



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, August 18, 2022

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	VACANT
B. Kent Lall, Commissioner	

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

Public Comment

Spoken comment is being accepted on both agenda items and non-agenda items. 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 agenda items and non-agenda items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please [click here](#).

1. [Approval of Meeting Minutes](#)----- **Discussion and Action**
Regular Meeting of the Transportation Commission – June 16, 2022
2. [Neighborhood Bikeways Prioritization Criteria](#)-----**Discussion and Action**
Review and approval of the criteria to be used for prioritizing future CIP investments in Neighborhood Bikeway Corridors – Nathan Domme, Senior Transportation Planner
3. [Arterial Life Cycle Program Funding Option](#)-----**Discussion and Possible Action**
Review funding options to address the projected cost increase for the Arterial Life Cycle Program (ALCP) – Dave Meinhart, Transportation Planning Manager and Greg Davies, Senior Transportation Planner

4. [Projects and Programs Update](#) -----**Information**
A continuing overview of Transportation & Streets divisions and programs/projects. – Mark Melnychenko, Transportation & Streets Director

5. [Commission Identification of Future Agenda Items](#)----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment



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



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, June 16, 2022
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

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

ROLL CALL

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

ABSENT: Pamela Iacovo, Chair

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

PUBLIC COMMENT

Kyle Lofgren, Office Manager, read a written comment from Laura Schwartz into the record regarding data on bike and pedestrian counts and usage, specifically suggesting counter placement in the upper Camelback Wash area.

1. APPROVAL OF MINUTES

One correction was made.

COMMISSIONER WILCOXON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MAY 19, 2022 AS AMENDED. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 4-0 WITH VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES. COMMISSIONER MILLER ABSTAINED.

2. PATHS AND TRAILS SUBCOMMITTEE UPDATE

Vice Chair provided an overview of items discussed at the recent Paths & Trails Subcommittee meetings, including:

- Trail maintenance outreach
- Bike and pedestrian counts, first year summary of counters
- Approval of annual report
- 2020 Bicycle and Pedestrian Collision report
- 70th Street Neighborhood Bikeway Plan
- Old Town Bicycle Master Plan
- Transportation Action Plan (TAP), including public outreach and adoption by City Council
- Trail Maintenance Outreach Plan
- Path counters update
- Green bikeway markings
- Pedestrian crossing treatments
- Bicycle and Related Devices Ordinance
- Civic Center renovation
- Updated bike counts
- Other Transportation projects and programs
- Federal grant funding process
- CIP update
- Federal Highway Administration proven safety countermeasures
- Bicycle Education Program
- Bike Month update
- Trail maintenance plan
- Neighborhood Bikeways prioritization criteria

In response to a Commissioner question, Vice Chair stated that the Bicycle and Related Devices Ordinance applies not only to rental devices, but owned devices as well.

Commissioner suggested that complaints or concerns be added as a scoresheet element when determining prioritization of paths.

3. PATH COUNTERS: FIRST YEAR DATA REVIEW

Nathan Domme, Senior Transportation Planner, reviewed the locations of the nine counter locations. A total of 1.4 million people have been counted on the path systems, including bike and pedestrian, with the greenbelt sites ranking the highest volumes. An average activity month-by-month graph was reviewed. While volumes decrease during summer, there is still significant use of the trails during the hotter months. Volumes pick up in September, with a peak in March of approximately 6,000 uses per day. Weekly and hourly averages were provided, with approximately 3,500 users on paths each weekday and 4,800 on weekends.

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

Greenbelt Sites:

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

Non-Greenbelt Sites:

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

Continuing and next steps were reviewed, including use in the 2023 Bike Friendly Community Application, prioritization of future path renovations and placement of additional counters.

Commissioner asked whether the automatic counts are consistent with the totals acquired via hand counting in the past. Mr. Domme commented that MAG's counts are significantly lower than the City's counts, which are much more reliable. Mr. Meinhart clarified that MAG's counts were not hand counts, but were completed using tubes and video.

In response to a Commissioner question, Mr. Domme confirmed that the counters are able to capture data on direction of travel, however it cannot be assumed whether travelers are using the paths to get to work.

Commissioner inquired as to whether the data has been compared based on City area. Mr. Domme stated that such comparison has not been performed. The focus has been on the individual counter, with data collection on a site-by-site monthly basis.

In response to a Commissioner question, Mr. Domme stated that additional counters will be requested based on evaluation of sites and the potential benefits to collecting counts. At this time, approximately four additional counters are anticipated.

Commissioner inquired as to the possibility of temporary counters at the site referenced in the written public comment submitted and read into the record. Mr. Domme affirmed that a temporary counter can be deployed at the site.

In response to a question from the Vice Chair, Mr. Domme stated that staff will be performing an analysis the data to determine traffic traveling to Tempe versus coming to Scottsdale.

Dave Meinhart, Transportation Planning Manager, commented that the data can be used in the grant request process. It also serves as background and verification for future CIP projects.

4. TRAIL MAINTENANCE PUBLIC OUTREACH PROGRAM

Susan Conklu, Senior Transportation Planner, stated that Scottsdale currently has 160 miles of existing non-Preserve trails on City right-of-way or within public easements dedicated to the City in private property. The trail maintenance communication plan has been in development for approximately a year and a half. There have been two inventories of the existing network, one in 2012 and one begun in January, 2022. A review of maintenance responsibilities pursuant to Scottsdale Revised Code was provided. The trail element of the Transportation Action Plan (TAP) contains goals, policies and performance measures. An overview of trail maintenance inventory was provided. The City website will include responsibilities for maintenance by adjacent properties and an interactive map. A new link for information and trail reporting issues will be created in ScottsdaleEZ. Next steps include targeted outreach in coordination with Citizen Services programs and events.

Commissioner inquired about historical data by month or year on the number of complaints received in regards to trails. Ms. Conklu stated that complaints through ScottsdaleEZ do provide historical data, however this system has only been in place for a couple of years. Mr. Meinhart added that collection of historical data will be helpful in determining how successful the improved outreach has been. Anecdotally, the number of complaints thus far has been low.

Commissioner asked about the timeline for addressing complaints. Ms. Conklu stated that if complaints are sent through Code Enforcement, there is typically a 30-day turnaround for the property owner to address issues.

In response to a question from the Vice Chair, Ms. Conklu estimated that the Preserve has approximately 275 miles of trails and these are maintained through a separate group. Preserve staff have their own on-call contractors and volunteers.

5. PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided an overview of street operations and roadway maintenance. The Department organizational chart was reviewed. Guidelines include the General Plan, Strategic Plan and Transportation Action Plan (TAP). TAP goals and values were addressed. An overview of maintenance facts and details was provided. Emergency responses are deployed for snow, monsoons, paint spills and accidents. Sidewalk concrete repairs are also reoccurring. The National Pollutant Discharge Elimination System (NPDES) involves inspection and maintenance of all drainage assets in the City. Photographs of bridge and guardrail improvements and repairs were reviewed.

Maintenance cycles and processes were addressed:

- Maintenance grading on unpaved roads
- Dust palliative cycle
- Shoulder maintenance
- Alley maintenance
- Alley weed control
- Wash maintenance

Ongoing coordination items include:

- Working to fill open staff positions in each section
- Address increased costs for materials and services
- Maximizing resources by working with other sections, departments and regional partners to meet existing needs

Commissioner inquired as to the frequency of street sweeping. Mr. Melnychenko said he was not certain of the frequency, however, seven sweepers are continually in operation. Staff targets residential streets on a monthly basis and major streets on a weekly basis. This relates directly to air quality requirements.

6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Education of drivers on signage

Mr. Melnychenko stated that the City website provides information on how to navigate HAWKS and similar items. He will look into updating as necessary.

6. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Wilcoxon, the meeting adjourned at 6:48 p.m.

AYES: Vice Chair Anderson, Commissioners Kowal, Lall, Miller and Wilcoxon

NAYS: None

SUBMITTED BY:

eScribers, LLC

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

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Senior Transportation Planner
Subject: Neighborhood Bikeways Prioritization
Meeting Date: August 18, 2022

ITEM IN BRIEF

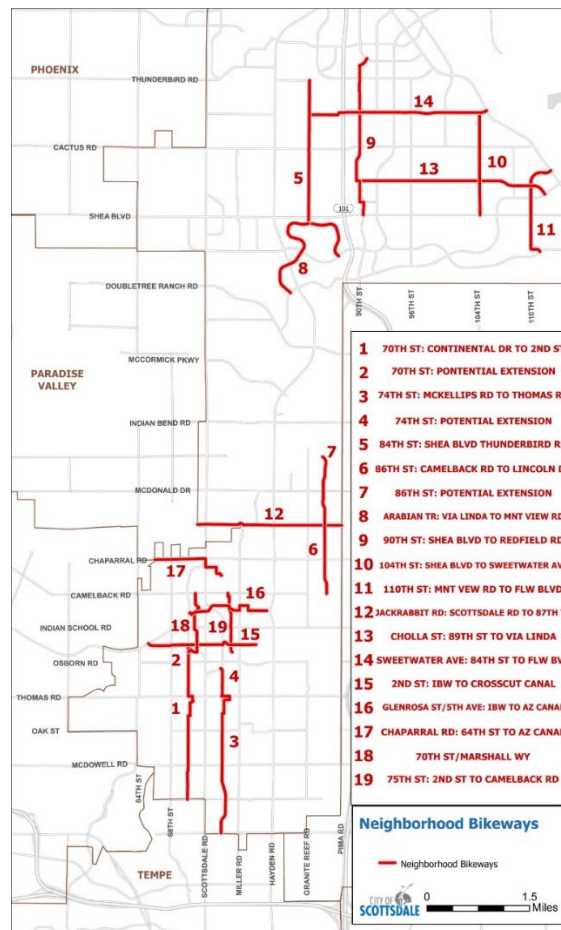
Action: Discussion, comment, proposed action

Purpose:

Review and discuss the draft Neighborhood Bikeway Prioritization Scoresheet. A formal approval of use will be requested.

Background:

City Council approved and adopted the 2022 Transportation Action Plan (TAP) on April 26, 2022. The Bikeway element of the TAP identifies nineteen Neighborhood Bikeways for future implementation throughout the city (see map below). Neighborhood Bikeways are typically found on streets with traffic volumes under 2,000 vehicles per day (VPD) and residential speeds (25 miles per hour or less). They often contain connections that can only be made by cyclists or pedestrians.



Information:

To assist in the implementation of the Neighborhood Bikeway Network, a proposed list of prioritization criteria, based on five key factors, have been developed by staff. Each of the criterion is weighted based on its importance for determining benefits to the corridor. The draft scoresheet is provided as Attachment 1, and a summary of five key factors is provided below.

Engineering Considerations

- Focus on existing conditions that can influence how easily bikeway improvements can be installed. Criteria include pavement width and condition, on-street parking, and existing ADA compliance along the corridor.

Safety Considerations

- Focus on existing conditions that contribute towards a comfortable ride for the users. Criteria include existing traffic calming measures, posted speed limit, nonmotorized connections, and major intersection crossings.

Connectivity Considerations

- Focus on the bikeway's ability to expand the user's access to key locations throughout Scottsdale. Important destinations include schools (public or private), parks, community and neighborhood centers, libraries, sports complexes, churches, commercial areas, government buildings, medical facilities, and retirement homes. Proximity to high-importance corridors and connections to existing bike facilities and transit routes are also considered.

Equity Considerations

- Focus on ensuring key groups of our community are given special consideration. The criteria in this category include poverty levels and population percentages of residents under 18 and over 65 years of age.

Demand Considerations

- Focus on the potential for user access to three high activity areas in Scottsdale: The Old Town area, the Scottsdale Airpark, and the Shea Boulevard/Loop 101 vicinity. These areas are all unique resources that create great employment demand and activity.

Using the criteria and point values contained in the five factors, staff will be able to develop a ranked list for the approved bikeway corridors. Staff will then factor in cost estimates and determine implementation scenarios.

Paths and Trails Subcommittee Recommendations:

On June 7, 2022, staff presented the Bikeway prioritization criteria to the Paths and Trails Subcommittee. After discussion, the subcommittee voted to approve the prioritization with three changes to the criteria: 1) Under the Connectivity Considerations Section, the parallel to high importance corridor distance was requested to be changed from 0.25 miles to 0.5 miles or less". 2) Under the Engineering Considerations, the subcommittee added an element identifying corridors that are part of General Fund or Bond projects (not paid for by the Transportation fund) worth 8 points. The subcommittee reasoned that an existing funding source made the project more viable and worth elevating it in the prioritization. 3) Under the Demand Considerations Sections, the subcommittee increased Old Town's points from 3 to 5, due to the significance of the Old Town area's potential for bicycling and pedestrian activity. The Path & Trails Subcommittee approved the bikeway prioritization criteria and point values scoresheet (Attachment 1) with the noted changes.

Path & Trails Subcommittee Recommendation:

Approve the Neighborhood Bikeway Prioritization scoresheet to support implementation of individual bikeway corridors.

Continuing Steps:

- Conduct the prioritization and develop the Bikeway rankings.
- Present findings to the Transportation Commission.
- Utilize the prioritization to support development of future CIP projects.

Transportation Commission
18 August 2022
Neighborhood Bikeways Prioritization
Page 3 of 3

Attachments:

[Attachment 1](#): Neighborhood Bikeway Prioritization Scoresheet

Staff Contact: Nathan Domme, 480-312-2732, ndomme@scottsdaleaz.gov

Bikeway prioritization:

Engineering Considerations	
• Pavement Width ≥ 34'	1
• Corridor is identified in a General Fund or Bond project	8
• On the 5-year pavement plan	3
• No Current on-street parking	1
• Increased ADA Compliance (add at least 5 new ramps)	1
Safety Considerations	
• Traffic calming control measures (1 point per each device)	1 +
• Posted Speed Limit	
○ 25 mph	1
○ 30 mph	0
• Number of Major Crossings (4 lanes roads) (2 points per each location)	2 +
• Nonmotorized connections – ability to travel by foot or bike only	5 +
Connectivity Considerations	
• Connection to existing bicycle facilities and trails	3
• Connection to Regional Bike Network	3
• Connection to Key Destinations Including:	
○ Tier 1: Schools, Parks, Community and Rec Centers	5
○ Tier 2: Libraries, Sports Complexes, churches	1
○ Tier 3: Commercial Areas, Government Buildings, Medical Facilities, Retirement Homes	1
• Connection to a Transit Route (2 points for each connection)	2 +
• Parallel to high importance Corridor (0.5 miles or less)	1
Equity Considerations	
• Percent below Poverty Level	
○ Above average	3
○ Below average	0
• Percentage of People under 18	
○ Above average	3
○ Below average	0
• Percentage of People over 65	
○ Above average	3
○ Below average	0
Demand Considerations	
• Access to Employment Centers	
○ Old Town	5
○ Airpark	3
○ Shea/101	3

Neighborhood Bikeways Prioritization Criteria

Transportation Commission
August 18, 2022

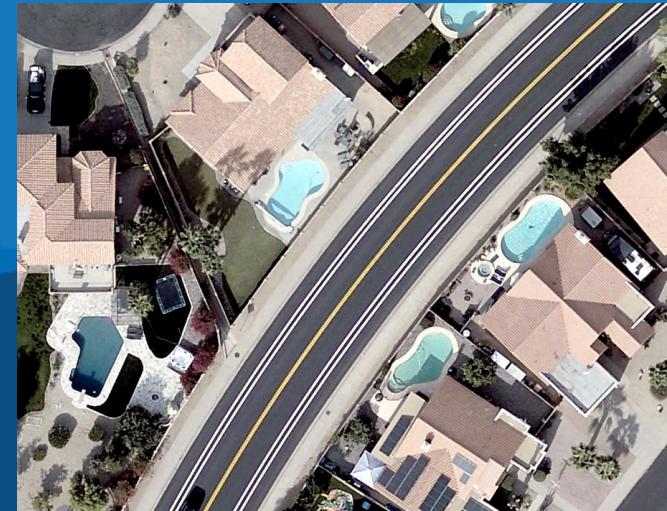
What is a Neighborhood Bikeway?

- TAP: “To be use by a wide range of bicyclist abilities.”
- Typical roadway characteristics:
 - Low traffic volumes
 - Low speeds (residential)
 - Connections that can only be made by bike or pedestrian
 - Connections to parks, schools, libraries, community centers, religious centers, and medical facilities.
- Typical design features:
 - Shared lane markings (Sharrows)
 - Bike lanes
 - Signage
 - Traffic Calming
 - Enhanced crossings at major streets

Example: 110th Street
Before

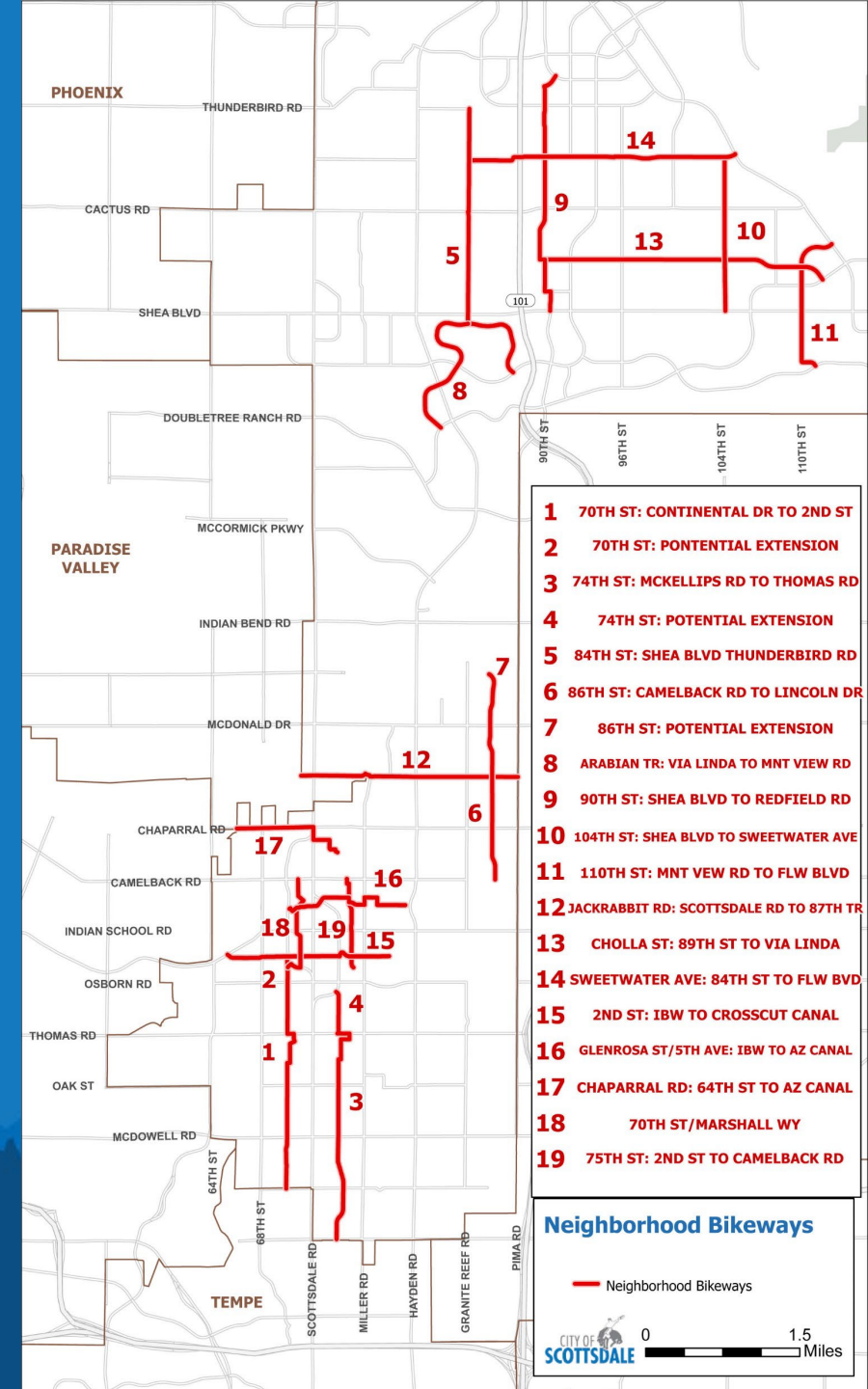


After



Neighborhood Bikeway Locations and Key Goals in Prioritization

- 19 different Neighborhood Bikeways
- Look to prioritize them based on 5 key goals:
 - Engineering Considerations
 - Safety
 - Connectivity
 - Equity
 - Demand
- Presented to Path & Trails Subcommittee on 6/7/22



Key Factors and Criteria with Potential Points

Engineering Considerations

• Pavement Width \geq 34'	1
• Corridor is identified in a General Fund or Bond project	8
• On the 5-year pavement plan	3
• No Current on-street parking	1
• Increased ADA Compliance (add at least 5 new ramps)	1

• Path & Trails Subcommittee Recommendation

Safety Considerations

<ul style="list-style-type: none"> • Traffic calming control measures (1 point per each device) 	1 +
<ul style="list-style-type: none"> • Posted Speed Limit 	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ 25 mph 	1
<ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ 30 mph 	0
<ul style="list-style-type: none"> • Number of Major Crossings (4 lanes roads) (2 points per each location) 	2 +
<ul style="list-style-type: none"> • Nonmotorized connections – ability to travel by foot or bike only 	5 +

Connectivity Considerations

• Connection to existing bicycle facilities and trails	3
• Connection to Regional Bike Network	3
• Connection to Key Destinations Including:	
○ Tier 1: Schools, Parks, Community and Rec Centers	5
○ Tier 2: Libraries, Sports Complexes, churches	1
○ Tier 3: Commercial Areas, Government Buildings, Medical Facilities, Retirement Homes	1
• Connection to a Transit Route (2 points for each connection)	2 +
• Parallel to high importance Corridor (0.5 miles or less)	1

- Path & Trails Subcommittee Recommendation

Equity Considerations

• Percent below Poverty Level	
○ Above average	3
○ Below average	0
• Percentage of People under 18	
○ Above average	3
○ Below average	0
• Percentage of People over 65	
○ Above average	3
○ Below average	0

Demand Considerations

• Adjacent to Employment Centers	
○ Old Town	5
○ Airpark	3
○ Shea/101	3

- Path & Trails Subcommittee Recommendation

Path & Trails Subcommittee Recommendation

- Approve the Neighborhood Bikeway Prioritization scoresheet to support implementation of individual bikeway corridors

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Greg Davies, Senior Transportation Planner
Subject: Arterial Life Cycle Program Funding Options
Meeting Date: August 18, 2022

Action: Discussion and Possible Action

Purpose:

Review funding options to address the projected cost increase for the Arterial Life Cycle Program (ALCP).

Background:

Each year the City Council adopts a five-year Capital Improvement Plan (CIP) as part of the annual budget adoption process, and the Maricopa Association of Governments (MAG) adopts an ALCP update.

At the April 22, 2022, Transportation Commission meeting staff presented information related to the increased costs for Arterial Life Cycle Program (ALCP) projects. The updated total cost increase from the FY 23-27 CIP budgets for ALCP projects is estimated to be \$129.7 million. There are (14) projects with projected budget changes. There is a total increase of \$158.5 million for (10) projects and a total decrease of \$28.8 million for (4) projects. The remaining (6) projects have no financial impacts. Due to the unique funding structure for the Pima Road corridor adjacent to the Salt River Pima Maricopa Indian Community, which includes a \$50M federal grant, that project is not included in this review.

The majority of city funding for the ALCP comes from the 0.1% Temporary Transportation Sales Tax, which began collections in February 2019 and will expire at the end of January 2029. The Election Information Pamphlet provided for voters prior to the 2018 election stated:

“At its May 1, 2018 and previous meetings, the City Council discussed the need to fund additional transportation projects, especially those projects in the Arterial Life Cycle Program (ALCP) which are eligible for 70 percent matching dollars. A countywide sales tax fund (to which Scottsdale taxpayers have already contributed) supplies the matching dollars if the City pays 30 percent of project costs. So, each \$1 the City spends on eligible projects results in a total project investment of \$3.33. If the City does not fund Scottsdale’s local portion, approximately \$170 million of countywide sales tax dollars previously designated for Scottsdale projects would be made available for projects in other communities beginning in 2020.”

To date, all ALCP projects have been able to maintain the 70 percent MAG/30 percent city funding split. If all remaining ALCP projects, based on our updated cost estimates, move forward without funding assistance from other sources, the city’s share of project costs would escalate to as high as 48 percent and would exceed projected 0.1% sales tax collections through January 2029 by close to \$70M.

Addressing Projected Cost Increases:

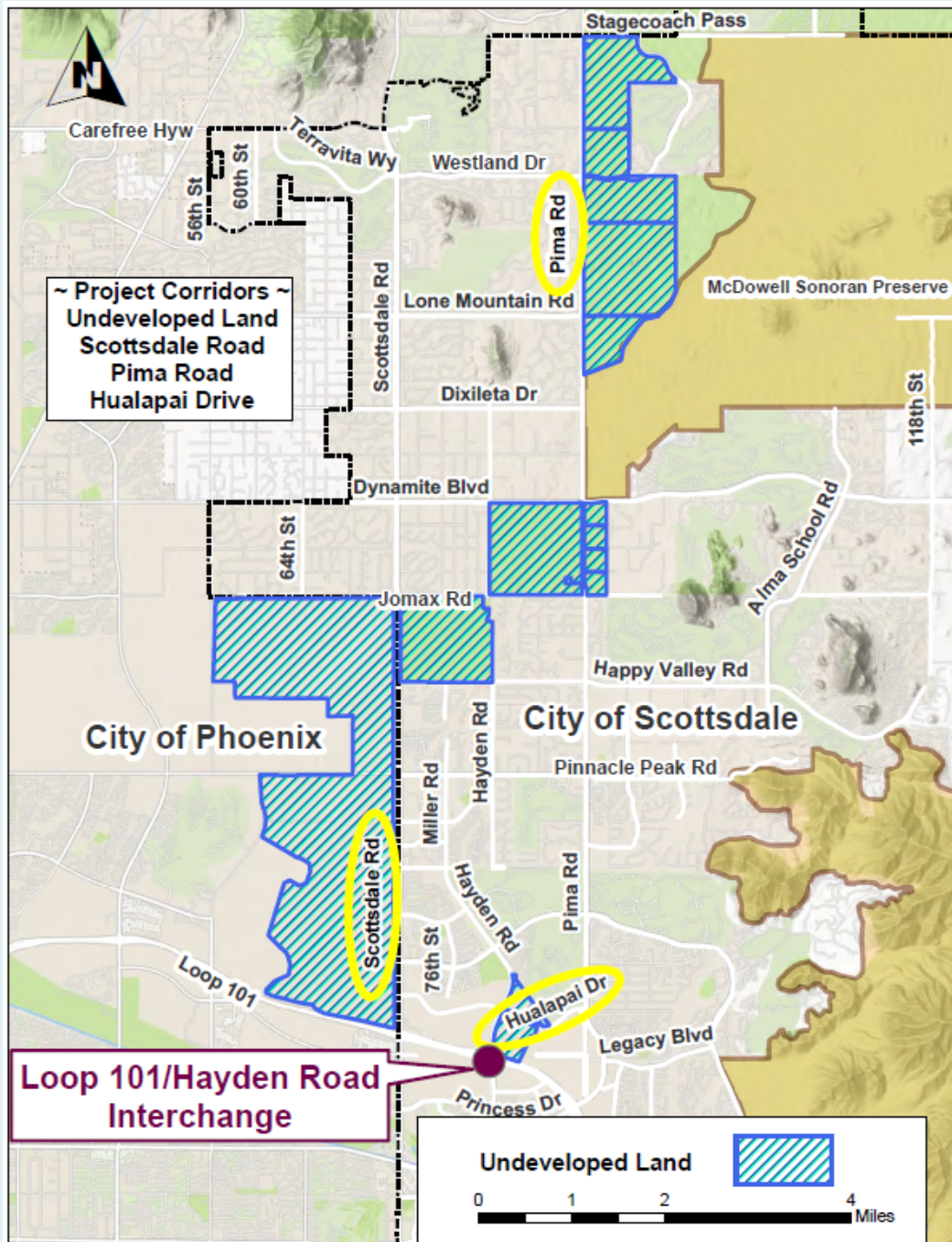
There are three main components of the staff’s proposal to address the projected cost increases for the Arterial Life Cycle Program projects.

1. Maintain the 30 percent City share of project costs per the information provided for the 2018 0.1% sales tax vote.

2. Reallocate funds programmed for the Loop 101/Hayden Interchange due to project infeasibility (Option A).
3. Require vacant Arizona State Land parcels, which have zoning stipulations in place, to build the ALCP segments along their frontage at the time of development (Options B and C).

Figure 1 provides an overview of the project corridors that would be affected by funding options A -C.

Figure 1 – Overview Map: Funding Options A-C



Funding Option A: Loop 101/Hayden Road Reallocation of Funds

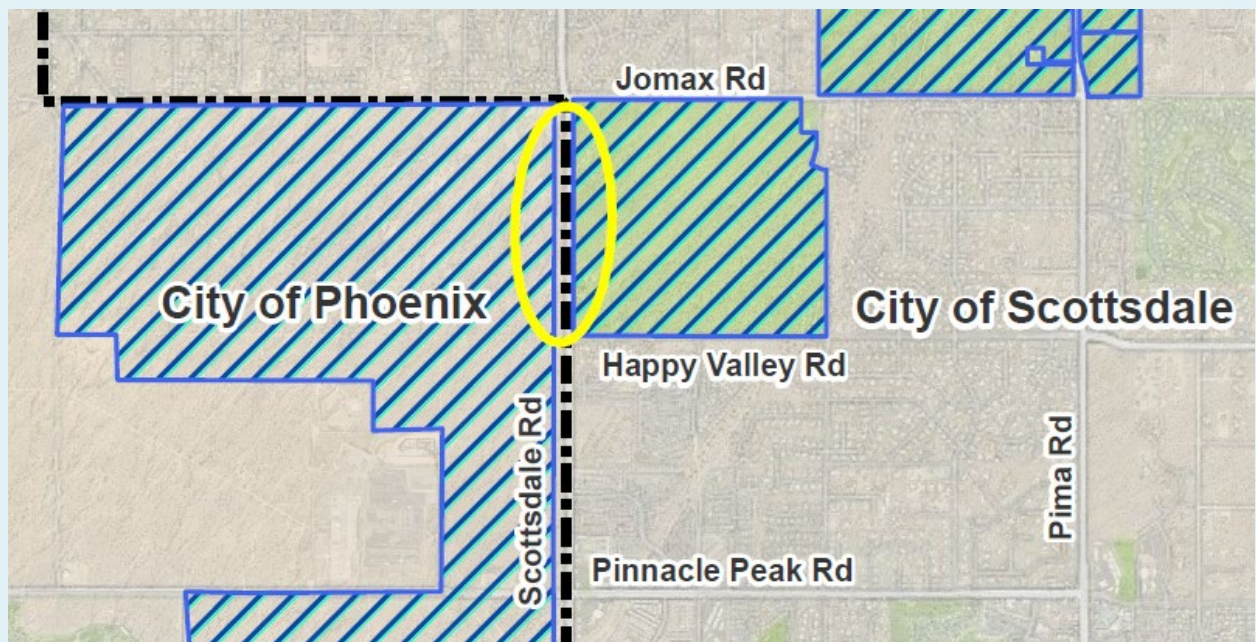
As an outcome of the city's 2008 Transportation Master Plan, the Loop 101/Hayden Road Interchange was proposed to include an eastbound to southbound flyover ramp from Loop 101 to southbound Hayden Road. This extensive improvement is currently programmed in the ALCP with a total budget of \$19.4 million. The flyover ramp would have been needed to cross vacant Arizona State Land, with significant impact to these marketable parcels. Therefore, there was no support from the Arizona State Land Department to proceed with the interchange project. In addition, the State has recently auctioned the southwest corner of Loop 101/Hayden Road, which includes 97 acres, for \$61.8M. As stated above, working with MAG to determine that the flyover ramp project is infeasible will allow \$19.4M to be moved into a project or projects experiencing cost increases.

Funding Option B: State Land Both Sides of Roadway

There are three roadway segments that have undeveloped frontage along both sides. These corridors are Scottsdale Road – Happy Valley Road to Jomax Road, Pima Road – Jomax Road to Dynamite Boulevard and Hualapai Drive – Hayden Road to Powerline Drainage Channel. A total of 4.8 miles of undeveloped roadway frontage is contained within these three segments.

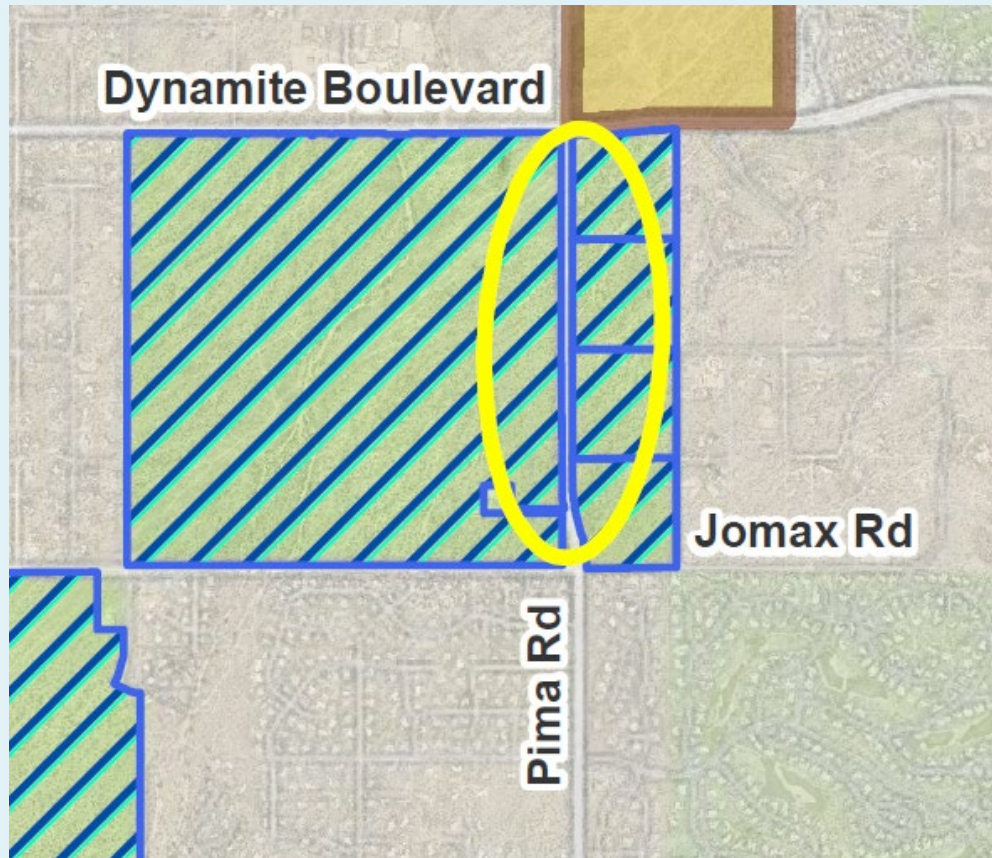
On Scottsdale Road from Happy Valley Road to Jomax Road (see Figure 2), vacant land on the west side of Scottsdale Road is within the jurisdiction of the city of Phoenix. Vacant land on the east side of Scottsdale Road is within the jurisdiction of the city of Scottsdale. Scottsdale Road at this location will be improved through city development requirements. The future roadway condition for this 1-mile segment will retain the current four travel lane configuration. Staff proposes that a budget of \$300,000 be retained for development of a complete street design concept report to guide the future developers' improvements. Using this approach will save an estimated \$14.0M.

Figure 2 – Scottsdale Road: Happy Valley Road to Jomax Road



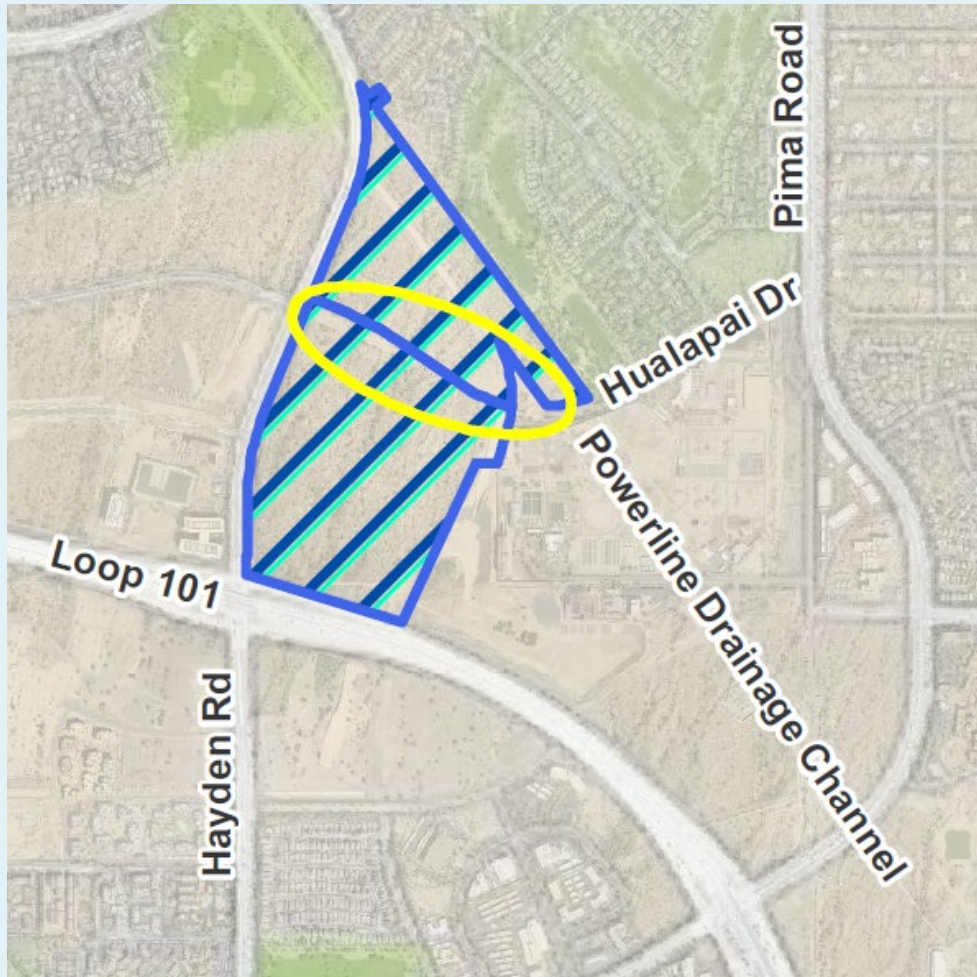
Pima Road from Jomax Road to Dynamite Boulevard (see Figure 3) is bordered by vacant land with zoning stipulations that require completion of roadway improvements. The future roadway condition for this 1-mile segment will retain the current four travel lane configuration. Staff proposes that a budget of \$300,000 be retained for development of a complete street design concept report to guide the future developers' improvements. Using this approach will save an estimated \$19.6M.

Figure 3 – Pima Road: Jomax Road to Dynamite Boulevard



Hualapai Drive from Hayden Road to the Powerline Drainage Channel (see Figure 4) is also bordered by vacant land with zoning stipulations that require completion of roadway improvements. The future roadway condition for this 0.4-mile segment will match the four-lane minor arterial cross section partially constructed to the east near the city's Water Campus. Design for the entire Hualapai segment between Hayden Road and Pima Road has already reached the 30% level. No further design work will be completed by the city west of the drainage channel. Requiring future development to complete design, provide right-of-way and construct the portion of Hualapai Drive west of the drainage channel to Hayden Road will save an estimated \$7.4M.

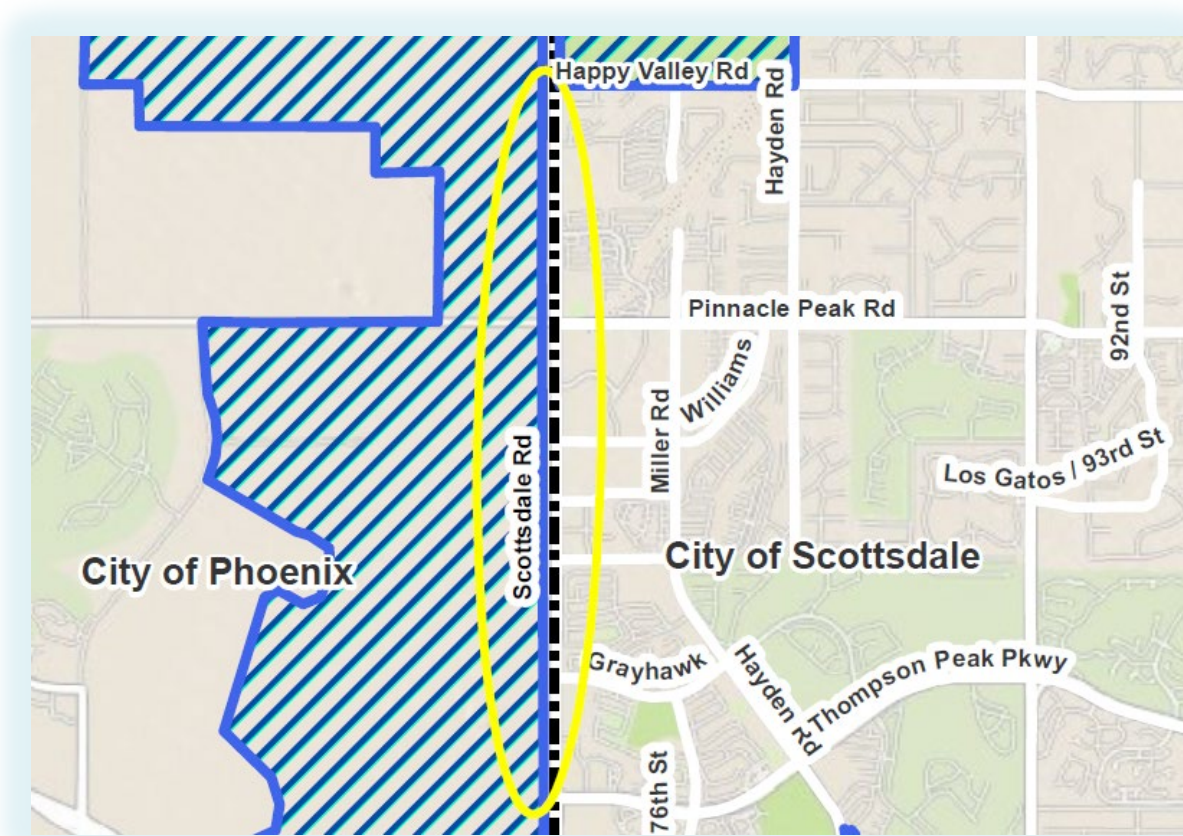
Figure 4 – Hualapai Drive: Hayden Road to Powerline Drainage Channel



Funding Option C: State Land One Side of Roadway

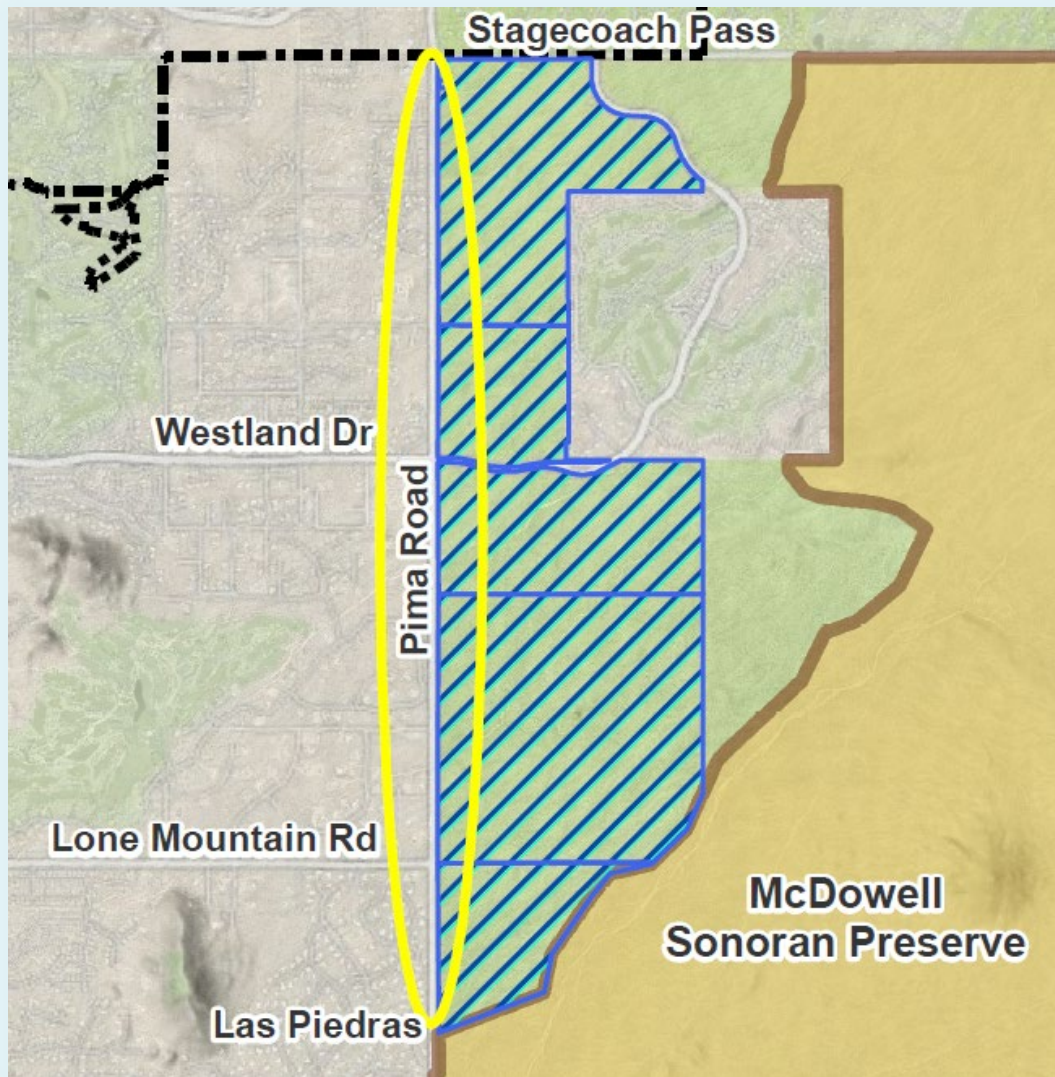
Three miles of Scottsdale Road from Thompson Peak Parkway to Happy Valley Road (see Figure 5) is bordered by vacant State land on the west (Phoenix) side. The segment is planned to be widened to six travel lanes in the future, and MAG's Proposition 400 Extension plan includes \$23.3M of regional funding to assist with any final improvements that are not completed by future development. To date, the city and MAG have expended \$13.0M for two miles of preliminary design and for construction of a bridge over Rawhide Wash that will accommodate six travel lanes with bike lanes. The remaining ALCP budget of \$11.1M is proposed to be used for items such as additional design, interim turn lane improvements, bicycle/pedestrian improvements, and, potentially, powerline relocations. Utilizing the remaining ALCP budget as described and relying on a combination of Proposition 400 Extension and development on the west side to finalize the 6-lane roadway results in an estimated city savings of \$40.9M.

Figure 5 – Scottsdale Road: Thompson Peak Parkway to Happy Valley Road



Pima Road from Las Piedras to Stagecoach Pass Road (see Figure 6) is a 3.6-mile segment that is bordered by vacant State land on the east side. The vacant land has zoning stipulations that require completion of roadway improvements. The future roadway condition will add two northbound lanes, for a total of four travel lanes. Since the majority of the land on the west side of Pima Road is already developed, staff proposes that the estimated costs for constructing a 4-lane complete street be equally shared with the future development. This concept, which is likely to require a formal agreement with State Land, results in an estimated city savings of \$40.0M.

Figure 6 – Pima Road: Las Piedras to Stagecoach Pass



Estimated savings from Options A through C

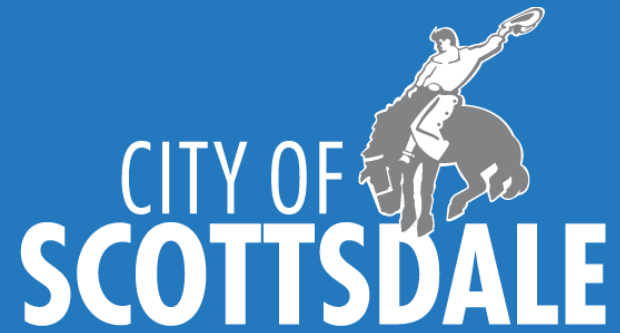
Total Savings = \$141.3M

- Option A = \$19.4M
- Option B = \$41.0M
- Option C = \$80.9M

Recommendation:

Approve moving forward with Maricopa Association of Governments to implement funding options A-C in the fiscal year 2023-24 Capital Improvement Plan and Arterial Life Cycle Program.

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



**Transportation Commission
Arterial Life Cycle Program ~ Funding Shortfall Options**

August 18, 2022

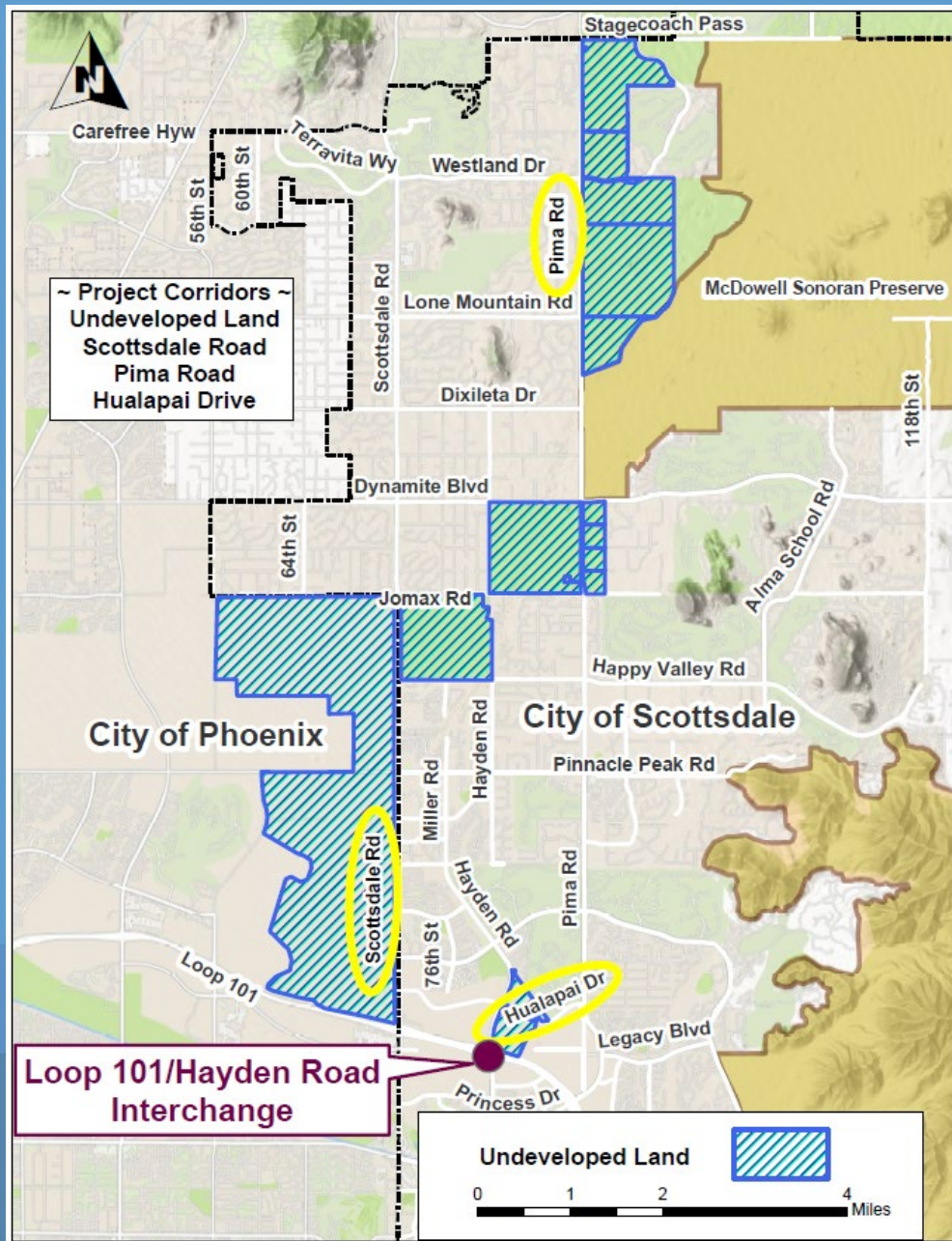
Arterial Life Cycle Program Cost Increase Summary:

- 20 Arterial Life Cycle Projects in Scottsdale's Program
- 10 Projects with total combined increase of \$158.5M
- 4 Projects with a total combined decrease of \$28.8M
- 6 Projects with no change
- Net Increase of \$129.7M

Approach to Address Projected ALCP Cost Increase:

1. Maintain 30% City share per 2018 0.1% Temporary Sales Tax
2. Reallocate funds programmed for Loop 101/Hayden Road Interchange (Option A)
3. Require vacant land parcels to build roadway along their frontage consistent with zoning requirements (Options B and C)

Overview Map: Funding Options A – C



- **Option A: Infeasible Project**
 - Loop 101/Hayden Road Interchange
- **Option B: Undeveloped Land on Both Sides of Project Corridors**
 - Scottsdale Road, Pima Road, Hualapai Drive
- **Option C: Undeveloped Land on One Side of Project Corridors**
 - Scottsdale Road and Pima Road

Option A: Loop 101 / Hayden Road Reallocation of Funds

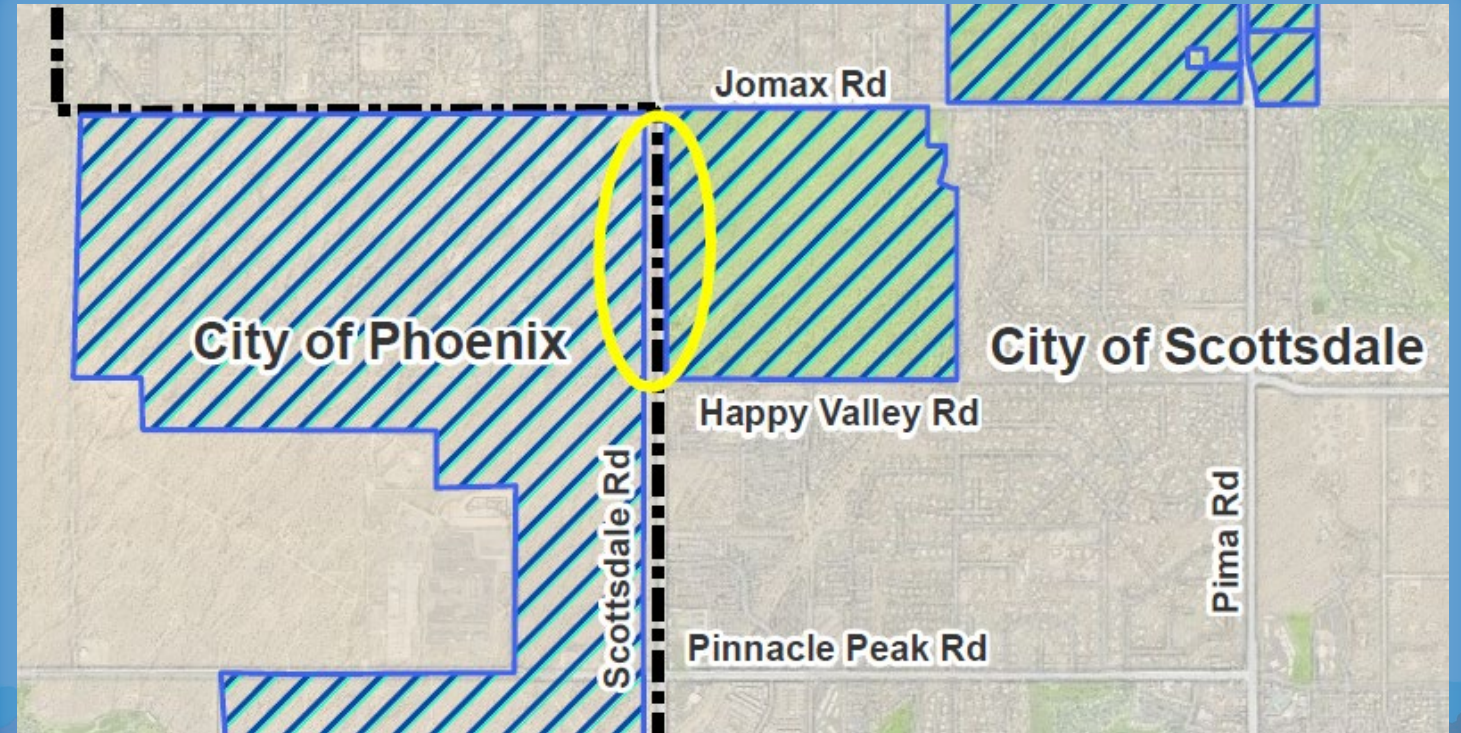


- Original Flyover Ramp Concept Infeasible – financial impacts to marketable land
 - Southwest corner of Loop 101/Hayden Road sold at auction on 4/19/22 (\$61.8M for 97 acres)
- Estimated savings of \$19.4M

Option B: State Land on Both Sides of Roadway

- Vacant on both sides – road improved through city development requirements
- Future condition remains 4 lanes
- Retain \$300K for Concept Plan
- Estimated savings \$14.0M

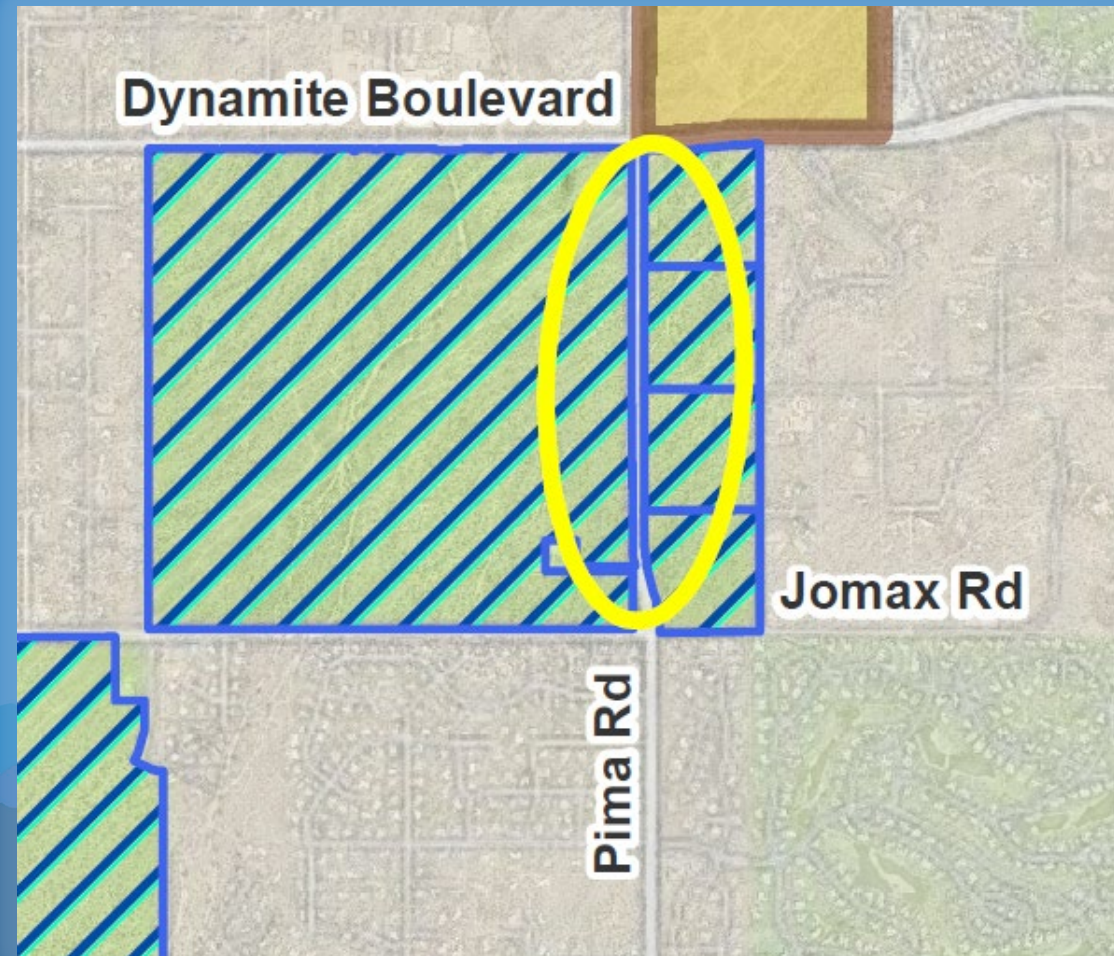
Scottsdale Road: Happy Valley Road to Jomax Road



Option B: State Land on Both Sides of Roadway

- Vacant on both sides – road improved through city development requirements
- Future condition remains 4 lanes
- Retain \$300K for Concept Plan
- Estimated savings \$19.6M

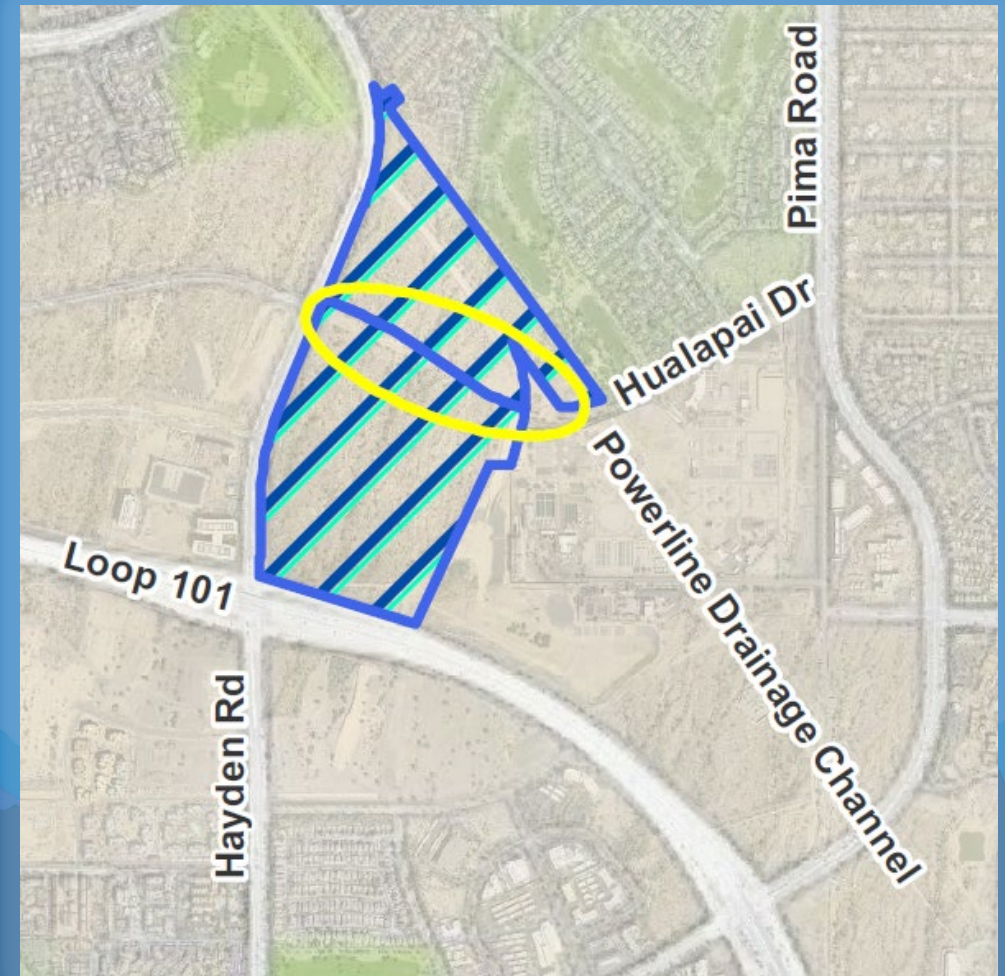
Pima Road: Jomax Road to Dynamite Boulevard



Option B: State Land on Both Sides of Roadway

- Vacant on both sides – road improved through city development requirements
- All right of way to be dedicated
- 30% design complete
- Estimated savings \$7.4M

Hualapai Drive: Hayden Road to Drainage Channel



Option C: State Land on One Side of Roadway

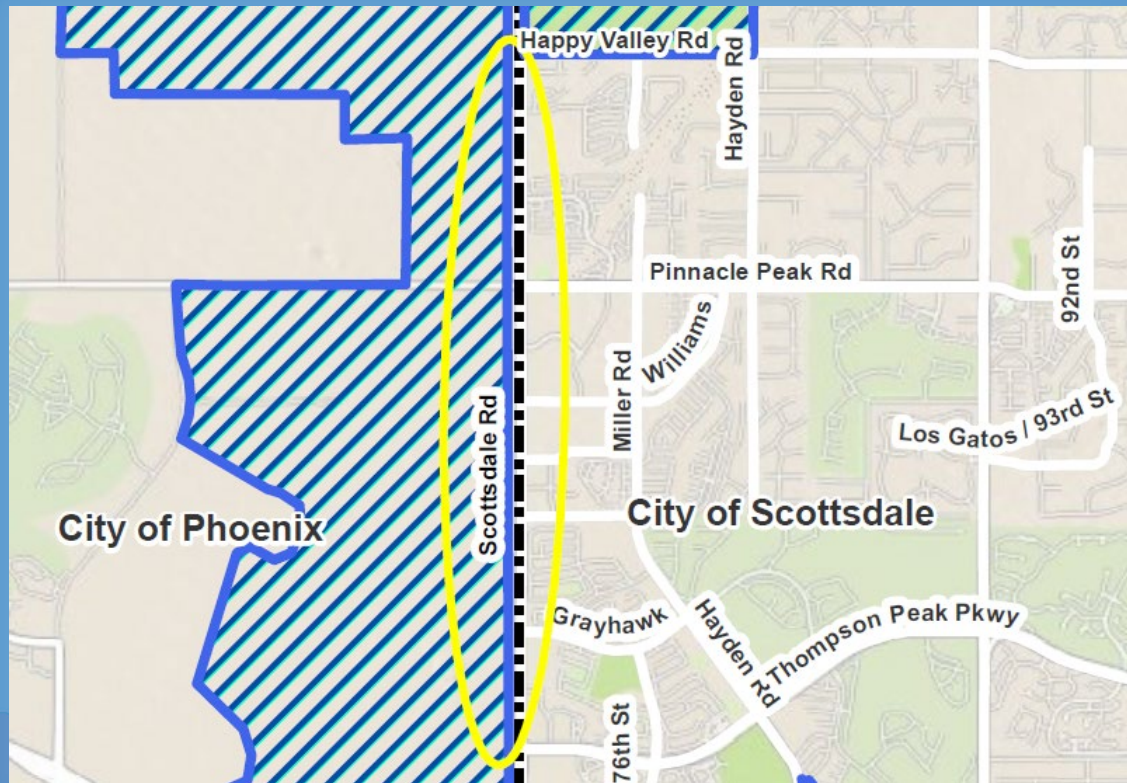


Scottsdale Road: Thompson Peak to Happy Valley

- Phase I concept design from Thompson Peak to Pinnacle Peak and 6-lane bridge at Rawhide Wash funded by city and MAG
 - \$13.0M previously expended

Option C: State Land on One Side of Roadway

Scottsdale Road: Thompson Peak to Happy Valley

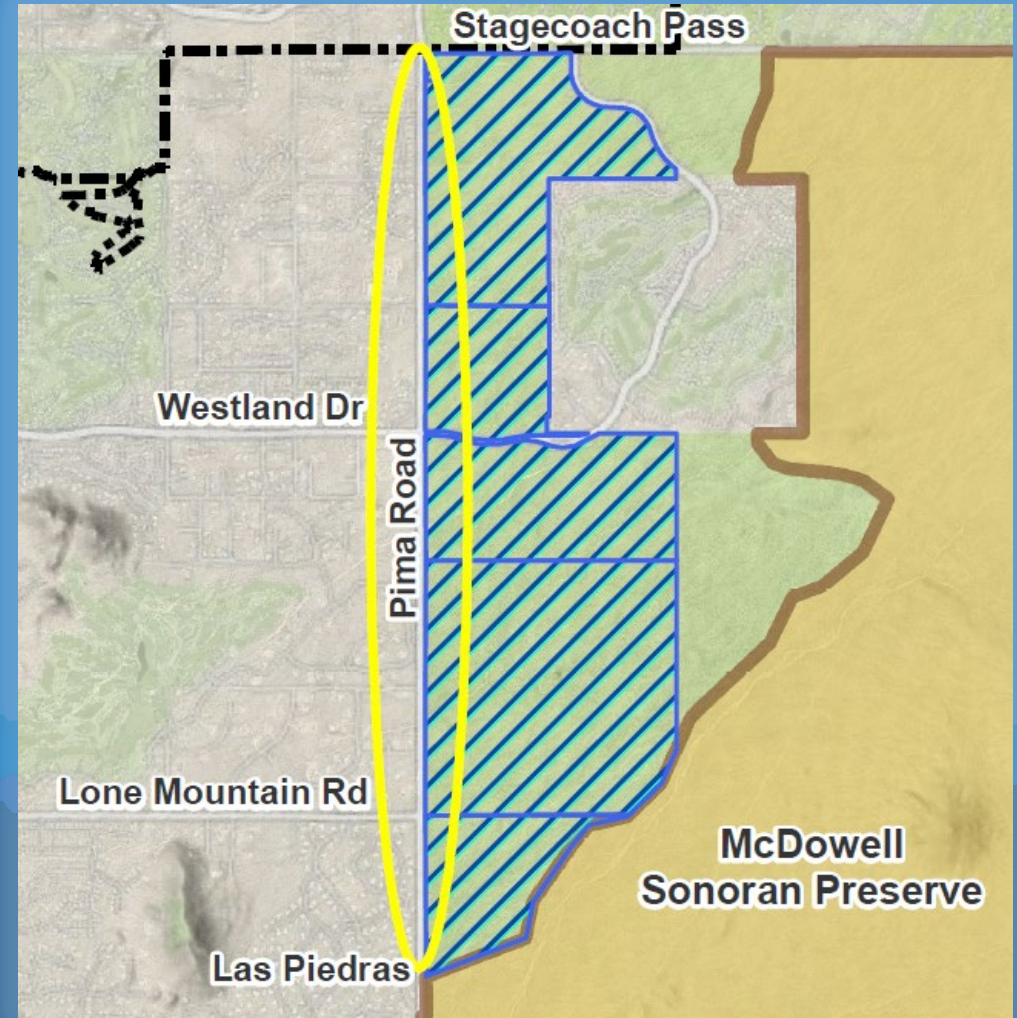


- Utilize \$11.1M of ALCP budget remaining for design, interim improvements, bike/ped improvements and powerline relocations
- Rely on new funding from Proposition 400
 - \$23.3M of regional funds proposed for Thompson Peak to Jomax
- Phoenix development responsible for west side
- Estimated savings **\$40.9M**

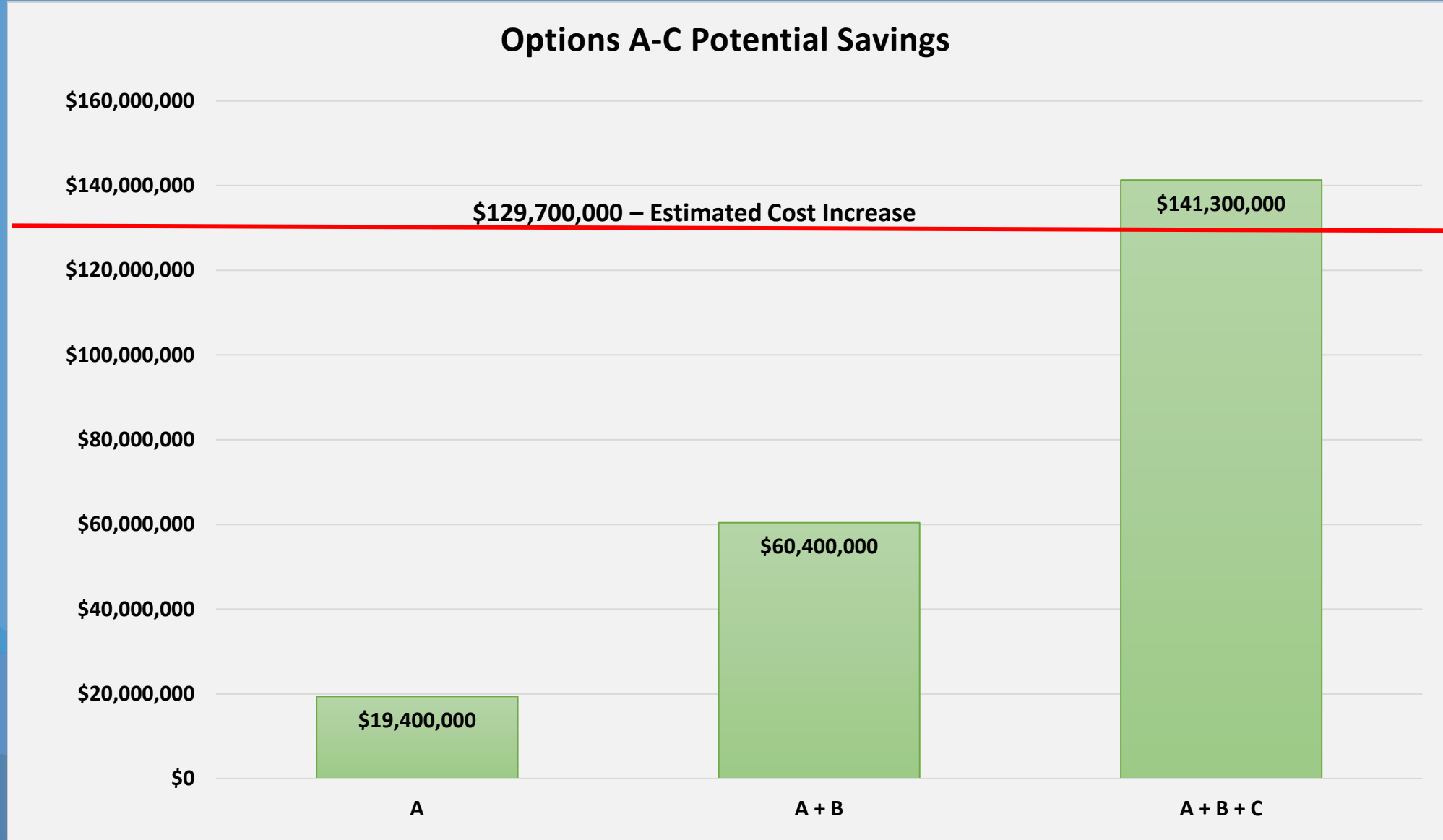
Option C: State Land on One Side of Roadway

- Scottsdale and future developers of State Land equally share costs to widen to 4 lanes
- Estimated savings **\$40.0M**

Pima Road: Las Piedras to Stagecoach Pass



Options A-C Financial Summary:



Recommendation:

- Approve moving forward with MAG to implement Options A-C in the Fiscal Year 2023-24 CIP and ALCP

Questions/Discussion

Projects and Programs Update

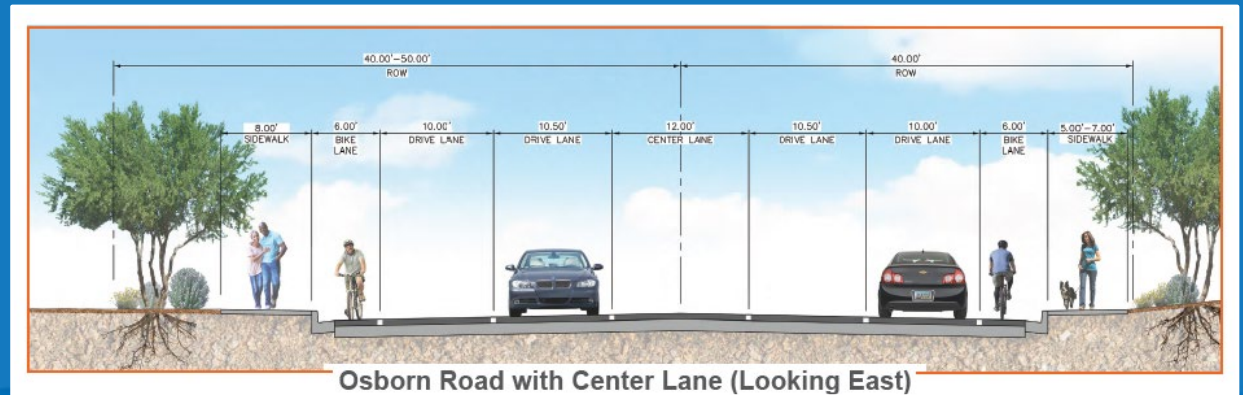
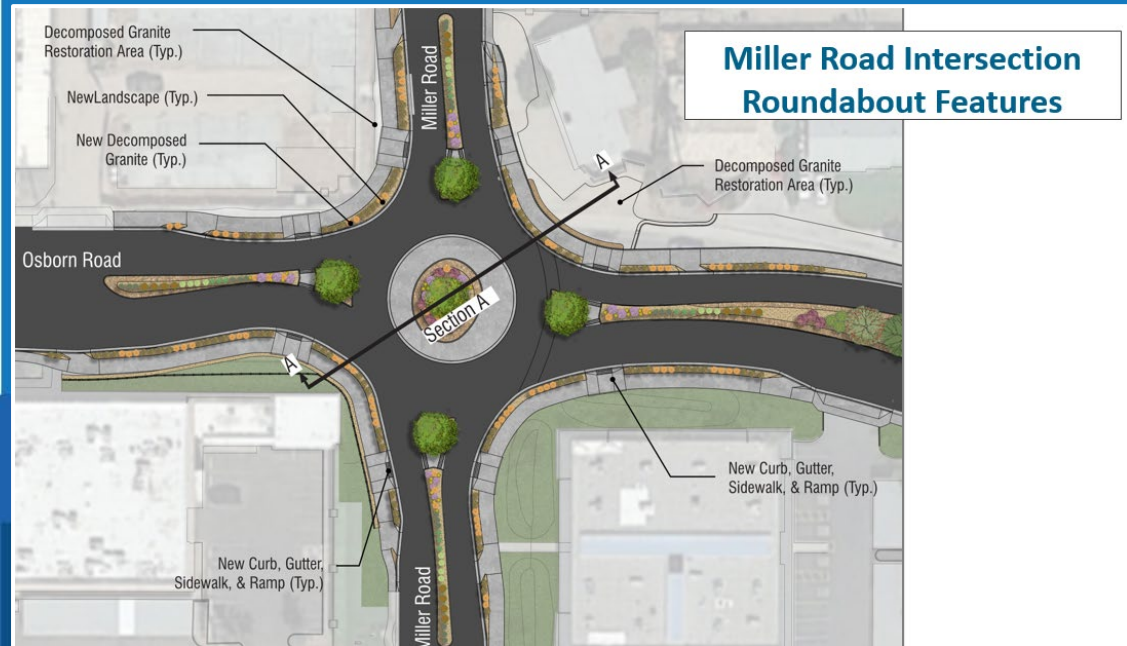
Transportation Commission
August 18, 2022

Construction
 April 2022 – January 2023

OSBORN ROAD

Complete Street

HAYDEN TO SCOTTSDALE



Osborn Road Complete Street

- Sidewalks and retaining walls are being installed.



Photo 1

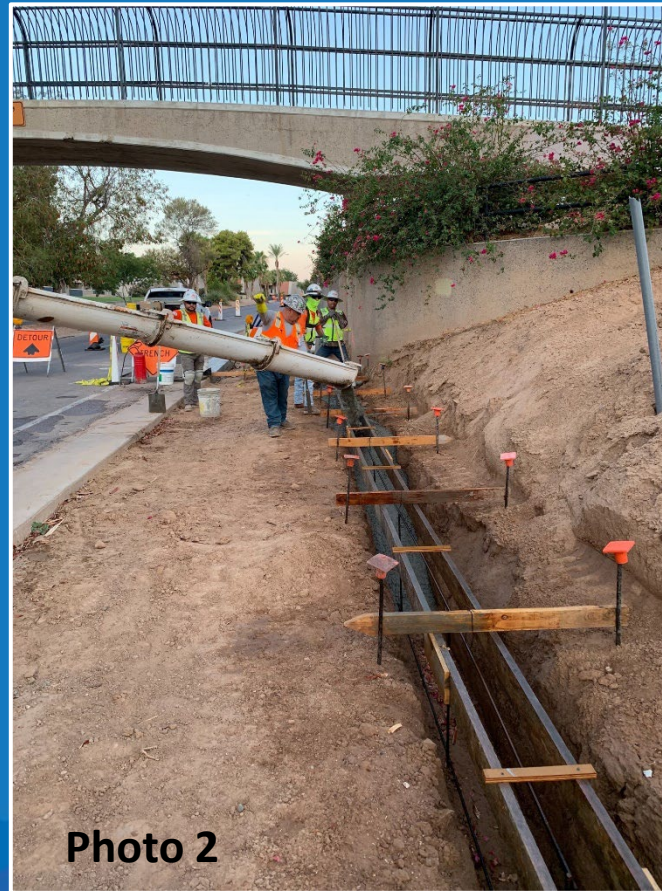


Photo 2

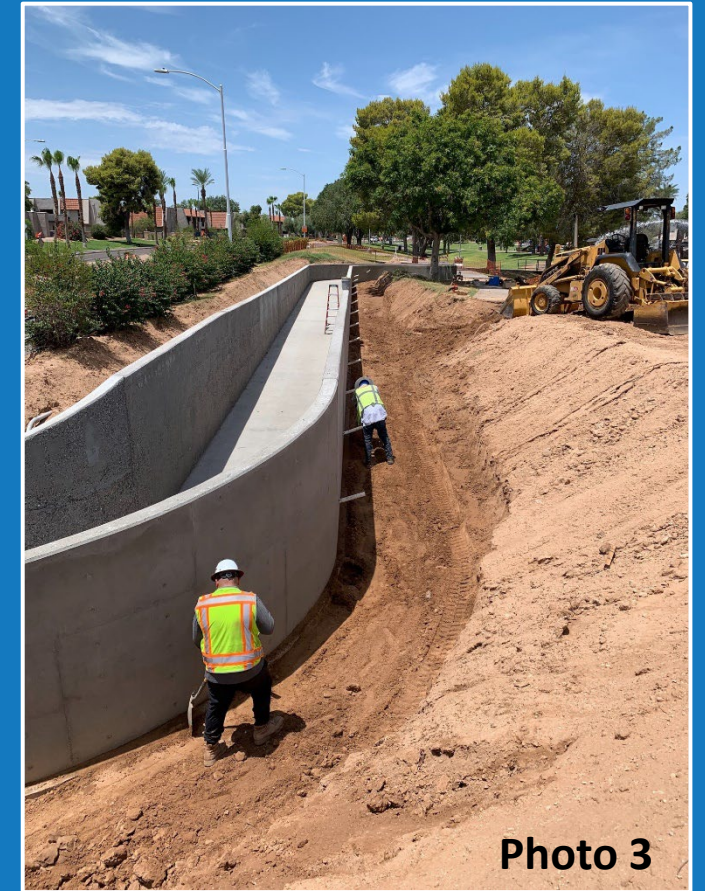


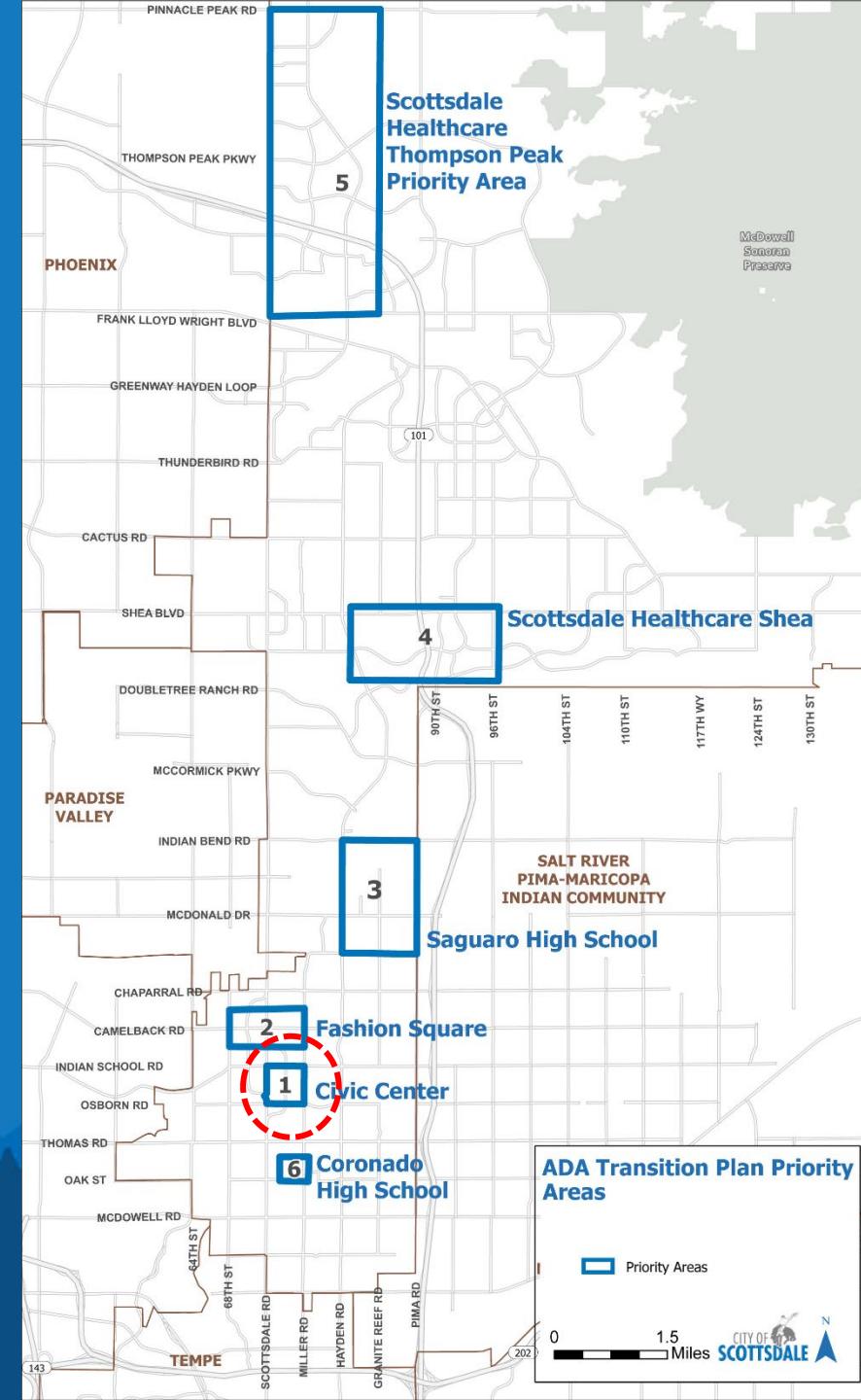
Photo 3

Old Town ADA Ramps and Crosswalk Improvements

ADA Self-Evaluation and Transition Plan Update

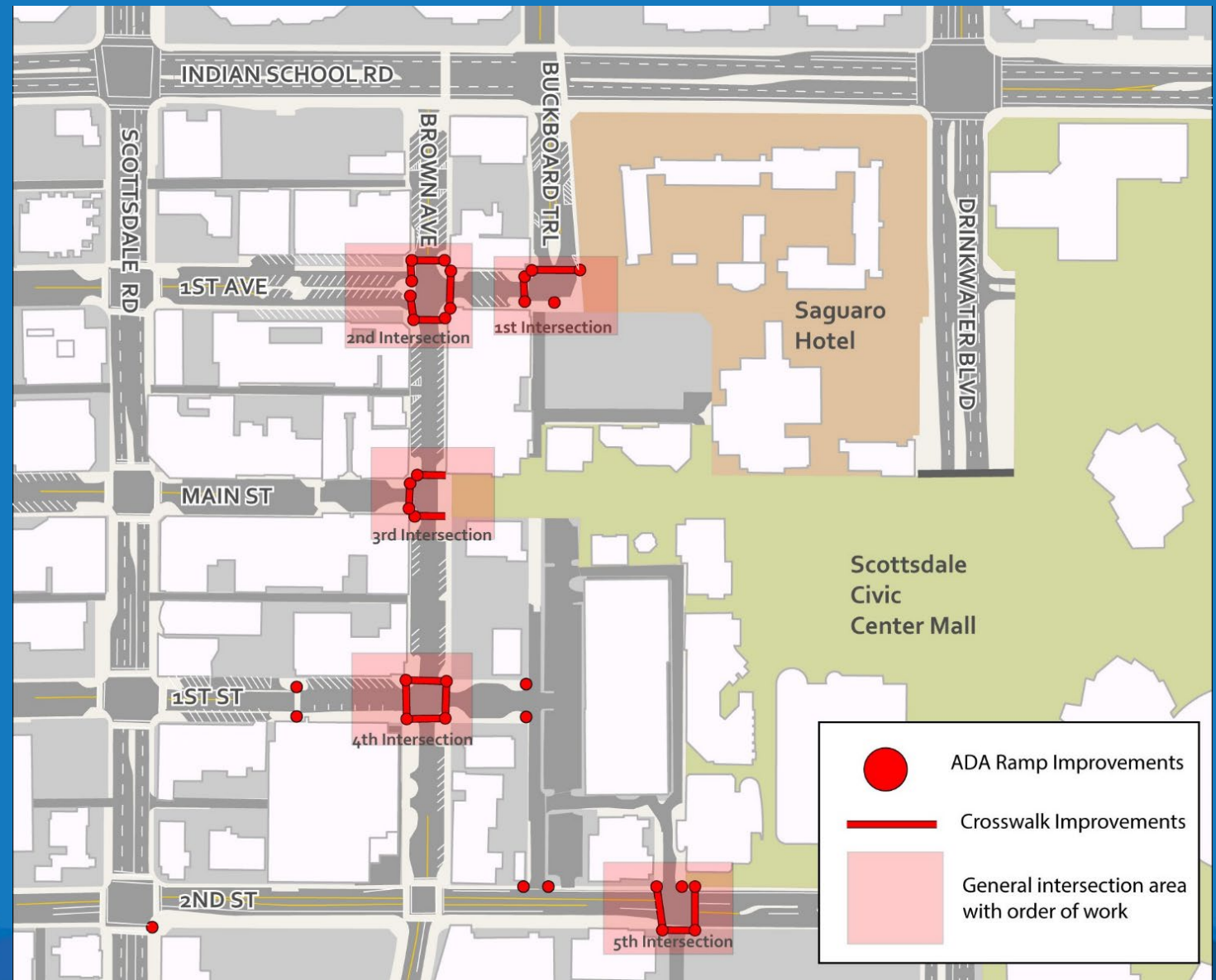
ADA priority area #1 Civic Center Area

- Phase 1 Ramps/Concrete – Completed
- Phase 2 Crosswalks Construction – Next
- Phase 3 Crosswalk Stamping – following Crosswalk Construction
- Scupper extension Additions – Early Fall
- Paving treatment



Priority Area 1

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



2nd Avenue and Wells Fargo Avenue

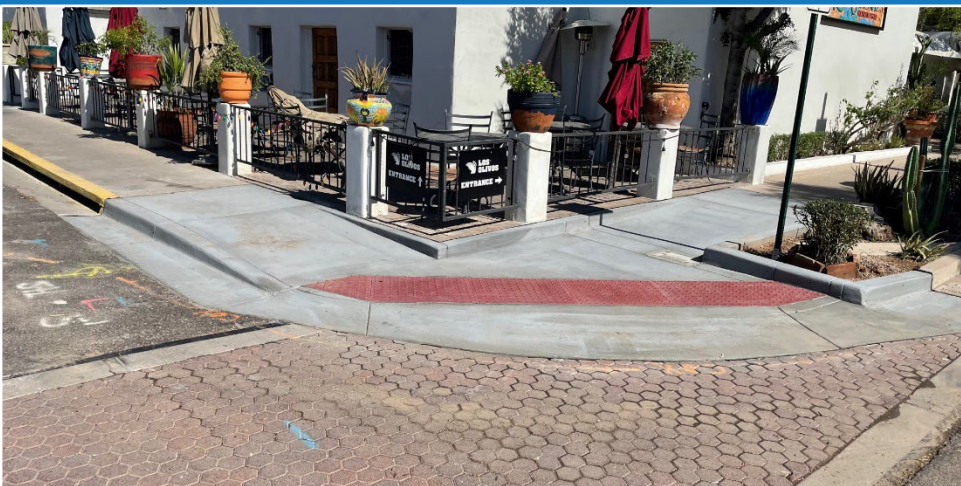
NWC Before



NEC Before



NWC After



NEC After



Improved Crossing to Canal Path



Looking west toward Miller & the Arizona Canal

- Consultant hired to study the intersection and recommend counter measures.
- Draft report – early September.
- Future Commission presentation.



Indian Bend Wash Path Renovation

- Phase 1A -Camelback Road to Glenrosa Avenue
- Remove 8' wide path, replace with 10' wide striped, concrete path
- 1,300' long section
- Construction began on August 8, 2022



Monsoon Storm Cleanup

- Photos near Pinnacle Peak and Pima roads



Paving Program



PROJECT NOTICE DESERT COVE REPAVING

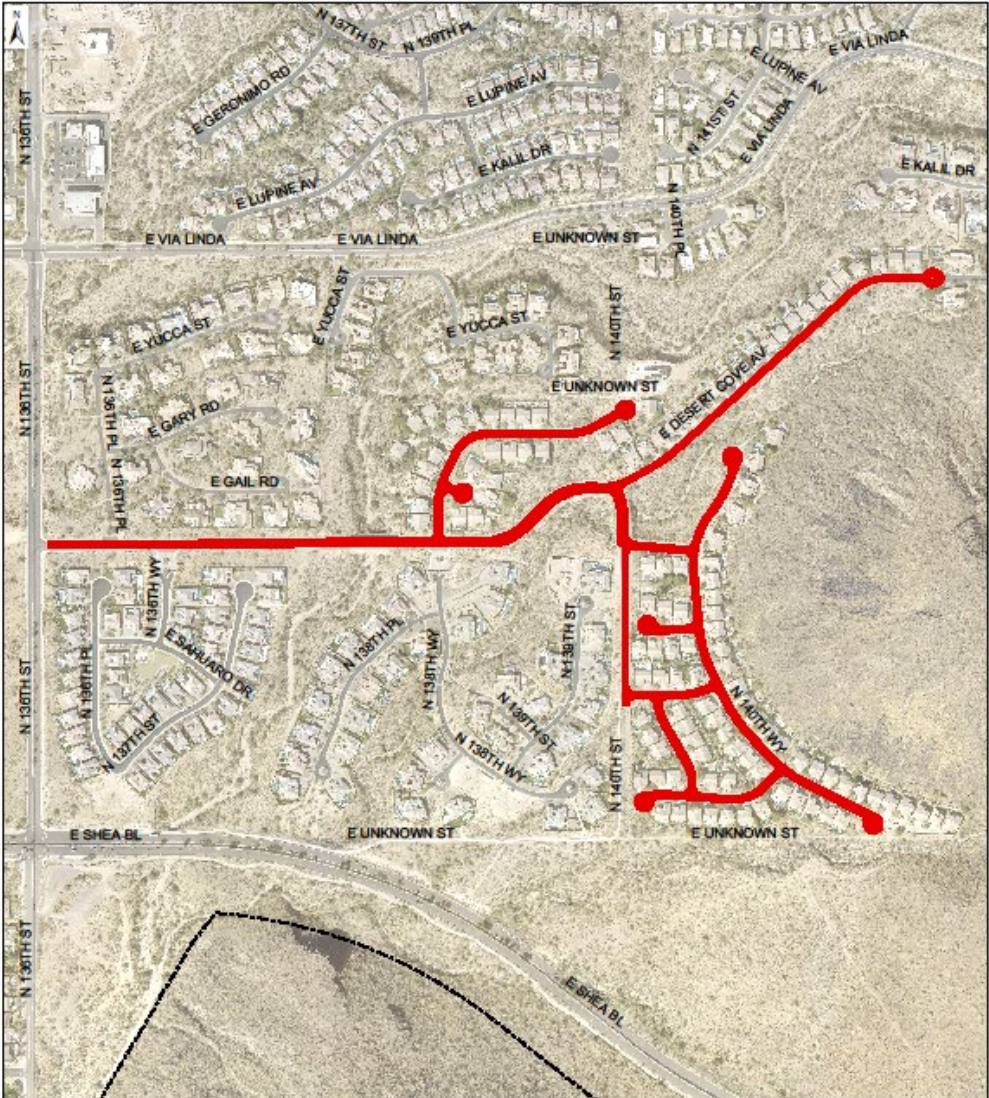
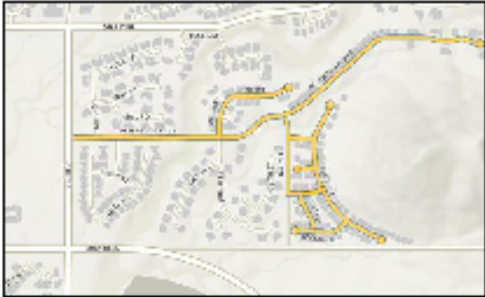
Street Paving Project Starting in Your Neighborhood on June 8

Local streets between Shea Blvd. and Via Linda, including Desert Cove Ave. from 136th St. to the east, is scheduled to be repaved Wednesday, June 8 through Friday, June 17.

Construction is scheduled between 6 a.m. and 4 p.m. Streets will be reduced to one lane and driveway access will be maintained during work hours. Please use caution, follow detour signs, and plan ahead to avoid delays.

This work is being scheduled as part of the city's pavement maintenance program, which improves deteriorated streets and alleyways throughout Scottsdale. The project includes removing, or "milling," the old pavement and then resurfacing, or "overlaying," the road with new pavement layer and striping.

Thank you for your patience during construction. We apologize for any inconvenience this work may cause.



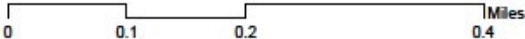
Aerial Date 2021

Map Date 7-2-2021

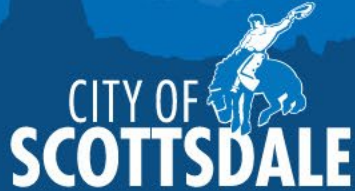
Legend

- █ Overlay
- City Boundary

PID-1070
 QS2962 - Local Streets between Shea and Via Linda
 including Desrt Cove from 136 to east end.



32,844 SY



Camelback Road and Saddlebag Trail - HAWK



Requested by our Police to improve safety along Camelback Road.

Activated on July 25, 2022.

You can lead a horse water,
but you can't make them
drink.

- Proverb -



Scottsdale Road and Legacy

Span wire at the intersection was at end of life and needed to be replaced.

Before



After



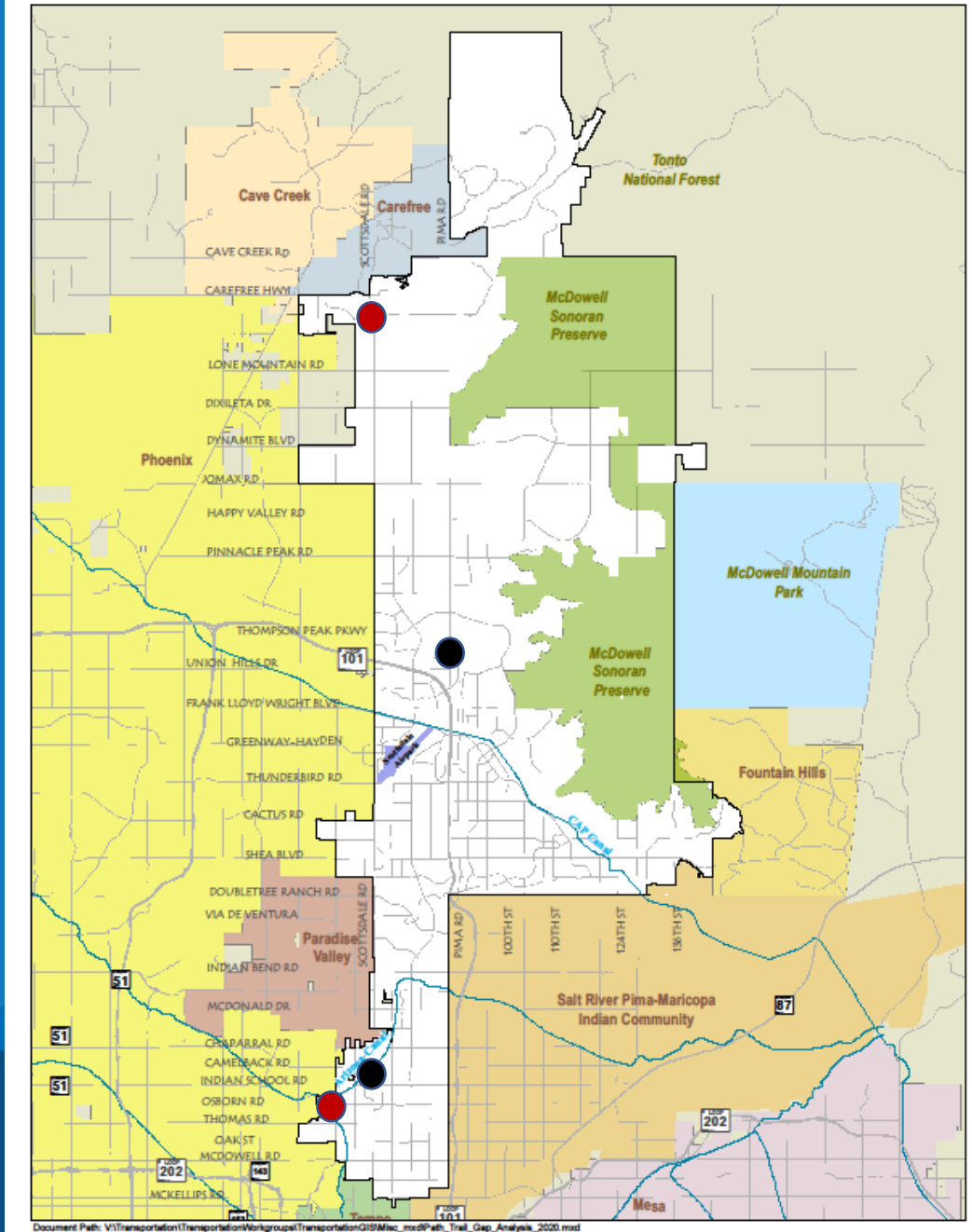
COS Traffic Engineering and Signal Crew completed the pole relocation in-house.

Traffic Signals to be Installed

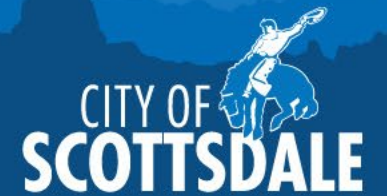
- Scottsdale Road/1st Avenue
- Pima Road/Trailside View

Signals in Design

- Scottsdale/Dove Valley roads
- Osborn Road/64th Street



Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.08-11-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: September 15, 2022

REPORTS/PRESENTATIONS DUE September 8

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes August 18, 2022
- **Loop 101 Princess Drive to Shea Boulevard Project** **Information**
Information on Loop 101 roadway improvements – John Tucker, Project Team AZDOT
- **Projects and Programs Update** **Discussion**
A continuing overview of Transportation & Streets divisions and programs/projects. – Mark Melnychenko, Transportation & Streets Director

FUTURE ITEMS:

INFORMATION ITEMS

- **Urban Air Mobility** **Information**
Information on Urban Air Mobility as Mode of Transportation
- **Electric Car Movement**..... **Information**
Information on the electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass** **Information**
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Utilities Causing Project Delays**..... **Information**
Update on the delay’s utility projects and how they are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director
- **Federal Highway Administration’s Safety Countermeasures**..... **Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager
- **Review of Travel Demand Patterns**..... **Information**
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Update on Traffic Safety** **Information**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer
- **Sustainability Director Introduction** **Information**
Introduction and information from the new Sustainability Director – Lisa McNeilly, Sustainability Director
- **Update from Valley Metro’s New CEO** **Information**
Introduction and information from the new CEO of Valley Metro – Jessica Mefford-Miller, Valley Metro

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project**..... **Presentation and Discussion**
Discuss USA’s Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director
- **Impact on Parking**..... **Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor

- **Smart City**.....**Presentation and Discussion**
Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Alternate Modes of Transportation**.....**Presentation and Discussion**
Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner
- **Bus Stop Lighting**.....**Discussion**
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager
- **Expanding Maintenance Needs**.....**Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Noise Walls**.....**Presentation, Discussion and Possible Action**
Discuss noise wall locations, including FHWA DBE levels – Mark Melnychenko, Transportation & Streets Director
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....**Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager
- **2020 Traffic Volume and Collision Manual**..... **Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update**.....**Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager
- **Sensagrate Pilot Project**.....**Presentation and Discussion**
Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate
- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal
- **Roundabout Education**.....**Presentation and Discussion**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **Speed Limit Study Update Project**.....**Presentation and Discussion**
Present Traffic Engineering’s recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: October 4, 2022

REPORTS/PRESENTATIONS DUE September 27

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

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Access to Indian Bend Wash** **Presentation and Discussion**

Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner

- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager