



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, January 20, 2022

Time: 5:15 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	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on both agendized and non-agendized 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](#).

- [Approval of Meeting Minutes](#)----- Discussion and Action**
Regular Meeting of the Transportation Commission – December 16, 2021
- [Approval of the Transportation Commission Annual Report](#)----- Discussion and Action**
Approve the Transportation Commission Annual Report – From 2021
- [Project Development and Transportation](#) ----- Presentation and Discussion**
Discuss the development review process and how staff assesses the traffic impacts on surrounding areas – Phil Kercher, Traffic Engineer & Ops Manager

4. **Public Transit Update**-----**Presentation and Discussion**
Update on ridership trends, bus shelter program, Federal Covid-19 regulations, maintenance issues and the Triennial Review – Ratna Korepella, Transit Manager
5. **Other Transportation Projects and Programs Status**----- **Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
6. **Commission Identification of Future Agenda Items**----- **Discussion**
Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment



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



DRAFT SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, December 16, 2021

Meeting Held Electronically and Remotely

CALL TO ORDER

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

ROLL CALL

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

STAFF: Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner
Ratna Korepella, Transit Manager
Kyle Lofgren, Staff Coordinator
Dave Meinhart, Transportation Planning Manager
Mark Melnychenko, Transportation & Streets Director

PUBLIC COMMENT

One written comment was included in the agenda packet and posted online.

1. APPROVAL OF MINUTES

There were no modifications.

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON NOVEMBER 18, 2021 AS PRESENTED. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, MILLER, WILCOXON AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. TRANSPORTATION ACTION PLAN (TAP) APPROVAL

Dave Meinhart, Transportation Planning Manager, provided a brief historical timeline of the process thus far. Recommended updates from the last meeting have been incorporated in the TAP, including clarification of the definition and philosophy regarding light rail transit. There has been significant community interest concerning the 128th Street corridor and its relationship to the McDowell Sonoran Preserve. The McDowell Sonoran Preserve Commission recently voted on a recommendation that the Transportation Commission and City Council revise the TAP draft plan as follows: *“Amend the designation of the highlighted section of 128th Street, from its current designation of “Minor Collector” to a new designation as “Emergency Access Only” where it passes through Scottsdale’s McDowell Sonoran Preserve.”*

A brief historical background on the 128th Street Corridor was provided:

- Segment of concern runs three-quarter mile south of the Jomax Road alignment
- Road right-of-way acquired 1975
- Included in four General Plans and two Transportation Master Plans as a collector (1984-2021)
- Preserve acquired adjoining land in 2012
- Previous deliberations in 2016 and 2019 to change
- 128th designation to emergency access only
- Water line planned for construction in corridor
- Connection of 118th Street between Jomax Road and Rio Verde Drive now in place reduces concerns from Planning and Public Safety to maintain general access
- Construction access for new development continues

To reflect the longstanding, regularly updated transportation network plan for the area south of Rio Verde Drive, staff recommends the Transportation Commission maintain 128th Street on the Street Classification map as a minor collector with no center turn lane; and delete 128th Street from the recommended list of future CIP projects in the Implementation Program section of the Transportation Action Plan. This eliminates prioritization of improvements to 128th Street over the next five to ten years and allows for continued coordination with the McDowell Sonoran Preserve Commission, the City Council and other departments on issues related to wildlife protection, public access/emergency access, utilities, and extent of/financial responsibilities for any improvements.

In response to a question from the Chair, Mr. Meinhart stated that for the corridors where staff has proposed a designation of minor collector with no center turn lane typically have volumes on the range of 1,500 to 2,500 vehicles per day. In response to a Commissioner question, Mr. Meinhart stated that the City does not currently take traffic counts on either 118th Street or 128th Street. 128th Street is an unpaved, undulated roadway.

In response to a Commissioner question regarding reclassifying the area from Ranch Gate to Rio Verde to local residential, Mr. Meinhart said this has been not discussed. Because of the limited number of roadways and restrictions on what can be done in terms of collectors versus residential streets, such a change has not been proposed.

Vice Chair asked for an example of a minor collector in the City. Mr. Meinhart cited the east end of Mountain View Road, east of Scottsdale Ranch in the Stonegate vicinity. The road was originally planned to be a four lane roadway. It has been narrowed to two lanes with buffered bike lanes from Mountain View Road east to 120th Street. It then becomes a two-lane minor collector. Generally, minor collectors run on the periphery of subdivisions.

Chair commented that this is positive outcome. In 2019, the Transportation Commission also left the classification as a minor collector in the program, however, they do not want the CIP plan to include 128th Street going through the Preserve.

COMMISSIONER WILCOXON MOVED TO ACCEPT STAFF'S RECOMMENDATION TO MAINTAIN 128TH STREET ON THE STREET CLASSIFICATION MAP AS A MINOR COLLECTOR WITH NO CENTER TURN LANE AND TO REMOVE THE PROJECT FROM THE CIP IMPLEMENTATION PLAN FOR THE NEXT FIVE YEARS. COMMISSIONER YATES SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, MILLER, WILCOXON AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

Mr. Meinhart thanked the Commission for its extensive and diligent work on the TAP. He also commended staff for its efforts. Upcoming steps include discussions with City Council in early 2022. Mark Melnychenko, Transportation & Streets Director recognized Mr. Meinhart and City staff for their work. Chair thanked staff and the Commissioners.

VICE CHAIR ANDERSON MOVED TO RECOMMEND TO CITY COUNCIL TO APPROVE THE TRANSPORTATION ACTION PLAN, SUBJECT TO THE ADJUSTMENTS TO 128TH STREET APPROVED BY THE TRANSPORTATION COMMISSION. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, MILLER, WILCOXON AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

Commissioner Lall was able to connect audibly to the meeting at 6:07 p.m., noting that he had been present since 5:25 p.m. He affirmed that he agreed with the motion and vote set forth.

3. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Items were identified as follows:

- Communication with residents regarding street work
- Safe systems approach to street design
- Truck platooning along I-10

4. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Lall and seconded by Commissioner Wilcoxon, the meeting adjourned at 6:17 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Wilcoxon 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>**



2021 Annual Report

Transportation Commission Annual Report

Prepared by Kyle Lofgren, Office Manager on December 27, 2021

Approved by the Transportation Commission on January 20, 2022

Web Site Address: [https://www.scottsdaleaz.gov/boards/transportation-](https://www.scottsdaleaz.gov/boards/transportation-commission)

[commission](https://www.scottsdaleaz.gov/boards/transportation-commission)

Number of Meetings Held: 15

Public Comments: 49

Major Topics of Discussion / Action Taken:

- Approval of Transportation Commission Annual Report; Approved 7-0.
- Approval of Paths and Trails Subcommittee Annual Report; Approved 7-0.
- Paving Program; Presentation and Discussion.
- Paths and Trails Subcommittee Appointment: No action taken; Commissioner Lall will continue to serve on the Subcommittee as appointed.
- Dynamite Boulevard Transportation Update and Outreach; Presentation and Discussion.
- Transportation Concerns at a Legislature Level; Presentation and Discussion.
- Draft Scottsdale General Plan; Presentation and Discussion.
- Transportation Action Plan (TAP); Presentation and Discussion.
- Neighborhood Traffic Management Policy Update: Action; Approved to update revised policy.
- Pedestrian Hybrid Beacons (HAWKS) overview including the McCormick-Stillman Underpass; Presentation and Discussion.
- Budget Update: Action; Approved 7-0 Transportation Operating Budget and 5-year Capital Improvement Plan including ALCP Strategy.
- Transportation Commission Special Meeting Schedule; Information and Discussion.
- Miller Road Bridge and Flood Control Project: Presentation, Discussion and Possible Action: Approved 7-0 to move forward with the design and return with an update as a future item.
- 70th Street Neighborhood Bikeway Study: Presentation, Discussion and Possible Action; No action taken.
- Transportation Action Plan (TAP) Transit System proposed changes, Pedestrian Crossings proposed changes and Sidewalk Standards proposed changes; Information and Discussion.
- Research Performed on Cool Pavement; Presentation and Discussion.
- Old Town Bicycle Master Plan: Presentation, Discussion and Possible Action; No action taken.
- Other Transportation Projects and Programs Status; Discussion.
- Proposed Goals, Policies and Performance Measures; Information and Discussion.
- System Preservation/Maintenance; Information and Discussion.
- Implementation Plan; Information and Discussion.
- Draft Plan Review; Information and Discussion.
- Guidelines to Identify Pedestrian Crossing Treatments; Discussion.
- Fiscal Year 2021-22 Arterial Life Cycle Program Update; Discussion.
- Pathways Wayfinding Signage: Presentation, Discussion and Possible Action; No action taken.
- Transportation Action Plan: Presentation, Discussion and Possible Action on public input received thus far; No action taken.
- Update on the Bicycle and Related Devices Ordinance: Presentation, Discussion and Possible Action; No action taken.
- Median Opening Analysis; Presentation and Discussion.
- Five Year Paving Prioritization Plan; Presentation and Discussion.
- Cool Paving Update on previous cool paving findings; Presentation and Discussion.

- Appointment of Paths and Trails Subcommittee Members: Discussion and Action; Chair Iacovo appointed Commissioner Lall and Vice-Chair Anderson to serve on the Paths and Trails Subcommittee, as approved by all.
- Clever Devices Application on Buses: Presentation, Discussion and Possible Action; No action taken.
- Review of Fiscal Year CIP Projects; Discussion.
- Transportation Action Plan Approval: Presentation, Discussion and Action: Approved 7-0 to recommend for the City Council to approve the Transportation Action Plan, subject to any changes resulting from the discussion of public input.

Current Member Attendance:

Member Name	Title	Present	Absent	Recused	Service Dates
Pamela Iacovo	Chair	15	0	0	December to December
Don Anderson	Vice-Chair	15	0	0	August to August
Karen Kowal	Commissioner	14	1	0	October to October
Kent B. Lall	Commissioner	15	0	0	September to September
Mary Ann Miller	Commissioner	15	0	0	October to October
Andy Yates	Commissioner	11	4	0	October to October
Kerry Wilcoxon	Commissioner	3	0	0	September to September*
Donald Pochowski	Commissioner	8	3	0	January to August*

**Commissioner Pochowski resigned in August and was replaced in September by Commissioner Wilcoxon.*

Subcommittees: A Paths and Trails Sub-Committee was formed on March 18, 2010 as a result of the updated Transportation Commission Ordinance approved by City Council on November 3, 2009. The Sub-Committee consists of two Transportation Commissioners that are appointed by the Transportation Commission Chair, and two non-Commission members that are appointed by City Council. The Paths and Trails Sub-Committee was established to advise the Transportation Commission as a whole and provide a public forum for issues surrounding paths and trails.

Ethics Training: Yes. Online ethics training was completed by all Commissioners prior to their first meeting of the year on January 20, 2022.

Selected Officers: Yes. The Transportation Commission appointed Commissioner Iacovo for Chair and Commissioner Anderson for Vice-Chair. Transportation Commission Vice-Chair Anderson and Commissioner Lall were re-appointed to the Paths and Trails Sub-Committee.

Reviewed Bylaws/City Code: Yes, September 19, 2019.

Anticipated Key Issues: N/A.

Future Significant Work Products: The Transportation Action Plan (TAP).

Upcoming Opportunities, Challenges, or Outcomes: N/A.

Additional Comments/Recommendations: N/A.

Report Approved on **January 20, 2022.**

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Phillip Kercher, Traffic Engineering Manager
Subject: Development and Transportation Impacts
Meeting Date: January 20, 2022

Action: Information and Discussion

Purpose:

Discuss the development review process utilized by the City of Scottsdale and note how Transportation staff provides input into the required transportation related improvements.

Background:

The primary development cases that Transportation staff provide feedback and recommendations for are listed below with the associated approval body:

<u>Type of Case</u>	<u>Approval Body</u>
General Plan amendments	Planning Commission & City Council
Changes to current zoning	Planning Commission & City Council
Use permits	Planning Commission & City Council
Commercial site plan	Development Review Board
Preliminary Plats	Development Review Board
Abandonments	Planning Commission & City Council
Staff approvals	None – staff approved

Development Review Process:

A brief summary of the development review process is outlined below. Most cases take three to six months after submittal before they are scheduled for a public hearing.

1. Pre-Application Meeting - The development review process is initiated by a pre-application meeting. Transportation staff attend these meetings and provide preliminary feedback regarding infrastructure needs, access locations, and whether a traffic impact study is needed.
2. Case Submittal – The applicant submits all necessary materials for their proposal to be reviewed and evaluated. This includes a project narrative, site plans, building elevations, infrastructure reports, traffic impact studies, and a summary of public outreach.
3. Case Review - Once a development case is submitted a cycle of staff review and applicant response is initiated. Transportation staff provide their feedback by inserting review comments into a “Tracking Sheet.” Once the review cycle is completed and Current Planning staff make a determination to schedule the case for a hearing, stipulations are prepared based upon the Tracking Sheet comments. Other departments that contribute to the review of the application include Current Planning, Fire, Development Engineering, Stormwater, Water Resources, Airport, and Long-Range Planning.
4. Public Hearing – The case is presented at the public hearing for discussion and either approved, denied, or continued to another meeting. If the case is approved the stipulations describe the requirements that must be met when the site is developed.

5. Final Plan Submittal – After receiving approval of their development plan, the applicant may submit construction documents for review and approval. Development Engineering staff use the approved stipulations as a guide to determine what will be required by the developer.
6. Construction – Once the construction documents are approved, the project may proceed to construction. Permits are required before any construction is allowed within the City right-of-way.

Site Plan Review:

The transportation elements that are reviewed in the development submittal are listed below. The required infrastructure improvements and major access concerns are typically discussed during the pre-application meeting. The number of review cycles is dependent upon the complexity of the development and the responsiveness of the applicant team.

- Major Street Right-of-Way and Street Improvements
- Minor Streets Right-of-Way and Street Cross Section
- Intersection and Driveway Location and Design
- Internal Driveway Layout
- Parking Spaces and Parking Lot Design
- Traffic Impacts
- Street Lighting
- Transit Facilities
- Multi-use Paths and Bicycle Facilities
- Pedestrian and Sidewalk Improvements
- Multi-use Trails

Traffic Impact Studies:

Some level of traffic impact analysis is typically required for every rezoning case and for some Development Review Board cases. There are three levels of traffic analysis that are outlined in the Design Standards and Policies document. Standard traffic impact studies are required when the number of peak hour trips exceed one hundred.

The basic information that is provided by the traffic impact analysis is the following:

- Existing Traffic Volumes – How much traffic is on the adjacent street system?
- Trip Generation – How much traffic will the site generate, and is this an increase or decrease when compared to the current land use?
- Projected Traffic Volumes – How much traffic will be on the adjacent street system?
- Capacity Analysis – Will any intersections or street segments become over capacity?
- Traffic Mitigation – What mitigation is recommended for intersections over capacity.

The traffic impact study may make recommendations to mitigate the traffic that will be generated by the development. If supported by City staff these recommendations would be incorporated into the case stipulations. Examples of mitigation measures are listed below:

- Add Travel Lanes – In less developed areas streets may have to be widened or paved street extended.
- Modify Site Access – Relocate proposed or existing driveway locations.
- Add Turn Lanes – Auxiliary lanes may be required such as right-turn deceleration lanes, left-turn lanes at site driveways, or additional turn lanes at intersections.

- Add or Modify Traffic Control – Intersections adjacent to the site may need stop signs, roundabouts, or traffic signals.
- Add Left-turn Phases – Existing traffic signals may have to be modified to add a left-turn phase or modify the left-turn operation (permitted-protected vs. protected only).
- Reduce Site Generated Traffic – Modify the proposed land use or reduce the proposed density of the development.
- Traffic Calming – Install traffic calming on nearby streets that may be impacted by site traffic.

Traffic Engineering staff provide a summary of submitted traffic impact studies for each major development application. Two examples are included as attachments.

Case Stipulations:

The infrastructure improvements that are required by the City and other operating restrictions and limitations are outlined in the case stipulations. With respect to transportation issues, the stipulations essentially outline what infrastructure improvements will be required when the site is developed. These include streets, sidewalks, traffic control, parking, transit facilities, bike facilities and parking, multi-use trails, and traffic calming. They describe where access will be allowed and whether there are any access restrictions. The stipulations may be modified at the public hearing. Once the development is approved the site plan and stipulations become the blueprint for the construction documents preparation, review, and approval.

A copy of the approved stipulations from a zoning case is included as an attachment for reference.

Public Hearings:

Transportation staff attend public hearings to discuss development proposals when requested. The meetings attended are primarily the Planning Commission, City Council, and Development Review Board. Traffic impacts are the most common concerns expressed by adjacent property owners, both residential and commercial. Other concerns that are expressed, discussed, or debated are listed below.

- Increase in traffic volumes
- Traffic impacts to adjacent properties
- Requests for traffic calming
- Street improvement requirements (including sidewalks)
- Number of site driveways
- Location of site driveways
- Restricted versus full access at site driveways
- Traffic signals

Other than required street improvements, Traffic signals tend to generate the most debate between Transportation staff and developers. The debate is usually related to “need” versus “desire.” Having a traffic signal at a main entrance to a development can increase the value of the property and make it more attractive to potential tenants. Traffic signals are often recommended by traffic engineers as a solution to poor level of service, but the warrants are based upon projected traffic volumes that may never materialize. Traffic signals are not always the best solution because they increase delay on the major streets, increase rear-end collisions, and require on-going maintenance and operation.

Attachment #1 – Palmeraie Traffic Impact Summary
Attachment #2 – Ironwood 92 Mixed Use Traffic Impact Summary
Attachment #3 – Palmeraie Stipulations

Staff Contact: Phillip Kercher, 480-312-7645, pkercher@scottsdaleaz.gov

TRAFFIC IMPACT ANALYSIS SUMMARY
Palmeraie
SWC of Scottsdale Road and Indian Bend Road
7-ZN-2016

Summary Prepared by Alan Ruck and John Bartlett, COS Traffic Engineering
Traffic Impact Study Prepared by Dawn Cartier, CivTech

Existing Conditions:

Site Location – SWC Scottsdale Road and Indian Bend Road

Existing Development – Site is currently vacant.

Street Classifications –

- Scottsdale Road is an Urban Major Arterial roadway.
- Indian Bend Road is a Suburban Minor Arterial roadway.
- Lincoln Drive is a Local Collector roadway.
- 6750 North is a private driveway.
- Joshua Tree Lane is a private roadway.
- Tuckey Lane is a private roadway.
- Scottsdale Plaza Resort Driveway is a private roadway.

Existing Street Conditions –

- **Scottsdale Road** is a six lane facility divided by a raised center median in the vicinity of the site. The roadway provides three northbound lanes, three southbound lanes, and curb and gutter on both sides of the roadway. Sidewalk is provided on both sides of the roadway from Lincoln Drive to 6750 North, and on the east side of the roadway from 6750 North to Indian Bend Road. The posted speed limit is 45 miles per hour.
- **Indian Bend Road** is a four lane facility with left-turn lanes and median islands with sidewalk present on both sides of the roadway, east of Scottsdale Road. To the west of Scottsdale Road, Indian Bend Road is a two lane roadway with sidewalk present on the north side. The posted speed limit is 40 miles per hour east of Scottsdale Road and 25 miles per hour west of Scottsdale Road.
- **Lincoln Drive** is a four lane facility with a shared center left-lane and median islands west of Scottsdale Road with sidewalk present on the south side of the roadway. East of Scottsdale Road, Lincoln Drive provides two travel lanes in either direction up to 74th Street. From 74th Street to Cattletrack Road, Lincoln Drive provides one travel lane in either direction. East of Scottsdale Road, sidewalk is present on both sides of the roadway. The posted speed limit is 30 miles per hour east of Scottsdale Road and 35 miles per hour west of Scottsdale Road.
- **6750 North** provides driveway access to the office buildings along Scottsdale Road. 6750 North provides one lane for ingress and one right-turn and one left-turn lane for egress.
- **Joshua Tree Lane** provides access to a residential neighborhood along Scottsdale Road. Joshua Tree Lane provides one lane for ingress and a shared right-left-turn lane for egress.
- **Tuckey Lane** provides access to a residential neighborhood along Scottsdale Road. Tuckey Lane is a gated roadway which provides one lane for ingress and a shared right-left-turn lane for egress.

- **Scottsdale Plaza Resort Driveway** provides access to the Scottsdale Plaza Resort along Indian Bend Road. This driveway provides one lane for ingress and a shared right-left-turn lane for egress.

Existing Intersection Conditions –

- The intersection of **Scottsdale Plaza Resort Driveway and Indian Bend Road** is a three-legged intersection operating under stop controlled conditions for the southbound approach. All approaches consist of a single general purpose lane.
- The intersection of **Scottsdale Road and Indian Bend Road** is a four-legged signalized intersection with permitted left-turn phasing on the northbound and southbound approaches, and split phasing on the eastbound and westbound approaches. The northbound approach consists of one dedicated left-turn lane, three through lanes, and one dedicated right-turn lane. The southbound approach consists of one dedicated left-turn lane, two through lanes, and one shared through-right-turn lane. The westbound approach consist of two dedicated left-turn lanes, one through lane, and one shared through-right-turn lane. The eastbound approach consists of one dedicated left turn lane and one dedicated right turn lane.
- The intersection of **Scottsdale Road and Joshua Tree Lane** is a three-legged intersection operating under stop controlled conditions for the westbound approach. The northbound approach consists of a two through lanes and a shared through-right-turn lane. The southbound approach consists of a dedicated left-turn lane and three through lanes. The westbound approach consists of a single general purpose lane.
- The intersection of **Scottsdale Road and 6750 North** is a three-legged intersection operating under signalized conditions with all left-turns operating with permitted phasing. The northbound approach consists of a one dedicated left-turn lane and three through lanes. The southbound approach consists of three through lanes and one dedicated right-turn lane. The eastbound approach consists of one dedicated left-turn lane and one dedicated right-turn lane.
- The intersection of **Scottsdale Road and Lincoln Drive** is a four-legged signalized intersection with protected left-turn phasing on the northbound and southbound approaches, and split phasing on the eastbound and westbound approaches. The southbound and eastbound right-turn movements have an additional protected phase during the eastbound and northbound left-turn protected phases, respectively. The northbound approach consists of two dedicated left-turn lanes, two through lanes, and a shared through-right-turn lane. The southbound approach consists of one dedicated left-turn lane, three through lanes, and a dedicated right-turn lane. The eastbound approach consists of one dedicated left-turn lane, one shared through-left-turn lane, and one right-turn lane. The westbound approach consists of one dedicated left-turn lane, one through lane, and one shared through-right-turn lane.
- The intersection of **Scottsdale Road and Tuckey Lane** is a three-legged intersection operating under stop controlled conditions for the westbound approach. The northbound approach consists of a two through lanes and a shared through-right-turn lane. The southbound approach consists of a dedicated left-turn lane and three through lanes. The westbound approach consists of a single general purpose lane.

Existing Volumes –

- Average Daily Traffic on Scottsdale Road – 45,000 vehicles
- Average Daily Traffic on Indian Bend Road – 17,200 vehicles
- Average Daily Traffic on Lincoln Drive – 13,870 vehicles

Existing Speed Limits –

- The posted speed limit on Scottsdale Road is 45 miles per hour.
- The posted speed limit on Indian Bend Road is 40 miles per hour east of Scottsdale Road and 25 miles per hour west of Scottsdale Road.
- The posted speed limit on Lincoln Drive is 30 miles per hour east of Scottsdale Road and 35 miles per hour west of Scottsdale Road.

Proposed Development:

Description - The proposed development plan consists of mixed uses which include retail, restaurant, office, residential and hotel land uses. The development will consist of 159,902 square feet of retail, 24,738 square feet of restaurant, 94,480 square feet of office, 155 condominiums/townhouse dwelling units, and 150 hotel rooms.

Site Access – The applicant is proposing to provide access at Indian Bend Road at a proposed driveway aligning with the Scottsdale Plaza Resort driveway, a right-in-right-out driveway on Scottsdale Road between Indian Bend and 6750 North, and via 6750 North. The site will also have access with the Ritz Carlton development, at the existing roundabout on Indian Bend Road and via Lincoln Drive at Quail Run Road.

Parking – On-street parking and multiple underground garages.

TRIP GENERATION COMPARISON TABLE:

	Daily Total	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Proposed – Phase 1 15,395 SF General Office 23,014 SF High-Turnover Sit Down Restaurant 116,149 SF Specialty Retail	7,516	200	134	334	328	325	653	477	433	910
Proposed – Phase 2 103,111 SF General Office 136 DU Condos/Townhouse 192,927 SF Specialty Retail 158 Hotel Rooms 23,014 SF High-Turnover Sit Down Restaurant	5,665	210	121	331	244	317	561	320	288	608
Total	13,181	410	255	664	572	642	1,214	797	721	1,518
Current Zoning– 180 Hotel Rooms	1,470	57	39	96	55	53	108	73	57	130
Increase/Decrease	11,711	353	216	568	517	589	1,106	724	664	1,388

Traffic Analysis:

Intersection Level of Service – References to the “Proposed Scenario” refer to the option providing dual northbound left-turn lanes at both Scottsdale Road and Indian Bend and Scottsdale Road and 6750 North.

References to “Alternate Scenario” refer to an option to provide dual northbound left-turn lane at Scottsdale Road and Indian Bend Road, but only a singled dedicated northbound left-turn lane at Scottsdale Road and 6750 North intersection.

Scottsdale Plaza Resort Driveway and Indian Bend Road

- Southbound turning movements are expected to operate at poor levels of service during the PM (LOS E) and Saturday (LOS F) peak hours in the 2023 horizon year. This condition is present under proposed and alternate traffic conditions.

Scottsdale Road and Indian Bend Road

- Several turning movements are expected to operate at poor levels of service during all peak hour periods in the 2018 and 2023 horizon years under background (without development) and buildout (with development) conditions. This occurs under proposed and alternate traffic conditions.
- Mitigation efforts (dual NB/SB left-turn lanes, SB right-turn lane with overlap phase, signal timing adjustments) make slight improvements to level of service

Scottsdale Road and Joshua Tree Lane

- Intersection is expected to operate at poor levels of service during all peak hour periods in the 2018 and 2023 horizon years under background (without development) and buildout (with development) conditions. This is expected to occur under proposed and alternate traffic conditions.

Scottsdale Road and 6750 North

- Southbound through movement is expected to operate at LOS F at the 2023 horizon year under buildout (with development) conditions. Mitigation efforts (adjustments to signal timing) improve the level of service of the southbound through movement.
- The Eastbound left-turning movement is expected to operate at LOS E at the 2018 and 2023 horizon years at the buildout (with development) scenario under alternate traffic conditions.

Scottsdale Road and Lincoln Drive

- Several turning movements are expected to operate at poor levels of service during all peak hour periods in the 2018 and 2023 horizon years under background (without development) and buildout (with development) scenarios. This condition is present under proposed and alternate traffic conditions. Mitigation efforts (adjustments to signal timing) slightly improve the level of service for the turning movements.

Scottsdale Road and Tuckey Lane

- Intersection is expected to operate at poor levels of service during all peak hour periods in the 2018 and 2023 horizon years under background (without development) and buildout (with development) scenarios. This condition is present under proposed and alternate traffic conditions.

Scottsdale Road Right-In-Right-Out Access

- The Eastbound right turning movement is expected to operate at LOS E at the 2023 horizon year under buildout (with development) conditions. This condition is present under proposed and alternate traffic conditions.

Additional Information:

Summary:

The approval of the zoning change would result in an estimated 13,181 trips generated per day to and from the project site. The development is estimated to generate 665 trips during the AM peak hour, 1,214 trips during the PM peak hour, and 1,518 trips during the Saturday peak hour. This represents a potential increase of 11,711 daily trips over the existing development.

All intersections within the study area are anticipated to have one or more turning movements operating at poor levels of service (LOS E or F) during one or more peak periods (AM, PM and Saturday peak hours). These conditions are present at the 2018 and 2023 horizon years under background (without development) and buildout (with development) scenarios for both proposed and alternate traffic conditions.

Mitigation measures (additional turning lanes and signal timing adjustments) were made to a few of the intersections within the study area, but appeared to only make slight improvements to levels of service.

Comments/Concerns:

- Staff has concerns with providing dual northbound left-turn lanes at the 6750 North traffic signal. This adds focus to this intersection as the entry point into the development. This combined with the retail portion of the development, located adjacent to 6750 North, being the first phase of development, results in drivers being trained to use this midblock signal as the main entrance to the development. This de-emphasizes the intersection at Indian Bend Road which is a major roadway in Scottsdale and is already configured to provide dual northbound left-turn lanes with simple striping changes. Recommend developer reconfigure median as proposed, and provide two receiving lanes for northbound left-turn lanes along 6750 west of Scottsdale Road, but stripe a single northbound left-turn lane until dual left-turns are determined necessary at this location.
- The direct internal connection from 6750 North to Indian Bend Road via Street C further emphasizes the 6750 North intersection as the main entrance to the residential component of the project as well as for all vehicles traveling northbound on Scottsdale Road.
- Providing dual left-turn lanes at a ¼-mile signal location (6750 North signal) requires protected left-turn signal operation which would stop southbound Scottsdale Road traffic for longer periods of time within each cycle, potentially impacting the ability to progress traffic along the corridor.
- With the addition of site generated traffic it is anticipated that Scottsdale Road will be at 95% of its ultimate capacity in 2023.
- The northbound left-turn storage at Scottsdale Road and 6750 North traffic signal is striped to provide 100 feet of storage, and likely has an effective storage length of approximately 140. This storage should be increased regardless of the determination of dual-left turn lanes. This will impact the southbound left-turn

storage at Tuckey Lane, reducing the southbound storage at Tuckey Lane from 100 feet to approximately 50 feet of storage.

- The entry “swoop” configuration of Indian Bend Road creates a stop control for eastbound vehicles along Indian Bend Road at Street C. The weekend volumes eastbound at this location must wait for entering traffic into the shopping center creating an anticipated queue length of nearly 300 feet (11 vehicles), with an average delay of 119 seconds per vehicle, for area residents trying to reach Scottsdale Road. It is likely that this delay will cause vehicles to choose Mockingbird Lane as an alternative route to get to Scottsdale Road which will further load the intersection of Scottsdale Road and Lincoln Drive which has projected operational issues in 2023 per the Ritz Carlton Traffic Impact Study, November 2015.
- The entry “swoop” configuration will need to provide two receiving lanes west of Scottsdale Road and will very quickly merge the two lanes into one approaching the “swoop” as the majority of traffic will be entering the shopping center.
- A southbound right-turn lane should be provided at Scottsdale Road and Indian Bend Road. Per DSPM.

TRAFFIC IMPACT ANALYSIS SUMMARY
Ironwood 92 Mixed Use
Cochise Drive/92nd Street
6-ZN-2021

Summary Prepared by P. Murphy, COS Traffic Engineering

Summary Prepared on 7/7/2021

Traffic Impact Study Prepared by Paul E. Basha, PE, PTOE, Summit Land Management, Dated: July, 2021

Traffic Impact Study Status: ACCEPTED AS NOTED

Existing Conditions:

Site Location – east side of 92nd Street at Cochise Drive.

Existing Development – This site is currently a mixed retail/office space – an abandoned medical office building with occupied retail buildings, an occupied medical building, and two acres of vacant land, zoned PUD.

Existing Street Conditions –

- 92nd Street is five-lane minor arterial – two lanes each direction, separated by raised concrete median, 35 MPH posted speed.
- 92nd Street/Shea Boulevard
 - Signalized intersection. EB/WB Dual left, three thru, right. NB/SB Dual left, two thru, right
- North Lane/92nd Street
 - Unsignalized. EB Left, thru/right. NB left/thru/right. NB Left, thru, thru/right. SB left, two thru, right
- Cochise Drive/92nd Street
 - Unsignalized. EB Left, thru/right. NB left/thru/right. NB Left, thru, thru/right. SB left, two thru, right
- Ironwood Lane/92nd Street
 - Unsignalized. EB Left, thru/right. NB left/thru/right. NB Left, thru, thru/right. SB left, two thru, right
- Mountain View Road/92nd Street
 - Signalized intersection. EB/WB Left, thru/right. NB/SB left, two thru, right.

Collision Information – (2018 – 2020)

- North Lane/92nd Street – 6 crashes in three-year period, 2 in 2020, 1 in 2019, 3 in 2018
- Cochise Drive/92nd Street – 8 crashes in three-year period, 2 in 2020, 4 in 2019, 2 in 2018
- Ironwood Lane/92nd Street – 4 crashes in three-year period, 1 in 2020, 1 in 2019, 2 in 2018
- Mountain View Road/92nd Street – 3 crashes in three-year period, 0 in 2020, 0 in 2019, 3 in 2018

SEGMENT DETAILS SUMMARY TABLE:

Street Name	Between	Speed Limit	2021 Volume (ADT)*	2018 Volume (ADT)**	Col Rate**	V/C**	Expected V/C At buildout*
92 nd Street	Mountain View & Shea	35	16,330	14,440	2.77	0.42	0.49

*From Report, **From City of Scottsdale Traffic Volume and Collision Report

- The section of 92nd Street from Mountain View to Shea has a collision rate of 2.77. The City of Scottsdale average segment collision rate is 1.53, as reported in the City of Scottsdale 2018 Traffic Volume & Collision Report.

INTERSECTION DETAILS SUMMARY TABLE:

Intersection	2021 Volume (ADT)*	2018 Volume (ADT)**	Col Rate**	Max Lane V/C*
92 nd Street & Shea Blvd	76,730	70,700	1.40	1.72 (NB Left)

*From Report, **From City of Scottsdale Traffic Volume and Collision Report

- The intersection of 92nd Street/Shea Boulevard has a collision rate of 1.40. The City of Scottsdale average intersection collision rate for major arterial/minor arterial intersections is 0.72 and 0.58 for all intersections, as reported in the City of Scottsdale 2018 Traffic Volume & Collision Report. 70 crashes were recorded in the three-year period.

Proposed Development:

Description - The proposed development plan consists of 325 units multifamily.

Site Access – Full access at existing intersection Cochise Drive/92nd Street. Existing right-in/right-out approximately 250' south of Cochise Drive (not analyzed in report).

TRIP GENERATION COMPARISON TABLE:

	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed - Multi-Family Mid Rise LUC 221 325 units	1,682	28	81	109	90	57	147
Existing to be Removed - Medical Office Building LUC 720 13,000 sq. ft.	412	28	8	36	13	33	46
Medical Office Building LUC 720 58,000 sq. ft.	2,142	108	30	138	56	143	199
Total of New Site	1,682	28	81	109	90	57	147
Total of Old Site	2,554	136	38	174	69	176	245
Increase/Decrease	-784	-108	+43	-65	+21	-119	-98

Note: 58,000 square foot vacant building assumed to be Medical Office – not included in report trip comparison

Traffic Analysis:

Intersection Level of Service –

Existing –

Intersection/Movement	AM PEAK HOUR	PM PEAK HOUR
92nd Street/Shea Boulevard		
Overall Intersection	E	D
Eastbound Left	F	D
Northbound Left	F	D
Southbound Right	D	F
North Lane/92nd Street		
Eastbound Left	F	F
Westbound Left	F	F
Cochise Drive/92nd Street		
Eastbound Left	F	F
Westbound Left	F	F
Ironwood Drive/92nd Street		
Eastbound Left	E	D
Westbound Left	D	E

2024 With Site

Intersection/Movement	AM PEAK HOUR	PM PEAK HOUR
92nd Street/Shea Boulevard		
Overall Intersection	E	D
Eastbound Left	F	D
Northbound Left	F	D
Southbound Right	D	F
North Lane/92nd Street		
Eastbound Left	F	F
Westbound Left	F	F
Cochise Drive/92nd Street		
Eastbound Left	E	F
Westbound Left	F	F
Ironwood Drive/92nd Street		
Eastbound Left	D	D
Westbound Left	D	D

2024 With Site, Signal @ Cochise/92nd

The intersection of Cochise Drive/92nd Street is anticipated to operate at an overall LOS A in both the AM and PM peak hours for both a 60 second cycle and 120 second cycle. With the 120 second cycle, the eastbound and westbound movements would be expected to operate at an adequate LOS D in both peak hours.

Additional Traffic Volumes – With the additional site generated traffic and the proposed site access, development of the site is estimated to generate 1,682 daily trips, with 109 a.m. peak hour trips and 147 p.m. peak hour trips. This represents a **decrease** in daily traffic volumes along 92nd Street by 784 vehicles if the site were to remain as medical office and were fully occupied. 92nd Street has adequate capacity to maintain these levels of traffic - existing daily traffic volumes of 16,250 are roughly fifty percent (50%) of the street's capacity of 34,000. Continued growth in traffic in the area may deteriorate LOS at signalized intersection of 92nd Street/Shea Boulevard.

Additional Pedestrian and Bicycle Volumes – The construction of residential near commercial land use and the existing hospital campus will increase foot traffic across 92nd Street at Cochise Drive. The proposed traffic signal will facilitate this activity.

Traffic Signal Warrant Analysis –

Warrants do not currently meet and are not expected to meet in 2024 without site.

Warrants 1B and 2 are met in 2024 with site.

Turn Lane Warrants

A northbound right turn lane is warranted at 92nd/Cochise. No queue calculations are provided.

Observations:

Traffic Engineering staff did observations of traffic on the streets in the vicinity of the site during peak traffic periods.

A site visit conducted by Staff showed discrepancies in lane configuration used within the report. This was corrected in subsequent submittals.

Staff collected speed data in the vicinity of Cochise Drive/92nd Street

NB Summary		SB Summary	
Posted Speed	35	Posted Speed	35
15th Percentile	31.4	15th Percentile	34.4
50th Percentile	38.0	50th Percentile	38.5
85th Percentile	41.0	85th Percentile	43.0
95th Percentile	45.6	95th Percentile	44.6
Average Speed	36.9	Average Speed	38.5
10 MPH Pace	31-40	10 MPH Pace	36-45
Percent in Pace	68.0%	Percent in Pace	70.0%
Percent >35 MPH	62.0%	Percent >35 MPH	74.0%

Additional Information:

Trip Generation is non-standard – uses statistics to eliminate outliers etc to dial in on set of values to compare.

A cross access easement is stipulated for the site that would provide access to the signalized Cochise Dr/92nd St intersection for future development on the parcel to the east

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The TIMA was **accepted as noted**, primarily due to inconsistencies in text/tables and to note Staff recommendations. The approval of the zoning district change for the proposed 325 units multi-family will result in an estimated 1,682 trips generated per day to and from the project site. The development is estimated to generate 109 AM peak hour trips, and 147 PM peak hour trips.

With the addition of the proposed site generated traffic, operations signalized 92nd/Shea will continue to operate at inadequate level of service (LOS E overall existing AM) along with several movements. Signal at 92nd/Mountain View overall and its movements will operate at LOS C or better. Several of the un-signalized intersections currently breakdown and will continue operating at inadequate LOS in the study horizons analyzed.

Traffic Engineering staff have the following comments/concerns:

- Transportation staff recommend that a traffic signal be installed at the intersection of Cochise Drive/92nd Street.
- The existing southbound left turn lane at Cochise Drive/92nd Street should be reconstructed to provide 150 feet of storage at full cost to the developer.
- A new northbound right turn lane at Cochise Drive/92nd Street should be installed with 150 feet of storage at full cost to the developer.
- The east leg of the intersection of Cochise Drive/92nd Street should be reconfigured to provide a 100-foot clear zone (clear of parking stalls and internal drive aisle intersections) as well as a dedicated left turn lane and a shared through/right turn lane at full cost to the developer.

Traffic Engineering staff also have the following comments/concerns on the Traffic Operation Comparison Letter received:

1. Comparison Letter states that the installation of a signal will reduce the rear-end collision rate on the minor approach (Cochise), but does not present the potential for increased numbers of rear-end collisions on 92nd Street with a change in control.
2. TE Staff would not expect these sites to be developed with the 330,000 square feet of medical office building space and do not agree with the inclusion of the comparison. The size of the land use is out of the chart area and the calculated generation is likely exaggerated.
3. It is unclear why an intersection + movement LOS breakdown (like in the original report) is not provided. There are inadequate LOS E anticipated for the eastbound left-turn and northbound left-turn at 92nd/Shea, but overall LOS of D or better at both intersections.

**Stipulations for the Zoning Application:
Palmeraie
Case Number: 7-ZN-2016**

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

SITE DESIGN

1. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "Palmeraie Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 10645 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
 - a. Any proposed significant change to Phase I of the Development Plan, as determined by the Zoning Administrator, shall be subject to additional public hearings and action before the Planning Commission and City Council as a separate Zoning District Map Amendment to amend the Development Plan.
 - b. Prior to a Development Review Board submittal for any development site within Phase II of the development project, the owner shall submit a separate Zoning District Map Amendment to amend the Development Plan to provide greater specificity of land uses, density, square footage, traffic analysis, access and pedestrian and vehicular circulation, amongst other information as required by the Zoning Administrator.
2. MAXIMUM DWELLING UNITS/MAXIMUM DENSITY. The maximum number of residential dwelling units and corresponding maximum density for the Development Plan shall be 141 dwelling units (7 du/gross acre).
3. MAXIMUM HOTEL UNITS. The maximum number of hotel units and corresponding maximum density for the Development Plan shall be 150 units (7.46 units/gross acre).
4. MAXIMUM COMMERCIAL GROSS FLOOR AREA. The maximum gross floor area for commercial uses on the site, to include space used for travel accommodation uses, but excluding space used for residential uses, shall be 440,000 square feet. Any proposed significant change, as determined by the Zoning Administrator, to the commercial gross floor area, shall be subject to additional review of the Traffic Impact and Mitigation Analysis for the Development Plan, and public hearings and action before the Planning Commission and City Council.
5. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement for this development, in compliance with S.R.C. § 6.1310.
6. UTILITY LINES UNDERGROUNDING. Before any Certificate of Occupancy is issued for any Phase One building of the development project, the owner shall be responsible to remove any existing above-ground utility (non 69kv) and/or telecom lines and poles within the development project and replace them, as needed, with underground utility and/or telecom lines. The types and manner of work to be done shall be reviewed by, and subject to the approval of, the affected utility companies prior to the Development Review Board

submittal for the development project. The owner shall be responsible for all cost associated with removal and replacement of utility (non 69kv) and/or telecom lines. Any undergrounding of the existing 69kv utility lines located along the west side of N. Scottsdale Road along the development project’s frontage with the N. Scottsdale Road shall be performed as outlined in the associated Development Agreement for this project.

- 7. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source, except any light sources for patios and/or balconies, shall be twenty (20) feet above the adjacent finished grade.
- 8. OUTDOOR LIGHTING FOR PATIOS AND BALCONIES. Light sources that are utilized to illuminate patios and/or balconies that are above twenty (20) feet above the adjacent finished grade shall be subject to the approval of the Development Review Board.

INFRASTRUCTURE AND DEDICATIONS

- 9. CIRCULATION IMPROVEMENTS. Prior to any permit issuance for Phase I of the development project the owner shall make required dedications, and prior to issuance of any Certificate of Occupancy for Phase I of the development project, the owner shall provide the required improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.
 - a. STREETS/DRIVEWAYS. Dedicate the following right-of-way and construct the following street/driveway improvements:

Street / Driveway Name	Street / Driveway Type	Dedications	Improvements	Notes and Requirements
N. Scottsdale Road	Major Arterial	10 feet for a 75 foot total half-street.	Min. 8 foot wide sidewalk	a.1., a.2., a.7.
E. Indian Bend Road	Minor Arterial	None - Existing 55 feet	Complete half street, including min. 8 foot wide sidewalk	a.2., a.3., a.4., a.7.
6750 North driveway	Driveway	Min. 30 foot wide motorized public access easement	Min. 6’ wide sidewalk	a.5., a.6., a.7.

- a.1. Construct a southbound right-turn lane on N. Scottsdale Road at the E. Indian Bend Road intersection.
- a.2. Provide dual northbound and southbound left-turn lanes on N. Scottsdale Road at the E. Indian Bend Road intersection. The developer shall modify the existing striping on N. Scottsdale Road to provide the dual-left turn lanes, and construct improvements on E. Indian Bend Road to accommodate the dual-turn turning traffic.
- a.3. The E. Indian Bend Road improvements shall be contained within the existing right-of-way and shall not curve into the development as shown on the site plan dated 6/30/2016.

- a.4. Widen the existing pavement section on E. Indian Bend Road to provide a minimum two westbound lanes and two eastbound lanes for the roadway section between N. Scottsdale Road and the existing Scottsdale Plaza Resort driveway. With Phase I of the development project, the owner shall provide one eastbound left-turn lane at the N. Scottsdale Road intersection. With Phase II of the development project, the owner shall submit a traffic analysis, for review and approval by Transportation Department staff, for the potential requirement of dual eastbound left-turn lanes at the N. Scottsdale Road intersection. A conceptual design for Phase I improvements, and Phase II improvements (should they be needed), shall be submitted to the City Transportation Department for approval prior to any final plan submittal.
 - a.5. Dedicate a minimum 30 foot wide motorized public access easement over the 6750 N. Driveway along the site frontage. Construct a minimum 6 foot wide sidewalk along the 6750 N. Driveway along the site frontage.
 - a.6. The owner shall provide written documentation that verifies that this development has legal rights to use the 6750 N. Driveway to access Scottsdale Road and connect to the property to west.
 - a.7. Sidewalk widths shall be as designated if the sidewalks are separated from the adjacent street curb by a minimum distance of 4 feet. If the sidewalk is not separated from the street curb wider sidewalk widths may be required, subject to city Transportation Department review and approval.
 - b. TRAFFIC IMPROVEMENTS. The developer shall construct any improvements supported by the CivTech traffic impact study dated 10/04/2016, as determined by City Transportation Department Director, or designee. The approved case stipulations take precedence over the recommendations in the traffic study where there is not consistency.
 - c. VEHICLE NON-ACCESS EASEMENT. Prior to issuance of any building permits for the development project, the owner shall dedicate a one foot wide Vehicular Non-Access Easement (VNAE) along the site frontages on N. Scottsdale Road and E. Indian Bend Road except at the approved street and driveway entrances.
 - d. SCOTTSDALE ROAD MEDIAN. The developer shall reconstruct the existing median on N. Scottsdale Road at the 6750 N. Driveway to provide additional left-turn storage into the site, provide room for future expansion to a dual left-turn lane, and improve left-turn sight distance (a single left-turn lane is to remain until otherwise approved by City of Scottsdale Transportation Director). A conceptual design shall be submitted to the City Transportation Department for approval prior to any final plan submittal.
 - e. SCOTTSDALE ROAD AUXILIARY LANES. Prior to issuance of any building permits for Phase I of the development project, the owner shall dedicate the necessary right-of-way, as determined by city staff, and prior to issuance of any Certificate of Occupancy for Phase I of the development project the developer shall construct right-turn deceleration lanes at all site entrances on N. Scottsdale Road.
10. TRANSIT FACILITIES. Before any Certificate of Occupancy is issued for Phase I of the development project, the developer shall construct transit facility improvements (transit pad and shelter, landscaping, bench and trash can) on N. Scottsdale Road just south of E. Indian Bend Road (existing bus bay). The improvements shall conform to COS Standard Detail #2264, and be consistent with the Scottsdale Road Streetscape Design Guidelines.

Any portion of the transit facility improvements that extend outside of the N. Scottsdale Road right-of-way shall be contained within a transit facility easement dedicated to the City by the owner prior to issuance of any building permit for Phase I of the development project. Final design and location of transit facility improvements shall be subject to the review and approval of Transportation Department staff.

11. SITE PLAN AND INTERNAL CIRCULATION. Prior to any Development Review Board submittal, the following modifications shall be made to the site plan:
 - a. A driveway connection shall be constructed to provide access from all on-site parking areas provided in the first phase of development project to E. Indian Bend Road.
 - b. The median proposed in the site driveway on N. Scottsdale Road shall be removed.
 - c. Cross access easements shall be dedicated over driveway connections to the adjacent properties to the west and south, and over driveways that straddle property lines.
 - d. All two-way internal drives shall be a minimum width of 24 feet excluding any curb and gutter.
 - e. Sidewalk connections shall be provided from the internal driveways to the signalized intersections along N. Scottsdale Road, and to E. Indian Bend Road at the west end of the site.
12. ACCESS RESTRICTIONS. Access to the site shall conform to the following restrictions (distances are measured to the driveway or street centerlines):
 - a. There shall be a maximum of one site driveway from N. Scottsdale Road, with a minimum 300 feet between the driveways and street intersections. This driveway shall be limited to right-in, right-out only access.
 - b. There shall be a maximum of one site driveway from E. Indian Bend Road; this driveway shall align with the existing Scottsdale Plaza Resort driveway located approximately 600 feet west of N. Scottsdale Road.
13. TRAFFIC SIGNAL PARTICIPATION. Prior to issuance of any building permit for Phase I of the development project, the owner shall pay to the city 100% of the design and construction costs, as determined by city staff, for the modifications to the following traffic signals:
 - a. N. Scottsdale Road and E. Indian Bend Road – Modify the existing traffic signal to accommodate all required street improvements including the construction of a southbound right-turn lane, the widening of the west leg of E. Indian Bend Road, the installation of protected dual left-turn lanes for northbound and southbound N. Scottsdale Road, and the installation of dual left-turn lanes for eastbound and westbound E. Indian Bend Road.
 - b. N. Scottsdale Road and 6750 N. Driveway – Modify the existing traffic signal to accommodate all required street improvements including the widening of the 6750 N. Driveway, the construction of dual eastbound left-turn lanes, and the addition of a permitted/protected left turn phase for northbound N. Scottsdale Road.
 - c. Video detection cameras and associated equipment shall be installed at the N. Scottsdale Road and E. Indian Bend Road intersection, and the N. Scottsdale Road and 6750 N. Driveway intersection per approved City of Scottsdale specifications.



Development and Traffic Impacts

Transportation Commission – January 20, 2022

Presentation Agenda

- Introduction
- Development Process
- Site Plan Review
- Traffic Impact Study & Mitigation
- Case Stipulations
- Public Hearings
- Caseload
- Vacant Land



Development Process

Type of Cases - General plan, rezoning, use permit, Development Review Board (site plans & preliminary plats), abandonments

1. Pre-Application Meeting – Preliminary discussion, site plan review, potential issues
2. Case Submittal – Narrative, site plan, elevations, studies, public outreach
3. Case Review* – Issue identification & resolution; stipulations prepared
4. Public Hearing – Stipulations approved
5. Construction Documents/Plans Submittal
6. Construction

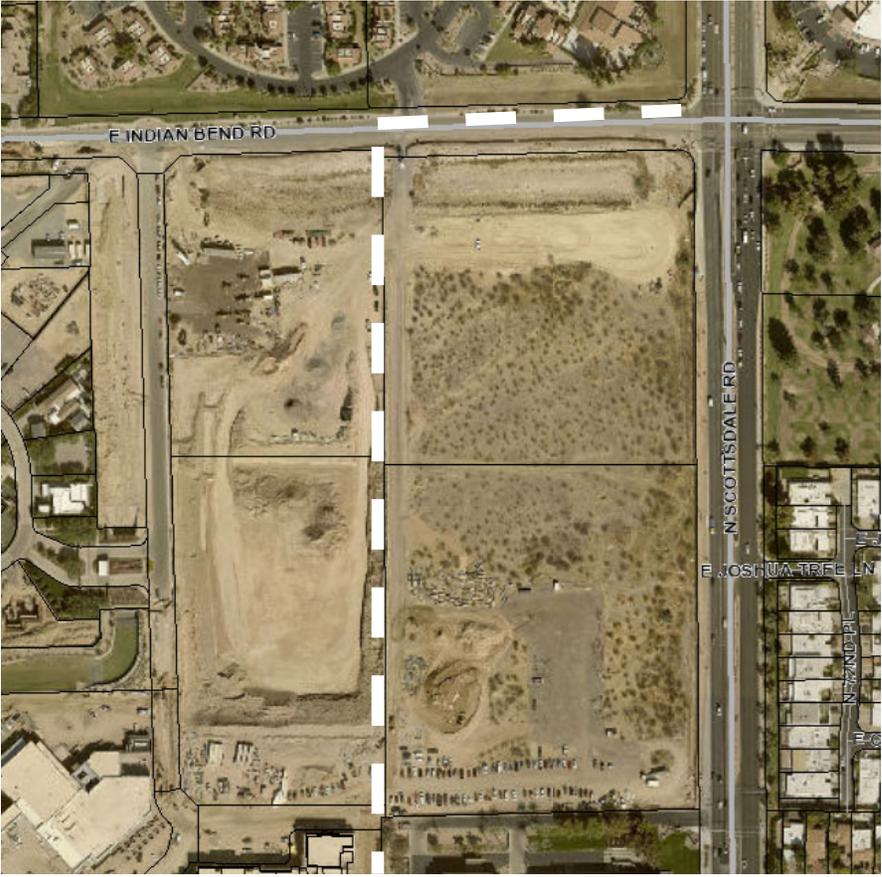
*Current Planning, Fire, Transportation, Dev. Engineering, Stormwater, Water Resources, Airport, Long Range Planning



01 SCOTTSDALE RD PERSPECTIVE - LOOKING SOUTHEAST
SCALE: N.T.S. REF.

Site Plan Review

1. Major Streets – Right-of-way, street improvements, sidewalk
2. Minor Streets – Public or private, right-of-way, cross section, alignment, sidewalk
3. Intersection & Driveway Locations – Median openings, driveway spacing, turn restrictions, conflicts, traffic control, driveway width, sight distance
4. Internal driveway layout – Intersection design, curvature, sight distance, emergency & service vehicle turning radius
5. Parking – Number of spaces, location, access
6. Traffic Impacts – Impacts to adjacent properties, neighborhoods, adjacent streets & intersections
7. Street Lighting – Need for additional streetlights



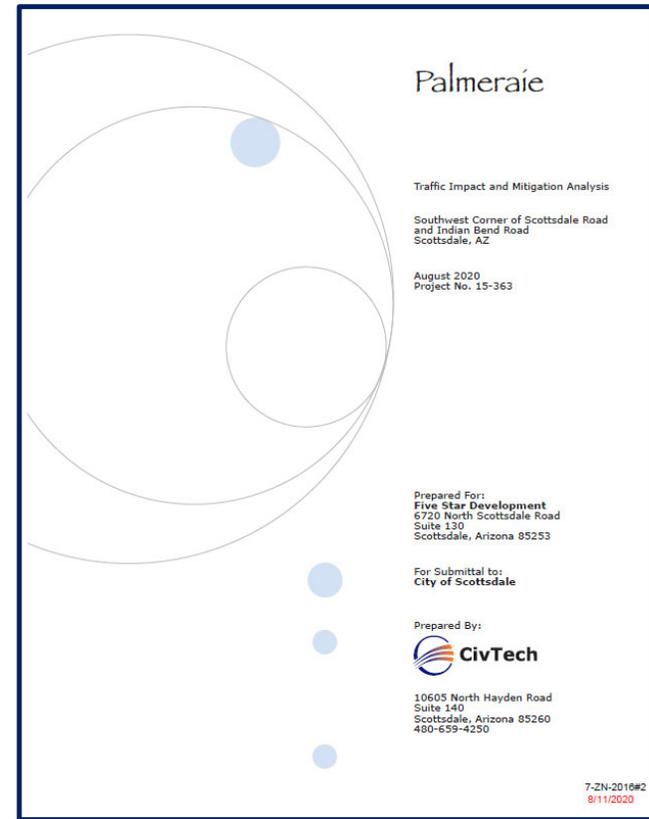
Transit/Bicycle/Pedestrian/Trails

- Transit – Transit shelter, bus bay, sidewalk connection
- Bicycle - Bike path, bike lanes, bike racks
- Pedestrian Needs – Sidewalk along streets, connection to adjacent streets & between buildings
- Trails – Trails along streets or washes



Traffic Impact Study

- Warrants for Traffic Study – Typically more than 100 peak hour trips, existing traffic issues
- Existing Traffic Volumes
- Trip Generation – How much traffic will result if approved, comparison to existing land use
- Future Traffic Volumes
- Capacity Analysis – Determine if intersections or streets are over capacity
- Traffic Mitigation – For intersections over capacity

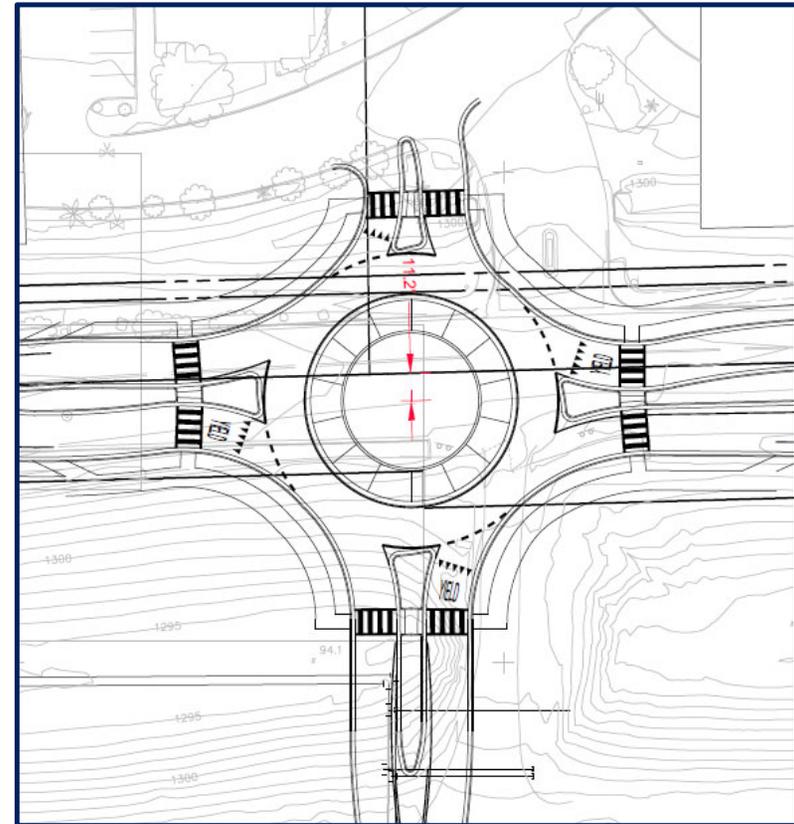


Traffic Engineering staff prepares a summary of the traffic study.

Traffic Impact Mitigation

- Add Travel Lanes
- Modify Site Access
- Add Turn Lanes
- Add/Modify Traffic Control*
- Add Left-turn Phase at Signal
- Modify Land Uses/Reduce Density
- Traffic Calming

* Traffic signals are not always the best solution - impact traffic flow on major streets; increase rear-end collisions; and require on-going operation & maintenance.



Case Stipulations

- Right-of-way & Easement Dedications
- Street Improvements
- Intersection Improvements
- New Traffic Control
- Signal Modifications
- Access Restrictions
- Sidewalk Location & Width
- Internal Circulation Layout
- Transit Stop Improvements



INFRASTRUCTURE AND DEDICATIONS

9. CIRCULATION IMPROVEMENTS. Prior to any permit issuance for Phase I of the development project the owner shall make required dedications, and prior to issuance of any Certificate of Occupancy for Phase I of the development project, the owner shall provide the required improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.

a. STREETS/DRIVEWAYS. Dedicate the following right-of-way and construct the following street/driveway improvements:

Street / Driveway Name	Street / Driveway Type	Dedications	Improvements	Notes and Requirements
N. Scottsdale Road	Major Arterial	10 feet for a 75-foot total half-street.	Min. 8-foot-wide sidewalk	a.1., a.2., a.7.
E. Indian Bend Road	Minor Arterial	None - Existing 55 feet	Complete half street, including min. 8-foot-wide sidewalk	a.2., a.3., a.4., a.7.
6750 North driveway	Driveway	Min. 30-foot-wide motorized public access easement	Min. 6' wide sidewalk	a.5., a.6., a.7.

- a.1. Construct a southbound right-turn lane on N. Scottsdale Road at the E. Indian Bend Road intersection.
- a.2. Provide dual northbound and southbound left-turn lanes on N. Scottsdale Road at the E. Indian Bend Road intersection. The developer shall modify the existing striping on N. Scottsdale Road to provide the dual-left turn lanes, and construct improvements on E. Indian Bend Road to accommodate the dual-turn turning traffic.
- a.3. The E. Indian Bend Road improvements shall be contained within the existing right-of-way and shall not curve into the development as shown on the site plan dated 6/30/2016.

Public Hearings

- Planning Commission
- City Council
- Development Review Board

Typical Discussion Points:

- Neighborhood Concerns
 - Increase in Traffic
 - Traffic Impacts
 - Traffic Calming
- Staff Concerns
 - Required Improvements
 - Number of Site Driveways
 - Location of Driveways
 - Full Access vs. Restricted
 - Traffic Signals



REGULAR AGENDA ITEMS 20-21

How the Regular Agenda Works: The Council takes a separate action on each item on the Regular Agenda.

20. [Southdale \(5-ZN-2020\)](#)

Requests:

1. Adopt **Ordinance No. 4472** approving a zoning district map amendment from Highway Commercial (C-3) District to Planned Unit Development (PUD) District zoning, including a development plan and amended development standards for building setbacks, encroachments into setbacks, and private outdoor living space for a new four-story mixed use development, consisting of 267 residential units and 4,400± square feet of commercial floor area on a 4.7±-acre site.
2. Adopt **Resolution No. 11936** declaring the document titled "Southdale Development Plan" to be a public record.

Location: 7000 E. McDowell Road

Presenter(s): Greg Bloemberg, Senior Planner

Staff Contact(s): Randy Grant, Planning and Development Services Director, 480-312-2664, rgrant@scottsdaleaz.gov

21. [Acoya Scottsdale at Shea \(6-ZN-2020\)](#)

Request: Adopt **Ordinance No. 4473** approving a zoning district map amendment from Central Business (C-2) District zoning to Commercial Office (C-O) District zoning and a 27% parking reduction on a 3.5±-gross-acre site.

Location: 7373, 7375 and 7365 E. Shea Boulevard

Presenter(s): Jeff Barnes, Senior Planner

Staff Contact(s): Randy Grant, Planning and Development Services Director, 480-312-2664, rgrant@scottsdaleaz.gov

Number of New Cases in 2021

Type	No. Submitted	No. Reviewed	% Reviewed
Pre-Application*	1,338	260	19%
Staff Approval	101	15	15%
DRB – Pre. Plat	9	9	100%
DRB - Site Plan	53	47	89%
Use Permit	18	11	61%
Abandonments	12	11	92%
Zoning	13	13	100%
General Plan	6	6	100%

*Pre-Applications are meetings to discuss potential case submittals and for staff to provide preliminary feedback.

Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Ratna Korepella, Transit Manager
Subject: Overview of the Scottsdale Transit System
Meeting Date: January 20, 2022

Action: Information Only

Purpose: To provide a high-level overview of the existing Scottsdale transit and paratransit system as well as information on ridership levels during the pandemic.

Background:

Transit System

Regional Fixed Route Service

The City of Scottsdale transit system is currently comprised of 9 (nine) fixed routes, 1 (one) express route, (3) trolley routes and paratransit services. Trolley is the brand name for City of Scottsdale owned and operated service.

Fixed route service is easy for travelers to understand and navigate. However, riders may have to transfer once or sometimes twice to reach their destinations, particularly when traveling into adjacent jurisdictions. 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.

Since the COVID-19 pandemic, the region was granted Coronavirus Aid and Economic Security (CARES) Act, CRRSA (Coronavirus Response and Relief Supplemental Appropriations) Act and ARPA (American Rescue Plan) Act funding to address the shortfalls due to the pandemic. Routes operated in Scottsdale were allocated funding proportionately based on the revenue miles.

Local Trolley Service

Trolley routes differ from fixed routes by providing a direct link (without transfers) to selected activity centers. Trolley routes deliver better connectivity between neighborhoods, commercial corridors and the regional fixed route system. Trolley routes also attract some choice riders who would otherwise not consider transit. Trolley is a fare free service funded by 0.2% Scottsdale transportation sales tax dollars. The City also receives some preventative maintenance funds 5307(FTA) and Arizona Lottery Funds (ALF) to offset some trolley operating expenses. Since the pandemic, the City also received CARES, CRRSA and ARP funding for trolley operations to address the shortfalls due to the pandemic.

Paratransit Service

ADA paratransit service in Scottsdale is operated by Valley Metro and is funded by the Proposition 400 regional sales tax. RideChoice is also an option for ADA certified riders within and outside the paratransit service area, offering subsidized transportation using the rideshare company Uber,

along with traditional taxis and wheelchair-accessible vehicle providers. The City of Scottsdale also provides Cab Connection, a taxi voucher program, to all residents of Scottsdale who are 65 years of age and older or are ADA certified through Valley Metro. Cab Connection is funded by the City's 0.2% Scottsdale Transportation Sales Tax.

Operations

City of Scottsdale owns the trolley fleet of 21 buses and maintenance is done in-house by the City of Scottsdale Fleet Department at the Southcorp Yard. Day-to-day trolley service operation is contracted to an outside provider. Effective August 13, 2021, Dunn Transportation is the provider of the trolley service. As part of the Dunn Transportation contract, extensive cleaning efforts addressing COVID-19 is included as part of their scope. With COVID-19 impacts and lessons learned over the past year, a detailed plan to have a clean interior and exterior was an important element of the recent trolley operations procurement. The Dunn subcontractor has established different cleaning protocols for daily, weekly, monthly, quarterly and bi-annual timeframes. Dunn Transportation uses Clever Devices for operator dispatch and to monitor bus operations including On-Time- Performance.

Currently, the City has 524 active bus stops that serve both fixed route and trolley service. Amenities at the each of the bus stops vary by location. Effective July 1, 2021, bus stop maintenance is contracted through Service Link. The Transit team continues to manage the Bus Stop Improvement Program funded with local 0.2% Scottsdale Transportation Sales Tax and works in conjunction with our Facilities Department.

Communication, coverage and response time to address transit system needs have greatly improved with the new contractors in place. Staff is continuing to partner with our service contractors and other city departments to improve service while also focusing on ongoing needs related to the pandemic, subsequent federal requirements, and the homeless issue.

Transit Ridership Trends

With the COVID-19 pandemic the regional and local ridership data showed a drastic decline in trips, mileage and ridership. During the pandemic, frequency on some express routes and fixed route was reduced. Also, to help ensure the safety of the drivers and the riding public, fare collection was halted from May, 2020 to October 2021. Also, as a result of COVID-19, Scottsdale trolley service was halted between March 25, 2020 and August 3, 2020.

Local Trolley Ridership - Based on the monthly trolley ridership trends from calendar years 2019, 2020 and 2021 one can infer that the ridership is slowly increasing but current ridership is more than 50 percent below the pre-pandemic levels.

Regional Fixed Route Ridership - Based on the monthly fixed route ridership trends from calendar years 2019, 2020 and 2021 current ridership is not close to the pre-pandemic ridership seen in 2019. However, ridership currently is showing an upward trend.

Para transit Ridership – The number of active participants in all three programs - ADA Paratransit, RideChoice and Cab Connection have shown a downward trend in participation in FY 20/21, FY 21/22 compared to FY 19/20.

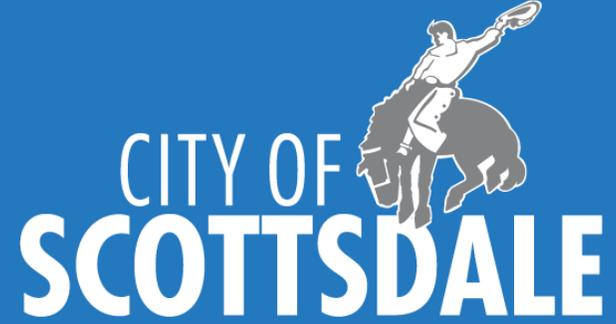
Staff is continuing to monitor transit usage and will use ridership trends to evaluate reinstate weekend service or increasing hours of service back to pre-COVID levels.

Continuing Improvements

Despite the impacts of COVID-19, staff is:

- Working on the modification of the 68CM trolley route to address the gap between the existing 68CM and MLHD routes.
- Continuing to work to leverage the full functionality of Clever Devices in our trolley system
- Filling staffing needs, and
- Building a strong foundation in maintaining and operating our existing system.

Staff Contact: Ratna Korepella, 480-312-7630, rkorepella@scottsdaleaz.gov

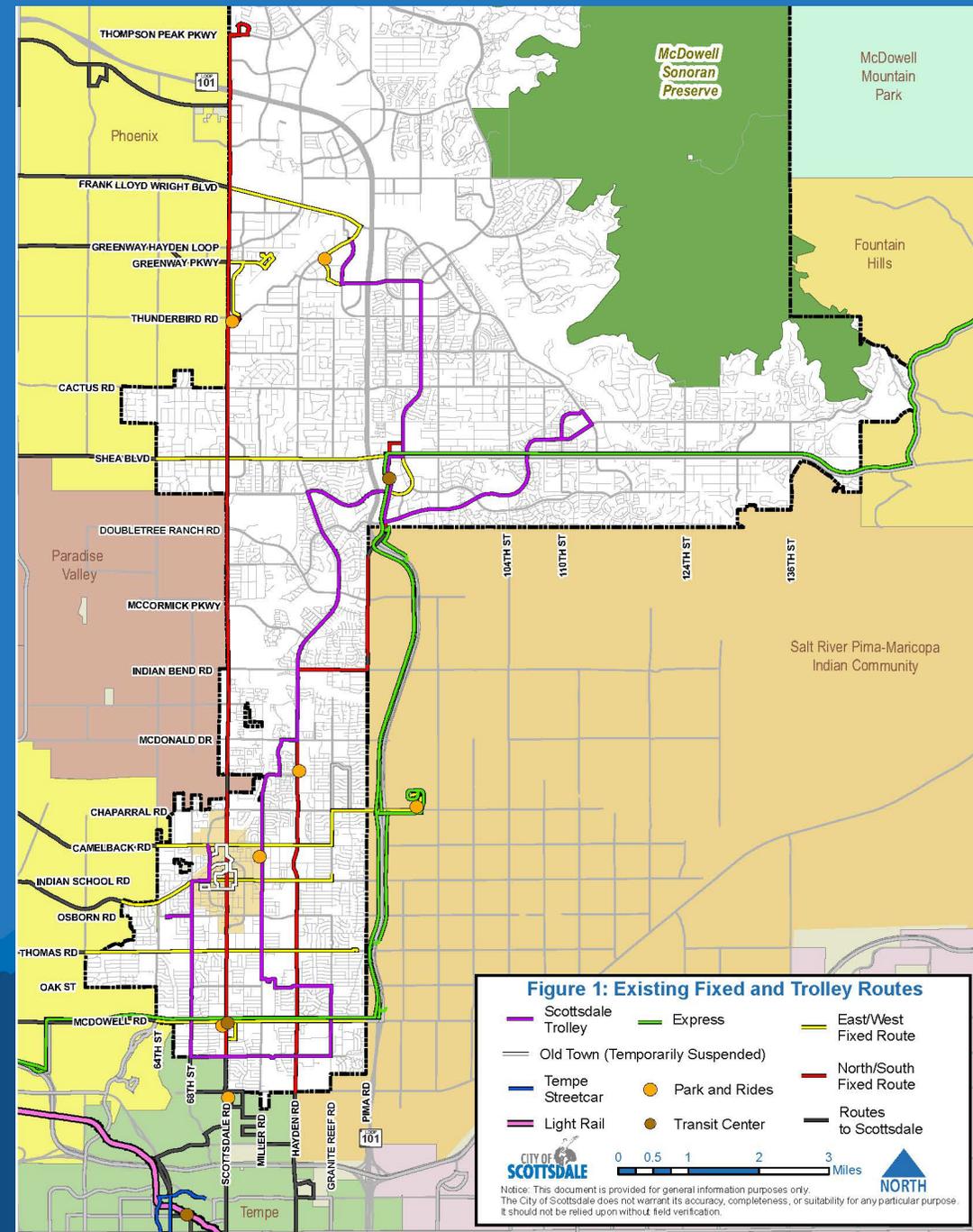


Scottsdale Transit System Update

Transportation Commission Meeting – January 20, 2022

Existing Transit System Service Characteristics

- Regional Fixed Route (9 routes)
- Express (1 route)
- Scottsdale Trolley (3 routes)
- Paratransit (ADA paratransit, RideChoice and Cab Connection)



Contracted Service Providers

- Effective August 13, 2021
 - New Trolley service contractor, Dunn Transportation,
- Effective July 1, 2021
 - New bus stop maintenance contractor, Service Link



Bus Stop Improvement Program



CIP Funding - \$300,000 annually
Update older shelters

City-wide Programs -Transit

Continued Partnership

- Service Providers
- Internal City Departments

Bus Stop Improvements Prioritized

- Public Input
- Field Observations
- Continuous improvement to the process
- Coordination with facilities

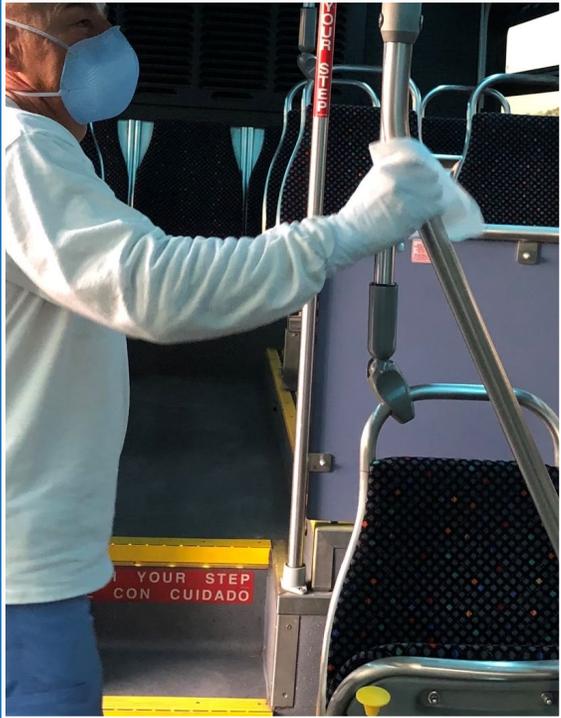
Homeless Issue



Bus Cleaning at South Corp Yard

Cleaning protocols

- Daily
- Weekly
- Monthly
- Quarterly
- Bi-Annual



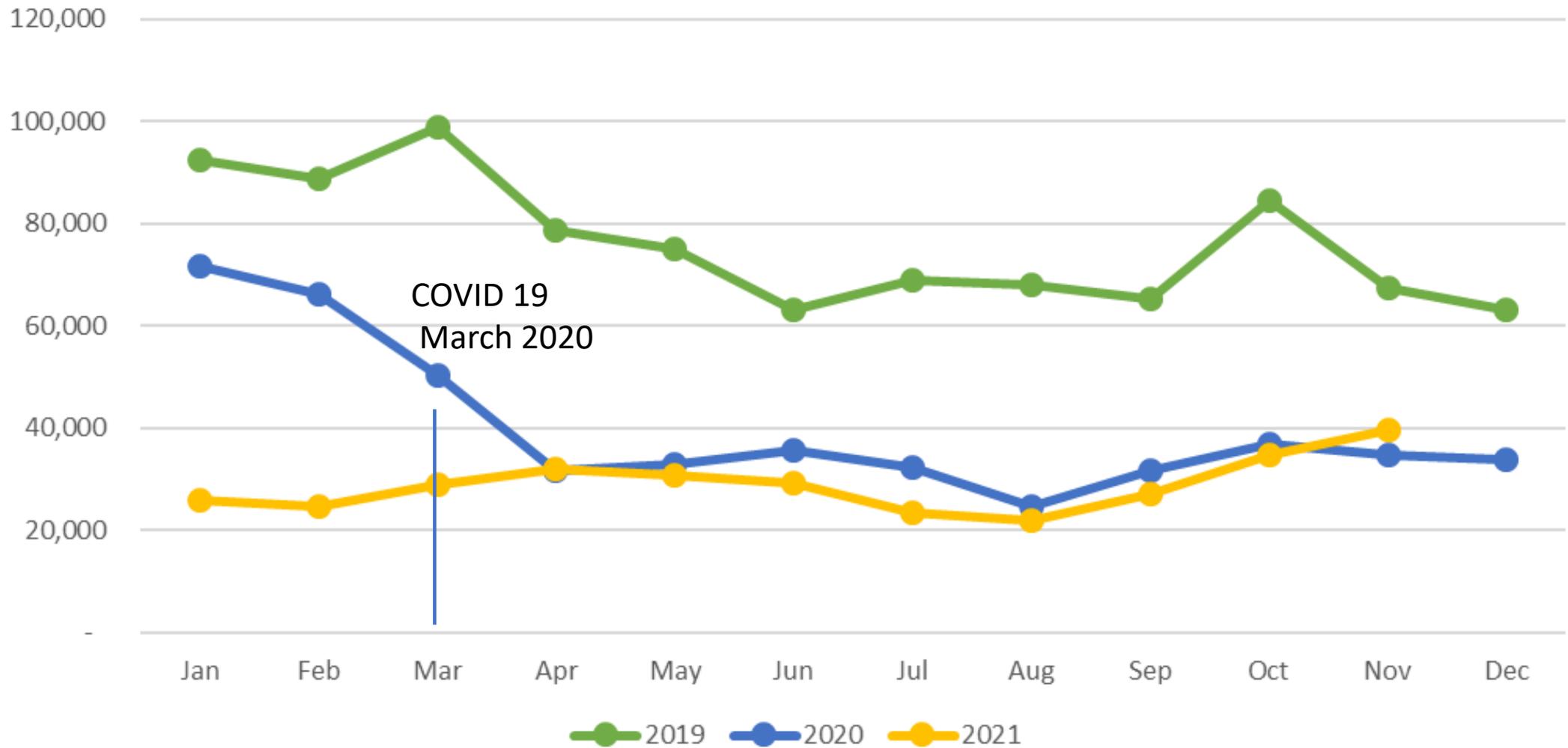
PURTABS
EFFERVESCENT SANITIZING / DISINFECTION TABLETS

The Smarter, Safer, Sustainable alternative to bleach.

KILLS C DIFF IN 4 MINUTES

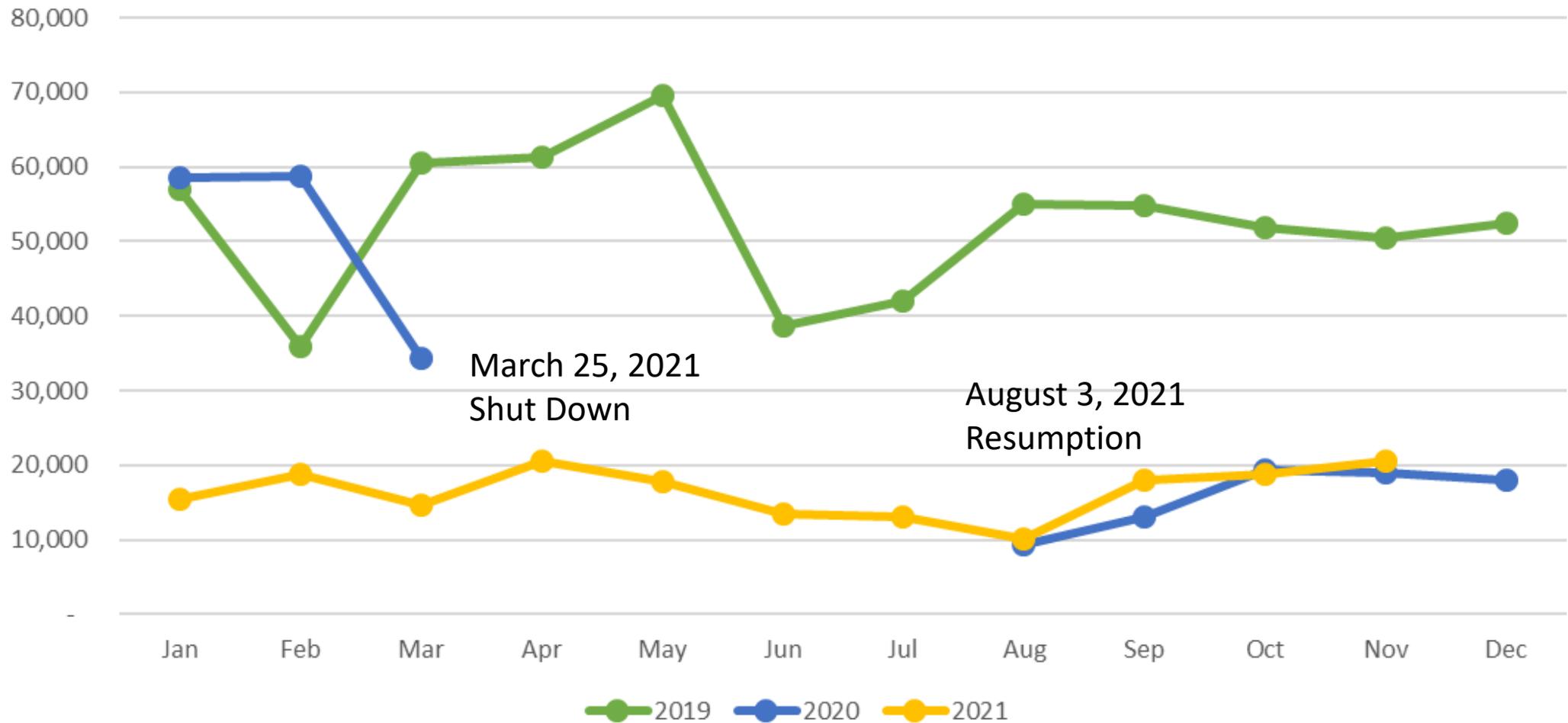
Fixed Route Monthly Ridership

Fixed Route Boardings



Trolley Monthly Ridership

Trolley Boardings



Paratransit – Drop in Participation Rates

Year	Cab Connection Active Participants
FY 19/20	1170
FY 20/21	809
FY 21/22	638

	EV Paratransit Active Participants	VM RideChoice Active Participants
FY 19/20	414	277
FY 20/21	161	131
FY 21/22	195	107

Cab Connection – Primary Trip Purpose

Enrolled/Eligible to Use Cab Connection	
Participant Age Range	
100 +	24
90+	295
80+	396
70+	343
65+	27
Under 65	77
Total	1162
	Oldest - 106 years old
	Youngest - 23 years old



Medical



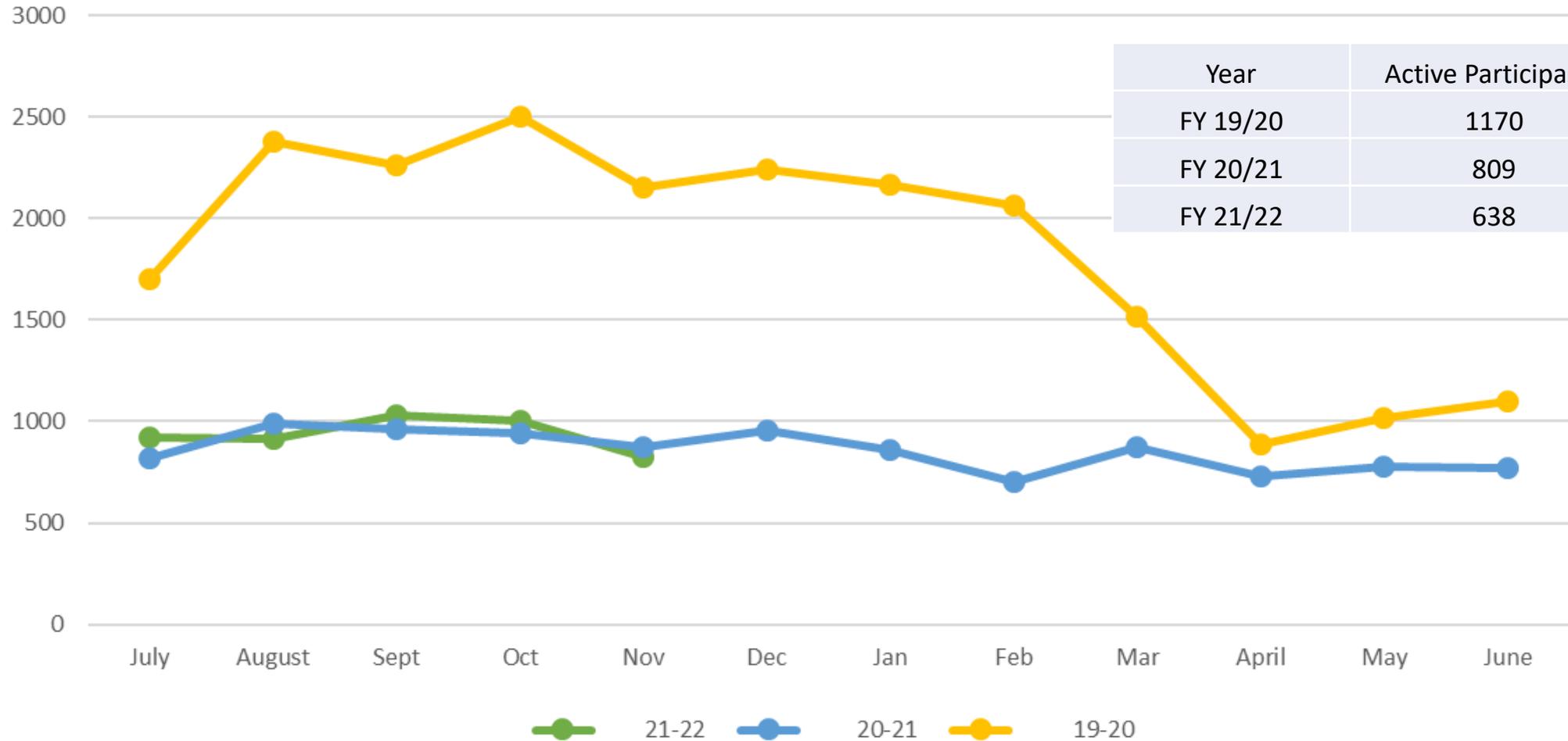
Shopping



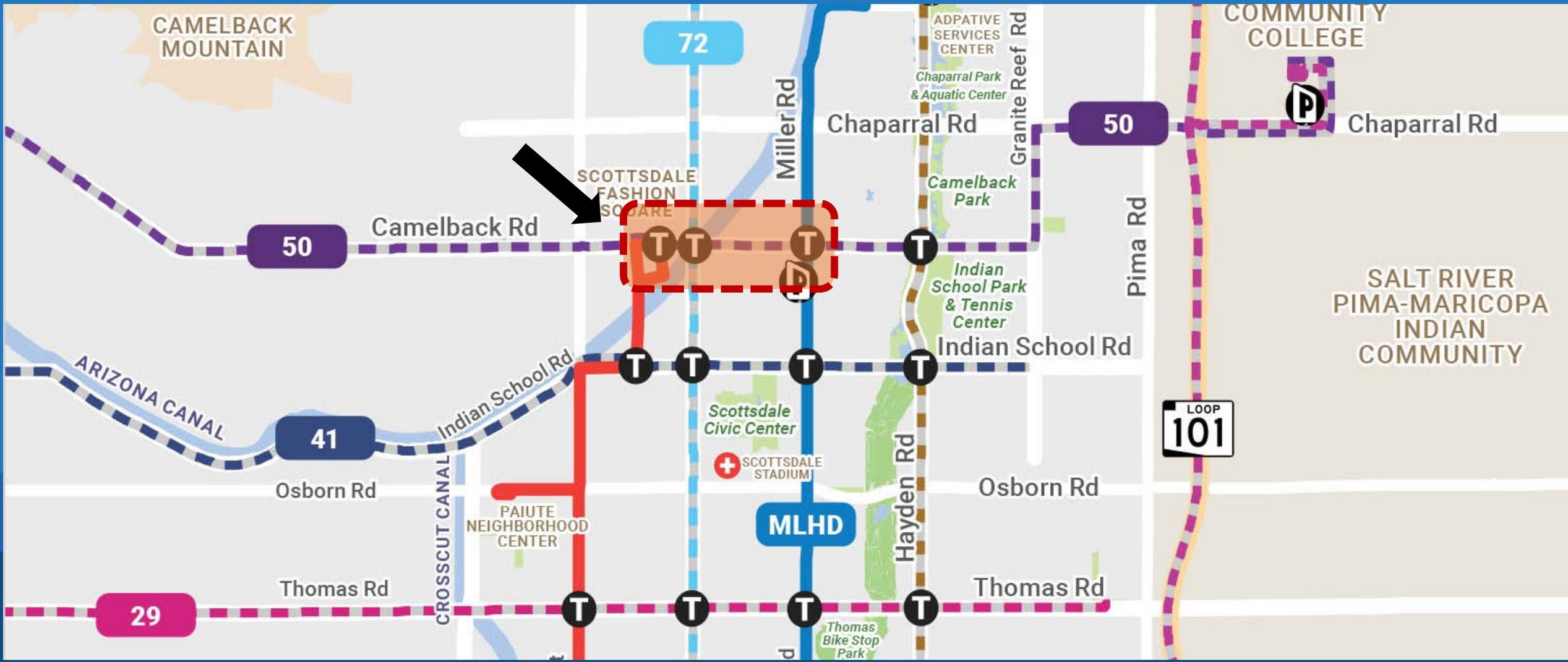
Social

Cab Connection Program

Cab Connection - Vouchers Used by Month



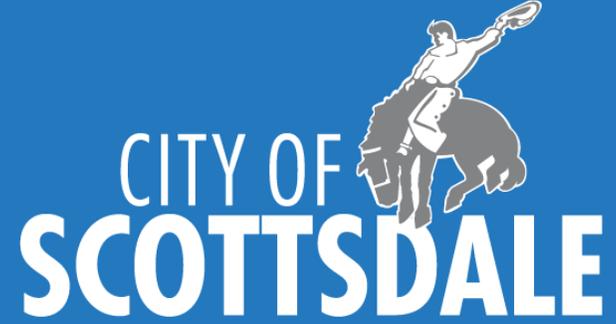
Community-Driven Service Change- Effective April 2022



Continuing Progress

In spite of the impacts of COVID-19, staff is:

- Adding service on Camelback Road to address the gap between 68th Street and Miller Road.
- Continuing to leverage the full functionality of Clever Devices
- Filling staffing needs, and
- Building a strong foundation in maintaining and operating our existing system.



Scottsdale Transit System Update

Transportation Commission Meeting – January 20, 2022

Projects and Programs Update

Paving and Street Maintenance Sections

Transportation Commission— September 16, 2021

Maintenance Update

- Roads/Shoulders
 - Starting a DP (dust palliative) Cycle for our Dust Palliative Roads in mid-February. DP Shoulder and Maintenance Shoulder Cycle will follow.
- Alley Maintenance
 - By the completion of the 2021/2022 fiscal year, we will have completed 2 maintenance cycles totaling 4 months of work in our alleys.
- Street Sweeping
 - Street sweeping continues and we are on track to sweep 20,000 miles this year.
- Concrete
 - Concrete work continues on all city sidewalks and multi-use paths. We have reduced our back log by 12%.
- NPDES (National Pollutant Discharge Elimination System)
 - Culvert cleaning/Mini-dozer ongoing



Emergency Response

The Maintenance crew responded to a call with PD to address a massive paint spill on Thomas Road between Scottsdale and Miller Roads.

Streetsweepers were used to help dilute and clean up the spill while PD managed access to/from the area.



Emergency Response

- Salt River Landfill truck and trailer fully loaded with trash was coming from the SW Transfer Station and tipped over at the SB 101 on-ramp at Pima/Princess.
- Solid Waste, Scottsdale Fire and Police and Streets Maintenance teamed on the clean up.
- The incident took approximately 4 hours to work the scene and reopen the street to traffic.



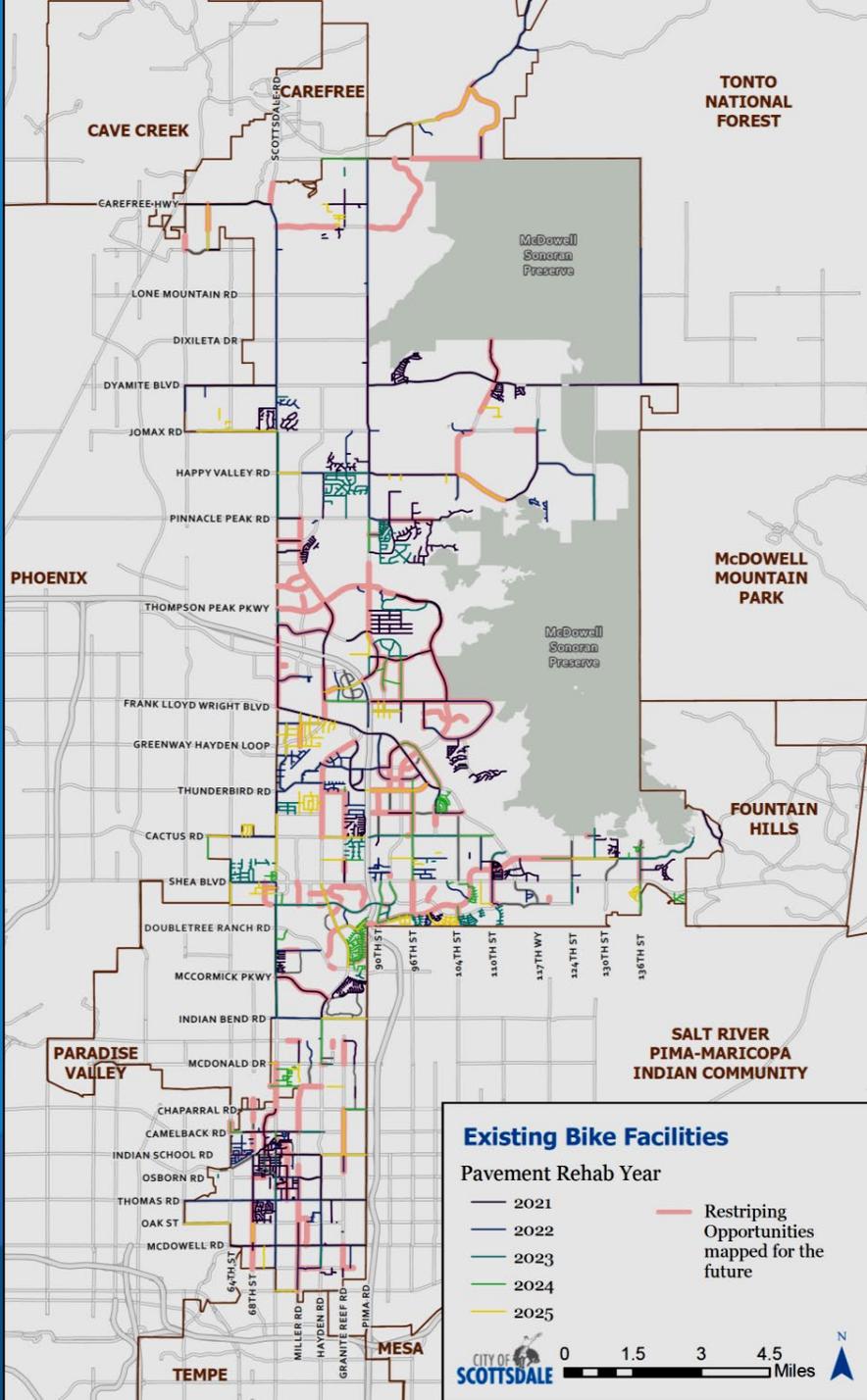
Pavement Management Update (FY22)

- Crackfill – 400,000 lbs. of material installed.
- ADA Improvements – 366 ramps reconstructed. Anticipated total is 716 for the year.
- Microsurface Seal – 1.8 million square yards to be treated March – May.
- Overlay/Reconstruction – 94,000 square yards to be complete by June



Ongoing Coordination items

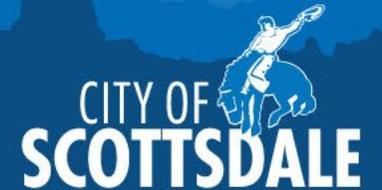
- At the present time we are working to fill the open positions in each of our sections.
- Costs are increasing for materials and services so we're making decisions on projects and programs to best utilize existing funds.
- Maximizing resources by working with other sections and departments to fill existing needs.
(Example of planning process on next slide).



Paving project
 + Restriping for bike lanes
 + ADA/Safety improvements

Comprehensive approach

Continuing to see how we can fully plan and coordinate efforts.



Thank you. Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev.01-13-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: February 17, 2022

REPORTS/PRESENTATIONS DUE February 9

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes January 20, 2022
- **Proposed Fiscal Year 2023 Transportation CIP**.....Presentation and Discussion
Discuss FY23 Transportation CIP funds – Dave Meinhart, Transportation Planning Manager
- **Miller Road Bridge and Flood Control Project**.....Presentation, Discussion and Possible Action
Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager
- **Commission Identification of Future Agenda Items**.....Discussion
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: March 17, 2022

REPORTS/PRESENTATIONS DUE March 9

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes February 17, 2022
- **Commission Identification of Future Agenda Items**.....Discussion
Commissioners may identify items or topics of interest for future Commission meetings

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
- **Proposition 400 Extension**.....Information
*Information on Proposition 400 and the newly adopted Regional Transportation Plan – MAG Staff (*or Dave Meinhart, Transportation Planning Manager)*

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
- **Cost Implications on CIP Projects**.....**Presentation and Discussion**
Discussion on costs during CIP projects and how it can be addressed– Dave Meinhart, Transportation Planning 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
- **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
- **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

PATHS & TRAILS SUBCOMMITTEE
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MEETING DATE: February 1, 2022

REPORTS/PRESENTATIONS DUE January 24

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of December 7, 2021
- **Approval of the Paths & Trails Subcommittee Annual Report**..... **Discussion and Action**
Approval of the Paths & Trails Subcommittee Annual Report – From 2021
- **Grant Process** **Presentation and Discussion**
Information on how the grant process works and updates on upcoming grant applications – Susan Conklu, Senior Transportation Planner
- **CIP Update** **Presentation and Discussion**

Provide an update on the yearly capital improvement project programs that fund bicycle, pedestrian, and equestrian projects – Susan Conklu, Senior Transportation Planner

- **Subcommittee Identification of Future Agenda Items.....Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **Federal Highway Administration’s Safety Countermeasures.....Information**
Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Dave Meinhart, Transportation Planning Manager
- **Vision Zero.....Information**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Access to Indian Bend WashPresentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap AnalysisPresentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Equestrian ConnectivityPresentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Bike Lane Safety MeasuresPresentation and Discussion**
Information on how bike lanes improve safety – Susan Conklu, Senior Transportation Planner
- **Pavement RestripingPresentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager
- **Bicycle Education ProgramPresentation and Discussion**
Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap.....Presentation and Discussion**
Information on Bike Month – Susan Conklu, Senior Transportation Planner

From: James H Davis <jimdavisestancia@gmail.com>
Sent: Sunday, January 9, 2022 5:24 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: 128th Street

⚠ External Email: Please use caution if opening links or attachments!

Dear Scottsdale Council Member:

Re: 128th Street consideration

Please do not approve 128th as a functioning street. Instead designate it for emergency use only.

Our Preserve animals need this accommodation.

For the following reasons, this needs to be the decision:

1. This not needed as a Scottsdale street.
2. Keeping the right-away as an emergency use satisfies any needs that the Scottsdale police and firemen might have.
3. Because of the difficult terrain this would a costly to maintain.
4. The City of Scottsdale would have to pay the entire cost of constructing this road, as no developer is going to pay for part of the construction cost.

Thank you,

Jim Davis
Francine Hitchcock