely developed or limited access areas

HOW TO GET MORE INVOLVED

The TAP 2021 attempts to facilitate community input into future transportation planning by providing a more accessible online reference that is easier to navigate and includes explanation and insight into transportation decisions and planning. The TAP 2021 is intended to serve not only transportation planners and engineers, but also Scottsdale citizens, business owners, and developers as future transportation decisions are made.

Following are several ways to provide input or get more involved with Scottsdale Transportation planning.

Serving on the Transportation Commission or the Paths & Trails Subcommittee

Serving on the Transportation Commission provides the opportunity for the greatest impact. The commission represents Scottsdale residents and ensures that public review and assessment are part of transportation planning, budgeting and decision-making. Commissioners meet 6 p.m. the third Thursday of every month. Terms are three years.

If you are more specifically interested in biking, equestrian or other active transportation, the Paths & Trails Subcommittee of the Transportation Commission offers another opportunity for you to get involved. The subcommittee meets at 8:30 a.m. the first Tuesday of every other month. Terms are three years.

For more information on application and appointment process for serving on the Transportation Commission or the Paths & Trails Subcommittee, visit the Boards and Commission Vacancies page.

Providing comment at commission meetings

If serving on the commission or subcommittee isn't an interest or an option, you can always attend the commission meetings and/or provide public comment at them. Subscribe to the Council & Public Meetings calendar to be notified of upcoming meetings. You can also submit comments to the Scottsdale Transportation Commission through our Transportation Commission Public Comment

webpage. If you are unable to attend meetings at the specified time, meetings are recorded and available on the commission webpage, the subcommittee webpage, or Scottsdale's YouTube site.

Project meetings and public comment requests

Community members are also encouraged to attend public meetings and respond to requests for public comments for various projects. To stay abreast of these specific opportunities for public input, please subscribe to Scottsdale Update. Opportunities are also regularly advertised on Next Door, and notices are mailed directly to homes or businesses for location-specific projects.

If you have a question or concern but are not sure where to start, contact Jennifer Banks, public information officer, at 480-312-7517.

STREET ELEMENT

INTRODUCTION

The Street Element of the Scottsdale *Transportation Action Plan* includes information and guidance to provide an efficient and multi-modal street network for automobiles, trucks, transit, bicycles, pedestrians and in some corridors, equestrians. Different strategies, such as building or widening streets, reconfiguring existing streets and applying technology, are used to improve traffic flow.

The city's planned travel lane capacity for the arterial and collector street system (see below for street classifications) is largely complete. Out of 1,061 lane miles of classified streets, approximately 57 lane miles (5%) will be left to build after the Capital Improvement Plan spanning fiscal years 2021-22 through 2025-26 is completed. Ten of those lane miles are adjacent to neighboring jurisdictions that will likely help fund future construction, and 14 of the lane miles are expected to be built by future development.

A greater number of arterial and collector street system miles are missing "complete streets" components. Complete streets provide better accommodations for non-motorized uses and add safety features such as dedicated turn lanes and raised medians. Many street segments built more than twenty years ago also lack adequate sidewalks (typically six-feet minimum width), accessible corner ramps and bike lanes, components that are now standard with street design. In all, an estimated 78 miles (12%) of sidewalks and 132 miles (21%) of bike lanes are missing from arterial and collector streets where all travel lanes have already been constructed.

Over the years, some streets were built with too many lanes based on anticipated development patterns that ultimately did not occur. On other streets, creation of the McDowell Sonoran Preserve reduced capacity needs. In all, thirty-two lane miles can be converted to non-auto uses by restriping or narrowing the street. Narrowing the distance between the outside curbs will be considered when the remaining travel lanes will continue to operate at 75% or less of capacity (7,500-10,000 vehicles per lane per day, depending on number of lanes, land use and access conditions).

The Street Element supports creating a safe and efficient roadway system. As the street system continues to age, preventive maintenance and repair and/or replacement of pavement, concrete, traffic signals and streetlights will need to be prioritized.

GOALS

1) Emphasize traffic safety, livable streets and multi-modal community access over rapid traffic throughput.
2) Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.
3) Maintain and improve multi-modal circulation by narrowing roadways where appropriate; including alternative modes of transportation when widening roadways; using existing and future Intelligent Transportation Systems technology and access control to manage traffic flow; and identifying major and minor intersections for capacity and safety improvements.

4) Provide a framework for the development of a transportation system for Scottsdale that is based on the complete streets concept, where streets are designed and constructed in a manner that supports comfortable usage by all travel mode types.
5) Minimize heat island effects by reducing existing pavement where traffic demand is less than previously planned and experimenting with paving technologies that reduce daytime heat absorption and nighttime heat radiation.

POLICIES

1) Complete Streets: Provide sufficient right-of-way and design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for users of all types: pedestrians; mobility-assisted; bicyclists; transit vehicles and riders; equestrians; cars; and trucks. Provide facilities and amenities that are recognized as contributing to complete streets, including roadway and pedestrian-level street lighting; pedestrian and bicycle safety improvements; access improvements in accordance with ADA; transit facilities accommodation, including but not limited to pedestrian access improvement to transit stops; street trees and landscaping; and street furnishings that are sensitive to the local context.

2) Traffic Safety: Collect, analyze and report on traffic collision data on a regular basis and develop remediation measures to address high frequency and high volume collision locations.

3) Roundabouts: Roundabouts shall be the first consideration for all intersections of one- or two-lane-per-direction streets that require all-way stop control. Traffic signals should only be installed or remain if a traffic or budget analysis justifies their advantage.

4) Roadway Restriping: Improve on-street bicycle accommodation and bicycling and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane requirements, existing pavement width and existing lane widths. This restriping protocol will typically be applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.

5) Neighborhood Traffic Management: Protect Scottsdale’s residential neighborhoods from excessive vehicle travel speeds and cut-through traffic.

6) Truck Routes: All planned four lane or larger streets are considered truck routes, unless noted as an exception. Neighborhood/local system routes will not be considered for truck route designations.

7) Intelligent Transportation Systems (ITS): Support the ITS strategic plan to coordinate signals; integrate freeway and arterial operations; improve traffic progression; reduce incident clearance times; and enhance special event traffic management. Also recognize the need to balance traffic flow with improved pedestrian, bicycle and transit flow on some corridors.

8) Access Management: Define acceptable levels of access for each roadway classification to preserve

its function, including criteria for the spacing of signalized and unsignalized access points. Apply and enforce appropriate geometric design criteria and traffic engineering analysis to each allowable access point. Specific access management criteria shall be included in the City's *Design Standards & Policies Manual* (DS&PM), which is updated on a regular basis and approved by the city's Design Review Board.

9) Roadway Character Types: Identify roadway corridors as either urban, suburban or rural. Urban street areas are located in Old Town Scottsdale, where pedestrian activity is likely to be the highest and alternative modes of transportation are more likely. Suburban street areas often have separation between residential and commercial or employment uses. Generally, the suburban designation is for roadways south of Pinnacle Peak Road. Rural street areas are desert or low-density land use areas where commercial and employment activities are more limited, and equestrian activity is greater. Generally, roadways north of Pinnacle Peak Road are identified as rural.

10) Roadway Noise Abatement: Roadway noise levels considered for mitigation shall be consistent with the Arizona Department of Transportation's 2017 Noise Abatement Requirements. The ADOT standards are required by Federal law (Code of Federal Regulations – 23 CFR 772) to match the Federal Highway Administration's noise standards. These standards consider noise abatement when there is an increase of 15 decibels (dBA) in the model-predicted roadway noise levels over existing noise. levels occurs and/or the predicted noise level is at or above 67 dBA.

STREET SYSTEM/FUNCTIONAL CLASSIFICATION

The street system consists of a hierarchy from local streets (smallest capacity) to collector streets to arterial streets (largest capacity). These functional classes establish a common understanding of the use of the street and its character, regulate access from adjacent properties and determine how the costs of new street construction are shared between the city and surrounding properties. Location within areas of the city designated as Environmentally Sensitive Lands (ESL) is also a factor in street classifications.

Over the years, the three functional classes have evolved into a set of 20 sub-classifications as shown in Table ___. Only the arterial and collector categories are identified on published maps. The character designations (rural, suburban and urban) are determined during the design review process. Location within areas of the city designated as Environmentally Sensitive Lands (ESL) is also a factor in roadway classifications.

Table __

Functional Classification Categories	
Street Type	**Character**
Major Arterial	a) rural b) suburban c) urban
Minor Arterial	a) rural/ESL b) suburban c) urban
Major Collector	a) rural/ESL b) suburban c) urban
Minor Collector	a) rural/ESL with trails b) rural/ESL c) suburban d) urban
Local Collector	a) rural/ESL with trails b) rural/ESL c) suburban
Local Residential	a) rural/ESL with trails b) rural/ESL c) suburban
Local commercial/industrial	

Major and Minor Arterials

Arterial streets have raised medians, provide regional continuity and provide for long-distance traffic movements. Coordinating regional networks maintains continuous and useful links between Scottsdale and its neighbors. Major arterials stress traffic movement while minimizing local access. Minor arterials also stress traffic movement, but moderate access is provided to adjacent land uses. Access is controlled primarily through the raised medians, as well as by the spacing and location of driveways and intersections. Arterial streets generally serve higher traffic volumes (20,000–55,000 average daily trips [ADT]) than collector streets.

Major and Minor Collectors

Collector streets provide for shorter distance traffic movements and connect arterial and local streets. Collectors serve medium traffic volumes (5,000–32,000 ADT) and balance prioritizing access to adjacent commercial and residential land uses and travel efficiency.

Local Collector, Residential and Commercial/Industrial Streets

Local streets provide direct access to adjacent land uses, provide access to the collector street system

and accommodate lower traffic volumes (usually less than 5,000 ADT) and travel speeds. Traffic calming can be considered on local streets.

Street Classification Map

Figure ___ presents the recommended functional classification system for all arterial and collector streets in the city. Arterials and collectors are also designated as either major or minor. Minor collectors are further designated as having a center turn lane or not. The number of lanes ranges from two on a minor collector to six on a major arterial.

Figure ___

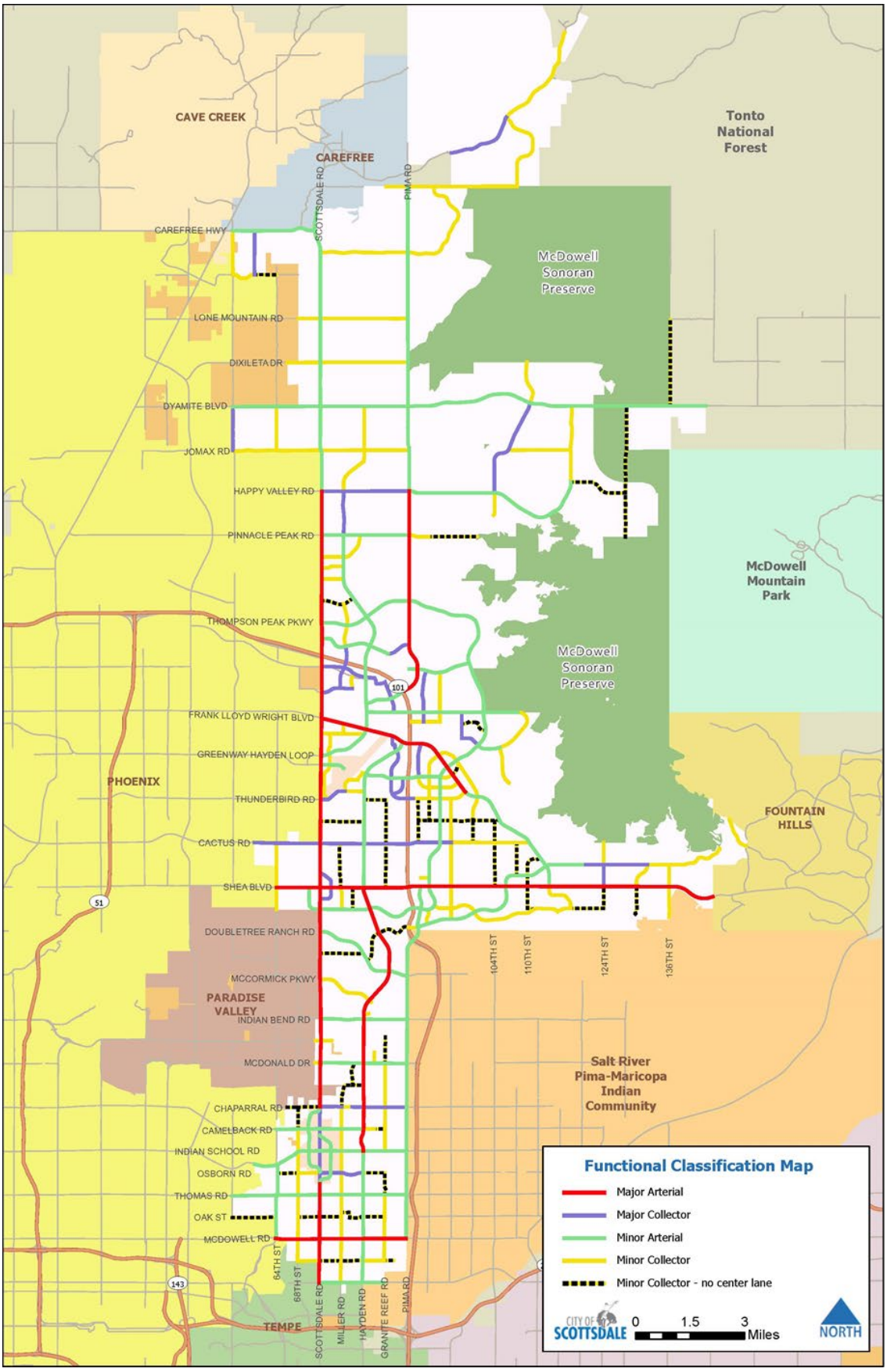

CAVE CREEK
CAREFREE
Tonto National Forest
SCOTTSDALE RD
PIMA RD
CAREFREE HWY
McDowell Sonoran Preserve
LONE MOUNTAIN RD
DIXILETA DR
DYNAMITE BLVD
JOMAX RD
HAPPY VALLEY RD
PINNACLE PEAK RD
McDowell Mountain Park
THOMPSON PEAK PKWY
McDowell Sonoran Preserve
101
FRANK LLOYD WRIGHT BLVD
GREENWAY HAYDEN LOOP
PHOENIX
THUNDERBIRD RD
FOUNTAIN HILLS
CACTUS RD
SHEA BLVD
51
DOUBLETREE RANCH RD
104TH ST
110TH ST
124TH ST
136TH ST
MCCORMICK PKWY
PARADISE VALLEY
INDIAN BEND RD
MCDONALD DR
Salt River Pima-Maricopa Indian Community
CHAPARRAL RD
CAMELBACK RD
INDIAN SCHOOL RD
OSBORN RD
THOMAS RD
OAK ST
MCDOWELL RD
64TH ST
68TH ST
143
TEMPE
SCOTTSDALE RD
MILLER RD
HAYDEN RD
GRANITE REEF RD
PIMA RD
Functional Classification Map
Major Arterial
Major Collector
Minor Arterial
Minor Collector
Minor Collector - no center lane
CITY OF SCOTTSDALE
0
1.5
3
Miles
NORTH

Table ___ lists planned changes to street classifications and Table ___ lists minor collector segments that would not require a center turn lane.

Table __

Street	From	To	2016 Classification	Planned
64th Street	Jomax Road	Dynamite Boulevard	Major Collector	Minor Collector
92nd Street	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
96th Street	Via Linda	Shea Boulevard	Major Collector	Minor Collector
100th Street Loop	Frank Lloyd Wright Blvd.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
130th/132nd Street	Shea Boulevard	Via Linda	Major Collector	Minor Collector
Drinkwater Boulevard	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Goldwater Boulevard	Scottsdale Road	Scottsdale Road	Couplet	Minor Arterial
Hayden Road	McKellips Road	Indian School Road	Major Arterial	Minor Arterial
Legend Trail Parkway	Pima Road	Stagecoach Pass	Major Collector	Minor Collector
McCormick Parkway	Scottsdale Road	Hayden Road	Major Collector	Minor Collector
McDowell Mountain Rd.	105th Street	Bell Road	Minor Arterial	Minor Collector
Osborn Road	68th Street	Scottsdale Road	Major Collector	Minor Collector
Raintree Drive	Thompson Peak Pkwy.	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Redfield Road	Raintree Drive	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Thunderbird Road	89th Street	Frank Lloyd Wright Blvd.	Major Collector	Minor Collector
Westland Drive	Scottsdale Road	Hayden Road	Minor Arterial	Minor Collector

Table __

Street	From	To	Planned
78th Street	Mountain View Road	Shea Boulevard	Minor Collector - no center lane
84th Street	Shea Boulevard	Thunderbird Road	Minor Collector - no center lane
90th Street	Cactus Road	Thunderbird Road	Minor Collector - no center lane
92nd Street	Sweetwater Avenue	Thunderbird Road	Minor Collector - no center lane
100th Street	Cactus Road	Camino del Santo	Minor Collector - no center lane
104th Street	Shea Boulevard	Sweetwater Avenue	Minor Collector - no center lane
108th Street	Via Linda	Cactus Road	Minor Collector - no center lane
110th Street	Mountain View Road	Cholla Street	Minor Collector - no center lane
110th Street/Alameda	Cholla Street	Frank Lloyd Wright Blvd.	Minor Collector - no center lane
124th Street	Mountain View Road	Shea Boulevard	Minor Collector - no center lane
130th Street	Southern terminus	Shea Boulevard	Minor Collector - no center lane
Eastwood Ln./Via de Ventura	Scottsdale Road	Doubletree Ranch Road	Minor Collector - no center lane
Miller Road	Shea Boulevard	Cactus Road	Minor Collector - no center lane

Mountain View Road	117th Way	124th Street	Minor Collector - no center lane
Paradise Lane	98th Street	Thompson Peak	Minor Collector - no center lane
Raintree Drive	Frank Lloyd Wright	100th Street	Minor Collector - no center lane
Sweetwater Avenue	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Sweetwater Avenue	90th Street	Frank Lloyd Wright Blvd.	Minor Collector - no center lane
Thunderbird Road	Hayden Road	84th Street	Minor Collector - no center lane
Via Linda	Via de Ventura	Loop 101 underpass	Minor Collector - no center lane
128th Street	Southern terminus	Dynamite Boulevard	Minor Collector - no center lane
136th Street	Dynamite Boulevard	Lone Mountain Road	Minor Collector - no center lane
Dove Valley Road	60th Street	64th Street	Minor Collector - no center lane
Grayhawk Drive	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Pinnacle Peak Road	92nd/93rd Street	Via Ventosa	Minor Collector - no center lane
Ranch Gate Road	118th Street	128th Street	Minor Collector - no center lane
68th Street	Camelback Road	Chaparral Road	Minor Collector - no center lane
78th Street	Jackrabbit Road	McDonald Drive	Minor Collector - no center lane
Camelback Road	82nd Street	Granite Reef Road	Minor Collector - no center lane
Chaparral Road	66th Street	Scottsdale Road	Minor Collector - no center lane
Granite Reef Road	Thomas Road	Osborn Road	Minor Collector - no center lane
Granite Reef Road	McDonald Drive	Arizona Canal	Minor Collector - no center lane
Jackrabbit Road	Quail Place	Scottsdale Road	Minor Collector - no center lane
Jackrabbit Road	Miller Road	Hayden Road	Minor Collector - no center lane
Miller Road	Chaparral Road	Jackrabbit Road	Minor Collector - no center lane
Oak St./Murray Lane	Miller Road	Granite Reef Road	Minor Collector - no center lane
Osborn Road	64th Street	68th Street	Minor Collector - no center lane
Roosevelt Street	Scottsdale Road	Hayden Road	Minor Collector - no center lane
Roosevelt Street	Granite Reef Road	Latham Street	Minor Collector - no center lane

Figures ___ through ___ are graphical representations of the typical cross section for each street type.

Major Arterial

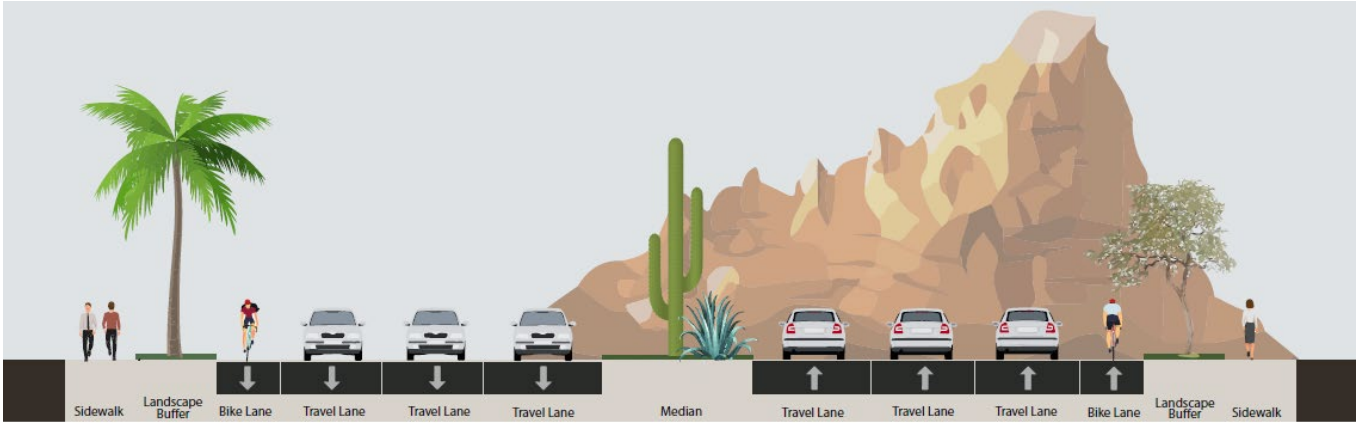


Figure __: Generalized Street Cross-section – Major Arterial

Minor Arterial

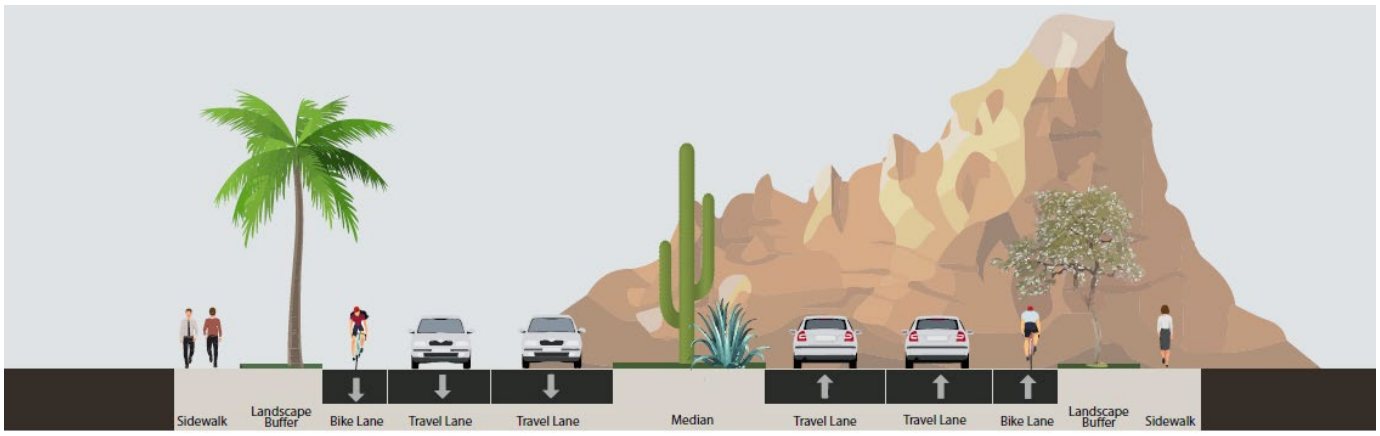


Figure__: Generalized Street Cross-section – Minor Arterial

Major Collector

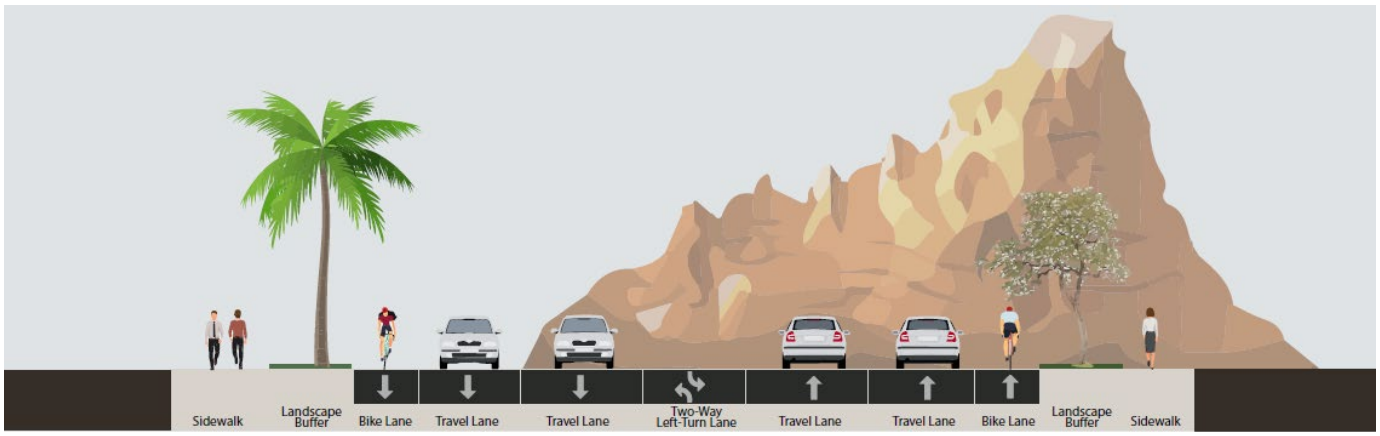


Figure __: Generalized Street Cross-section – Major Collector

Minor Collector

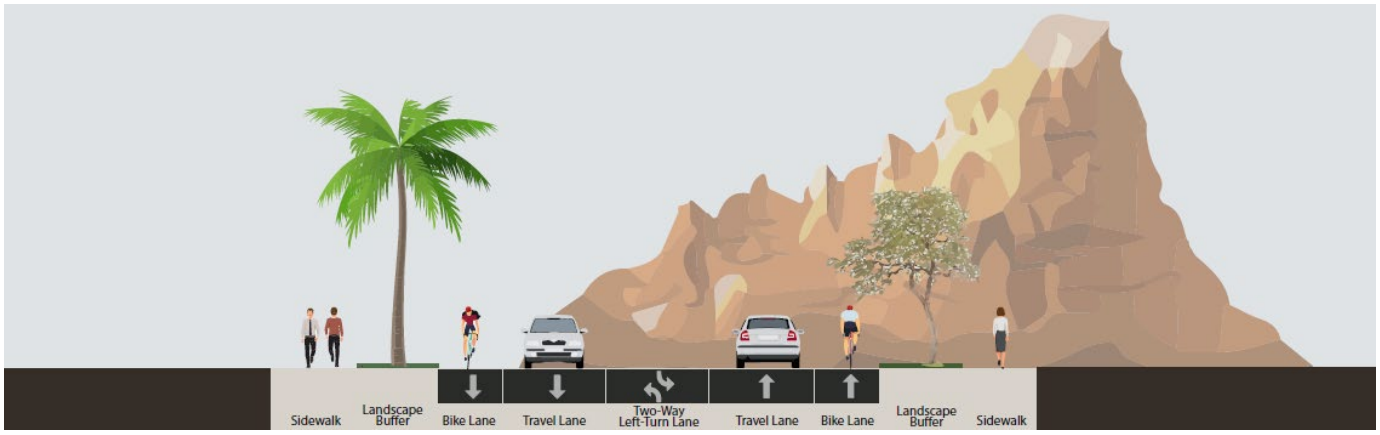


Figure __: Generalized Street Cross-section – Minor Collector

Minor Collector – No Center Lane

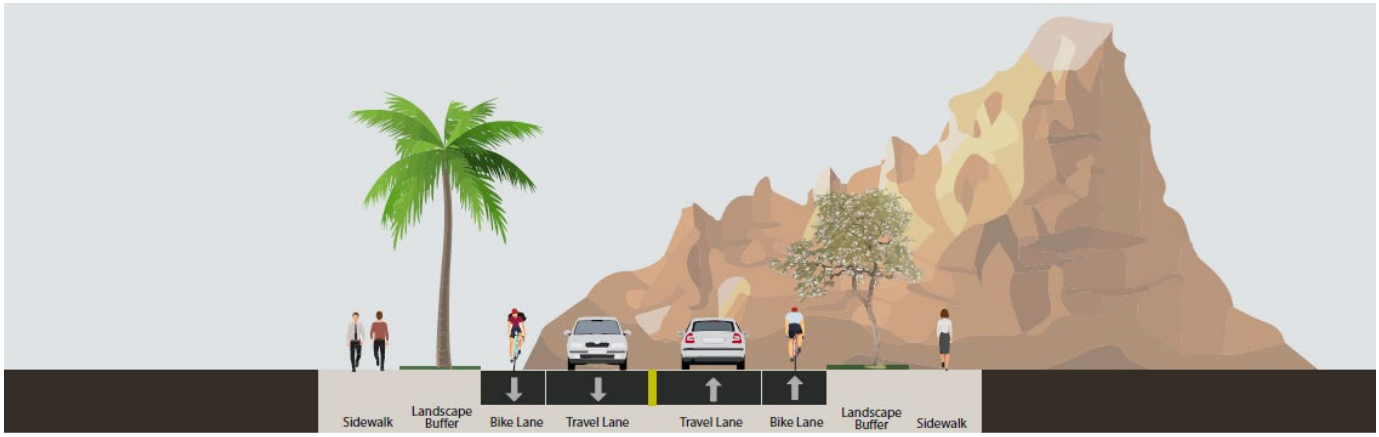


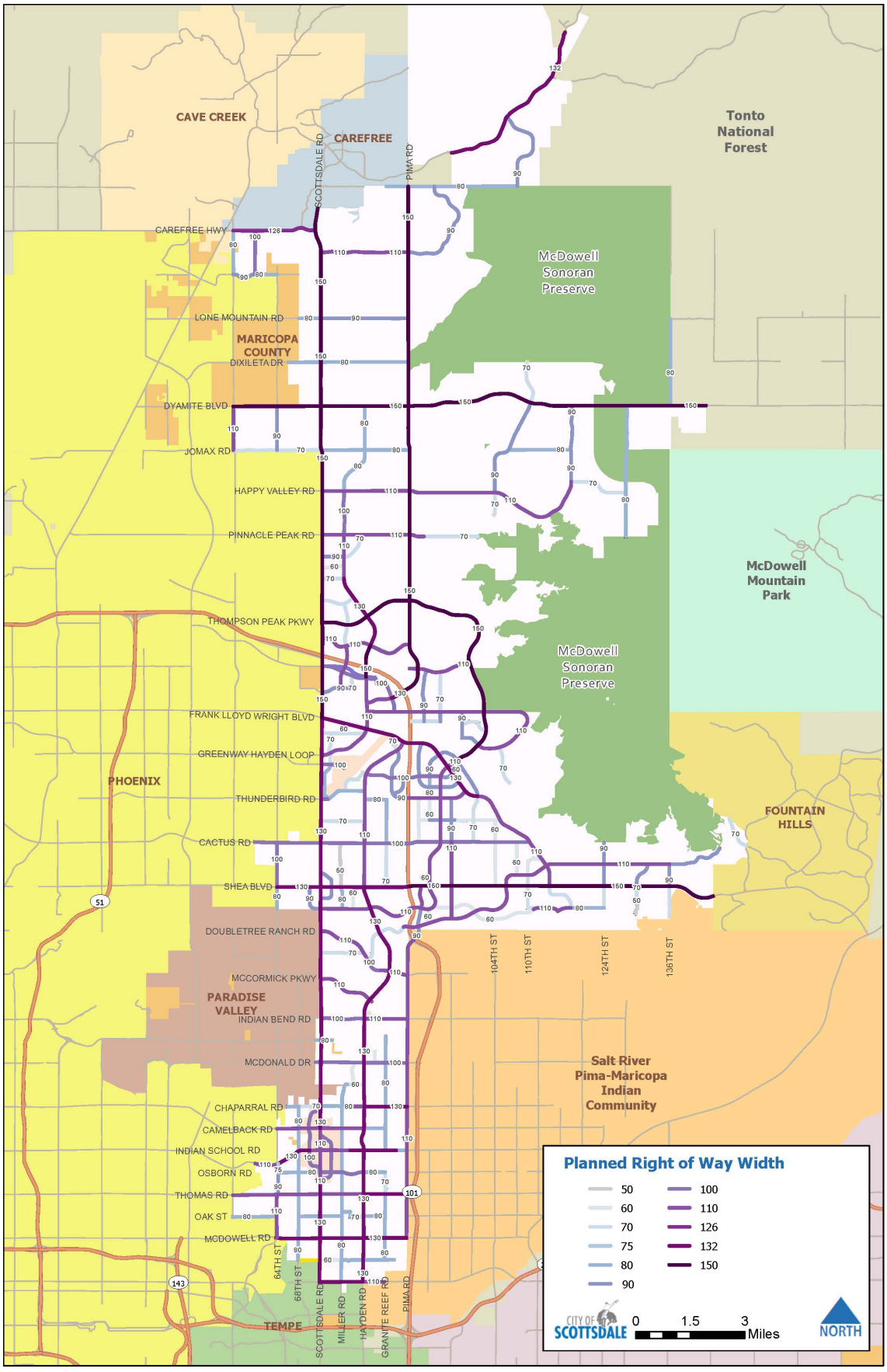
Figure __: Generalized Street Cross-section – Minor Collector – No Center Lane

For all street classifications, the lane dimensions, sidewalk widths, sidewalk attachment to/detachment from the curb and placement of sidewalks with respect to shade trees are determined on a street segment basis. The type of curb, including vertical, rolled, or ribbon, is also determined on a street segment basis. (Additional information for these details is provided in the DS&PM [link].) All street classifications exist for each type of street--rural, suburban or urban. (For more information on street types, please see descriptions above [link] and the DS&PM [link].)

Right-of Way

Typical right-of-way requirements are provided in the DS&PM cross section examples. However, many street segments have had varying classifications over time. As a result, Figure ___ is provided to identify the recommended right-of-way dedication widths for all streets classified as minor collector and larger on the Street Classification Map. The recommended widths are intended to provide a consistent outside edge of right-of-way that matches previous dedications and acquisitions, as well as to maintain consistency with the city's *Scenic Corridor Design Guidelines* (2003). These dimensions are stated for the street segments only. At intersections, a larger dimension may be necessary to accommodate turning lanes.

Figure ___


CAVE CREEK
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MARICOPA COUNTY
DIXILETA DR
DYAMITE BLVD
JOMAX RD
HAPPY VALLEY RD
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INDIAN SCHOOL RD
OSBORN RD
THOMAS RD
101
OAK ST
MCDOWELL RD
64TH ST
68TH ST
143
TEMPE
SCOTTSDALE RD
MILLER RD
HAYDEN RD
GRANITE REEF RD
PIMA RD
Planned Right of Way Width
50
60
70
75
80
90
100
110
126
132
150
CITY OF SCOTTSDALE
0
1.5
3
Miles
NORTH

PERFORMANCE MEASURES

1) Reduce citywide intersection and roadway segment collision rates, based on six-year moving averages.
2) Maintain existing streets to a citywide pavement condition index (PCI) of ___.
3) Maintain vehicular level of service (LOS) D or better at most signalized intersections, except in designated activity cores or urban roadway corridors where walkability, transit access, and aesthetic or right-of-way considerations are overriding.
4) Use Maricopa Association of Governments data to monitor average roadway travel times and assess the feasibility of mitigation strategies when a trip takes 30% longer in peak travel times than during non-peak times.
5) Target average daily traffic volumes on collector streets 7,500-9,000 vehicles per lane per day using 2040 forecasted volumes.
6) Target average daily traffic volumes on arterial streets to no more than 8,500-10,000 vehicles per lane per day using 2040 forecasted volumes.
7) Maintain a positive (excellent/good) rating of 70 percent or better in the National Community Survey for “Ease of Travel by Car.”

PUBLIC TRANSIT ELEMENT

INTRODUCTION

The Public Transit Element of the Scottsdale Transportation Action Plan (TAP) provides guidance on maintaining a viable transit system, expanding service to meet the needs of the community and region while aligning with the Connectivity section of the draft 2035 Scottsdale General Plan. Public transit is a key component of the city's transportation network and one of the sound mobility alternatives that the residents have for their daily needs.

Public transit is a transportation alternative that coincides with the City of Scottsdale's collection of unique character areas, each with varying needs and lifestyles. The City also attracts visitors from all over the world along with a large seasonal population. Effective transit service provides citizens with transportation choices for those that elect to use transit as well as those that are dependent on it. The draft 2035 General Plan supports the TAP and recommends providing transit with the use of future technologies and micro-mobility solutions – connectivity to schools; inter-jurisdictional coordination; mobility choices that are accessible; reduce congestion and pollution and improve quality of life.

A balanced transit system does not stop at the city boundaries but makes strong connections to the regional system. In order to ensure transit service is attractive and competitive with other forms of transportation, it must be frequent, fast, and convenient. In addition, the vehicles and bus facilities must be clean, reliable, and comfortable. Routes should effectively serve major employment and activity centers throughout the City and provide transfers to other routes that link to various parts of the Valley. Transit supports local businesses and employees that work within and outside of Scottsdale. The draft 2035 General Plan also reaffirms our continuing collaboration with schools to provide convenient and safe access to transit.

The future for Scottsdale transit hinges on the ability to leverage and build on the existing bus system and improve connectivity to the rest of the region through cost-effective and data-driven solutions. Transit changes go through a regional public involvement process twice a year. Proposed modifications are based on public input, ridership, public requests, survey data and funding. Lastly, continuing to build strong partnerships with neighboring communities such as Phoenix and Tempe and Valley Metro, the regional transit agency, are very important for ensuring a successful transit system in Scottsdale. The Transportation team through the initial step of planning process developed a series of transit improvement strategies to be phased in over the coming years. The proposed transit improvements and emphasis closely align with the draft 2035 General Plan and are consistent with the City Council's objective of 'Advancing

Transportation.' The focus for transit links to the following set of Goals, Policies and Performance Measures.

GOALS

1) Build a viable, cost effective, reliable public transportation alternative for all income levels and lifestyles. This coincides with the City of Scottsdale's collection of unique character areas, each with varying needs. Effective transit service provides citizens, visitors, seasonal population and special events with transportation choices.
2) Develop routes to effectively serve major employment, commercial and retail uses, community and senior centers, schools and other activity centers throughout the City along with connections to the regional system.
3) Focus service on the transit-dependent population as well as those that choose to use the transit system for their transportation.
4) Continually monitor and improve programs as paratransit boundaries change to coincide with transit improvement the City provides.
5) Implement service and amenities to make the system more convenient to use and sustainable over time. Special consideration will be given to emerging technologies and infrastructure that improve service, mitigate the extreme heat and help reduce emissions.
6) Ensure that all transit assets including bus fleet, bus stops and park-and-ride facilities are in a state of good repair.
7) Link the city's extensive active transportation network for pedestrians and cyclists directly to the public transit system.
8) Improve connections to the region's expanding High-Capacity Transit system (Light Rail, Streetcar future Bus Rapid Transit) and provide convenient transfers to fixed service routes that link to other parts of the Valley.
9) Build upon the goals established in the 2035 General Plan and the overall goal of City Council to "Advance Transportation." Provide transit investments that can be implemented with sustainable funding.
10) Maximize use of our existing transit facilities (transit centers, park-and-rides, bus stops) to strengthen connections to local, fixed route, express and other potential modes and provide needed amenities and parking for those utilizing the transit system.

POLICIES

1) Service standards for Scottsdale's local bus routes ensure a 30-minute minimum frequency of service.
2) For the City's bus system, the standard for local bus stops is placement at quarter-mile intervals.
3) National Transit Database quarterly reconciliation of required financial and system information for compliance.
4) Gather key transit system data through use of Automated Passenger Counters to analyze, measure and ensure the success of our system.
5) Review the bus route performance at the segment level in order to evaluate and implement the necessary changes for ensuring successful routes within the transit system and that required passenger connections are being made.

CURRENT TRANSIT SYSTEM

Existing transit service in the City of Scottsdale is characterized by regional fixed route buses operating on the arterial and collector street grid system, along with express bus service, trolly system, and paratransit. This is depicted in Figure 1, *Existing Fixed and Trolley Routes*. City of Scottsdale currently has 9 (nine) fixed routes, 1 (one) express route, and (4) trolley routes. Trolley is the brand name for City of Scottsdale's owned and operated bus service. Trolley routes differ from fixed routes because they provide a direct link (without transfers) to selected activity centers in Scottsdale. Trolley routes deliver better connectivity between neighborhoods, commercial corridors and the regional system. Also, Trolley is a free service funded by the 0.2% Scottsdale transportation sales tax dollars. The City also receives some preventative maintenance funds 5307(FTA) and Arizona Lottery Funds (ALF), and other federal grants to offset some trolley operating expenses. In addition, all trolley buses are purchased with FTA (Federal Transit Administration) grant funds which typically have a 15 to 20 percent local match requirement. There are currently 21 buses in the City's trolley fleet.

Trolley utilizing roundabout at Mustang Transit Center

City of Scottsdale has Intergovernmental Agreements with Valley Metro and City of Phoenix in place to operate fixed route service. Fixed routes, where the Regional Fare Policy applies, are primarily funded with the Proposition 400 Regional Sales Tax dollars and are paid for on a per mile basis. Fixed route bus service is the most common form of transit service in the region. It uses standard size transit vehicles (usually 40-foot buses) and is generally characterized by buses operating along the major arterial grid network. The vehicles make frequent stops and may require passengers to transfer in order to reach their destinations. Route 72 on Scottsdale Road is an example of fixed route bus service. Almost all of the fixed bus routes in Scottsdale connect to other jurisdictions and the service is contracted to an outside provider. The majority of transit service is focused south of Frank Lloyd Wright Boulevard, where the highest population and land use densities are located.

Express buses operate as commuter service during the peak-hour and usually connect outlying areas with major activity centers. The routes, with limited AM and PM trips, typically serve park-and-ride lots or transit centers and may parallel fixed route service with fewer stops. Route 510, which travels between Scottsdale's Mustang Transit Center and downtown Phoenix, is an example of express bus service. However, Scottsdale would like to expand the express bus system by emphasizing a convenient link to and use of the freeway system and the expanded utilization of both the Mustang Transit Center and the Thunderbird Park-and-Ride.

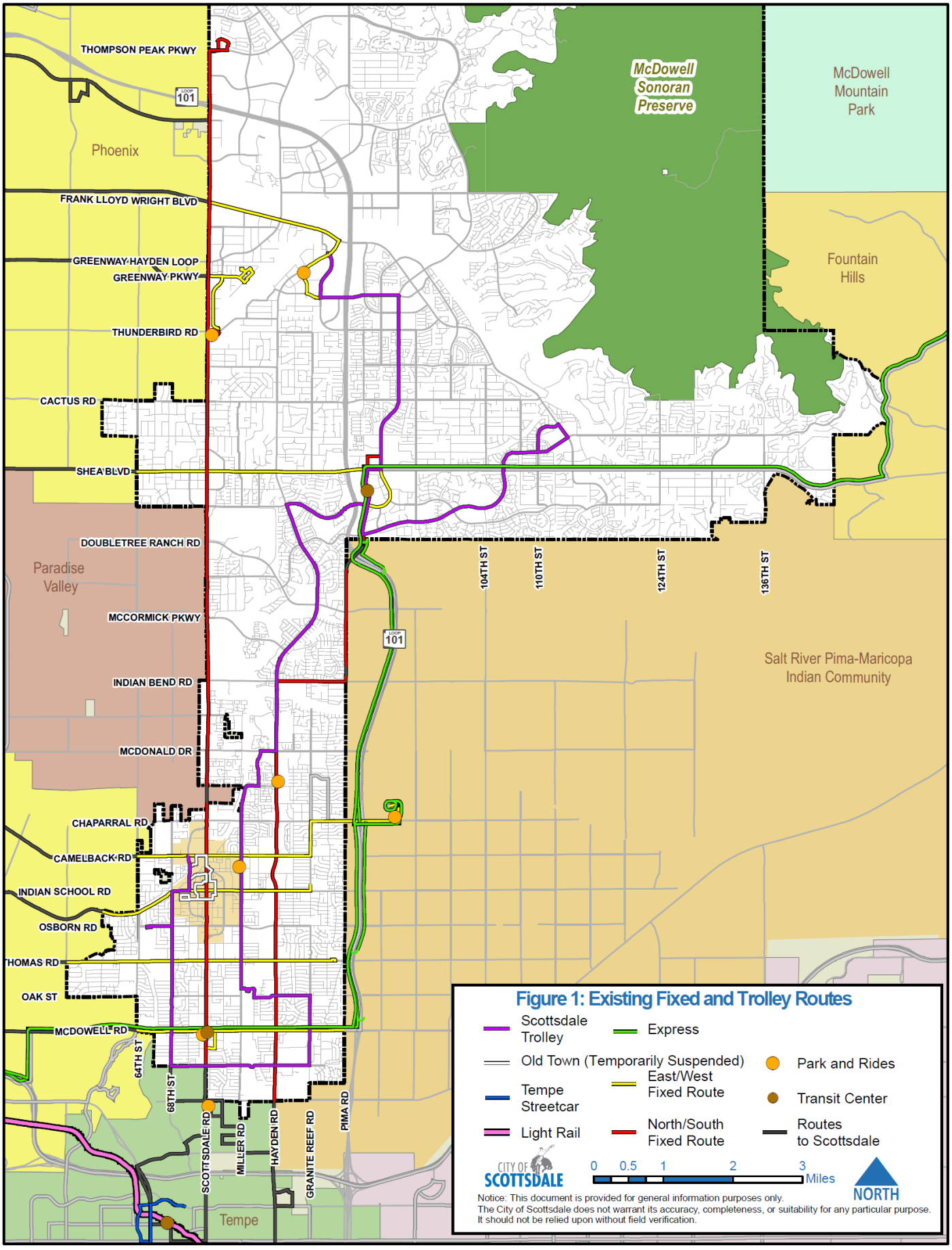
Neighborhood circulators focus on serving a common geographic area with frequent, all-day service. The vehicles are small and enable passengers to connect to a wider transit network from residential neighborhoods and activity centers. Circulators provide shorter trips at higher frequencies and are usually free. The Downtown trolley, which has been suspended, was an example of circulator service in Scottsdale. Circulator routes are flexible to change, run in a tight loop, provide frequent service and should be very easy to navigate. Circulators can either:

- Focus on a geographical area like Old Town,
- Provide transportation for special events,
- Link parking structures to commercial/retail areas, or
- Provide the last ¼ of service for commuters.

Paratransit is a federally-mandated demand responsive transit service that does not follow a fixed route. Paratransit provides flexible schedule, on-demand transportation for those unable to access traditional fixed route service, such as seniors and passengers with disabilities. ADA requires that complementary paratransit service be provided in all areas within 3/4 mile of fixed route bus service as shown in Figure 2, *Paratransit Service Area*. Currently the City does not have any bus service north of Frank Lloyd Wright Boulevard where residents fall outside the paratransit service area boundary. The City made a decision not to serve outside the mandated area but, to help residents that fall outside the mandated area through participation in the RideChoice program with Valley Metro.

The East Valley Dial-a-Ride provides shared ride, door-to-door paratransit service in all areas within 3/4 mile of fixed route transit service for those unable to access regular transit service (passengers with disabilities and seniors). The City of Scottsdale also provides non-traditional transit service through its Cab Connection program. The Cab Connection program offers seniors and persons with disabilities an alternative mode of transportation from Dial-a-Ride. The Cab Connection program offers more flexibility than Dial-a- Ride and operates at less cost to the city using a voucher system. All users must be Scottsdale residents and have a disability, be on dialysis, or be age 65 or older. Extended service hours are usually provided for individuals who qualify under ADA.

Attachment 3



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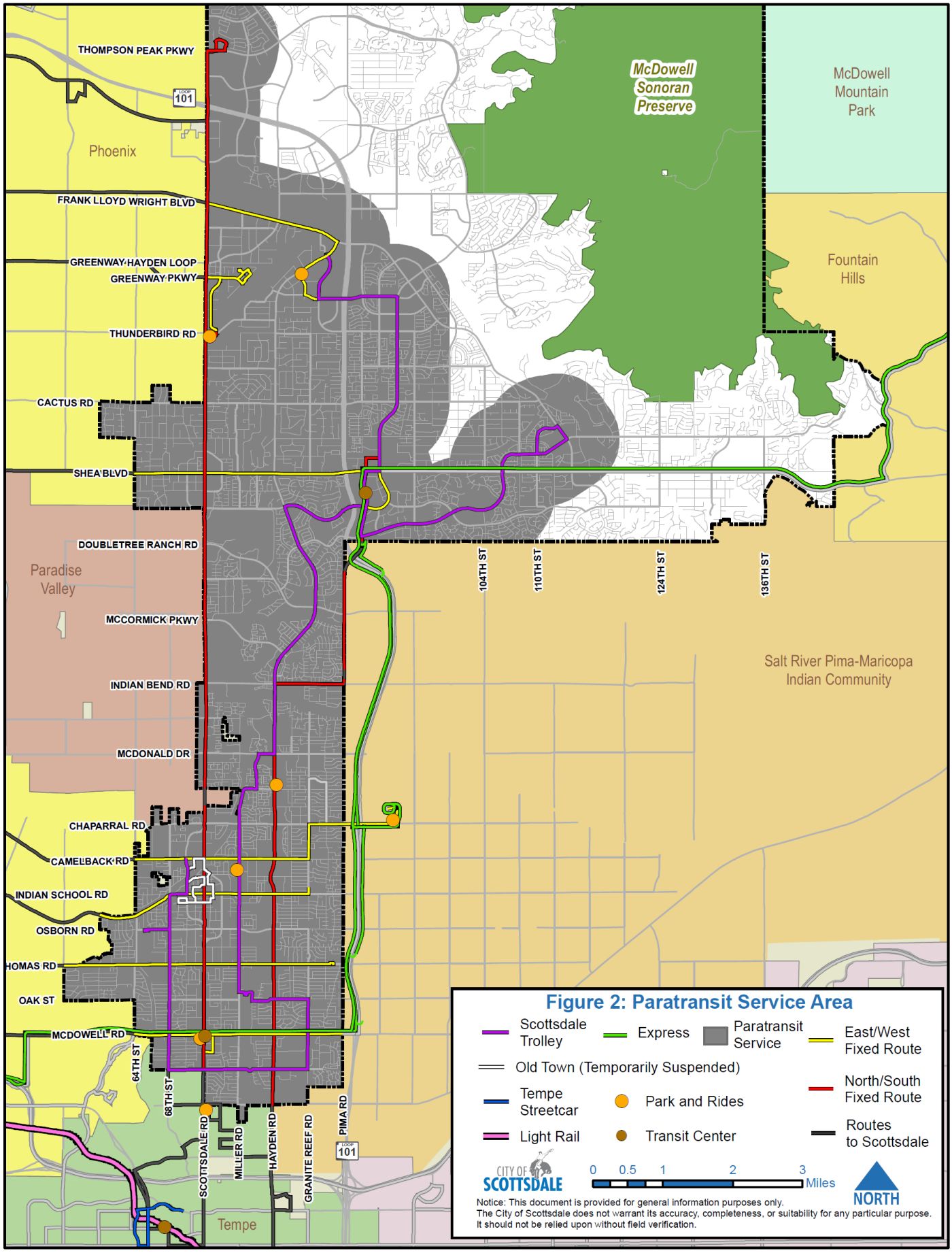


FACILITIES

Existing transit facilities in Scottdale range from on-street passenger facilities such as bus stops to large facilities such as park-and-rides and transit centers. Currently, the City has 524 active bus stop locations for all transit routes. To date, 250 of those locations have a bench or seating, 163 have transit shelters and 237 provide shade. The City of Scottsdale uses a standard bus shelter kit that includes a bus shelter, seating, trash receptacle, bicycle rack, and signs. Other amenities, including the provision of vertical shade elements for early morning and late afternoon users, should also be considered as technology and funding becomes available. Bus shelters in Scottsdale are located based on:

- Bus frequency,
- Highest ridership locations, often at the one-mile arterial intersections,
- Bus operational requirements,
- Pedestrian safety,
- Passenger comfort, and
- Right-of-way availability.

Scottsdale standard bus shelter and associated amenities

For all bus stop placement, it is recommended that 1/4 mile spacing be the standard for fixed bus routes, with tighter spacing for neighborhood circulators and wider spacing for limited stop/express bus routes. Overall, standard bus stop spacing makes the system more user friendly by providing expectancy for riders and allowing opportunities for the city to market or "brand" service along a route.

Currently there are two transit passenger facilities located in Scottsdale. The Thunderbird Park-and-Ride, located adjacent to the Airpark at the southeast corner of Thunderbird and Scottsdale roads, provides 450 parking spaces for transit users who wish to make system connections and leave their vehicle at a secure facility. Though the facility is underutilized, staff is looking to increase usage with access from additional routes in future planning efforts. The Mustang Transit Center located on 90th Street Between Shea Boulevard and Mountain View Road is a joint facility with the Mustang Library. This transit facility provides amenities for end of line users or those making transit connections to other parts of the Scottsdale system. In addition, existing joint-use park-and-rides which informal agreements have been established for shared parking arrangements can be found throughout Scottsdale for transit-users.

FUTURE RECOMMENDATIONS

Through the planning process, a series of phased transit improvement strategies were developed and broken down into the following categories and depicted in Figures 1-3. Along with the development of goals and policies these concepts will help prioritize capital projects and make recommendations on system operational improvements. Consistent with the overall TAP emphasis, the concepts will support two focus points: emphasizing refinement of the existing transportation system over adding new infrastructure and emphasizing livable streets/community over rapid traffic throughput.

Bus stops

- Improve bus stop cleaning, refurbishment and prioritization process.
- Expand and improve shade at bus stops.
- Improve ADA accessibility at bus stops in conjunction with the City's ADA Transition Plan.
- Continue to improve shade at bus stops and modify structures to address solutions for full day coverage.

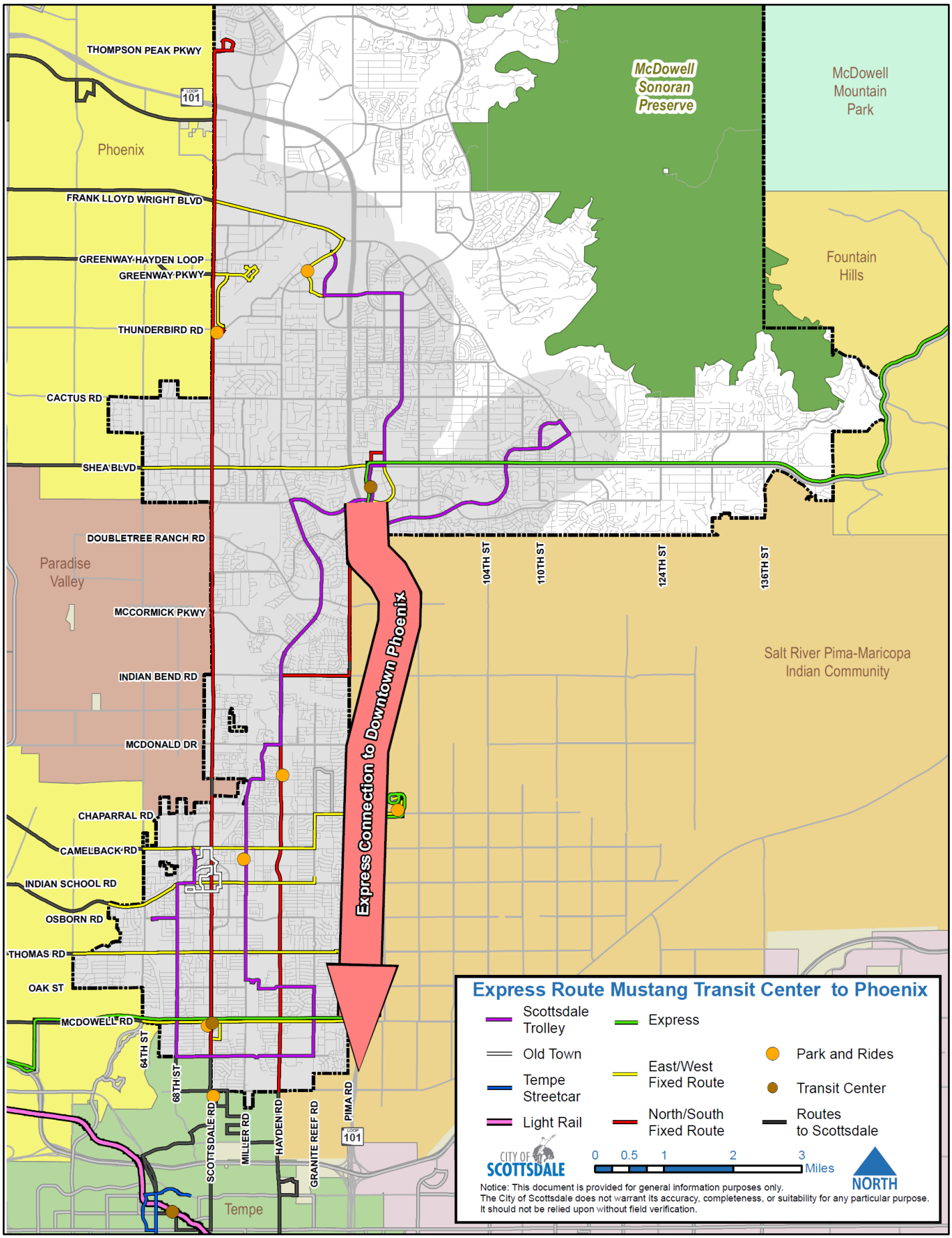
Service

- Work in tandem with Complete Streets efforts to accommodate all users of the street and make strong ties to the active transportation network.
- Coordination of layover locations on a continual basis to ensure drivers have amenities.
- Modify end of line turnarounds as needed to ensure connections are made with productive mileage.
- Provide connectivity between MLHD and 68CM Trolley.
- Express route connecting Scottsdale Mustang Transit Center/SCC to downtown Phoenix using Freeway.
- Circulator service that provides links from area businesses to commercial retail areas in Airpark
- Expand the use of Thunderbird Park-and-Ride and Mustang Transit Center.
- Reinstatement of downtown circulator service focusing on linking major parking facilities with commercial/retail.
- Connect to McDowell Mountain Aquatic Center, Arabian Library, Scottsdale Airpark and areas beyond SR101 along Scottsdale Road.

Data

- National Transit Database – Improvement on reporting process to ensure City compliance to receive federal funding. Also, accurate reporting on revenue miles and costs as those are multipliers used in funding allocation.
- Develop a Transit Asset Management Plan.
- Use Automated Passenger Counter data to evaluate routes at segment level.

Attachment 3



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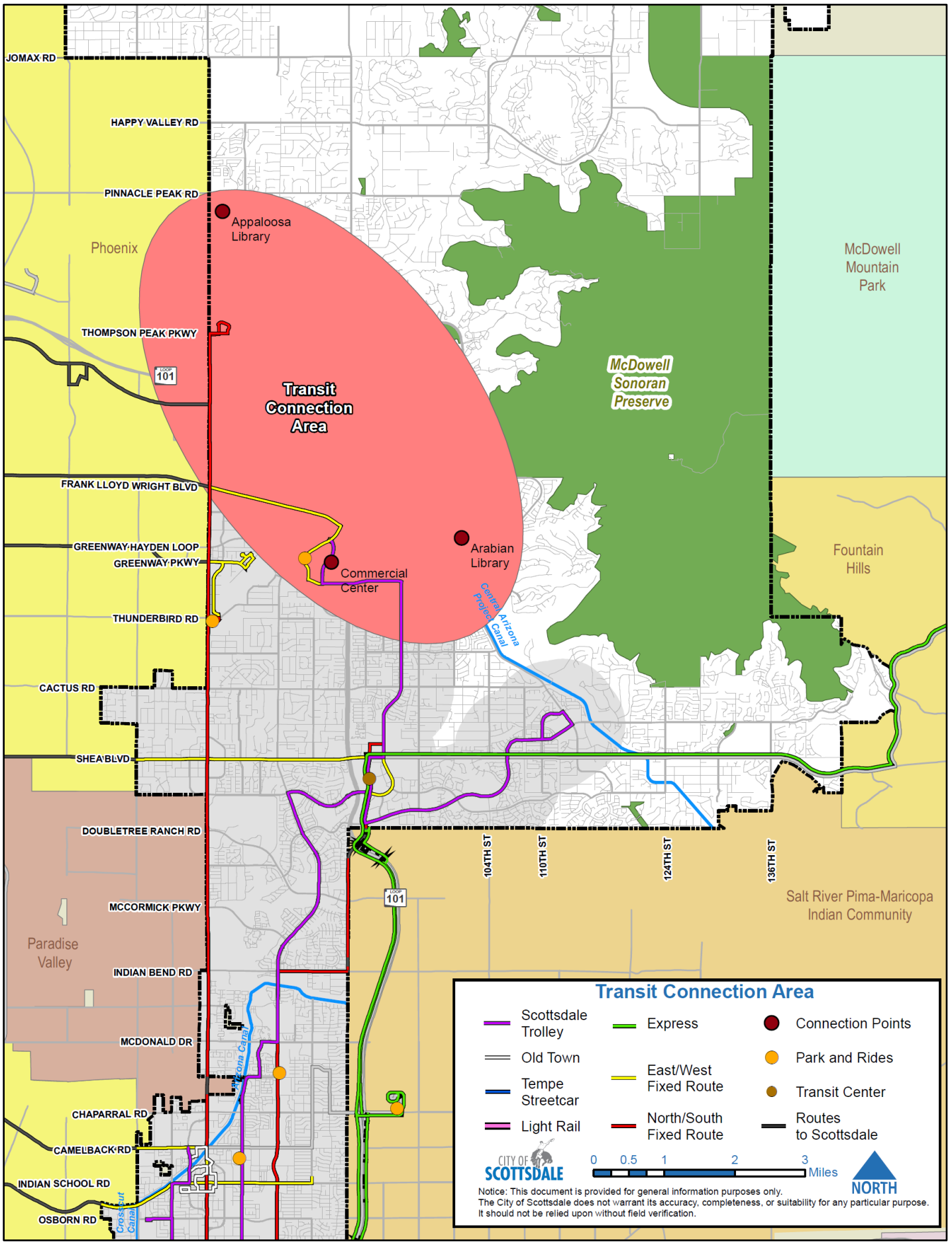

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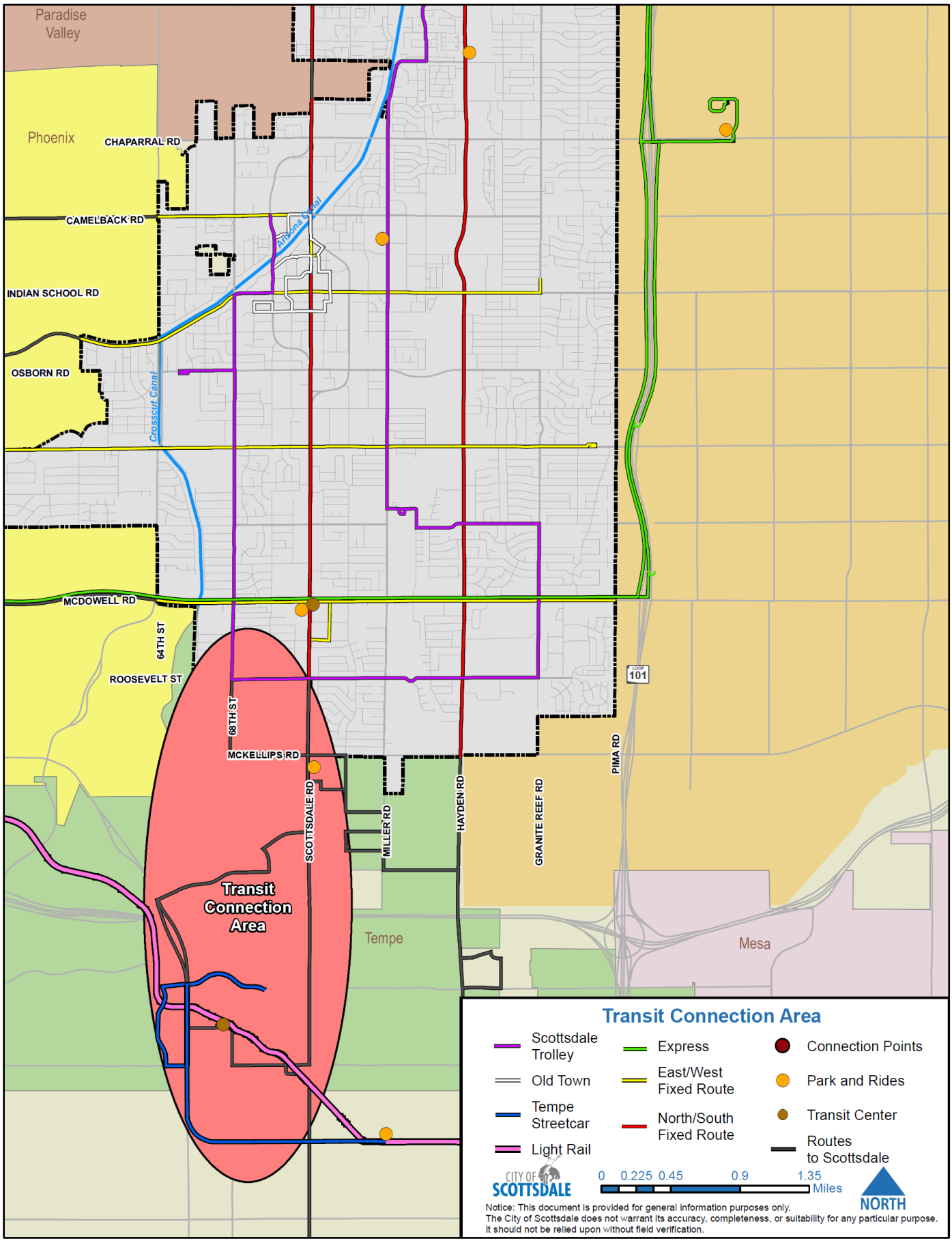


Information

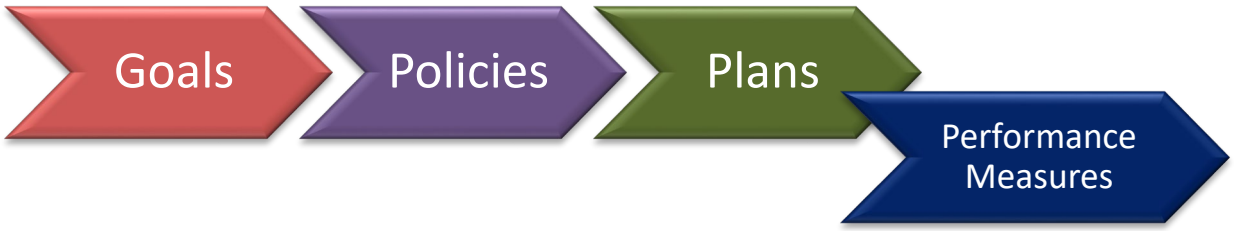
- Marketing
  - Start with city staff.
  - Use Social Media and water bills to reach out to the public.
- Travel Training
- Revisit "Scottsdale Trolley" branding – Plan to go through a public process.

Emerging Technology

- Develop an electric bus fleet.
- Transit Signal Priority improvements.
- Expanded use of Clever Devices

Regional Connectivity

- Based on the ridership, funding and public comments, plan for service frequency improvements on Phoenix and East Valley routes coming into Scottsdale.
- Expand connectivity to the regional Light Rail system and Streetcar in Tempe with trolley and fixed route service.
- Connection to on-street Bus Rapid Transit (BRT) routes from Phoenix.
- BRT route on Scottsdale Road from Mustang Transit Center to Chandler.



PERFORMANCE MEASURES

Service performance measures provide the framework for evaluating our transit service within, and in and out of Scottsdale. Scottsdale evaluates both local and regional service using three performance areas: ridership, productivity and quality of service. Performance measures help define the specific modal service levels (frequency), service design (routing) and standards for modifying service. It can be defined as a toolbox for determining productivity and managing transit service throughout the system including:

- Regional Fixed Route
- Trolley
- Reemerging circulator
- Express
- Potential on-street Bus Rapid Transit
- Paratransit

The following series of performance measures will help evaluate our existing transit system as well as the success in implementing the set of future recommendations.

1) *Bus boardings per revenue mile* is the number of passengers collected during one mile of scheduled revenue service (productivity).
2) *Bus boarding per revenue hour* is the number of passengers collected during one revenue hour of scheduled revenue service (productivity).
3) *On-time Performance* is based on whether trips are arriving at time points early, late or on time and determining service reliability for customers (productivity).
4) *Connectivity to transportation network* – Evaluation of the system on a quarterly basis to ensure convenient ties to and within the full city transportation network and links to the regional transit system (connectivity).
5) *Missed trips due to operational failures.* Reflects maintenance quality as well as loss in revenue service due to operational interruptions (reliability).
6) Positive rating of 60% or better in the National Community Survey for "Bus or Transit Services." (Quality of service).

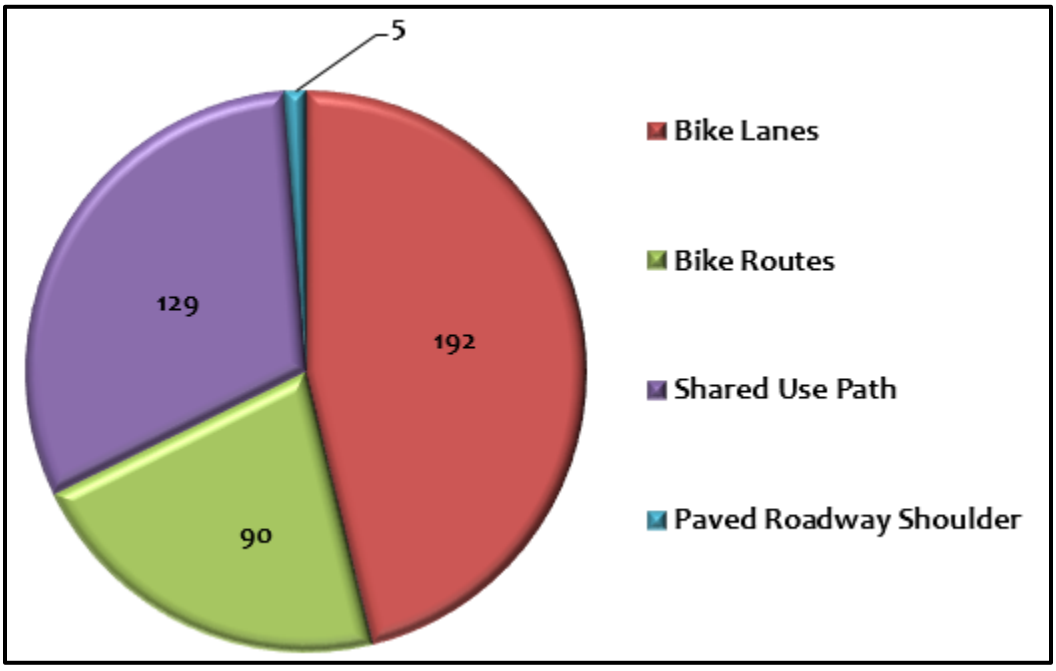
BIKEWAY ELEMENT

INTRODUCTION

The Bicycle Element of the Transportation Action Plan (TAP) serves to expand and enhance Scottsdale's on-street and paved path network to provide safe and inviting access for pedestrians, bicyclists and other non-motorized users to travel to destinations in Scottsdale and neighboring communities.

The City of Scottsdale currently maintains a robust network of on-street and off-street bike facilities, including bike lanes, bike routes, shared use paths and paved roadway shoulders (see Figure _).

Figure _ – 2021 Existing Bikeways Network (Miles)



Scottsdale's street system provides the most direct access to nearly all destinations in the city for active transportation users via bike lanes and bike routes. These bike lanes and bike routes allow users direct access to the off-street shared use path network. City's design guidelines for arterial and collector streets are found in the *Design Standards and Policies Manual* (DS&PM). These facilities include bike lanes, sidewalks, and trails and are typically included with new construction and major reconstruction projects. New or modified bike lanes can also be installed when streets are restriped with pavement management projects.

The off-street network consists of paved shared use paths and unpaved shared use trails. Trails are discussed in the Trails Element of this TAP. All shared use paths and side-paths (adjacent to streets) are open to all non-motorized users. Shared use paths represent an important component of the overall bike network. They provide opportunities to ride for users who may not be comfortable riding in the roadway, such as casual cyclists, children, families and older adults.

GOALS

1) Build bike facilities that form a continuous network with seamless connections to public transit, schools, neighborhoods, community destinations and the regional bike network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders.
2) Implement education, encouragement and data collection programs to increase bike usage and improve bike safety.
3) Expand the network of on-street and off-street bike facilities to increase the amount of biking for all trip purposes.
4) Maintain and enhance the current bike transportation network to meet current design standards.
5) Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB) [link to program].

POLICIES

1) Construction Priorities: Completion and renovation of the three primary shared use paths (Arizona Canal/Cross Cut Canal, Central Arizona Project Canal and Indian Bend Wash), followed by other paths that improve regional connectivity, will be prioritized for use of capital improvement funds and grant requests. Side paths next to streets should be incorporated into improvement plans for collector and arterial streets.
2) Roadway Restriping: Improve on-street bike accommodation and bicyclist and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane requirements, existing pavement width and existing lane widths. This restriping protocol will typically be applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.

3) Neighborhood Bikeways: Develop Neighborhood Bikeways on low-volume, low-speed roadways to be used by a wide range of bicyclist abilities. Improvement options should consider traffic calming and enhanced roadway crossings.
4) Wayfinding: Implement a cohesive wayfinding system directing people to and along shared use paths and Neighborhood Bikeways and to community destinations.
5) Intelligent Transportation Systems (ITS): Identify and test solutions that balance traffic flow with improved bicycle mobility in key corridors.
6) Education and data collection: Promote bicycling's benefits for health, recreation, transportation and tourism. Evaluate bicycle usage counts on the network to establish trends and prioritize outreach and improvements.
7) Safety and Enforcement: Inform the public (motorists, bicyclists and pedestrians) about bicycle, vehicle and pedestrian operation on streets and paths. Work with public safety staff to improve enforcement of traffic laws related to biking. Collect, analyze and report on bicycle collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs. Support the use of grade separated crossings at barriers such as freeways and arterial roadways and along large drainageways.

ON-STREET BIKEWAYS

The on-street bike system will continue to expand and improve as new roadway segments of minor collector size or larger are constructed. New construction will follow the standard cross sections already in place or identified for revision through the TAP, and as mentioned above, potential new bike lane restriping efforts will be coordinated with the city's pavement management program.

As noted in the Street Element, minor collectors that do not require a center turn lane will also be a focus area for adding improved bike lanes, typically with painted buffers. Constructed bike lane buffers will also be assessed based on applicability, safety, cost and maintenance issues.

NEW DESIGNATION – NEIGHBORHOOD BIKEWAYS

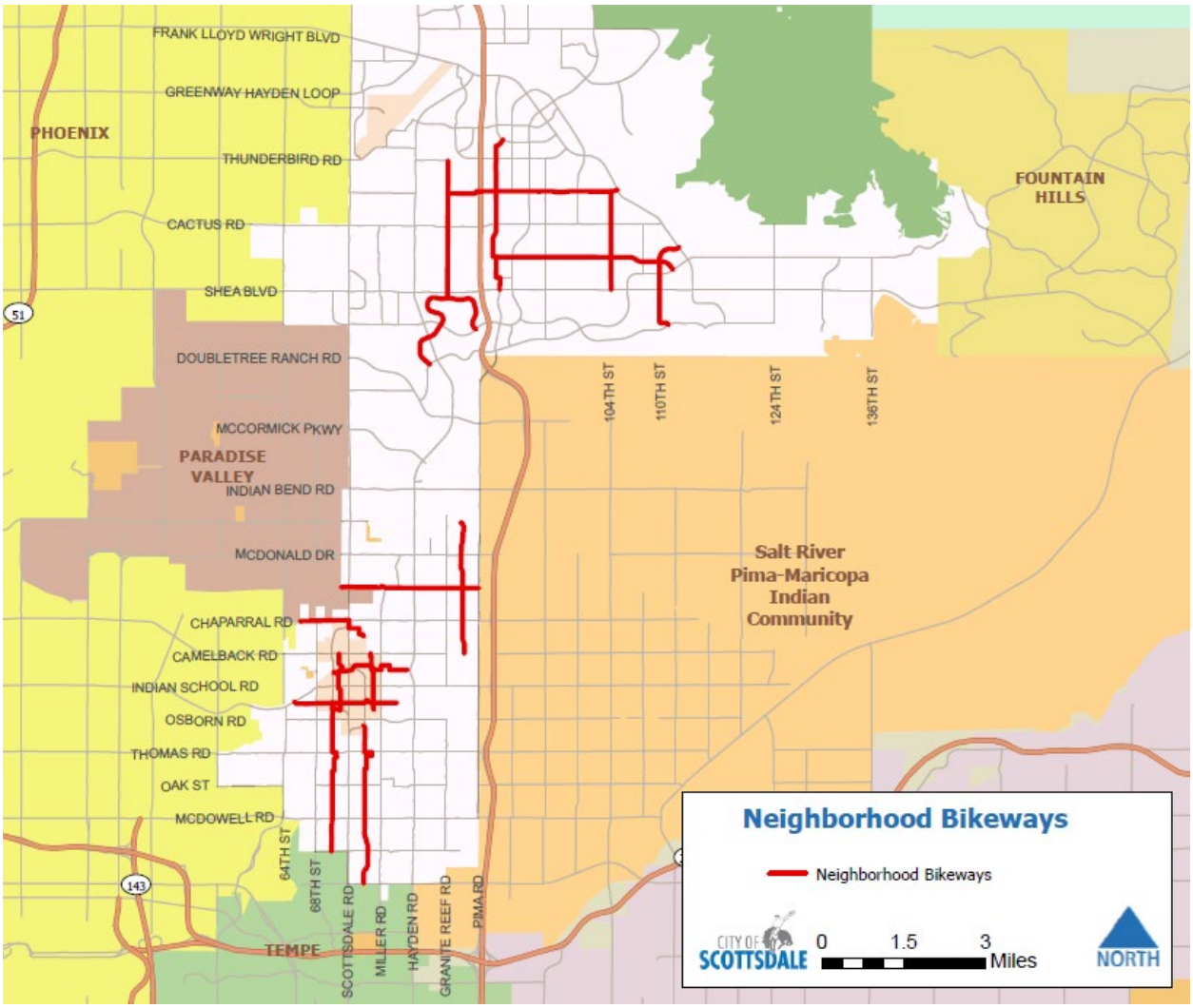
Neighborhood Bikeways are typically found on streets with traffic volumes of under 2,000 vehicles per day (vpd) and residential speeds (25 miles per hour or less) and often contain connections that can only be made by bike or as a pedestrian. They are typically found on the ¼-mile street network through neighborhoods but feature destinations such as parks, schools, libraries, community centers, religious centers, and medical facilities. They also connect to the rest of the bikeway network. Compared to bike lanes along busier streets,

neighborhood bikeways are low-stress and accommodate a wider range of users. They typically have shared lane markings (sharrows) or bike lanes, depending on traffic volumes, and can include signage, traffic calming and enhanced crossings at major streets (see Table _ and Figure _).

Table _ Scottsdale Neighborhood Bikeways

Street	From	To	Mileage
70th Street	Continental Drive	2nd Street	2.4
	(potential extension)		0.4
74th Street	McKellips Road	Thomas Road	2.0
	(potential extension)		0.5
84th Street	Shea Boulevard	Thunderbird Road	2.5
86th Street	Camelback Road	Lincoln Drive	2.0
	(potential extension)		0.5
Arabian Trail	Via Linda	Mountain View Road (east)	2.5
90th Street	Shea Boulevard	Redfield	2.4
104th Street	Shea Boulevard	Sweetwater	1.5
110th Street	Mountain View Road	Frank Lloyd Wright	1.5
Jackrabbit	Scottsdale Road	87th Terrace	2.0
Cholla	89th Street	Via Linda	2.8
Sweetwater	84th Street	Frank Lloyd Wright	2.6
2nd Street	Indian Bend Wash	Crosscut Canal	1.6
Glenrosa Street/5th Avenue	Indian Bend Wash	Arizona Canal	1.4
Chaparral Road/Rancho Vista Drive	64th Street	Arizona Canal	1.2
70th Street/Marshall Way	Osborn Road	Camelback Road	1.1
75th Street	2nd Street	Camelback Road	0.9
		Total	31.8

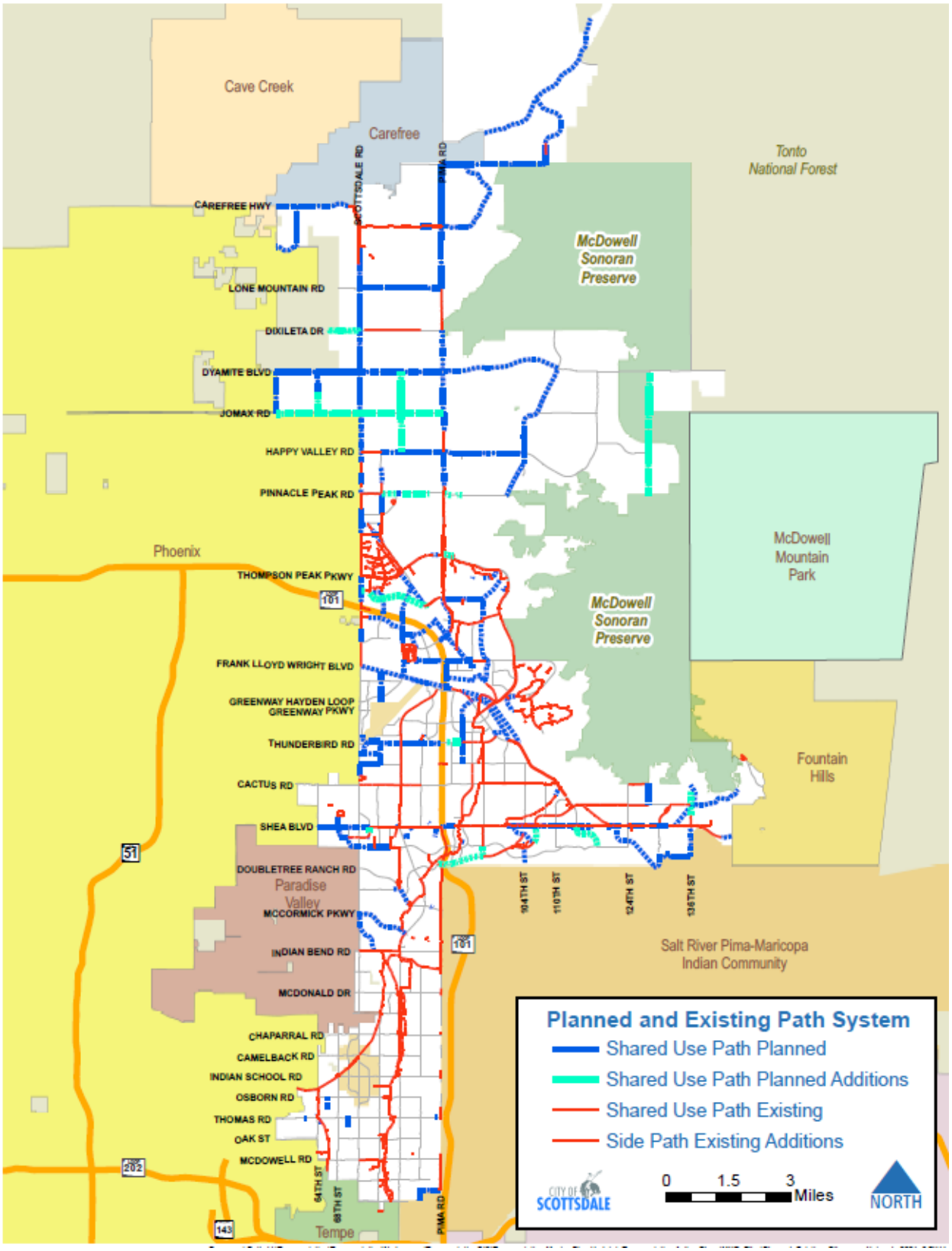
Figure _ –Neighborhood Bikeways



SHARED USE PATHS

The existing and planned shared use path network is shown in Figure _. These paths link to the on-street network while providing connectivity to a wider range of bicyclists. They also feature grade-separated crossings in many locations. Segments are prioritized for construction based on three criteria: the potential demand in the vicinity of the corridor, the existing bicycling conditions on parallel roadways and the potential for connections to the city's existing bicycle network. The availability of grant funding is also considered.

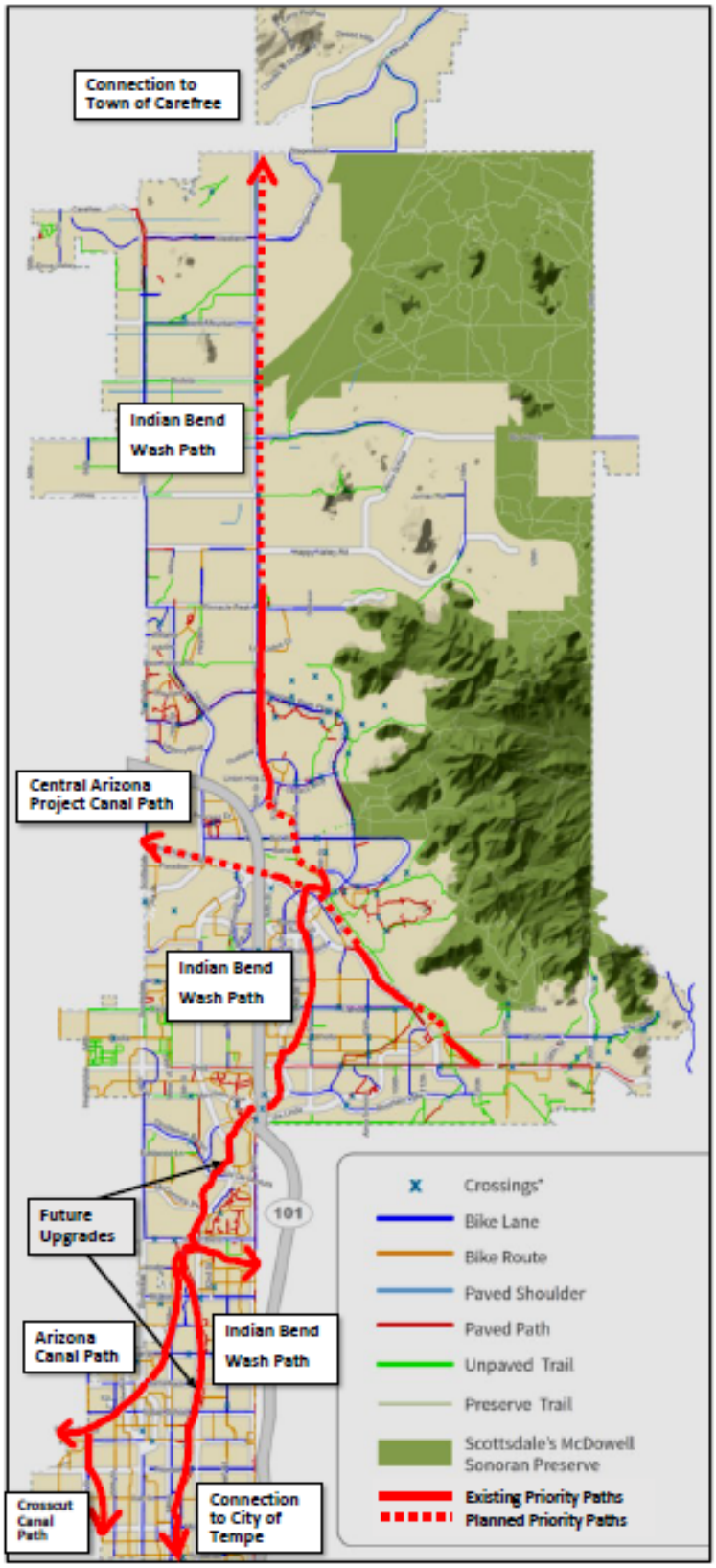
Figure _ – Existing and Planned Shared Use Paths Map


Cave Creek
Carefree
Tonto National Forest
McDowell Sonoran Preserve
McDowell Mountain Park
Phoenix
Fountain Hills
Paradise Valley
Tempe
Salt River Pima-Maricopa Indian Community
SCOTTSDALE RD
PIMA RD
CAREFREE HWY
LONE MOUNTAIN RD
DIXILETA DR
DYNAMITE BLVD
JOMAX RD
HAPPY VALLEY RD
PINNACLE PEAK RD
THOMPSON PEAK PKWY
FRANK LLOYD WRIGHT BLVD
GREENWAY HAYDEN LOOP
GREENWAY PKWY
THUNDERBIRD RD
CACTUS RD
SHEA BLVD
DOUBLETREE RANCH RD
MCCORMICK PKWY
INDIAN BEND RD
MCDONALD DR
CHAPARRAL RD
CAMELBACK RD
INDIAN SCHOOL RD
OSBORN RD
THOMAS RD
OAK ST
MCDOWELL RD
64TH ST
68TH ST
104TH ST
110TH ST
124TH ST
136TH ST
101
51
202
143
Planned and Existing Path System
Shared Use Path Planned
Shared Use Path Planned Additions
Shared Use Path Existing
Side Path Existing Additions
CITY OF SCOTTSDALE
0 1.5 3 Miles
NORTH

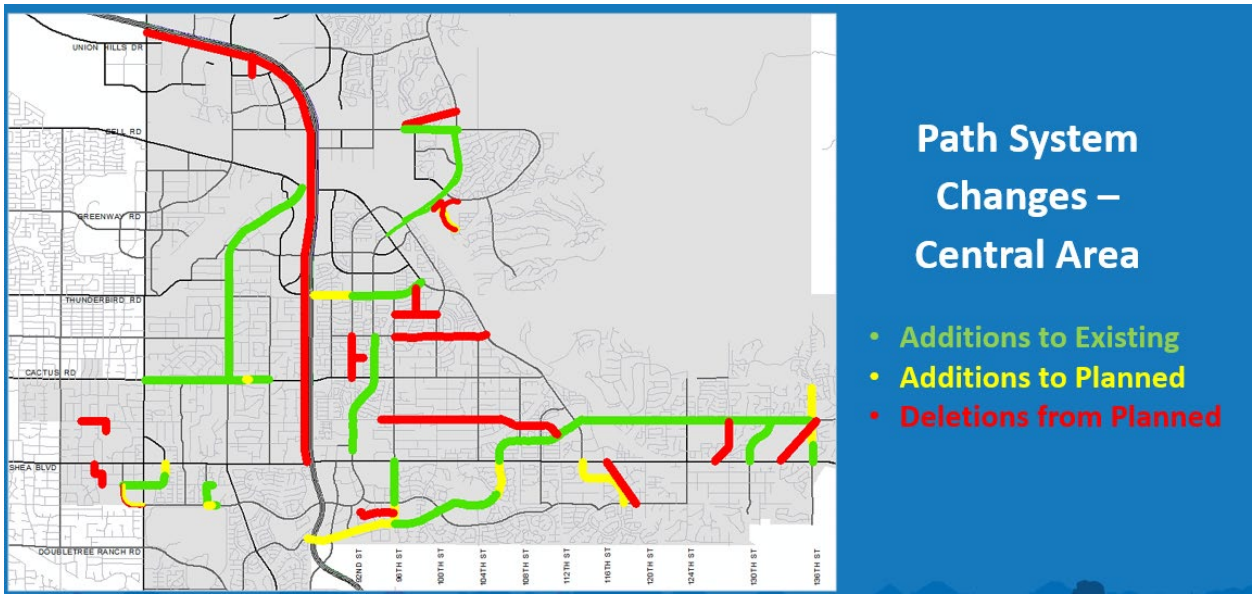
Three primary shared use paths serve as the spine and main linkages throughout Scottsdale: the north/south running Indian Bend Wash (IBW) Path and the east/west running Arizona Canal Path and Central Arizona Project (CAP) Canal Path. Each provides local and regional connectivity and is a high priority for implementation. More details on the three primary paths are provided below and shown in Figure _:

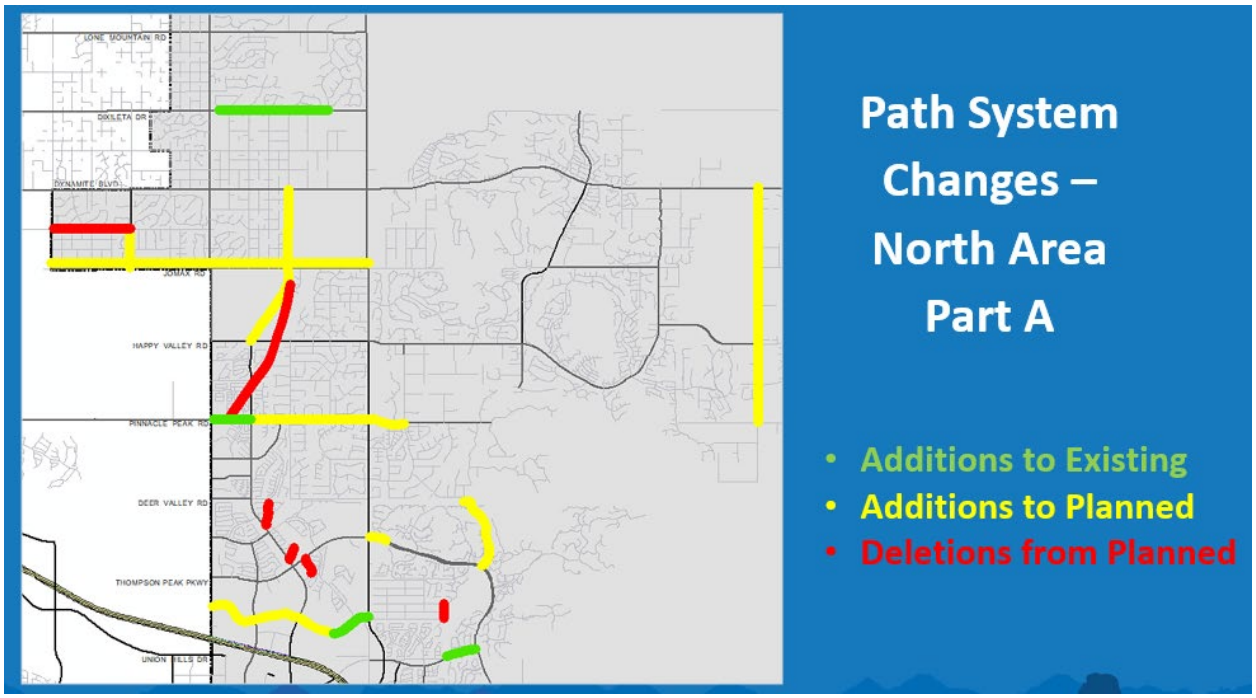
- Indian Bend Wash (IBW) Path – The IBW path runs north/south and links to the city of Tempe and the town of Carefree. Approximately 15 miles of path exist from McKellips Road to the WestWorld area, which is the approximate center point of the IBW Path. The northern section is approximately 13 miles long, of which 3.5 miles is constructed between Trailside View and Pinnacle Peak Road, while the rest is planned.
- Crosscut Canal Path/Arizona Canal Path – The 1.8-mile Crosscut Canal Path connects to a path in Tempe and to the 5.8-mile Arizona Canal Path, which connects to Phoenix and the Salt River Pima Maricopa Indian Community. Both canals are paved throughout Scottsdale.
- Central Arizona Project (CAP) Canal Path – As part of a regional planned path, Scottsdale's 9.2-mile planned path runs along the south side of the CAP Canal, primarily along adjacent developed land. Approximately 2.2-miles of the path are complete east of Loop 101 along the Frank Lloyd Wright Boulevard corridor. This path connects to city of Phoenix and the Salt River Pima-Maricopa Indian Community.

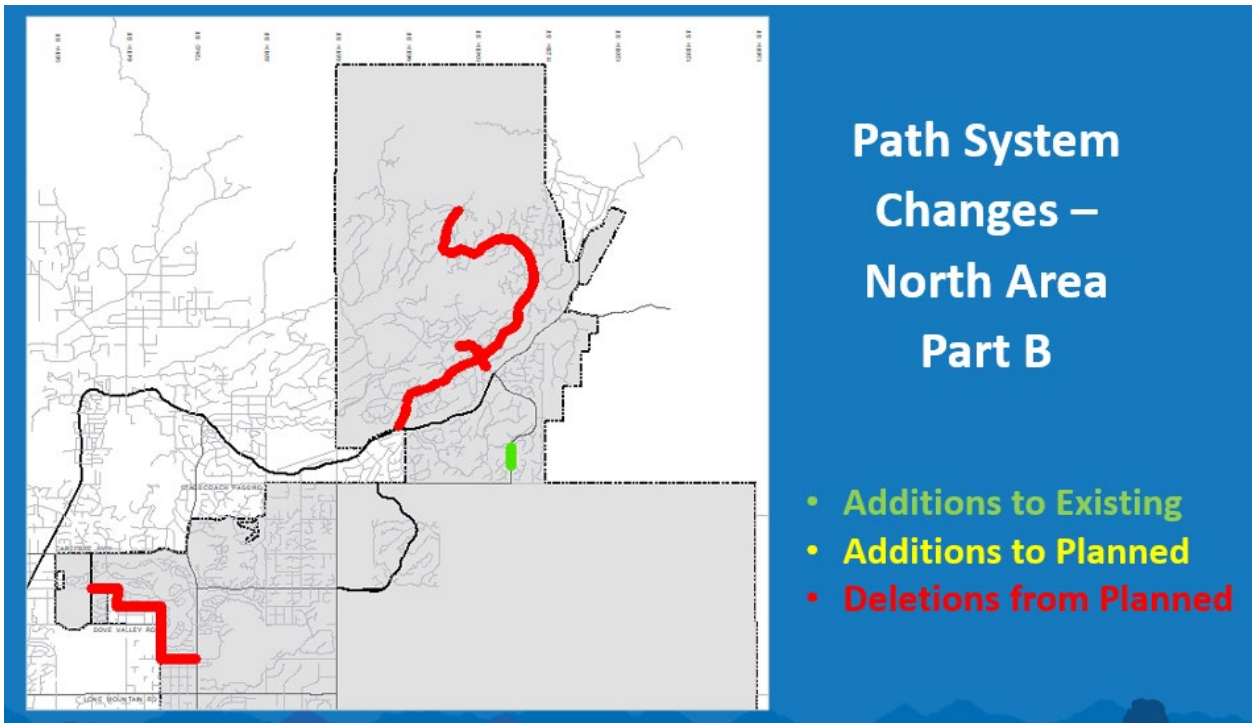
Figure _ – Primary Shared Use Path Map


Connection to Town of Carefree
Indian Bend Wash Path
Central Arizona Project Canal Path
Indian Bend Wash Path
Future Upgrades
Arizona Canal Path
Indian Bend Wash Path
Crosscut Canal Path
Connection to City of Tempe
101
Crossings*
Bike Lane
Bike Route
Paved Shoulder
Paved Path
Unpaved Trail
Preserve Trail
Scottsdale's McDowell Sonoran Preserve
Existing Priority Paths
Planned Priority Paths

Changes to the future non-primary path network are broken into three categories: additions to the planned system, additions to the existing path system and deletions from the planned path system. These changes are shown in Figures _, _, and _.







PERFORMANCE MEASURES

1) Reduce citywide per capita bicycle collision occurrences, based on six-year moving average data.
2) Maintain a positive (excellent/good) rating of 70% or better in the National Community Survey for "Ease of Travel by Bicycle."
3) Percentage of residences within ½-mile network distance to a shared use path.
4) Mileage of completed shared use paths.
5) Mileage of arterial and collector roadways with bike lanes.
6) Mileage of completed Neighborhood Bikeways.
7) Number of annual bicycle boardings on transit routes.
8) Annual counts from permanent counters, mobile counters, and 3rd party vendors.

TRAIL ELEMENT

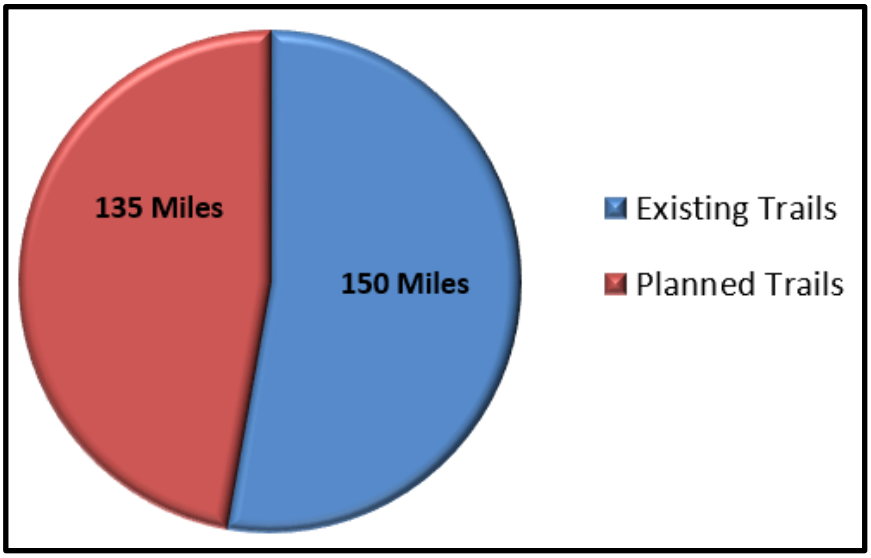
INTRODUCTION

Scottsdale's goal is to develop and maintain a citywide interconnecting network of trails to provide valuable recreation and transportation opportunities for residents and visitors. Trails function as transportation links between schools, residential areas, parks, places of employment, shopping areas and other areas of interest. Trails also provide hikers, walkers, joggers, equestrians, mountain bicyclists and people with disabilities opportunities to improve health and fitness, spend time with family and friends, enjoy the natural environment and escape the stress of everyday life. Trails are an integral part of Scottsdale's transportation infrastructure and a fundamental component to an enhanced quality of life for the community.

Scottsdale has been preparing plans and building public trails for the last five decades. In 2004, after an extensive public involvement process, the *Scottsdale Trails Master Plan: On the Right Trail* was officially adopted by City Council. In 2007, the Transportation Department assumed responsibility for public trails outside Scottsdale's McDowell Sonoran Preserve and kept the commitment to include trails within an element of the first Transportation Master Plan update which occurred in 2016. This 2021 Transportation Action Plan Trail Element is a culmination of the past planning efforts and aligned with approved policies, network planning and design standards.

Today Scottsdale has 150 miles of trails that are woven throughout neighborhoods within the city. This transportation action plan documents 135 miles of planned trails that will complete the buildout of the network over future years (see Figure _)

Figure _ Miles of Existing and Planned Trails



GOALS

1) Develop an effective and connected multi-modal transportation system with the integration of trails.

2) Actively work with neighborhoods, neighborhood associations and adjacent jurisdictions to coordinate all planned and existing links to the trail network.
3) Provide improved trail connectivity within neighborhoods and access to schools and parks.
4) Maintain Scottsdale's high aesthetic values and environmental standards when planning and constructing trails.
5) Educate the public about easements and maintenance responsibilities associated with the trail network.

POLICIES

1) Trail access: Purchase public access if necessary, align trails where there is available access, and avoid condemnation when possible.
2) Trail obstruction: Coordinate with landowners regarding obstruction removal and require trail realignment by landowner if necessary.
3) New trails crossing undeveloped land: Identify existing rights of way along parcel boundaries to build temporary trail if necessary and require developers to dedicate a public nonmotorized access easement and build trail if applicable.
4) Trail Easement Abandonment: Trail easement abandonment requests will require a Trail Impact Analysis.

TRAIL CLASSIFICATIONS & STANDARDS

Trail widths vary depending on the purpose and environment. A trail could follow a major roadway, weave through a neighborhood or traverse rugged terrain. Therefore, trail classifications and standards were established to assist in providing the right trail for the right place.

Scottsdale has four types of trails: primary trails, secondary trails, neighborhood trails and minimally improved/rugged trails. Each classification has unique standards that align the trail with its environment. For all trail classifications, motorized vehicles are only permitted for maintenance and emergency purposes and where trail widths allow.

Primary Trails
Primary Trails provide both transportation and recreation links between residential areas, schools, businesses, parks, places of employment and other areas of significant community activity. Primary Trails are used by hikers, equestrians and bicyclists and typically have the most use of the trail types. The trail surface may be comprised of either native soil or decomposed granite. Urban Trails have the greatest width of all trail classifications and therefore accommodate leisurely side-by-side travel and easy passing for multiple user types. These trails

are typically located within areas of relatively level topography.

Secondary Trails
Secondary Trails provide alternative transportation and recreation links through areas such as desert washes, scenic corridors, vista corridors and other desert open space areas. Secondary Trails are also used by hikers, equestrians and bicyclists, but typically experience a lower level of use than Primary Trails. Secondary Trails are narrower than Primary Trails and occasionally users must travel single file. Secondary Trails are typically located within areas of level to moderate topography.

Neighborhood Local Trails
Neighborhood Local Trails provide access in and around neighborhood areas and provide connections to Primary and Secondary Trails. Neighborhood Local Trails typically act as "feeder" trails to the regional trail network and may provide close-to-home recreational opportunities. Hikers, equestrians and bicyclists also use Neighborhood Local Trails, and in more rural areas, they sometimes serve as "sidewalks."

Minimally Improved/Rugged Trails
Minimally Improved/Rugged Trails are built as far away from traffic as possible and designed for equestrians, hikers, runners and mountain bikers. Minimally Improved/Rugged Trails are constructed in areas where other disability-accessible trail options are available or where the construction of an accessible trail will alter substantially the character of the surrounding area, impact culturally significant areas or be difficult to construct because of the terrain, such as in washes.

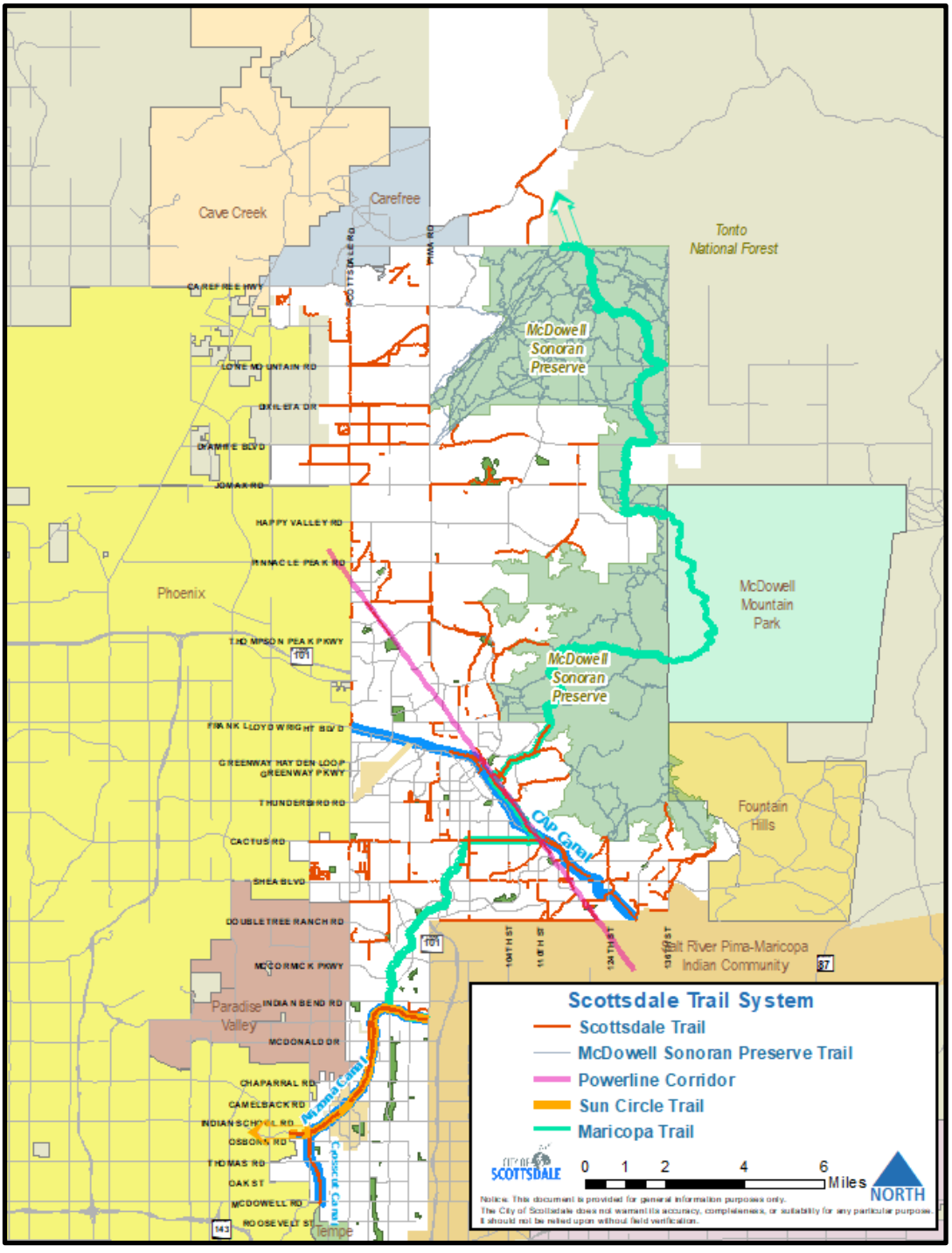
Trail standards such as slope, width and vegetation clearance are associated with each trail classification. These standards can be found in the Scottsdale *Design Standards & Policies Manual* (2018).

TRAIL CORRIDORS & REGIONAL CONNECTIVITY

Scottsdale has a robust trail system throughout the city with220 miles of trails in Scottsdale's McDowell Sonoran Preserve and 150 miles of trails in the neighborhood trail system.

Main trail corridors, including the Arizona Canal, Crosscut Canal, Central Arizona Project Aqueduct and Arizona Public Service (APS) Powerline, provide gateways to the regional trail system. An extensive regional trail system, including the Sun Circle Trail and Maricopa Trail, winds through Scottsdale and aligns with existing trails located along the main trail corridors, the Indian Bend Wash Path System and Scottsdale's neighborhood trail system (see Figure _).

Figure _ Scottsdale Existing Trail System



TRAIL PRIORITIZATION

Neighborhood trails are constructed using a yearly capital project. The first priorities for trail construction are the completion of planned connections to the McDowell Sonoran Preserve and planned Neighborhood Trails in rural areas that do not have sidewalks.

Specific trail segments and improvements are further prioritized by the following criteria:

- Corrects safety issue on an existing trail or with a new trail
- Completes a gap or unfinished project resulting in a significant, usable and continuous trail
- Completes the final unfinished segment in an existing trail
- Connects a trail to another trail
- Improves access to a neighborhood, community, preserve or regional trail destination
- Constructs a trail which meets the desired design guidelines without special conditions that would increase the construction costs
- Builds a trail in an area with high potential use due to the surrounding character area and/or land uses

ADJUSTMENTS TO PLANNED NETWORK

During the development of the Transportation Action Plan, the planned trail system was reviewed to identify segments that:

- Lack connectivity,
- Are prone to network redundancy,
- Are infeasible to construct due to terrain and/or lack sufficient public rights-of-way or easements.

In this effort, 54 miles of planned trails were removed from the planned network of 188 miles, leaving 135 miles of planned trails.

Additionally, the Transportation Action Plan prioritizes completing the remaining connections to Scottsdale's McDowell Sonoran Preserve and filling in gaps within the neighborhood trail systems.

Scottsdale will continue to add to the robust network of trails available to residents and visitors. Most importantly, Scottsdale will continue to conduct inventories of the existing neighborhood trail system and make improvements to trails in need of repair. Scottsdale will also continue to educate residents and homeowner associations on their responsibility to maintain trails adjacent to their homes and communities.

The following figures provide the locations of the planned trail segments removed from the network.

Figure _ Central Area – Planned Trail Segments Removed from Network

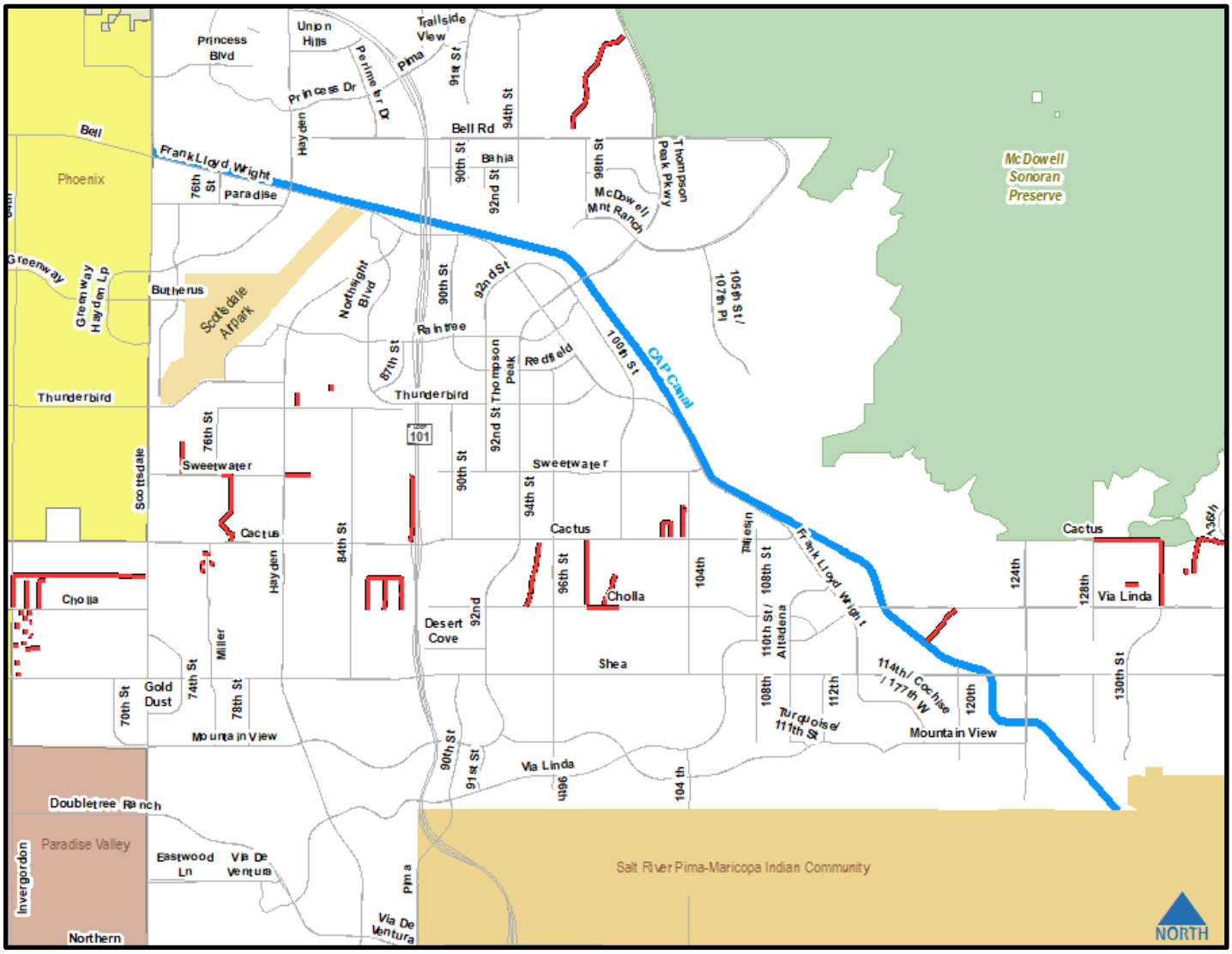


Figure _ Northern Area A – Planned Trail Segments Removed from Network

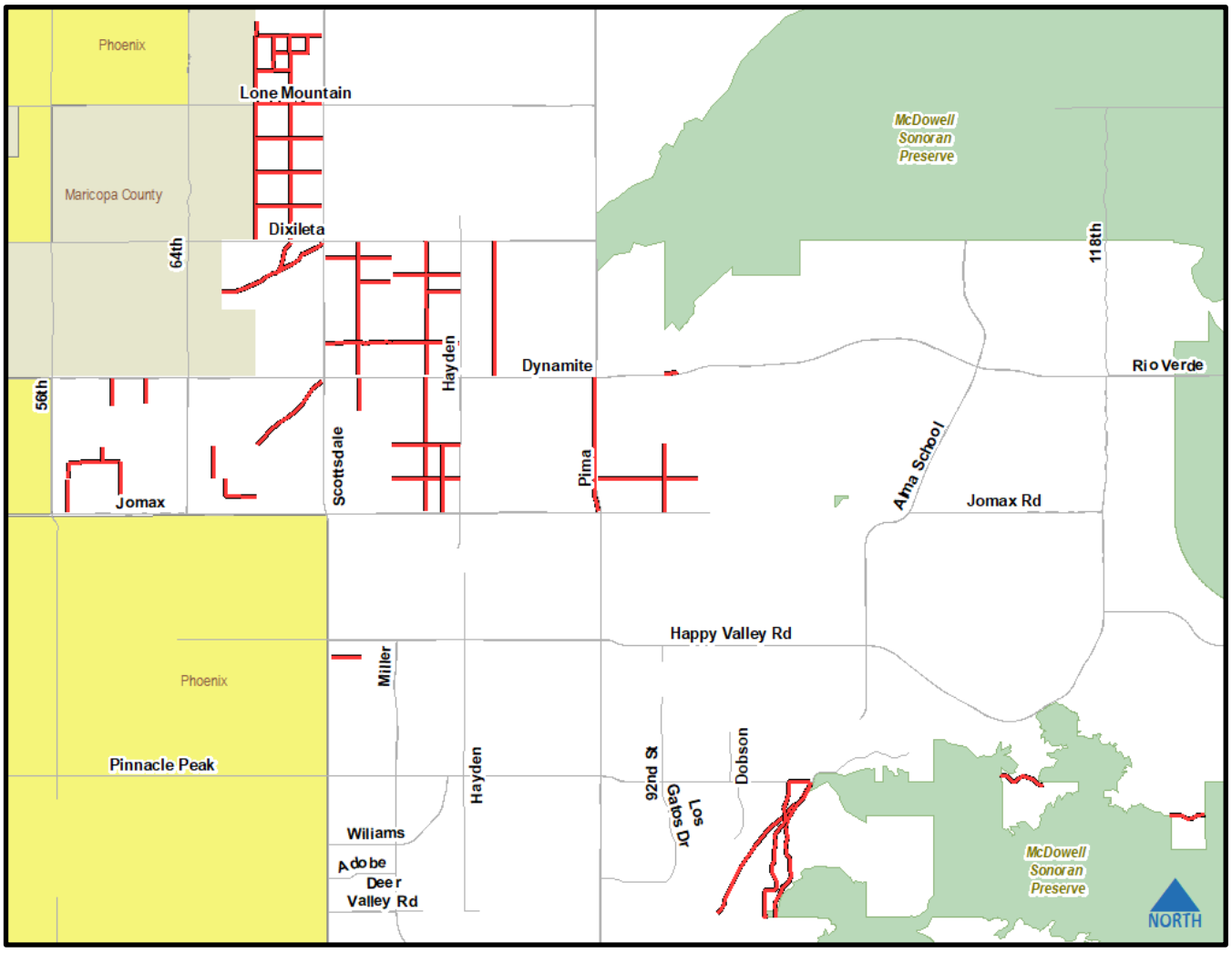


Figure _ Northern Area B – Planned Trail Segments Removed from Network

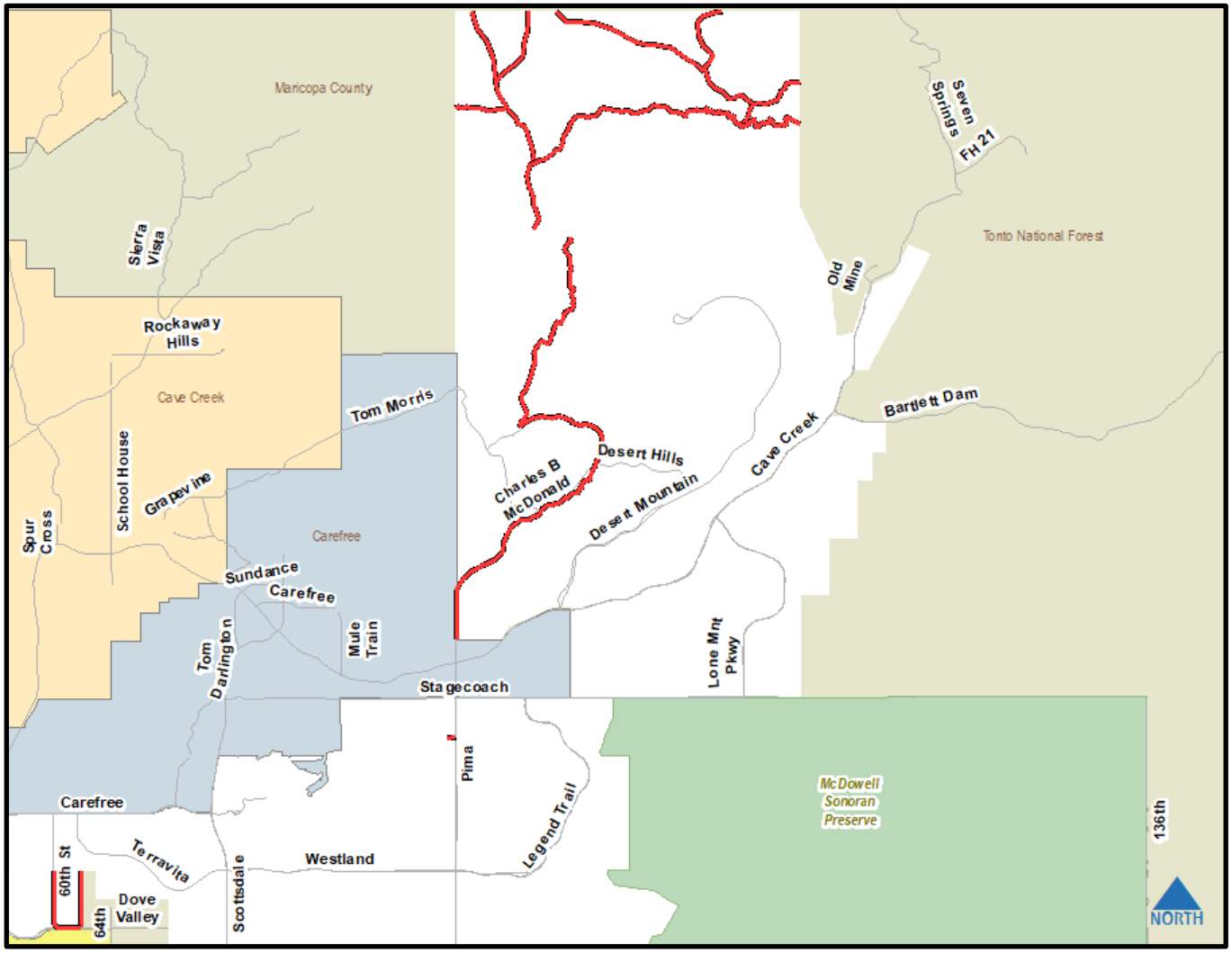
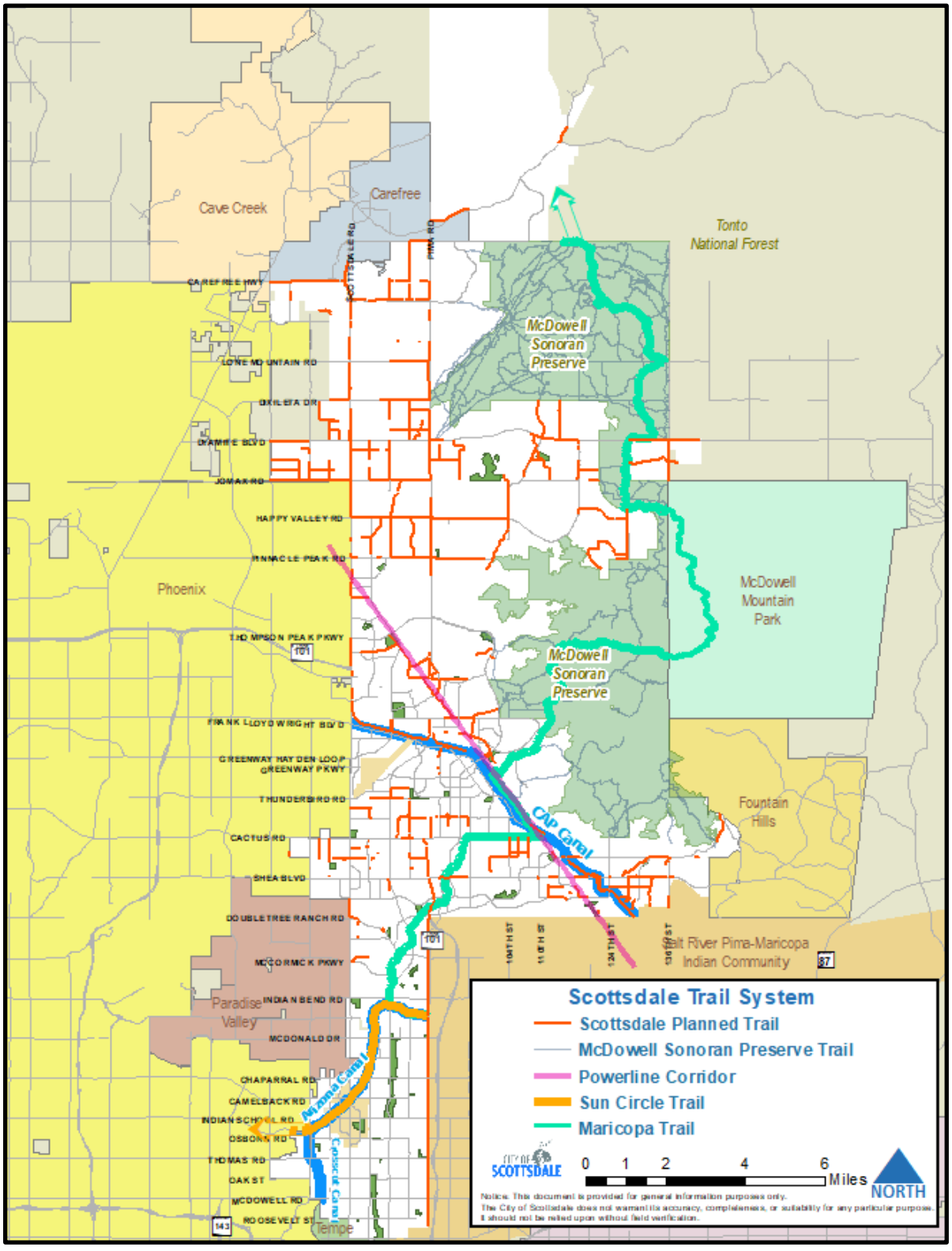


Figure _ depicts the planned trail network outside of the Scottsdale's McDowell Sonoran Preserve including network adjustments.

Figure _ Scottsdale Planned Trail Network



PERFORMANCE MEASURES

1) Mileage of completed trails per year
2) Mileage of rehabilitated trails per year
3) Percent of planned trail network constructed per year
4) Percent of population within ¼ mile network distance to trail

PEDESTRIAN ELEMENT

INTRODUCTION

Scottsdale's sidewalks and enhanced crossings provide a network for people walking, skating and using personal assistive mobility devices. The Pedestrian Element will assess priorities to make Scottsdale more walkable and provide safe, convenient, barrier-free pedestrian ways and facilities that promote walking short distances. For example, shade along sidewalks and bus stops can make walking and transit use much more comfortable.

Specific sidewalk standards are found in the *Design Standards and Policies Manual* (DS&PM) Street Geometrics and Public Pedestrian Facilities sections. The TAP Streets Element provides cross sections by functional classification [will link] with guidance similar to that in the DS&PM. The cross sections outline sidewalk placement, which vary by functional classification and character areas.

One significant change to the pedestrian element in the 2021 TAP is a new policy to locate shade trees on the west side of north/south streets and on the north side of east/west streets on the side of the sidewalk, opposite the street. Previously shade trees were placed between the sidewalk and the street. The new orientation provides the most shade for pedestrians during the hottest months of the year.

GOALS

1) Build and maintain pedestrian facilities that form a continuous and interconnected network with seamless connections to public transit, schools, neighborhoods and community destinations.

2) Provide pedestrian amenities, promote land uses and encourage private efforts that enhance public spaces, neighborhoods, commercial and employment areas.

3) Implement education, encouragement and data collection programs to increase walking and reduce the number and severity of pedestrian crashes.

4) Create and improve pedestrian access between neighborhoods and to transit routes.

5) Maintain and enhance the current pedestrian network to meet current design standards.

6) Provide pedestrian/cycling enhanced crossings where appropriate.

POLICIES

1) Construction Priorities: Prioritize use of capital improvement funds to complete projects that address accessibility concerns, network gaps, school and/or transit access and reductions in neighborhood barriers.

2) Roadside Landscaping: Orient shade tree placement to maximize shade on the sidewalk during the summer months (west of west-side sidewalk on north/south roads, north of north-side sidewalk on east/west roads).

3) Roadway Restriping: Improve pedestrian comfort through striping changes that provide greater separation from vehicles though the installation of new bike lanes, wider bike lanes or buffered bike lanes.

4) Neighborhood Barriers: Reduce the length of continuous perimeter walls to encourage pedestrian connectivity to collector and arterial streets and shared use paths and transit connections.

5) Enhanced Pedestrian Crossings: Develop and use the *Guidelines to Identify Pedestrian Crossing Treatments* to support grade separations, pedestrian signals and other crossing enhancements.

6) Intelligent Transportation Systems (ITS): Identify and test solutions that balance traffic flow with improved pedestrian mobility in key corridors.

7) Safety: Work with public safety staff to improve enforcement of traffic laws related to pedestrians. Collect, analyze and report on pedestrian collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs.

SIDEWALK CROSS SECTIONS

Trees are located on the west or north side of the street to provide shade on the sidewalk during hotter times of the year. In previous plans, trees were located between the sidewalk and the curb. Lower growing landscaping will typically remain in a 3- to 4-foot buffer between the sidewalk and curb. Figures _ and _ below show locations where the cross sections changed, indicated by yellow areas. Figures _ show the new orientation of shade trees on streets. Cross sections did not change on the south side and east side of streets in relation to the placement of trees and continue to place a landscape buffer between the sidewalk and curb.

Figure _
Cross Section North/South Direction

Figure _
Cross Section East/West Direction

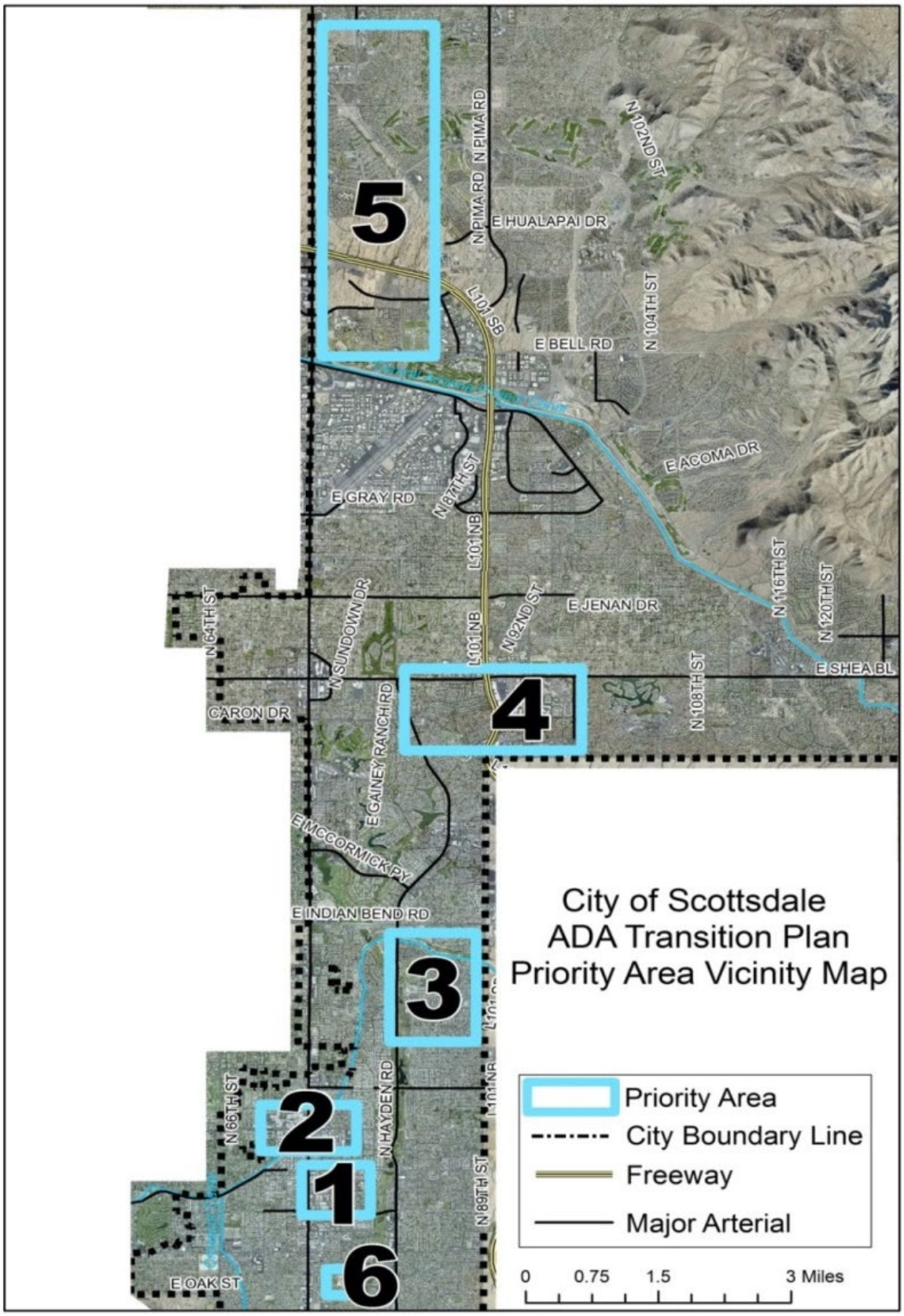
Proposed Cross Section

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.

ACCESSIBILITY

The 2021 draft Scottsdale Americans with Disability Act (ADA) Self-Evaluation and Transition Plan Update prioritizes areas for improvements for pedestrians along streets and transit routes (shown in Figure _). Additional ADA improvements will continue to be included on streetscape, pavement maintenance, and developer-driven projects.

Figure _ Priority Areas



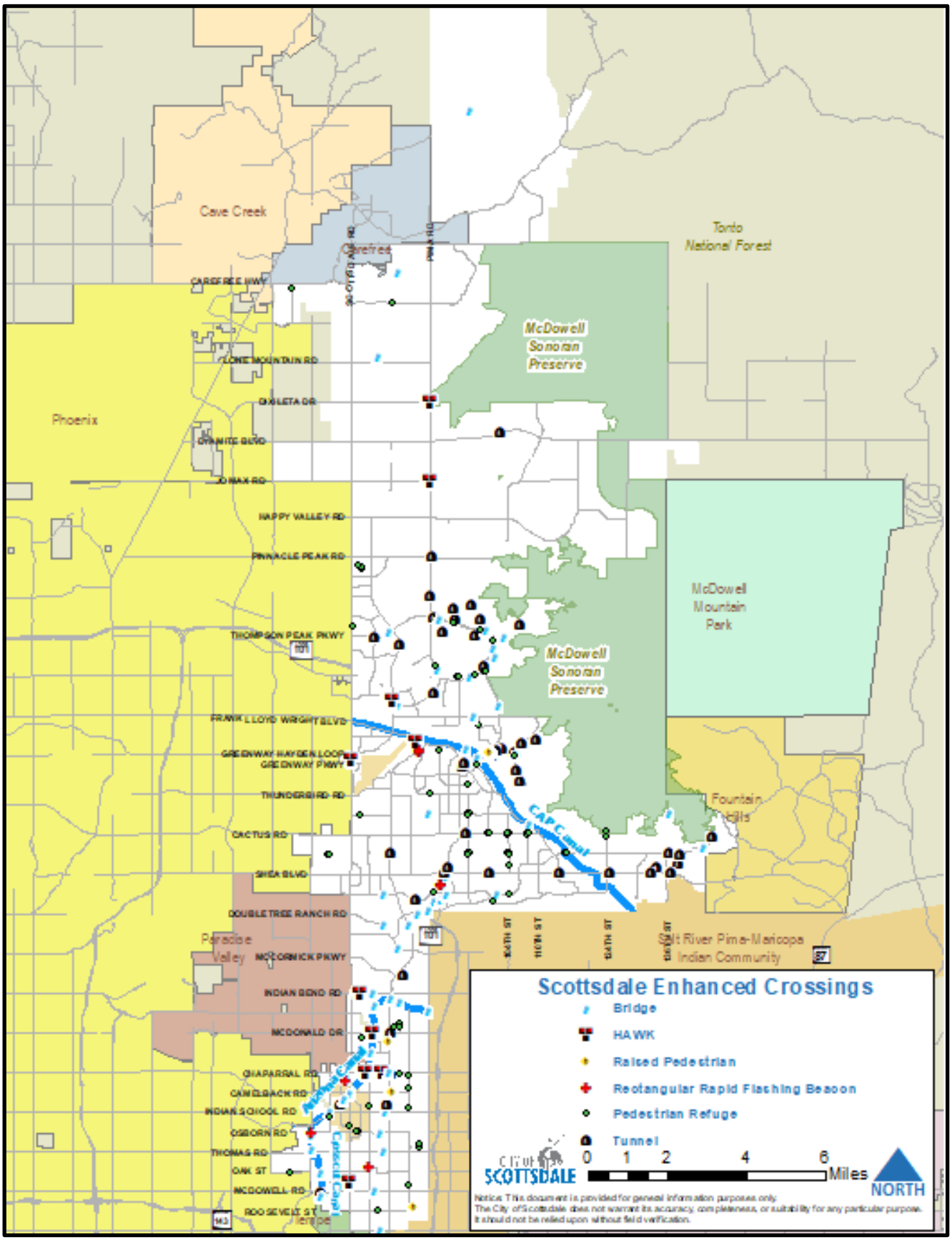
ENHANCED CROSSINGS

Trends show that we are more active than previous generations. With the movement towards livable communities, walking and biking are becoming more attractive to enhance the quality of life. Enhanced crossings are integral in accomplishing connectivity and safety and promote the health, livability and equity of a community. There are two main categories of enhanced crossings: grade separated and at-grade crossings. Criteria such as sight distance, proximity to intersections, traffic volumes, roadway cross section and nonmotorized volumes are used to determine what type of crossing is appropriate at a given location.

Enhanced bicycle, pedestrian and equestrian crossings provide safer connectivity at various locations including intersections, physical barriers and high nonmotorized activity areas. Enhanced crossings also provide regional connectivity, transit access and ADA accessibility. Types of enhanced crossings include bridges, tunnels, pedestrian refuge islands, raised pedestrian crossings, high intensity activated crosswalks (HAWKs) and rectangular rapid flashing beacons. Currently, there are 219 enhanced crossings in Scottsdale ranging from raised pedestrian crosswalks to tunnels and bridges.

As shown in Figure _, enhanced crossings are more prevalent in central and southern Scottsdale due to the context of the built environment. Central and southern Scottsdale has an urban and dense environment compared to northern Scottsdale, which has a suburban and low-density environment. A myriad of opportunities remain in central and southern Scottsdale to integrate enhanced crossings. A pedestrian refuge is the most commonly implemented enhanced crossing Scottsdale because it serves neighborhoods and is cost-effective.

Figure _ Scottsdale Enhanced Crossings



GRADE-SEPARATED CROSSINGS

A grade-separated crossing is a bridge, underpass or tunnel that allows nonmotorized traffic to avoid any interaction at street crossings, intersections or a physical barrier. Grade separated crossings are encouraged where paths and trails intersect major streets or canals. Examples of grade-separated crossings are shown in Figure _.

Figure _ Grade Separated Crossings

Bridge

Underpass

Tunnel

Grade-separated crossings should be required with new construction where major roadways cross a trail or path. Design of new drainage culverts should accommodate a path and trail and consider the needs of bicyclists, pedestrians and equestrians.

AT-GRADE CROSSINGS

Where grade-separated crossings are not viable or necessary, at-grade crossings can be used. In many locations and for many reasons, grade separation and/or signalization may not be feasible or warranted. Several specific treatments can be incorporated at designated crossings that give path and trail users a greater sense of security, comfort and convenience.

Signalized At-grade Crossings

In the absence of a grade-separated crossing, a signalized crossing should be considered if warranted, according to the Manual on Uniform Traffic Control Devices (MUTCD). Examples of signalized crossings include a Rectangular Rapid Reflecting Beacon or High Intensity Activated Crosswalk (HAWK) (see Figure _).

Figure 3 – Signalized Enhanced Crossings

Rectangular Rapid Flashing Beacon

HAWK

Unsignalized At-Grade Crossings

Unsignalized at-grade crossings are considerably less costly than grade-separated crossings. Streets with many lanes, higher traffic speeds and higher traffic volumes would better accommodate bicyclists and pedestrians with the use of a greater number of design treatments such as a Raised Pedestrian or Pedestrian Refuge (see Figure _).

Figure _ Unsignalized At-Grade Crossings

Raised Pedestrian

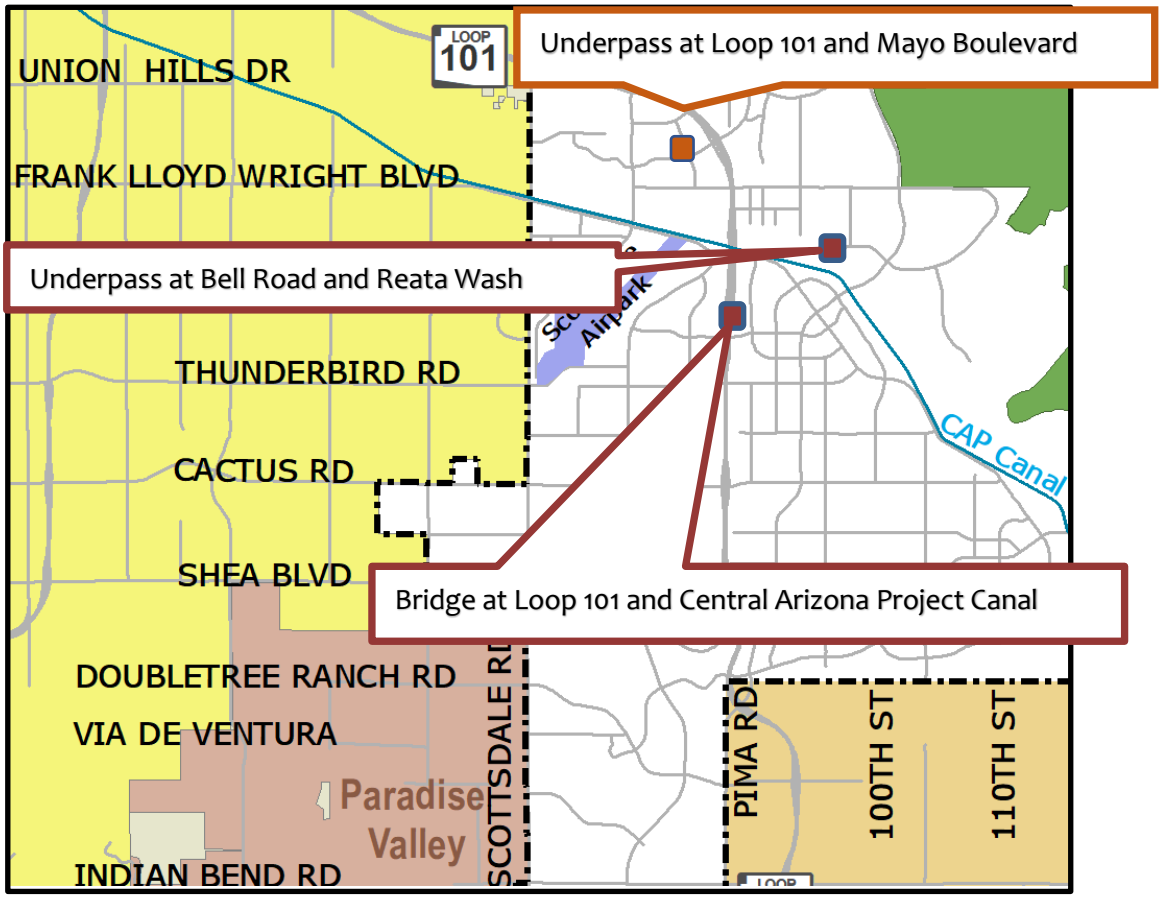
Pedestrian Refuge

FUTURE ENHANCED CROSSINGS

Scottsdale recently developed *Guidelines to Identify Pedestrian Crossing Treatments* to assist in determining what type of crossing is appropriate for an identified location. The document incorporates recommendations from state and federal transportation agencies, provides a standardized process to evaluate new crossing locations and provides criteria and considerations for establishing a new enhanced crossing.

In addition to using established guidelines for the installation of new enhanced crossings, Scottdale continues to be proactive in the planning and future capital programming of three identified locations that are critical for regional connectivity. These locations are a bridge over the Loop 101 along the Central Arizona Project Canal, an underpass at Bell Road within the Reata Wash to provide connectivity between WestWorld and Scottsdale's McDowell Sonoran Preserve and an underpass at Loop 101 at the Mayo Boulevard alignment (see Figure _).

Figure _ Future Enhanced Crossings



PEFORMANCE MEASURES

1) Reduce citywide per capita pedestrian collision occurrences, based on six-year moving average data.
2) Complete pedestrian improvements identified as Priority Areas in the ADA Self-Evaluation and Transition Plan Update within five years.
3) Maintain a positive (excellent/good) rating of 80 percent or better in the National Community Survey for “Ease of Walking.”
4) Percentage of arterial and collector roadway miles with sidewalks that meet current design standards.
5) Percentage of population within ¼ mile network walking distance to a collector or arterial street.

CITY OF SCOTTSDALE

Transportation Action Plan
First Draft

Transportation Commission
August 4, 2021

Previous Meetings

- January 2021
  - General Plan coordination/Focus areas/Work Plan
- March 2021
  - Early Concepts and potential changes from 2016 Transportation Master Plan
- May 2021
  - Recommended changes to street, bikeway and trail networks
- June 2021
  - Transit and Pedestrian network concepts and proposed changes
- July 2021
  - System Preservation/Maintenance and Goals/Polices/ Performance Measures

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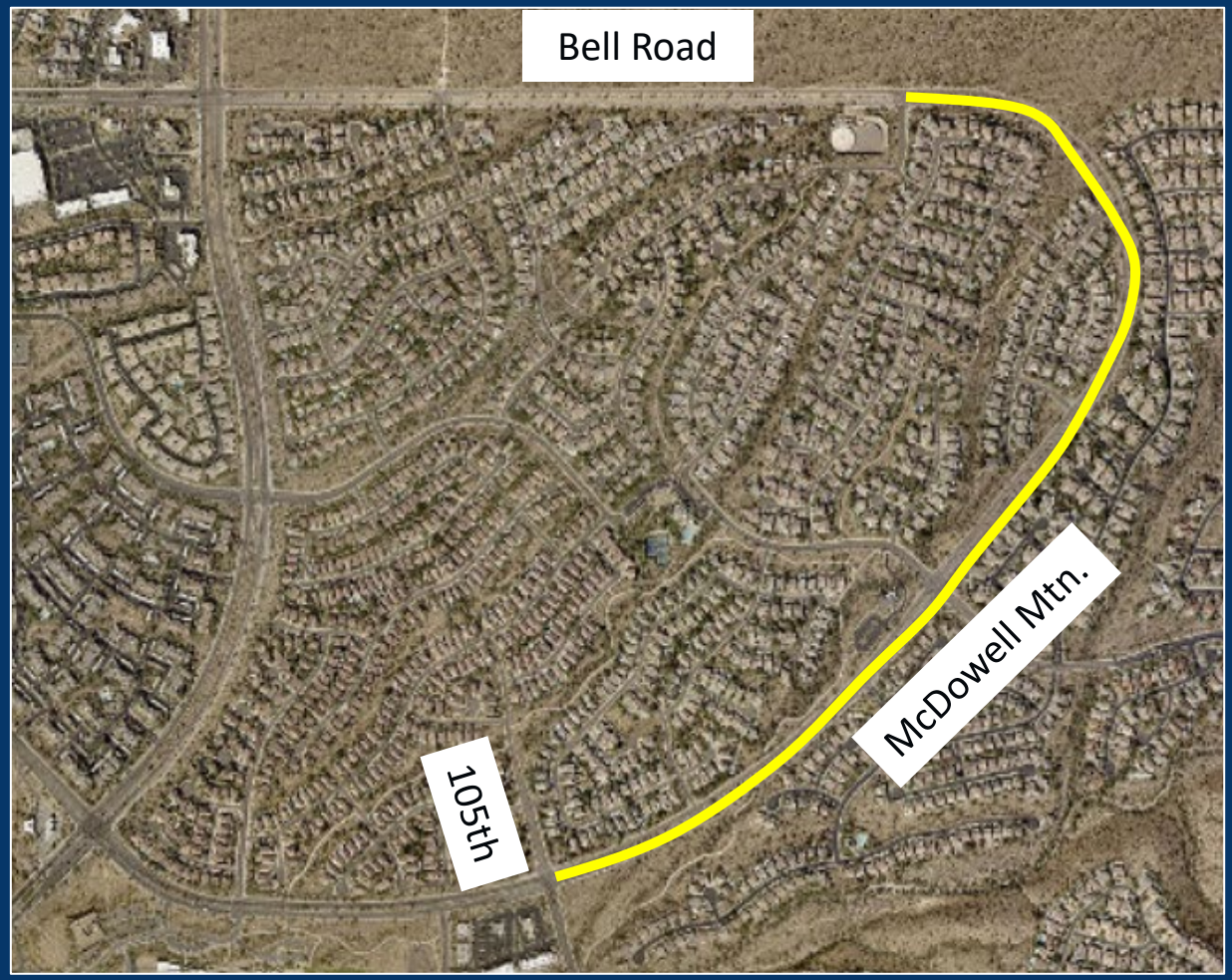
Streets Element Discussion

Additional Street Classification Changes – Reductions in Number of Lanes

- Major Arterial to Minor Arterial
  1) McDowell Mountain Ranch Road: 105th Street to Bell Road



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Additional Street Classification Changes – Reductions in Number of Lanes

- Major Collector to Minor Collector
  1) 64th Street: Jomax Road to Dynamite Boulevard

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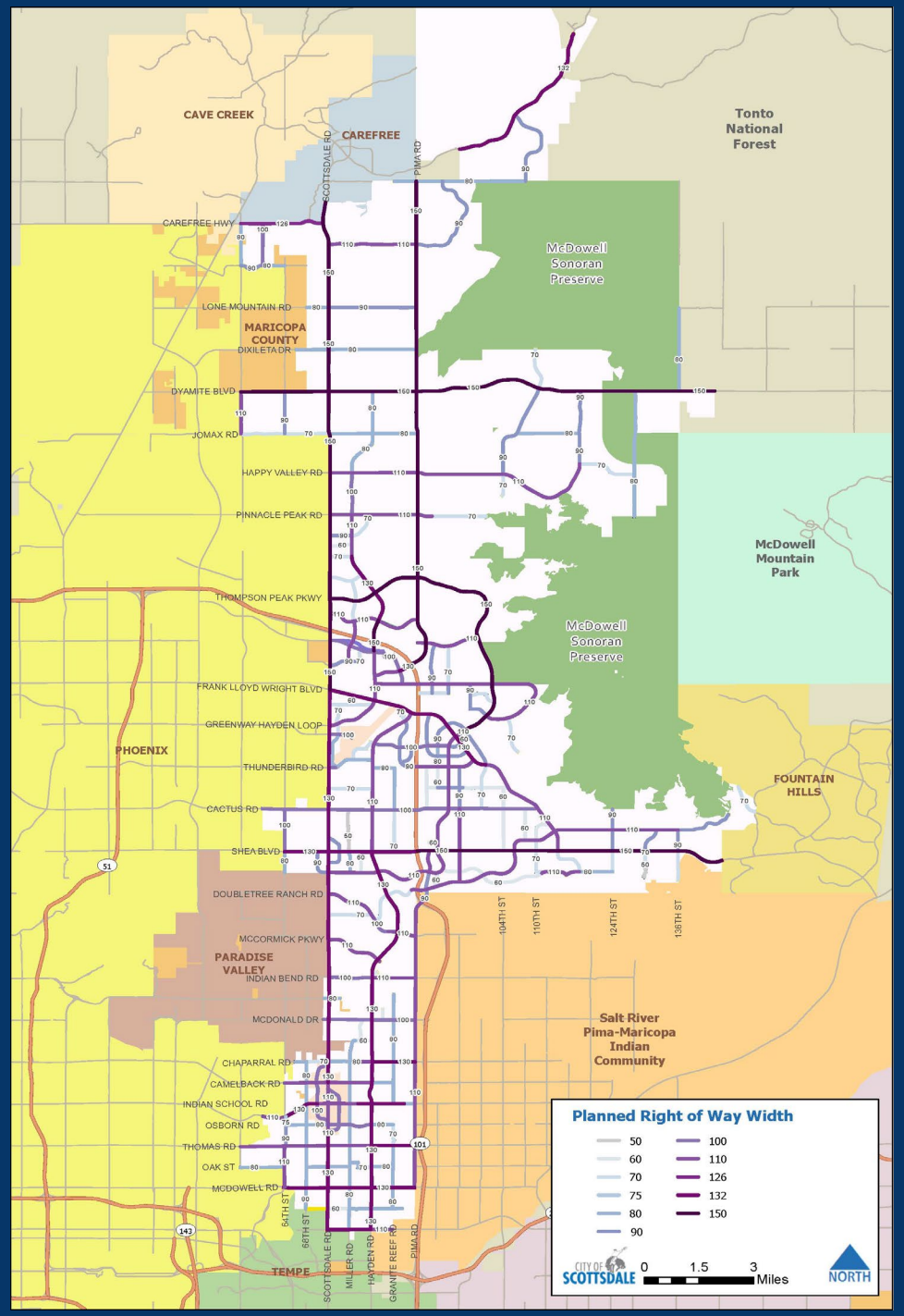
Right-of Way Widths

- Planned right-of-way widths by major street segments have been mapped
- Provides a consistent outer edge to street corridors
- Supports city's Scenic Corridor Guidelines



Transit Element Discussion

CITY OF SCOTTSDALE

Additional Transit Element Changes

- Importance of ensuring that transit is getting users to their destination, confirmed via surveys or data.
- Redefining intervals as 30 minutes or less, rather than at a minimum frequency of service.
- Special consideration to emerging technologies and infrastructure that add speed and convenience and help build ridership.

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Additional Transit Section Changes

- Bus stop maintenance is now undertaken by a private contractor and no longer completed by City staff. As a result, this item shown below was eliminated as a future recommendation.

"Outsource bus stop maintenance to a contractor to help address our expanding system, growing homeless concerns and other issues such as a lack of weekend and after hour services."

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Additional Transit Element Changes

- To coincide with the Complete Streets Policy and the focus on livable streets/community we have added the following recommendation:

"Work in tandem with Complete Streets efforts to accommodate all users of the street and make strong ties to the active transportation system."

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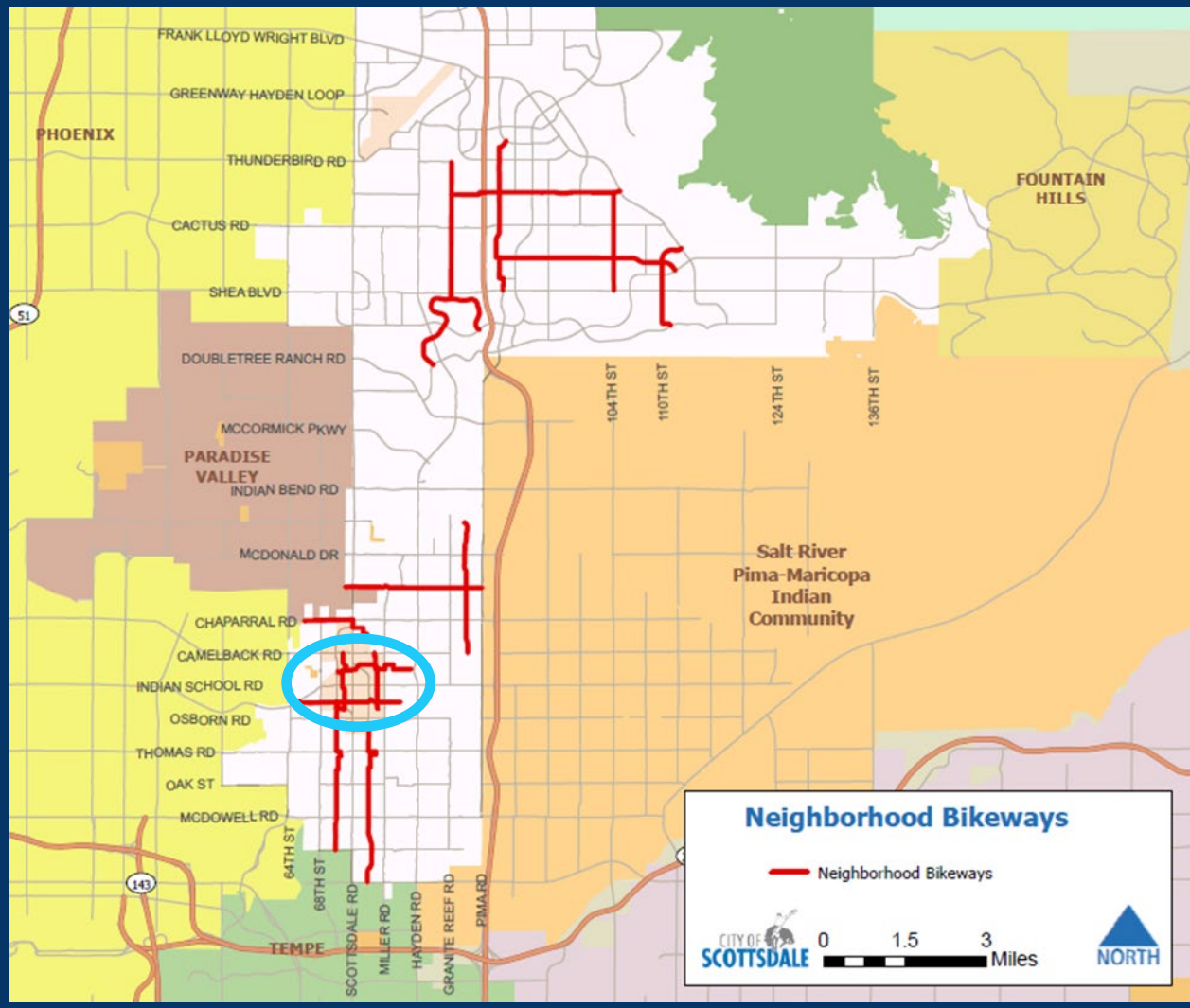
Bikeway Element Discussion

Additions to Neighborhood Bikeway Network

Street	From	To
2nd Street	Indian Bend Wash	Crosscut Canal
Glenrosa Street/5th Avenue	Indian Bend Wash	Arizona Canal
Chaparral Road/Rancho Vista Drive	64th Street	Arizona Canal
70th Street/Marshall Way	Osborn Road	Camelback Road
75th Street	2nd Street	Camelback Road



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Trails Element Discussion

Pedestrian Element Discussion

Next Steps

- Conduct public outreach using city web site, social media and neighborhood networks
- 2nd draft plan review by Transportation Commission in September

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Special Meeting Calendar and Topics

Transportation Commission
August 4, 2021

Transportation Commission Remaining Special Meetings and Topics

- September 9, 2021 (5:15 PM-7:15 PM)
  - Draft Plan review

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