



AMENDED

SCOTTSDALE TRANSPORTATION COMMISSION Notice and Agenda

***SWITCHED ITEM #2 AND ITEM #3 ORDER ON THE AGENDA.**

Date: Thursday, May 19, 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 agendaed and non-agendaed 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 agendaed and non-agendaed 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 – April 21, 2022

2. [**Information on the Public Outreach Process**](#) ----- **Information**
Overview of community outreach efforts for departmental projects and information on activities that impact residents – Cristina Lenko, Public Information Officer

3. **Transit Update**-----**Presentation and Discussion**
Update on ridership trends, bus stop maintenance activities, regional coordination, and clever devices data – Ratna Korepella, Transit Manager & Joshua Gutierrez, Senior Transit Planner
4. **Other Transportation Projects and Programs Status**-----**Information**
Information on projects and programs status – 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, April 21, 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 5:16 p.m.

ROLL CALL

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

PRESENT: Pamela Iacovo, Chair

STAFF: Dave Meinhart, Transportation Planning Manager
Kiran Guntupalli, Principal Traffic Engineer
Phil Kercher, Traffic Engineer & Ops Manager
Mark Melnychenko, Transportation & Streets Director
Greg Davies, Senior Transportation Planner

PUBLIC COMMENT

Laura Norton Schwartz introduced herself as living in a cul-de-sac off of 68th Street south of Camelback. Residents have felt trapped within the area as there is no safe way to walk on 68th Street. There is no sidewalks and pedestrians must walk in bike lanes adjacent to vehicles. A citizen petition was presented at the City Council meeting on March 29th, which requested construction of a sidewalk between Camelback and Indian School roads along 68th Street.

Harold Back introduced himself as a member of the 68th Street Sidewalk Association and resident of the area. He discussed his experience as a blind individual, who exited a bus expecting to find a sidewalk and walk home safely. However, no sidewalk was present and he was subjected to conditions of tremendous traffic with no buffer between himself and vehicles.

Two written comments from Laura Norton Schwartz were also received prior to the meeting.

Commissioner asked whether installation of sidewalk in this segment has been on the radar at any point. Mr. Meinhart confirmed that he wrote the project description for a submittal to Maricopa Association of Governments (MAG) over two years ago. This was intended to be a start to projects for improvements for the whole 68th corridor for a better pedestrian environment. As part of the Prop 400 extension, it did not make their list of projects. The City has it as a recommended corridor for improvements in the Transportation Action Plan (TAP). Costs for construction of the sidewalks are currently being evaluated. Grant funding is an option, however, this is a lengthy process, usually taking several years.

Commissioner inquired about the possibility of a temporary solution, which would block or shift part of the bike lane for use as a pedestrian walkway. Mr. Meinhart stated that due to the traffic volume levels, it would be difficult to take away the center turn lane, which is where the extra space would come from.

1. APPROVAL OF MINUTES

There were no modifications.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MARCH 17, 2022 AS PRESENTED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. RECENT AND PROJECT RELATED CIP COST INCREASES

Dave Meinhart, Transportation Planning Manager, noted that costs for grant funded CIP projects and Arterial Life Cycle Program (ALCP) projects have grown exponentially over the past year. Four grant projects have seen an increase of \$8.1 million. Among the 21 ALCP projects has been an increase in costs of \$135.9 million. Key drivers of cost increases were reviewed.

Grant project cost changes were reviewed for the following projects:

- McDowell Road Bicycle Lanes from Pima Road to 64th Street
- Osborn Road Complete Street: Scottsdale Road to Hayden Road
- Indian Bend Wash Underpass at Chaparral Road
- 68th Street: Indian School Road to Thomas Road

Commissioner noted the staggering increases for some projects. Mr. Meinhart stated that some of the cost increases were attributed to bid timing. For example, the McDowell Road project bid in February of last year was only 6 percent different from the engineer's estimate. The Osborn

Road project, bid seven months later, was 75 percent higher. Due to federal money invested in projects, the City is under very strict timing guidelines.

Commissioner asked whether anyone has looked at the processes by which original applications and budgets were developed in an effort to avoid these budget estimating processes in the future. Mr. Meinhart confirmed that they have a much more robust internal estimating process. An additional measure, which would require a significant investment, would be to complete concept designs and cost estimations prior to grant submittal.

Greg Davies, Senior Transportation Planner, provided an overview of the ALCP:

- Proposition 400 Funding Program
- Sales Tax Deposited Into Regional Area Road Fund
- Includes Federal Funds
- Maricopa Association of Governments Oversight
- Focuses on Roadway Capacity Improvements
- Region Pays 70 Percent
- Agencies Pay 30 Percent
- Entire Project Cost Programmed in Agency's Capital Program
- Reimbursement Program

ALCP Projects were reviewed according to funding categories:

- ALCP Cost Increases: No future development funding partners
- ALCP Cost Increases: Potential future development funding partners
- Potential ALCP Cost Decreases

In summary, the total project cost increase through Fiscal Year 25/26 is \$135.9 million. Net increased revenue from outside sources is \$21.9 million and total funding required is \$114 million. Next steps were reviewed.

Commissioner asked about flexibility to defer ALCP projects to future years. Mr. Davies confirmed that programs can be deferred in the ALCP program. In addition, funds can be moved within a corridor. Mr. Meinhart added that there is an end date to Prop 400, December 31st, 2025, for the collection of revenues. MAG has not provided guidance on official cut-off dates.

Commissioner inquired about the ability to shift cost savings to other projects. Mr. Meinhart stated that MAG has strict rules for managing project savings. This includes a prohibition against shifting funds to another project corridor until the savings are proven and the work is completed.

Vice Chair Anderson commented that with the significant rise in costs, it seems likely that some projects will have to be cut. Mr. Davies commented that it is hoped that some of the offset will come through collaboration with developers. The listed projects have been deemed important and well-needed, however, it is a possibility that some may be cut or delayed. Mr. Meinhart added that there is a process to fully eliminate a project from the ALCP program, including agreement by the Region that the project is infeasible. It is more likely that adjustments in scope would be made.

3. CONSTRUCTION MANAGEMENT PLAN REQUIREMENT FOR OLD TOWN DEVELOPMENT

Walt Brodzinski, Right of Way Manager, stated that right of way management program began in the Transportation Department in 2008. The program coordinates activities that occur in the public right of way. These elements may include pedestrian activity, bikes, cars, special events, CIP projects, private development and the City's maintenance activities. In addressing the question of why a private development construction impact plan (PDCIP) is needed, it is notable that the impacts to the public right of way during construction of a private development are sometimes misunderstood, significant and long-term. Most high density projects, especially in the downtown areas, are built to the property line, leaving little or no room for equipment, materials or worker parking. A plan would identify these impacts and set expectations on how these impacts are scheduled and mitigated by the developer. Key elements of the PDCIP may become binding. Example project details were discussed.

Details of the PDCIP were reviewed:

- Constructability is considered during design
- Project impacts can be understood during development review
- City can gauge what the impacts will be during plan review
- Helps the community understand what the impacts will be
- Sets expectations for contractors
- Assists public safety planning and response
- Overall sets expectations for the project

Key elements may include:

- Project information signing
- Site demolition
- Site fencing
- Haul routes (import/export of material)
- Work hours
- Material delivery and storage
- Equipment storage and operation
- Construction worker parking

Public impacts identified and addressed in the PDCIP include: Streets; sidewalks; bike paths/routes; parking; city services and public safety. The PDCIP should not be confused with a construction management plan.

Commissioner asked about current methods for the City to address issues such as parking availability or noise during construction projects. Mr. Brodzinski stated that such issues are typically handled as they arise. Parking mitigation could involve a meeting with the building inspectors and the contractor.

Commissioner suggested that a checklist be added to the plans. The list would contain all the elements that must be addressed in the construction management plan. Mr. Brodzinski said that ultimately, this would likely be incorporated into the design standards and policies manual.

Commissioner asked for confirmation that street and sidewalk closures during construction must be approved by the City. Mr. Brodzinski said this is true to some degree. There is a process for a marshaling yard, which is an area that a contractor can rent from the City to lay down materials and hold a job trailer. Enforcement has not been as stringent as it could be. The permit is not administered by traffic engineering or the Transportation Department.

Vice Chair asked if the City requires a formal traffic control plan as part of the construction planning and permitting process. Mr. Brodzinski confirmed this requirement in instances where the contractor will be causing impacts to utility work, removing sidewalks or impacting other traffic conditions.

Commissioner suggested the development of a standard manual to be provided to contractors.

COMMISSIONER MILLER MOVED TO DIRECT STAFF TO WORK WITH OTHER CITY DEPARTMENTS TO DEVELOP A PLAN FOR REVIEW. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 5-0 WITH VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided an overview of projects and programs:

- Pedestrian Hybrid Beacon (HAWK) at Thomas Road and 86th Street
- Alley Pavement Program
- Cactus Trail vegetation removal and maintenance
- Hayden Road jogging trail erosion repairs
- Thunderbird Road Trail Hayden Road to 76th Street
- April Bike Month: Cycle the Arts 2022
- RAISE Grant application: Project location at 2nd Street from 75th Street to Goldwater Boulevard
- Blue Zones partnership
- Citizen petition: Sidewalk gaps on 68th Street
- Citizen petition: Improved crossing to canal path at Jackrabbit Road

5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Update on traffic safety
- Invite new Valley Metro CEO to speak about regional transportation
- Introduction of Scottsdale's new Sustainability Director

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Kowal, the meeting adjourned at 7:42 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: Cristina Lenko, Public Information Officer
Subject: Public Outreach Process
Meeting Date: May 19, 2022

Action: For Information

Purpose: Summary of public outreach activities associated with current and planned department projects and services.

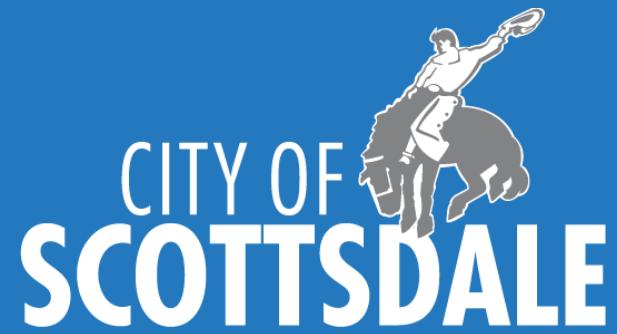
Information:

This update will encompass an overview of the public outreach and public relations work that the City Scottsdale's Transportation and Streets department is focusing on. Communication is the heartbeat of the department and ensures citizens receive timely, accurate, and beneficial information. The job of the Public Information Officer (PIO) quite simply, is to understand the department's projects, translate industry-specific jargon into user-friendly language, and find effective and creative ways to disseminate the information to the public. The following areas are key to the success of department outreach efforts and will be presented in detail:

- Communications
- Community Outreach and Public Involvement
- Internal and External Partnerships
- Communications Plans
- Special Events

The Public Information Officer (PIO) interacts with all members of the Transportation and Streets department to understand their work and promote and communicate their projects to the public. The types of projects and their timelines can vary greatly. Some projects may start tomorrow, and communications need to be prepared immediately whereas other projects may start several months into the future. Information on a project may become available through impromptu hallway meetings, managers meetings and scheduled one-on-one meetings. To build a greater understanding and to be able to share information to the public in a relatable manner, the Public Information Officer is committing to being present out in the field. This fieldwork includes manager ride-alongs to visit with crew members and see active/potential project sites.

The Transportation and Streets department Public Information Officer (PIO) works very closely with the City of Scottsdale's Office of Communications – *The OC*. There are regular meetings with members of the OC, and public information officers throughout the city, to network and learn about citywide projects and events. During these meetings discussion is had about new communication opportunities, technologies, and best practices. The meetings are also an opportunity to workshop promotion ideas and communication plans. The OC oversees Scottsdale's internal and external communications, public involvement, and citizen services.



Transportation Commission

Public Outreach Process

DATE: May 19, 2022

Partnerships

- Office of Communications (The OC)
- Scottsdale Video Network
- Community Services
- Citizen Services
- Tourism Development
- Human Resources
- Scottsdale Police Department
- Neighboring municipalities
- ADOT



TAP 2022 Media Coverage



TAP 2022 Promotion

15 **BEX** az bex

TUESDAY
MAY 3, 2022
VOLUME 13 ISSUE 23

LOCAL NEWS

Scottsdale Council Approves 2022 Transportation Action Plan

BY CITY OF SCOTTSDALE

Scottsdale City Council approved the 2022 Transportation Action Plan at its April 26th meeting. The plan is focused on flexible transportation planning, implementing new technology and investing in existing infrastructure. TAP 2022 is divided into five elements: Streets, Transit, Bikeways, Pedestrian Use and Trails.

TAP 2022 priorities include:

- Supporting sustainability and cost savings by preserving and maintaining infrastructure;
- Ensuring flexibility to respond to changing technology and shifting priorities;
- Closing system gaps and improving local and regional connectivity with path systems, trail corridors and transit routes;
- Building complete streets to provide safe access for pedestrians, bicyclists, motorists and transit riders of all ages and abilities; and
- Enhancing transit services with increased trolley frequency and connections.

TAP 2022 was developed alongside the City's 2035 General Plan and replaces the 2016 Transportation Master Plan. Approval by the City Council was preceded by a year-long public involvement process including public meetings, input from the Scottsdale Transportation Commission and a work study session with City Council members. A copy of the plan is available [here](#). [\(Source\)](#)

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RETURN TO ARTICLE INDEX



SCOTTSDALE 360



Traffic Restrictions



Pavement Preservation

Attention:

Street Closure for
Upcoming Micro Seal
Pavement Preservation
Treatment in your Area.



WHY IS MY ROAD CLOSING?

Micro seal pavement preservation treatments help extend the life of asphalt streets and reduces maintenance costs. Additional benefits include a smoother and safer ride and enhanced curb appeal.

HOW MUCH OF MY STREET WILL BE CLOSED?

Half of the street will be closed to traffic at a time. The entire road will be closed to treat cul-de-sac bubbles.

WILL MY TRASH COLLECTION BE INTERRUPTED?

Trash collection will not be interrupted. Please have your trash containers on the street by 5 a.m. on collection days.

WHAT IF MY CAR IS PARKED ON A ROAD THAT IS CLOSED?

Please have your vehicle off the street by 6 a.m. on construction dates (see reverse). Vehicles left on the street will be towed to a location outside of the project area. Work hours are from 7 a.m. to 5 p.m. Monday – Friday, weather permitting. Treated streets will remain closed until the treatment area is dry and cones and barricades have been removed.

WHAT IF I NEED TO LEAVE MY HOME DURING THE CLOSURE?

Road surfaces with fresh treatment are not available for travel or parking. If you need to use your vehicle during the road treatment, please plan ahead and park your vehicle outside of the treatment area.

WHAT IF I DRIVE ON THE ROAD WHEN IT IS CLOSED?

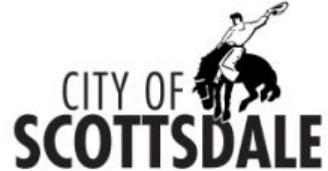
If you drive on the treated roadway while it is closed, you will be liable for damage to your vehicle and any associated costs to repair the damaged roadway. Driving on wet treatment areas may also track the material onto your property.



WHAT SHOULD I EXPECT WHEN THE WORK IS COMPLETE?

- There may be loose aggregate on your street for the first couple of weeks following the treatment. This is called aggregate top shedding; it is normal and will be addressed by a street sweeper 2-3 weeks after construction.
- Standing water (landscape irrigation or vehicle washing overflow) will leave a brown stain on a newly treated roadway; the stain will fade over time.
- Hard stops and fast accelerations can indent freshly treated streets and leave visible marks in the surface; avoid making sharp turns, U-turns, and power steering turns. Over time these marks will become less visible and will wear into the roadway.
- You may notice material overlap at the centerline of the road; this overlap will blend in after the road is open to traffic.
- Crews will leave an opening called a "window" at intersections, allowing traffic to cross the intersection without getting oil on their vehicles. Crews will return to the job site to complete paving the window at a future date.

Learn more about the
Pavement Preservation Program:
ScottsdaleAZ.gov
and search "pavement"



PROJECT NOTICE QUEENS WREATH REPAVING

Street Paving Project Starting in Your Neighborhood on April 6

Queens Wreath Lane between 105th Street and the Cimarron Hills HOA entrance is scheduled to be repaved in April. Work is expected to begin on Wednesday, April 6 and will end on Monday, April 11.

Construction is scheduled between 6 a.m. and 4 p.m. During work hours streets will be reduced to a single lane with flaggers controlling traffic.

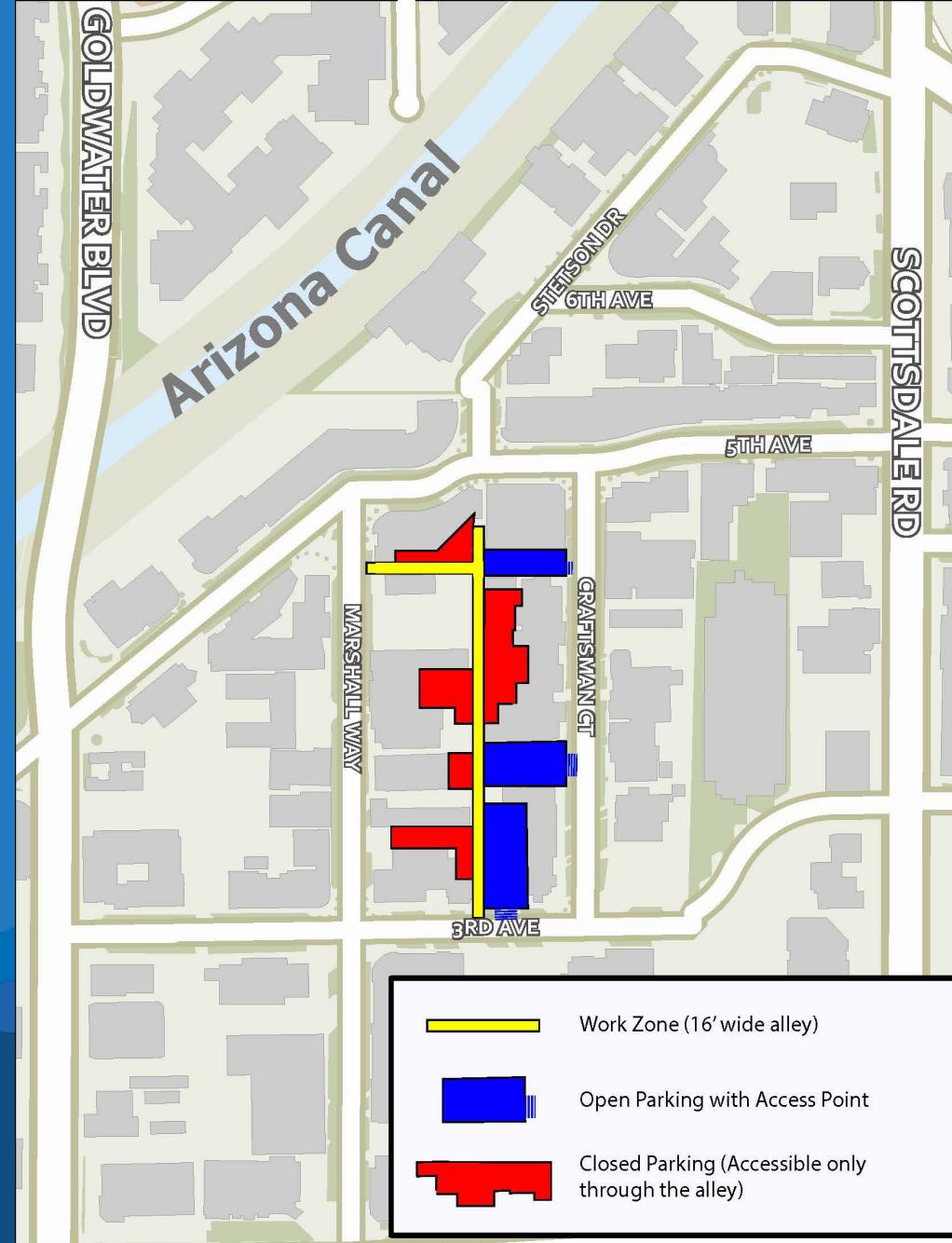
This work is being scheduled as part of the city's pavement maintenance program, which improves deteriorated streets and alleyways throughout Scottsdale. The project includes removing, or "milling," the old pavement and then resurfacing, or "overlaying," the road with new pavement layer and striping.



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



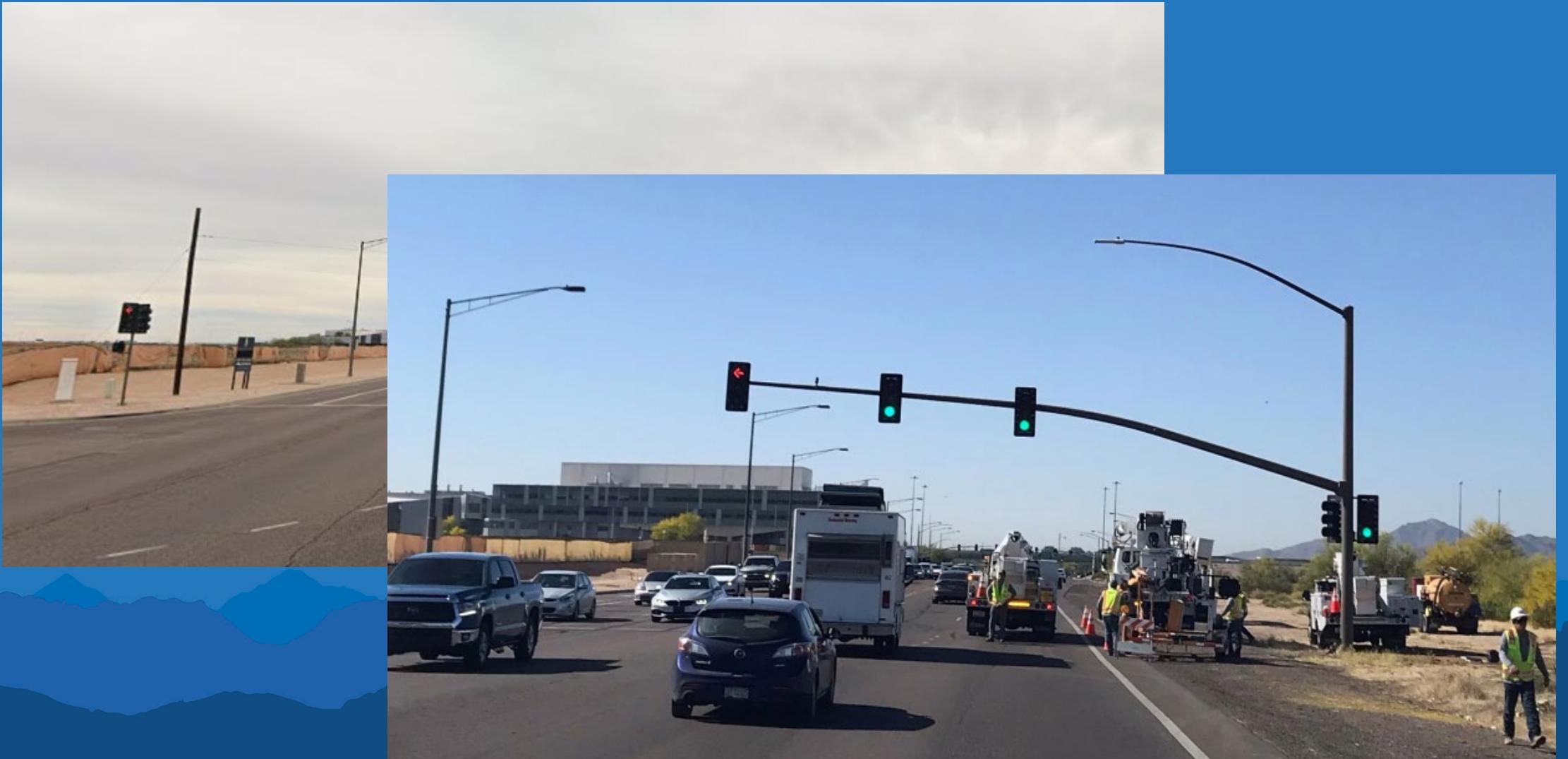
Pavement Preservation Craftsman Court Alley



Street Maintenance



Traffic Engineering



Traffic Engineering | Communication

BIKE LANE IMPROVEMENT PROJECT

For information visit
ScottsdaleAZ.gov, search
Transportation



Bike Month | Bike Events



Communication Plan

Shared Path Guidelines

Scottsdale Shared Path Guidelines

The infographic is titled "Scottsdale Shared Path Guidelines" and features a grid of 16 items, each with an icon and a descriptive text. The items are arranged in four rows of four. The top row includes a road sign icon for yielding, a megaphone icon for announcing passing, and a speedometer icon for setting a reasonable speed. The middle row includes a person's eye icon for looking both ways, a horse and rider icon for approaching horses, a helmet icon for recommended safety gear, and a headphones icon with a red slash for earphones. The bottom row includes a trash can icon for disposing of trash, a cactus icon for not disturbing wildlife, a flashlight icon for walking with lights, and a flooded path icon for avoiding flooded paths. The last row includes a person walking a dog icon for keeping pets on leashes, a banana icon for hydration, a person on a kick-scooter icon for mini-scooters/e-bikes, and a person on a motorized vehicle icon for motorized vehicles.

- Travel on the right half of the path, keep the left half open for two-way traffic and passing
- Bicyclists yield to pedestrians
Dog walkers yield to bicyclists and pedestrians
All users yield to equestrians
- Announce "Passing on left," use a bike horn or bell
- Set a reasonable speed

- Look both ways, yield to oncoming traffic
- Approach horses with caution, speak softly and alert the horse and rider of your presence
- Helmets are recommended for bike riders and skateboarders
- Earphones are not recommended

- Keep pets on a leash and clean up after them
- Hydrate before, during and after your walk, ride or run

- Dispose of trash properly
- Do not disturb wildlife or collect plant material
- Walk with a flashlight, equip bikes and scooters with lights
- Do not enter paths that are flooded

- Mini-scooters, e-bikes, and mobility assistive devices ARE allowed on pathways*
- Motorized vehicles ARE NOT allowed on paved pathways**

Scan to learn about our paths and trails:

CITY OF SCOTTSDALE

* Class 1 (pedal-assist only, up to 20 mph) and Class 2 (no pedaling required, up to 20 mph) e-bikes are allowed on paved pathways

** Class 3 (pedal-assist only, up to 28 mph) e-bikes, gas-powered bikes, motorcycles and ATVs ARE NOT allowed on paved pathways; riders are encouraged to use designated city bike lanes for travel



Communication Plan | Trail Education and Maintenance



Communication Plan | Scottsdale Trolley



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of social media accounts.



SCOTTSDALE EZ

Whether it's a broken streetlight, a fresh pothole or a missing trash can, our EZ online service makes it easier for residents to report problems with city facilities or services.

ScottsdaleAZ.gov, search "EZ"



Find real-time information about construction activity, development requests, building permits, code enforcement notices and crime activity. Simply enter your address or intersection and view all activity in the last six months.

ScottsdaleAZ.gov, search “My Neighborhood”



The city of Scottsdale partners with Nextdoor, the private social network for neighborhoods, to improve citywide and neighbor-to-neighbor communications. **Register at Nextdoor.com**



Find a variety of city e-newsletters at
ScottsdaleAZ.gov, search “email subscriptions”

Questions ?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Ratna Korepella, Transit Manager
Subject: Transit Update
Meeting Date: May 19, 2022

Action: Information Only

Purpose: To provide an update on transit and para transit programs

Background:

The City of Scottsdale (COS) transit system is currently comprised of 9 (nine) fixed routes, 1 (one) express route and 3 (three) trolley routes. City has intergovernmental agreements with the City of Phoenix and Valley Metro to operate fixed route service. Trolley is the brand name for City of Scottsdale owned and operated service. City owns the trolley fleet and maintenance is done in-house by the City Fleet Department.

Fixed route service charges a regional fare to ride, and trolley is a fare free service. Fixed route service is currently funded with proposition 400 funds and trolley is funded with City's 0.2% Scottsdale Transportation Sales Tax. The City also receives some preventative maintenance funds 5307(FTA) and Arizona Lottery Funds (ALF) to offset some trolley operating expenses.

City is required to provide ADA paratransit service in $\frac{3}{4}$ mile buffer around existing transit routes. Currently, the City offers three different programs to assist people with disabilities and seniors sixty-five (65) and over. ADA paratransit service (Dial-a Ride) and Ride Choice programs are operated by Valley Metro through intergovernmental agreements for ADA certified riders. Both programs are currently funded with proposition 400 funds. The City of Scottsdale provides Cab Connection, a taxi voucher program, to all residents of Scottsdale who are 65 years of age and older or who are ADA certified through Valley Metro. Cab Connection is funded by the City's 0.2% Scottsdale Transportation Sales Tax.

Transit Ridership Trends

- **Local Trolley Ridership** - Based on the monthly trolley ridership trends from calendar years 2020, 2021 and 2022 one can observe that the ridership continues to increase slowly since August 2021. Recently the federal mask mandate has been suspended. We will continue to track and monitor ridership trends closely as COVID-19 restrictions are easing.
- **Regional Fixed Route Ridership** - Based on the monthly fixed route ridership trends from calendar years 2020, 2021 and 2022 current ridership is still recovering from the effects of COVID-19.

- **Paratransit Ridership** – The number of active participants in all three programs have shown a downward trend in participation in FY 20/21 and FY 21/22 compared to FY 19/20. We will continue to monitor ridership and consider ways to improve serving residents in this category.

Collaborative Efforts

The Transit team has been collaborating with internal City teams and external contractors to accomplish transit goals that are in line with the Transportation Action Plan (TAP) and City's strategic plan. Some of the collaborative efforts are included below:

- ServiceLink – City has a contract with Service Link to provide regular bus stop cleaning and special event cleaning. Currently, we are also utilizing their services to conduct an updated bus stop inventory of all stops in the city. This inventory includes amenities, pictures of each stop, placement and several other details. This essential work will allow our team to update and regularly maintain our geographical bus stop database. Also, this will assist with directing efforts in an efficient and cost-effective way when determining improvements and modifications within city approved guidelines.
- City of Phoenix – Currently, we work with the City of Phoenix in the creation and publication of transit schedules for our trolley services. We are transitioning to bringing that service in-house using their software. This will allow the transit team to focus on our own services and produce scenarios that can take advantage of real-time data we collect from ridership at the bus stop level, current traffic patterns, and optimal route plans that will provide the best service to our citizens.
- Dunn Transportation – Transit team thoroughly reviews ridership and service impacts in regular meetings with our service contractor. This includes on time performance and missed service on a weekly basis and regular reporting of data to meet the National Transit Database (NTD) reporting requirements. Contractor staff also has eyes on the street and communicates with us of any known bus stop issues.
- City Construction Projects –Transit Team collaborates with different teams within Public Works Division to ensure that all street projects are communicated to ensure that the team can determine transit impacts. If impacts are found, the team determines the bus reroute options, notification to the public, post signage at affected stops, and produces formal reroute information to our partners at Valley Metro and City of Phoenix.

Projects on the horizon include:

- Bus Stop Improvement Program
- Modernize Cab Connection
- Micro-Transit
- Trolley Marketing Plans
- Feasibility of Bus Rapid Transit
- Rider Surveys

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



Transit Updates

Transportation Commission

May 19, 2022

Transit Services

Scottsdale Trolley



Fixed Route Services



ADA Paratransit (Dial-a-Ride)



Scottsdale Cab Connection



Valley Metro RideChoice

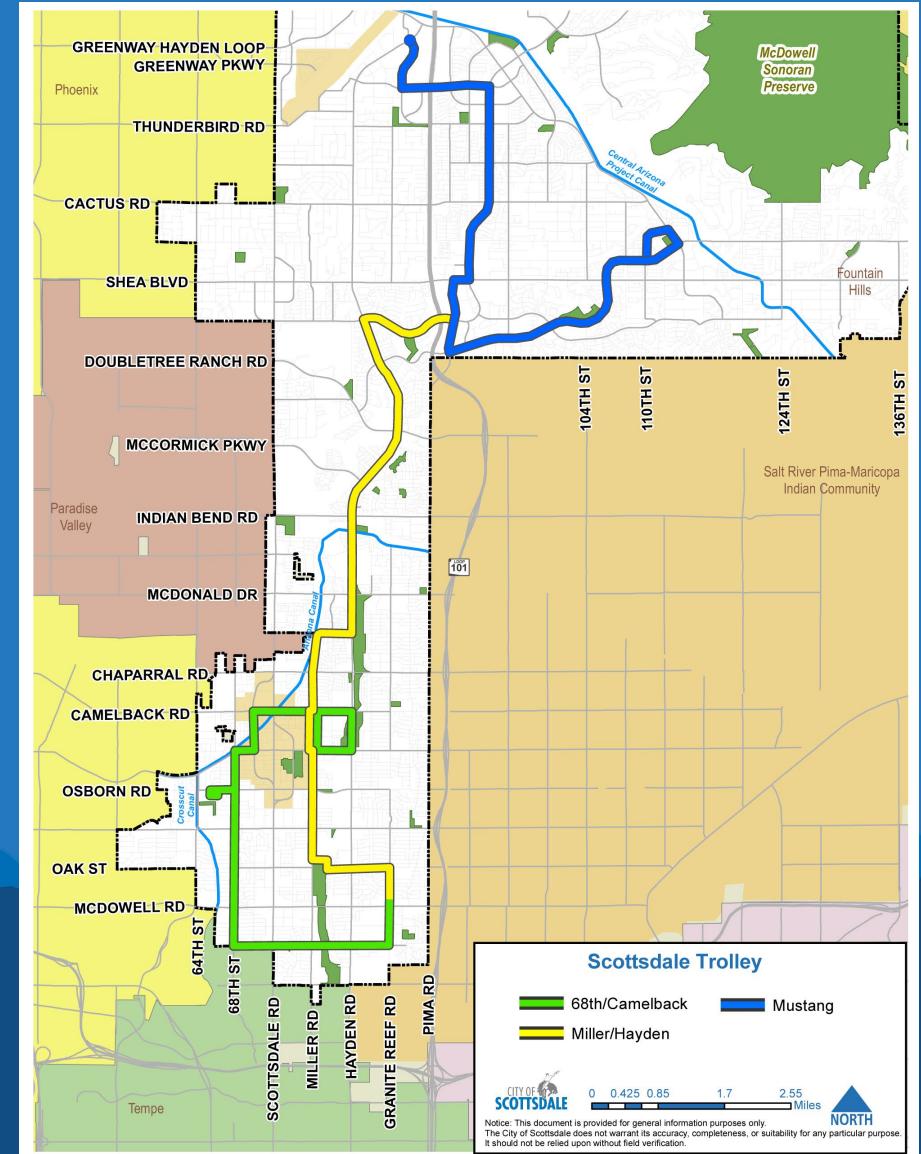




**SCOTTSDALE
TROLLEY**

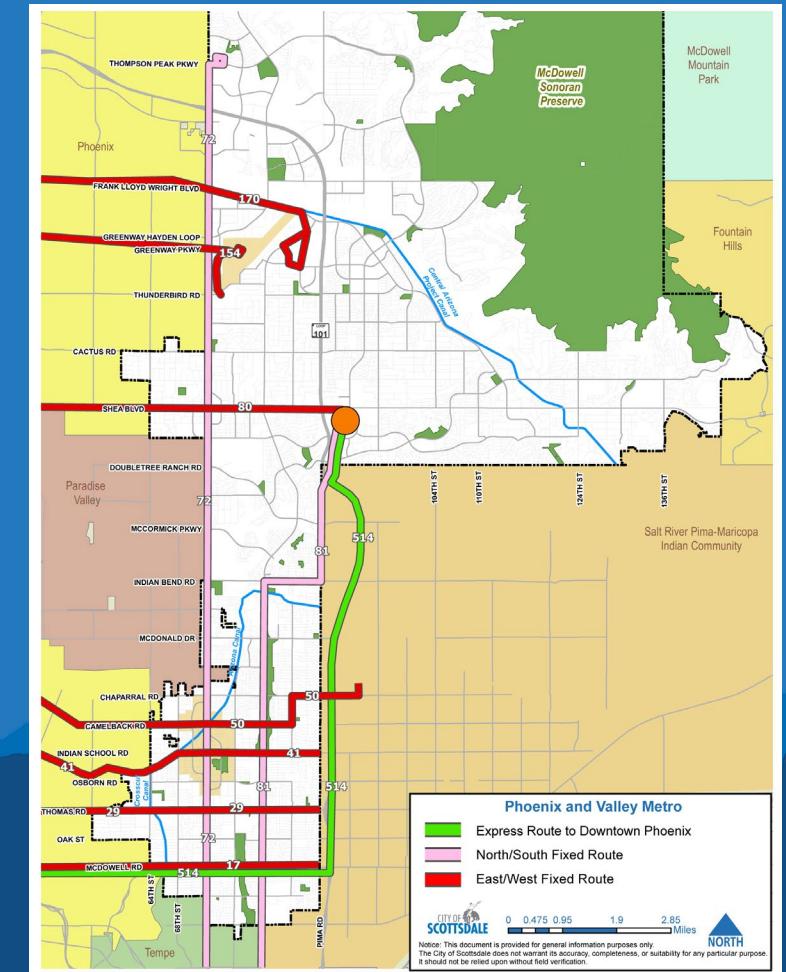
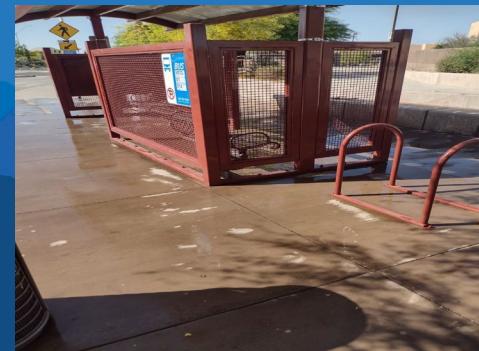
Scottsdale Trolley

- Three Routes
- Operates at a 20-minute frequency



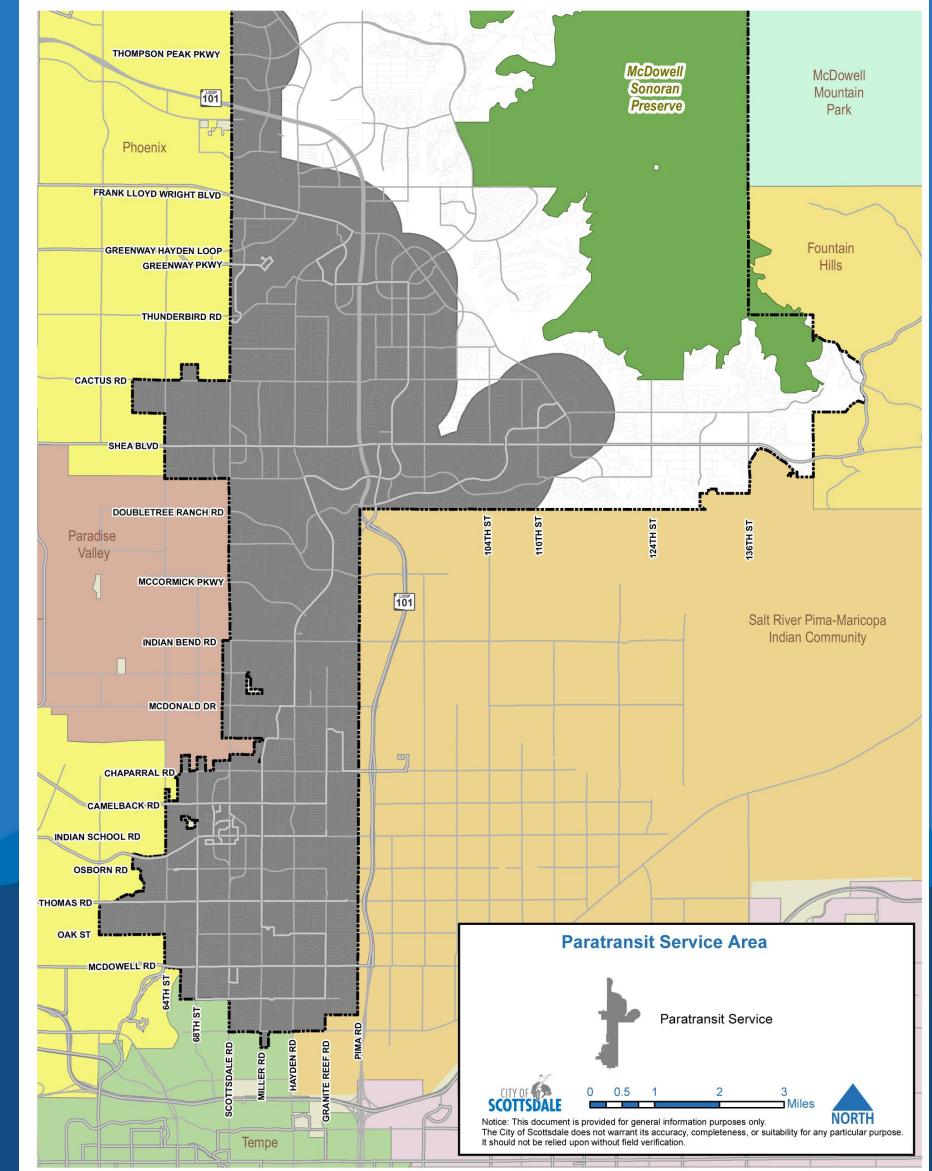
Fixed Route Services

- Weekdays - operates at a maximum of 30-minute frequencies



ADA Paratransit Services

- Federally Mandated
- Route Changes Impacts the Paratransit Service Area
- Three Service Options



Transit Data

- Service Analysis
- Bus Stops
- Fleet
- Transit Technology
- Public Input and Feedback



Transit Asset Management (5326)
Final Rule: 7/26/16
Effective: 10/1/16

Transit 1/1/17 Develop TAM Targets

MPO Transit targets +180 days Establish Performance Targets

Transit 10/1/18 Establish TAM Plan

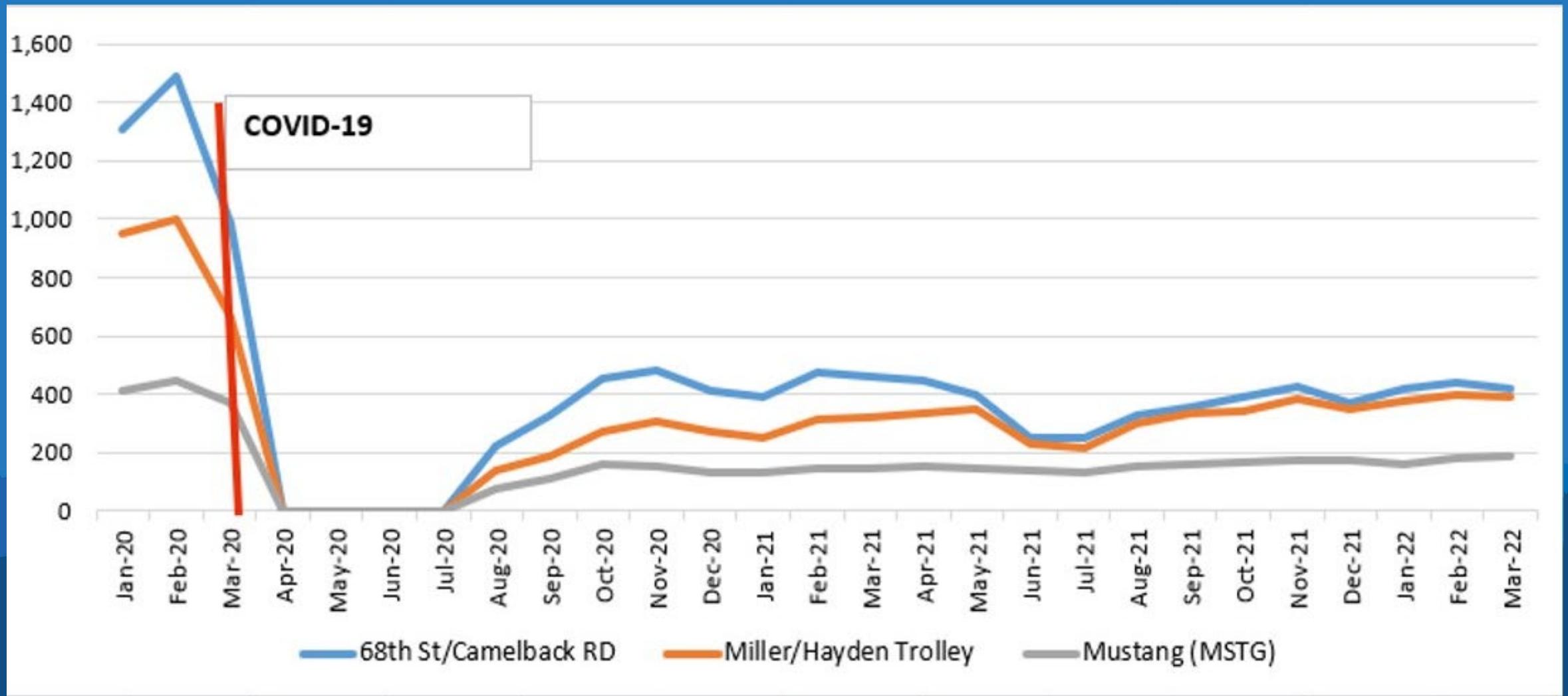
Safety (5329)
Final Rule: 7/19/18
Effective: 7/19/19

Transit 7/20/20 Establish Public Transportation Agency Plan - Including Safety Performance Targets

MPO Initial Safety Plan +180 days

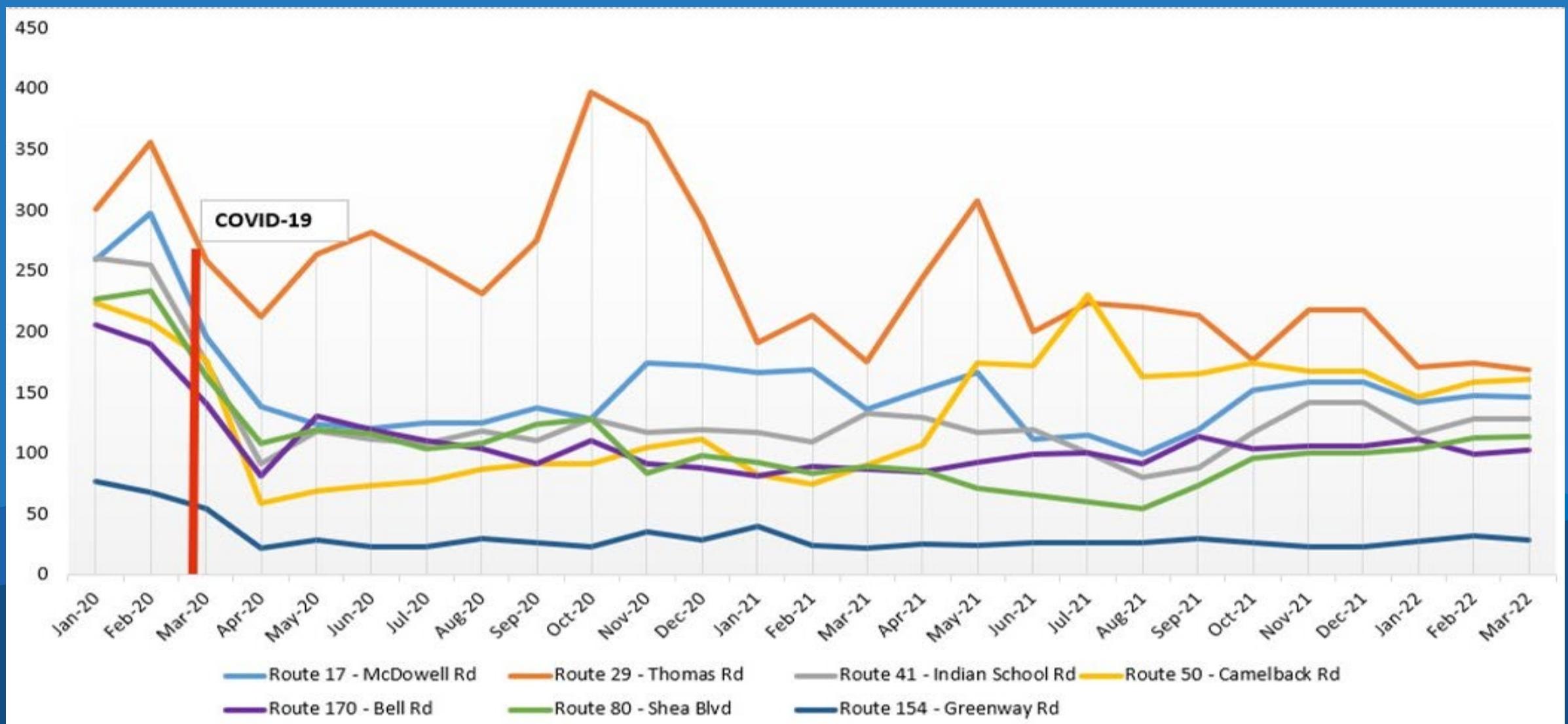
Scottsdale Trolley

Average Weekday Daily Boardings



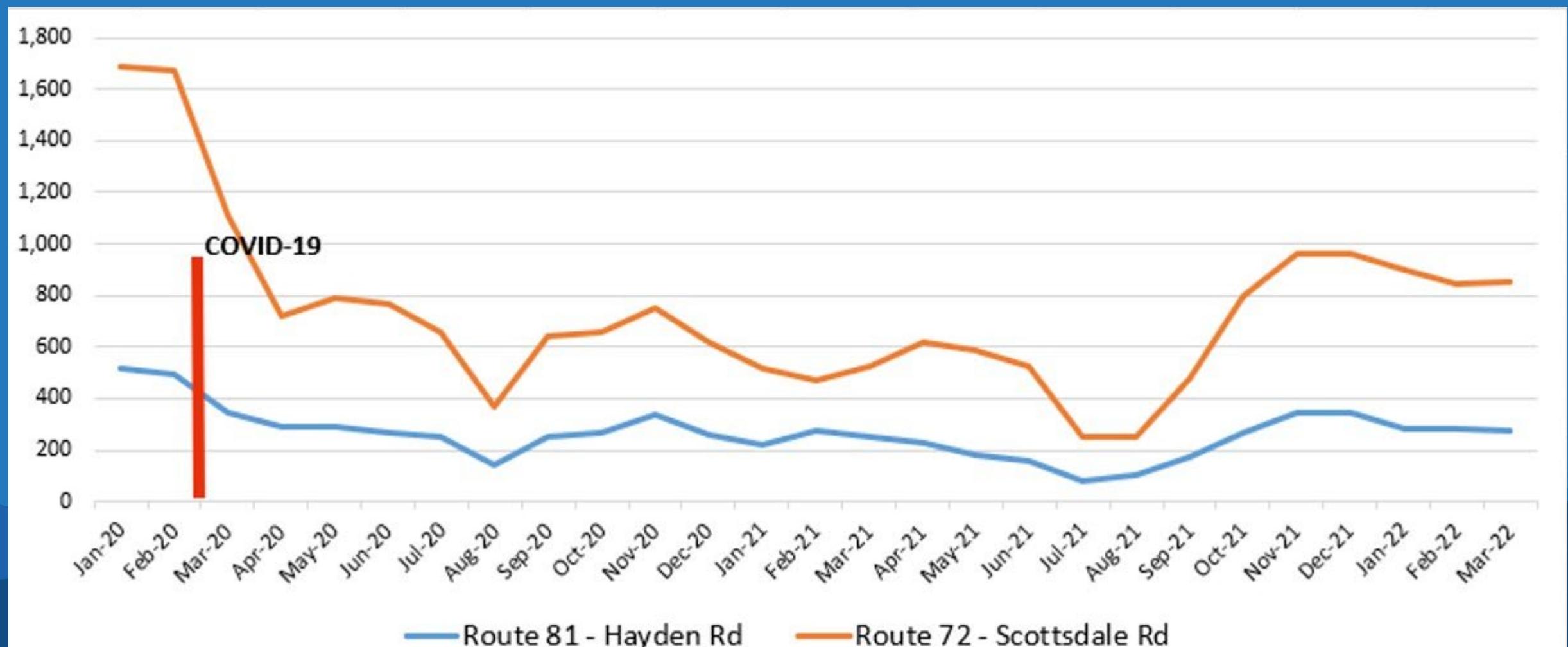
Fixed Routes

Average Weekday Daily Boarding East/West Routes



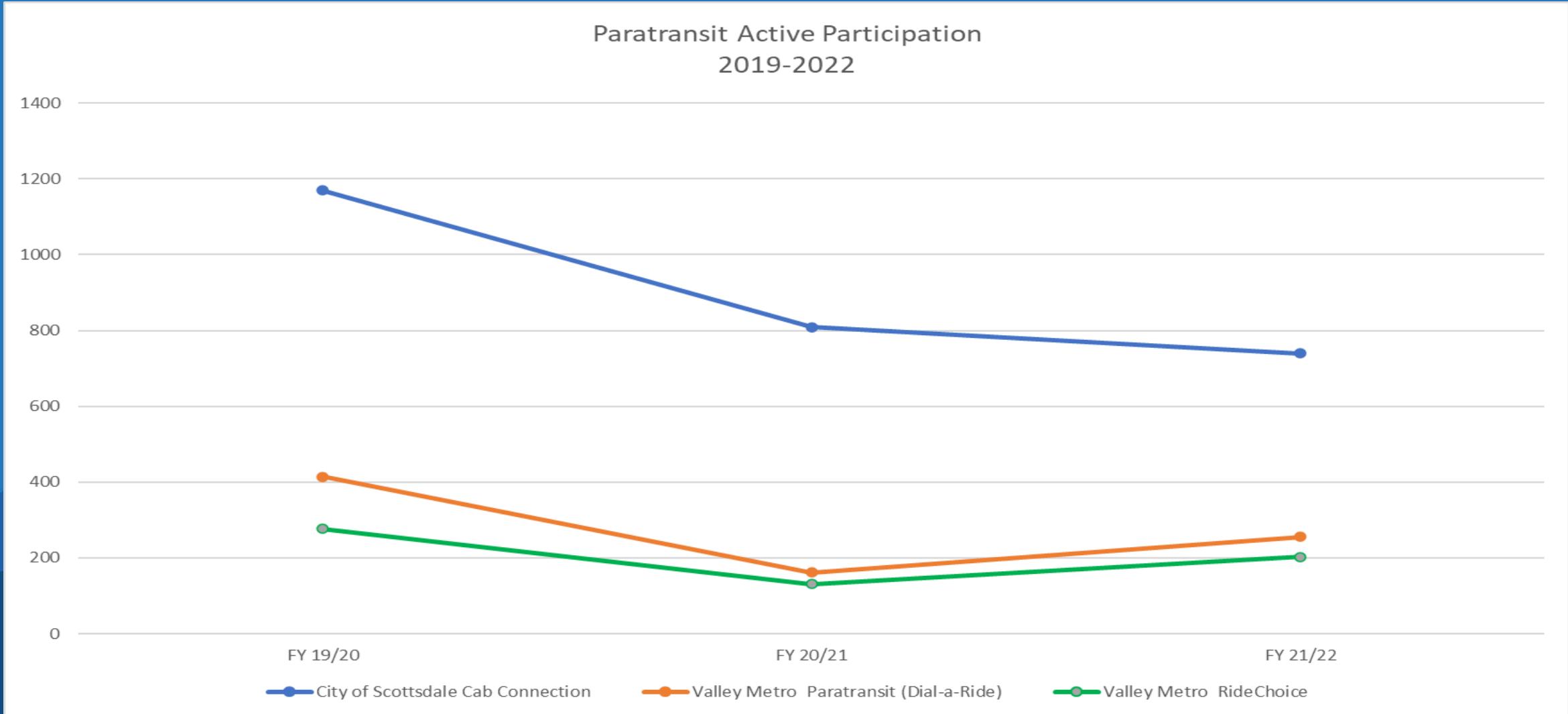
Fixed Routes

Average Weekday Daily Boardings – North/South Routes



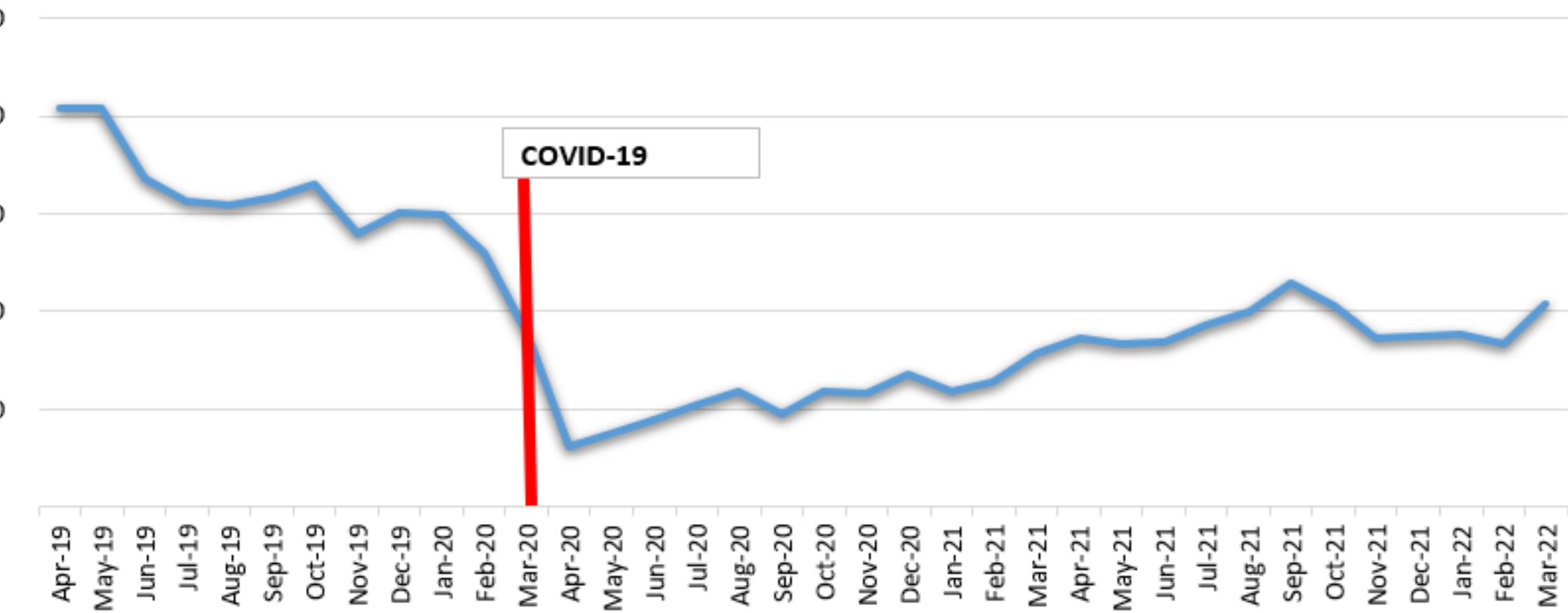
Scottsdale Paratransit Participants

Cab Connection, Paratransit (Dial-a-Ride), RideChoice



Dial-a-Ride

Scottsdale Paratransit Service Ridership



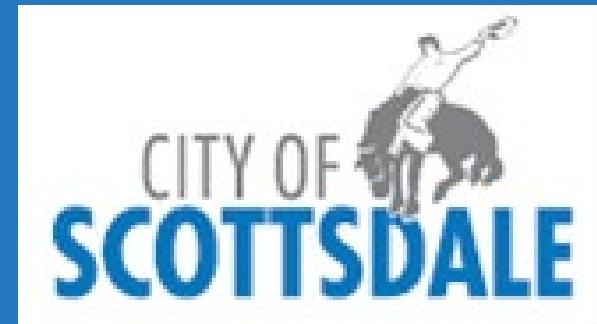
Transit Maintenance

Fleet

- Exterior and Interior
- Preventative Maintenance

Facilities

- Bus Stops
- Park- and-Ride
- Bus Stop Inventory Project



Fleet Maintenance

Bus Cleaning Schedule

	Daily	Weekly	Monthly	Quarterly	Bi-Annual
Windows: Sides, Back (if applicable)	X				
Front windshield, Door glass, Driver's window					
Sweep and mop floors	X				
Wheelchair lift/ramp sweep and mop	X				
Seats: wiped down, vacuumed	X				
Shampoo seats, Driver's seat					X
Sanitize handrails, all high touch areas	X				
Check for and remove graffiti if possible; notify if not removable	X				
Clean ceilings and interior light fixtures		X			
Clean head sign glass		X			
Deep cleaning: blow-out w/compressor			X		
Deep Clean Hand scrub floors					X
Sanitize w/electrostatic sprayer		X			
90 day barrier sanitizing w/electrostatic sprayer				X	
Bus Exterior					
Wash exterior: power wash/hand dry		X			
Squeegee windows, windshield		X			
Tires and wheels		X			
Bug removal		X			
Headlights		X			
Back-end exterior only		X			
Underbody/wheel wells		X			
Products Used:					
Sanitizing products:					
PurOne is used on our daily wiping					
Purtab is used on our weekly electrostatic spraying of all surfaces					
Purbloc is used on the quarterly electrostatic spraying of all surfaces					

A-90 Transit Asset Management Performance Measure Targets

Grp	Bus #	Descr	Mos IS	Odometer	LEMi	Sts	Pst Due Date	Pst Due Mileage	CFY D	Y2 D	Y3 D	Y4 D	Y5 D	CFY Mi	Y2 Mi	Y3 Mi	Y4 Mi	Y5 Mi
BU	13311	2013 GILLIG 30' TROLLEY HYB	94	314,625	350,000	A	0	0	0	0	1	1	1	1	1	1	1	1
BU	13312	2013 GILLIG 30' TROLLEY HYB	94	281,993	350,000	A	0	0	0	0	1	1	1	0	1	1	1	1
BU	13313	2013 GILLIG 30' TROLLEY HYB	93	274,120	350,000	A	0	0	0	0	1	1	1	0	0	1	1	1
BU	13314	2013 GILLIG 30' TROLLEY HYB	93	287,160	350,000	A	0	0	0	0	1	1	1	0	1	1	1	1
BU	13315	2013 GILLIG 30' LOW FLR HYB	98	301,744	350,000	A	0	0	0	0	1	1	1	0	1	1	1	1
BU	13319	2013 GILLIG 35' LOW FLR HYB	97	360,693	500,000	A	0	0	0	0	0	0	1	0	0	0	1	1
BU	13320	2013 GILLIG 35' LOW FLR HYB	97	420,558	500,000	A	0	0	0	0	0	0	1	0	1	1	1	1
BU	13321	2013 GILLIG 35' LOW FLR HYB	97	411,358	500,000	A	0	0	0	0	0	0	1	0	1	1	1	1
BU	13322	2013 GILLIG 35' LOW FLR HYB	97	396,110	500,000	A	0	0	0	0	0	0	1	0	0	1	1	1
BU	13323	2013 GILLIG 35' LOW FLR HYB	97	357,302	500,000	A	0	0	0	0	0	0	1	0	0	0	1	1
BU	174514	2017 GILLIG 35' LOW FLR	50	174,640	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	174515	2017 GILLIG 35' LOW FLR	50	196,259	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	174516	2017 GILLIG 35' LOW FLR	50	212,529	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	174517	2017 GILLIG 35' LOW FLR	50	217,651	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	184518	2018 GILLIG 29' LOW FLR	41	80,931	350,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	184519	2018 GILLIG 29' LOW FLR	40	85,025	350,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	184520	2018 GILLIG 29' LOW FLR	41	127,911	350,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	184521	2018 GILLIG 29' LOW FLR	41	162,563	350,000	A	0	0	0	0	0	0	0	0	0	0	1	1
BU	204522	2020 GILLIG 35' LOW FLR	8	16,095	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	204523	2020 GILLIG 35' LOW FLR	8	10,909	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0
BU	204524	2020 GILLIG 35' LOW FLR	8	14,567	500,000	A	0	0	0	0	0	0	0	0	0	0	0	0

MARK CLEARLY ALL DAMAGE OR DEFICIENCIES FOUND BY USING THE FOLLOWING SYMBOL(S):

C = CUT H = HOLE D = DENT BR = BROKEN M = MISSING S = SCRATCH P = PATCHED

RIGHT SIDE	FRONT	FRONT
LEFT SIDE	BACK	BACK

Back – Tire Positions – Front

Position

- Flat
- Low Air Pressure
- Marginal Tread
- Loose Lug Nuts
- Cracks or Cuts
- Grease Leaks
- Other Damage

CONDITION OF THE ABOVE VEHICLE IS SATISFACTORY

ABOVE DEFECTS CORRECTED

ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE: _____ DATE: _____

DRIVER'S SIGNATURE UPON COMPLETION OF POST-TRIP: _____ DRIVER'S SIGNATURE: _____ DATE: _____

27374 (Rev. 12/13)

PM Due

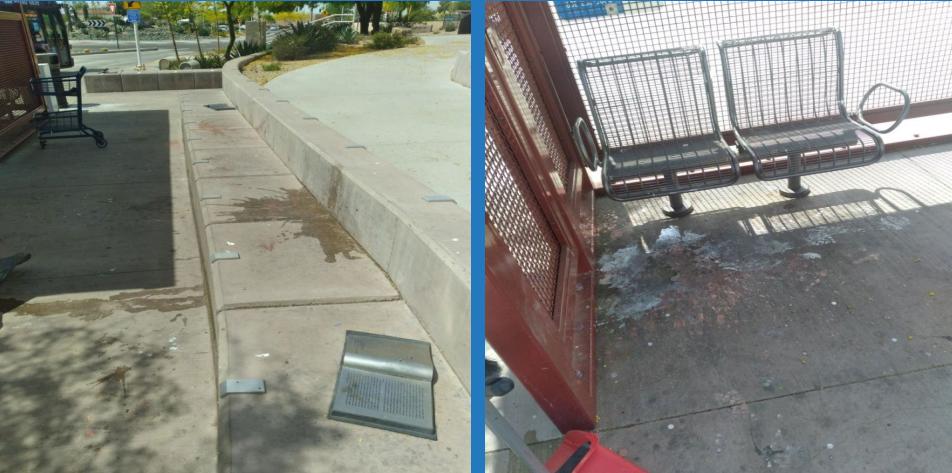
Within Two Weeks of: 7/31/2018

Dept/Unit	Descrip	PM	Fr	Due Date
200-21110	TRANSIT			
0406822	2006 HOND CIVIC	E	D	8/9/2018
200-21111	TROLLEYS			
13311	2013 GILL 30' TR	A	C	8/4/2018
13321	2013 GILL 35' LO	A	C	8/13/2018

Bus Stop Maintenance

Mustang Transit Center

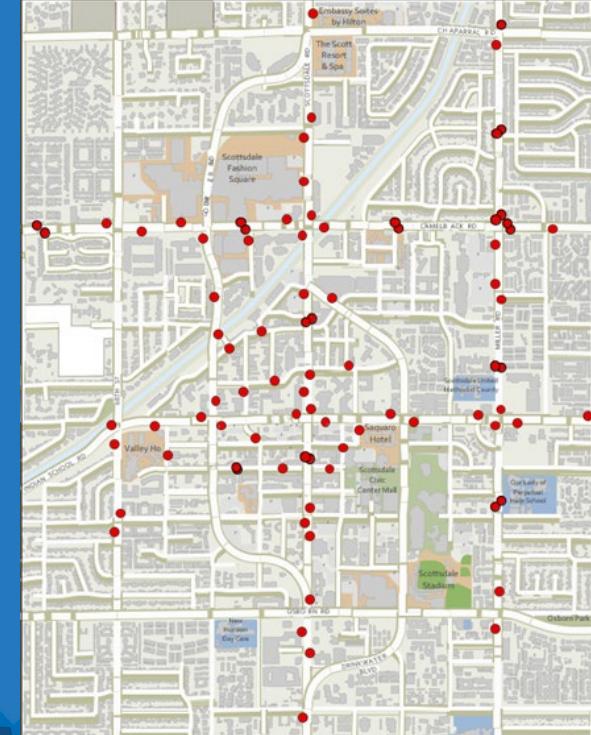
Before



After



Waste Management Open



ServiceLink
Commercial

Bus Stop Inventory

Bus Stop Inventory - Saved

Questions Responses 3

Bus Stop Inventory

Inventory of all bus stops within the City of Scottsdale

1. Shelter

- Yes
- No
- Other

2. Picture

Upload file

File number limit: 10 Single file size limit: 10MB Allowed file types: Word,Excel,PPT,PDF,Image,Video,Audio

+ Add new



smartsheet Upgrade 2 Days Left

Your Team Homepage View page

File Automation Forms Bus Stop Data View only star

Grid View Filter

	Inspector	Date	Bus Stop Number	Stop # Shown	Stop ID	Shelter	ADA Compliant	If not ADA compliant, why?	Bench	# of Benches	Trash Cans	# of Trash Cans	Bike Racks	# of Bike Racks	Shade	Shade Type
1	Derek	04/25/22	18090	Yes	NONE SHOWN	1	1		1	3	1	1	1	1	1	SHELTER
2	Derek	04/25/22	14704	Yes	NONE SHOWN	0	1		0	0	0	0	0	0	0	NONE
3	Derek	04/25/22	14705	Yes	NONE SHOWN	0	1		1	1	0	0	0	0	0	NONE
4	Derek	04/25/22	14707	Yes	NONE SHOWN	0	1		1	2	1	1	0	0	0	NONE
5	Derek	04/25/22	14708	Yes	NONE SHOWN	0	1		0	0	0	0	0	0	0	TREES
6	Derek	04/25/22	14711	Yes	NONE SHOWN	0	1		1	1	1	1	1	1	1	TREES
7	Derek	04/25/22	14703	Yes	NONE SHOWN	1	1		1	6	1	2	0	0	1	SHELTER
8	Derek	04/25/22	14712	Yes	NONE SHOWN	1	1	No clear alighting area	1	1	1	1	1	1	1	TREES
9	Derek	04/25/22	18091	Yes	NONE SHOWN	1	1		1	2	1	1	1	1	1	SHELTER
10	Derek	04/25/22	14716	Yes	NONE SHOWN	0	1		1	2	0	0	0	0	0	OTHER
11	Derek	04/25/22	14717	No	NONE SHOWN	0	1	No clear alighting area	0	0	1	1	1	1	1	OTHER
12	Derek	04/25/22	14718	Yes	NONE SHOWN	1	1		1	1	1	1	1	1	1	SHELTER
13	Derek	04/25/22	14719	Yes	NONE SHOWN	0	1		0	0	0	0	0	0	0	NONE
14	Derek	04/25/22	14720	Yes	NONE SHOWN	0	1		0	0	0	0	0	0	0	NONE
15	Derek	04/25/22	14721	Yes	NONE SHOWN	1	1		1	1	1	1	1	2	1	SHELTER
16	Derek	04/25/22	14723	Yes	NONE SHOWN	1	1		1	1	1	1	1	1	1	SHELTER
17	Derek	04/25/22	14724	Yes	NONE SHOWN	0	1	pad at an angle	1	1	1	1	0	0	0	NONE
18	Derek	04/25/22	12640	Yes	NONE SHOWN	0	0	No clear alighting area	0	0	0	0	0	0	0	NONE
19	Derek	04/25/22	14725	Yes	NONE SHOWN	1	1		0	0	0	0	0	0	0	NONE
20	Derek	04/25/22	18226	Yes	NONE SHOWN	1	1		1	2	1	1	1	1	1	SHELTER
21	Derek	04/25/22	14727	Yes	NONE SHOWN	0	0	No clear alighting area	0	0	0	0	0	0	0	NONE
22	Derek	04/25/22	14728	Yes	NONE SHOWN	0	1		1	1	1	1	1	1	1	TREES
23	Derek	04/25/22	14729	Yes	NONE SHOWN	0	0	No clear alighting area	0	0	0	0	0	0	0	NONE
24	Derek	04/25/22	14730	Yes	NONE SHOWN	0	0	No clear alighting area	0	0	0	0	0	0	0	NONE
25	Derek	04/25/22	14731	None	NONE SHOWN	0	1	No clear alighting area	1	1	1	1	0	0	0	NONE
26	Derek	04/25/22	14732	Yes	NONE SHOWN	0	1	No clear alighting area	1	0	0	0	0	0	0	NONE
27	Derek	04/25/22	14733	Yes	NONE SHOWN	1	1		1	1	1	1	0	0	0	NONE
28	Derek	04/25/22	14734	Yes	NONE SHOWN	0	1	No clear alighting area	0	0	0	0	0	0	0	NONE
29	Derek	04/25/22	14735	Yes	NONE SHOWN	0	1		0	0	0	0	0	0	0	NONE

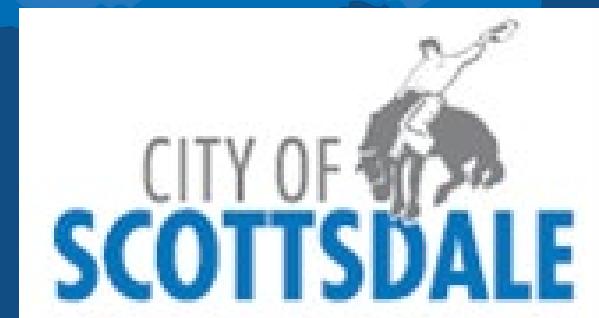
Attachments

Row	Sheet	All
Actions	Sort by Date	
	Row 304	May 5, 2022, 4:12 PM by Form User (SM)
	Row 303	May 5, 2022, 3:36 PM by Form User (SM)
	Row 302	May 5, 2022, 2:38 PM by Form User (SM)
	Row 301	May 5, 2022, 2:22 PM by Form User (SM)
	Row 300	May 5, 2022, 2:01 PM by Form User (SM)
	Row 299	May 5, 2022, 1:52 PM by Form User (SM)
	Row 298	May 5, 2022, 1:47 PM by Form User (SM)
	Row 297	May 5, 2022, 1:41 PM by Form User (SM)
	Row 296	May 5, 2022, 1:35 PM by Form User (SM)

Collaborative Efforts

Internal

- Community Relations Department
- Construction and Project Management
- Facilities
- Fleet
- Neighborhood/Community Centers
- Right-Of-Way
- Senior Centers
- City of Scottsdale Emergency Services (PD/FD)
- Streets and Signs
- Traffic Management Center



Collaborative Efforts

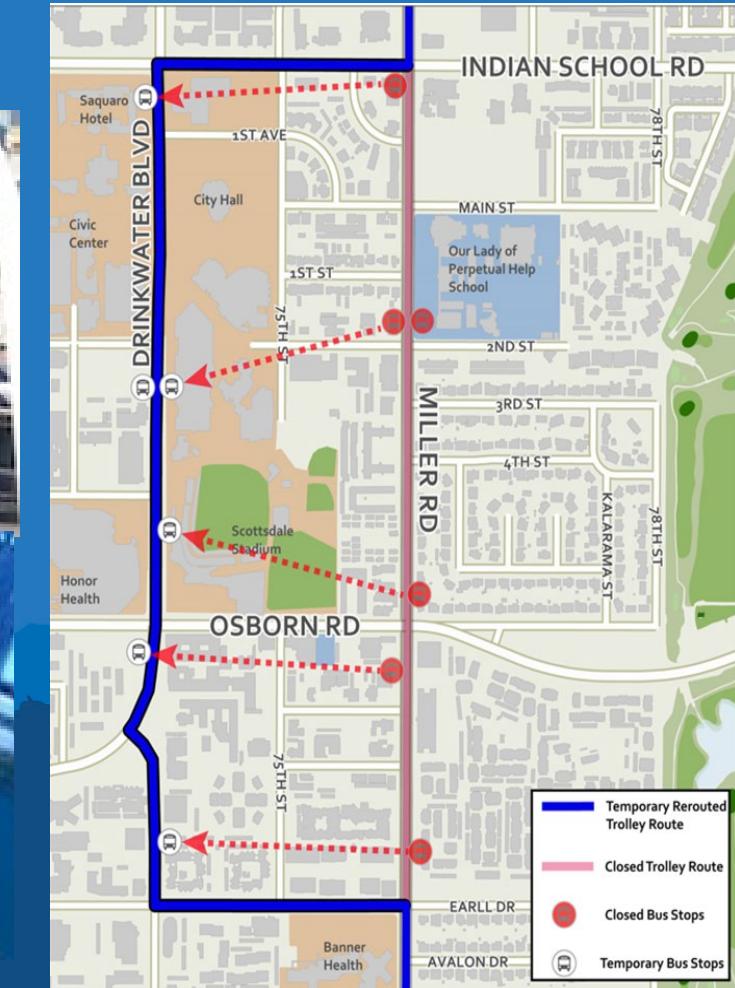
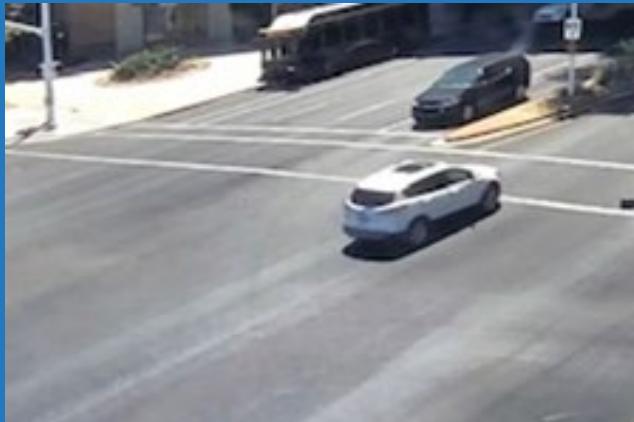
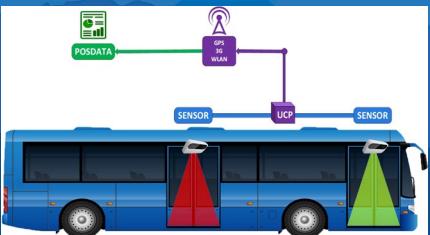
External

- City of Phoenix
 - Transit
 - IT
- Dunn Transportation
- Contracted Repair Vendors
- Scottsdale Unified School District
- Service Link
- Valley Metro
- Customer Assistance System (CAS)
- Special Event Support

Transit Technology

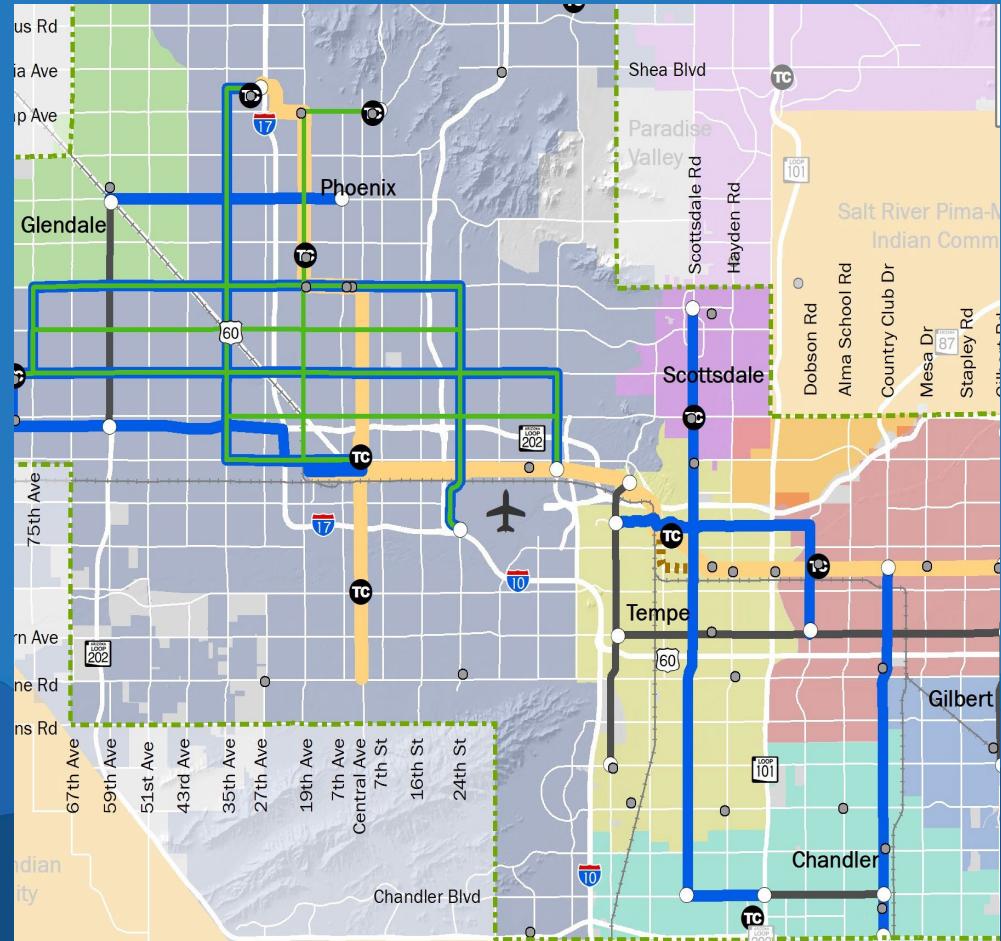
Computer-Aided Dispatch/
Automatic Vehicle Locator (CAD/AVL)

Automatic Passenger Counting (APC)



Bus Rapid Transit (BRT) Feasibility

Bus Rapid Transit (BRT) and Map



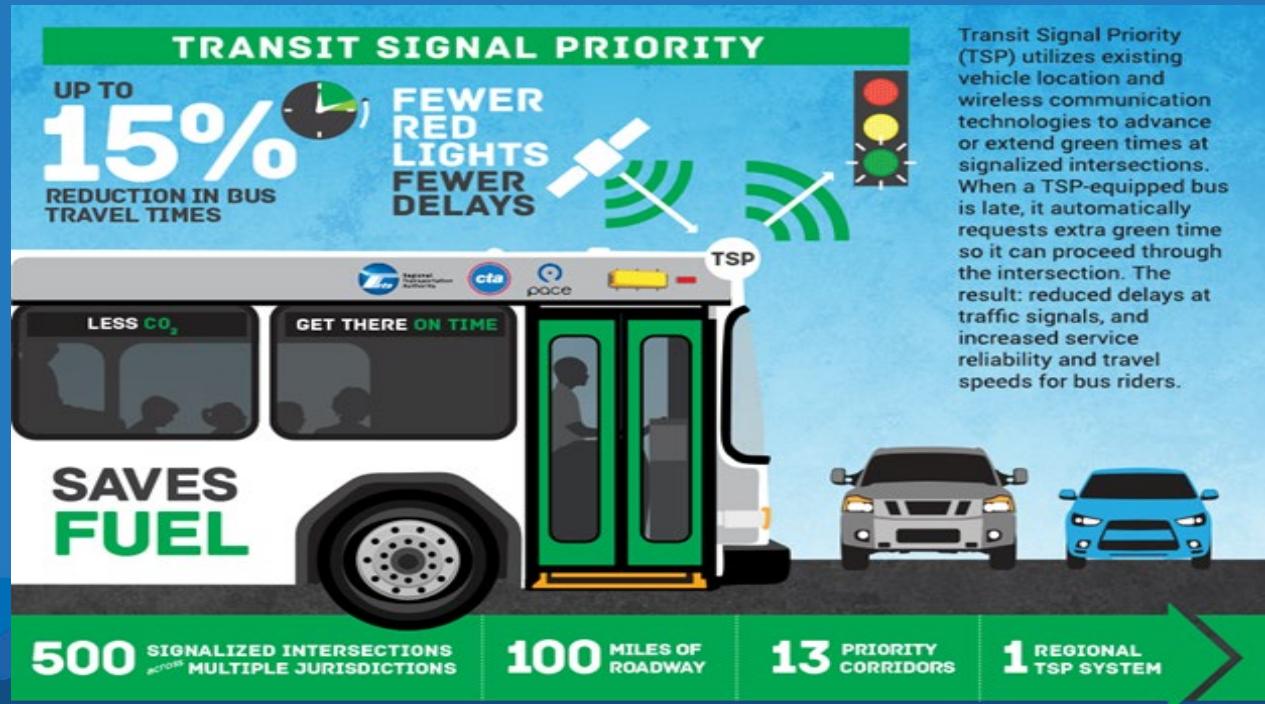
- Scottsdale Road
 - Regional Connections
 - Connectivity to Light Rail



Future Enhancements

Transit Signal Priority - TSP

- Provides additional time for buses to travel through intersections by keeping the green light on longer
- Improves on-time performance for riders



Next Steps

- Bus Stop Improvement Program
 - Data Driven
- Modernize Cab Connection Program
- Micro Transit
- Trolley Marketing
 - Choice Riders
- Rider Input



Questions?



Projects and Programs Update

Transportation Commission – May 19, 2022

Maintenance Update

- Roads/Shoulders
- Alley Maintenance
- Street Sweeping
- Concrete
- NPDES (National Pollutant Discharge Elimination System)



Arizona Canal Maintenance: Hayden Road to Pima Road

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

Path and adjacent concrete spillway on north bank is cracked

— Slab — Panels

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



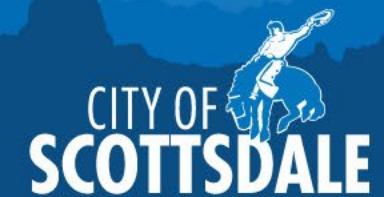
Pavement Management Update (FY22)

Crackfill – 400,000 lbs. of material installed.

ADA Improvements – 366 ramps reconstructed. Anticipated total is 716 for the year.

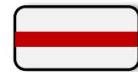
Microsurface Seal – 1.8 million square yards to be treated March – May.

Overlay/Reconstruction – 94,000 square yards to be complete by June



Major Paving Projects

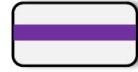
1. Camelback Road
2. Indian School Road
3. Scottsdale Road



2. Indian School Road



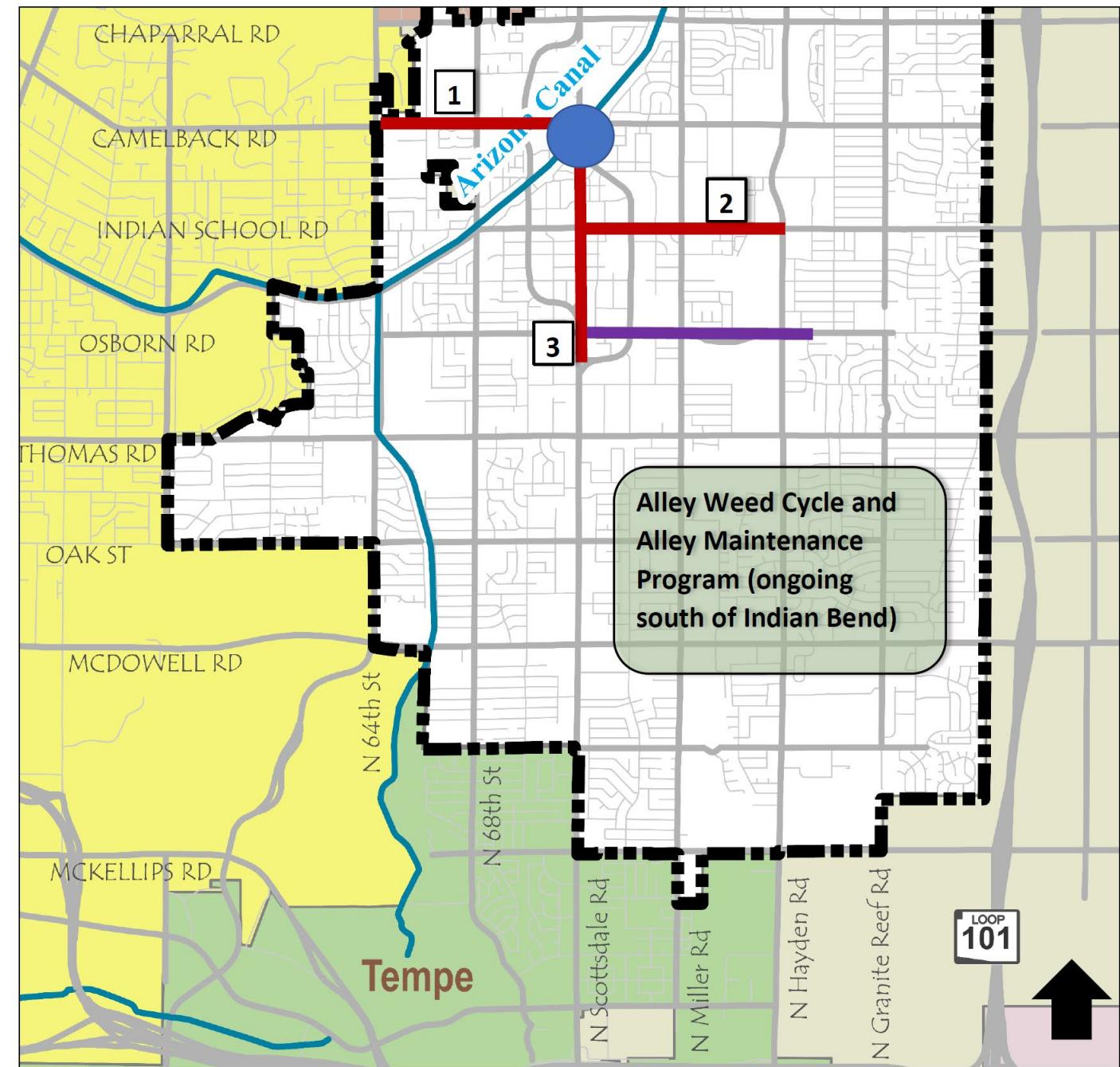
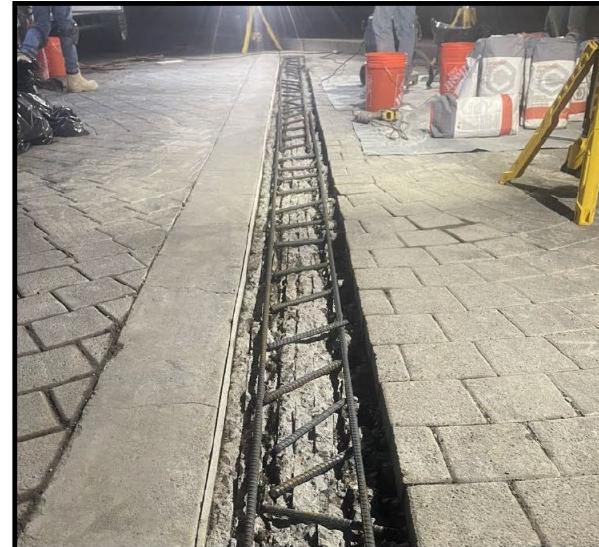
3. Scottsdale Road



Osborn Road
Improvements



Camelback/Scottsdale
Road Bridge Repair (see
photo below)



87th Terrace Lighting

- Citizen request for additional street lighting.
- Section of Pima Multi-use Path inside the wall.
- Coordination with SRP/APS.
- Options being evaluated by staff.



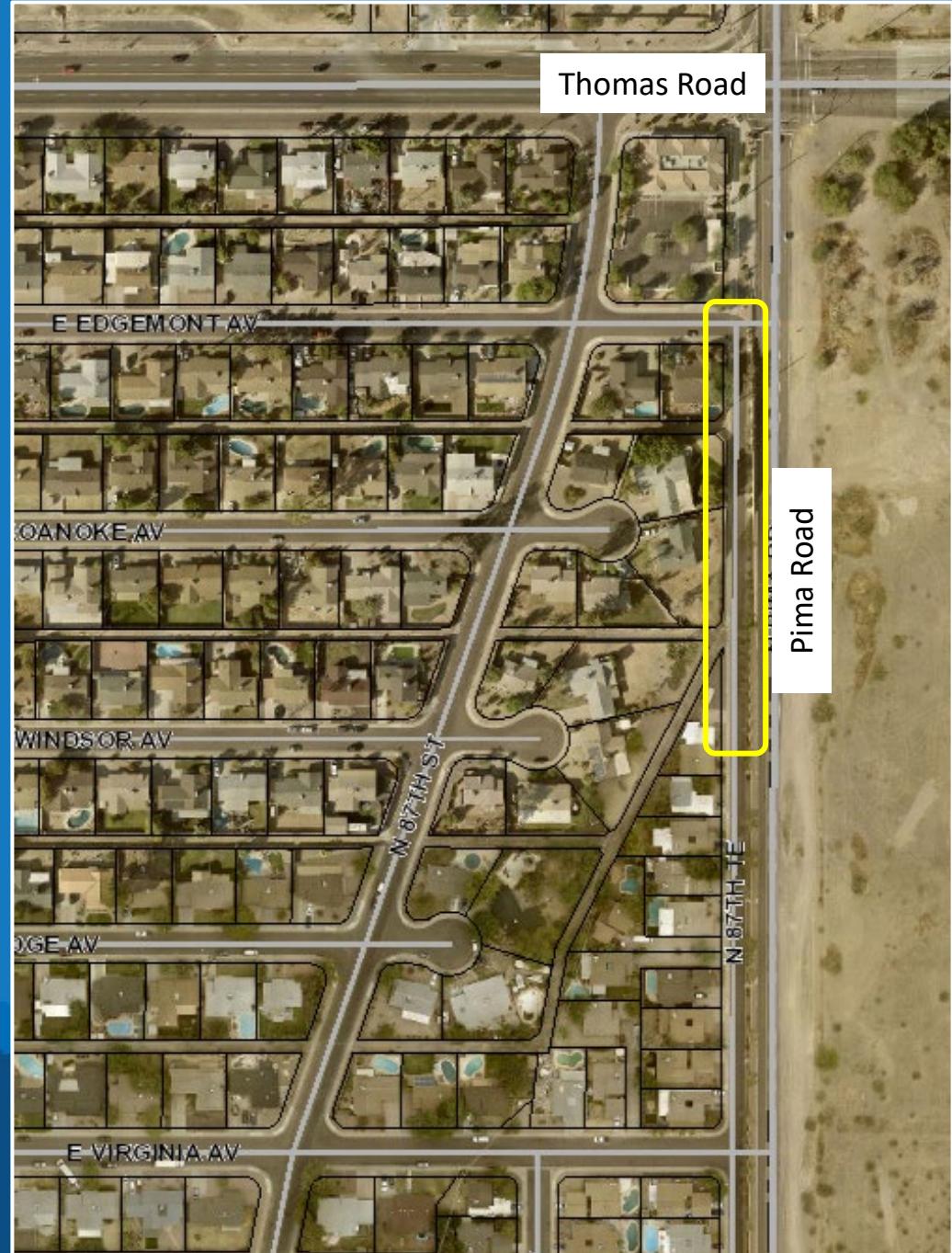
View to the north



View to the east



View to the south



Update on recent items brought to the Commission

Improved Crossing to Canal Path



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



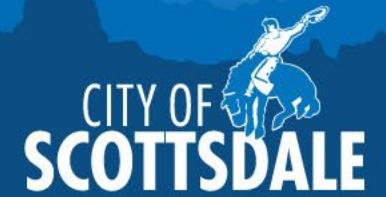
Construction Mitigation Plan

- Follow up to the April presentation regarding the Private Development Construction Impact Plan.
- Staff will begin reviewing ordinances in other cities.
- Meetings being scheduled with Planning and Development to begin discussion on a future plan.



Mayor and Council Items – Councilwoman Littlefield made a motion to direct staff to create a construction mitigation ordinance for the City of Scottsdale, including examining ordinances that other cities have adopted and noting what problems these ordinances have addressed. Mayor Ortega seconded the motion, which carried 5/2, with Mayor Ortega and Councilmembers Durham, Janik, Littlefield, and Whitehead voting in the affirmative and Vice Mayor Caputi and Councilmember Milhaven dissenting.

Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.05-12-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: June 16, 2022

REPORTS/PRESENTATIONS DUE June 9

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes May 19, 2022
- **Paths and Trails Subcommittee Update.....** Information
Information on items the Paths and Trails Subcommittee has covered– Don Anderson, Chair Paths and Trails Subcommittee
- **Path Counters: First Year Data Review.....** Information
Discussion and analysis of the first full year of data collected using a network of Eco-Counters installed in April 2021– Nathan Domme, Senior Transportation Planner
- **Trail Maintenance Public Outreach Program.....** Information
Review timeline and implementation approach for improving maintenance of unpaved trails located outside the McDowell Sonoran Preserve– Susan Conklu, Senior Transportation Planner
- **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
- **Review of Travel Demand Patterns.....** Information
Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer
- **Loop 101 Princess Drive to Shea Boulevard Project** Information
Information on Loop 101 roadway improvements – John Tucker, Project Team AZDOT
- **Update on Traffic Safety** Information
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer
- **Sustainability Director Introduction** Information
Introduction and information from the new Sustainability Director – Lisa McNeilly, Sustainability Director
- **Update from Valley Metro's New CEO** Information
Introduction and information from the new CEO of Valley Metro – Jessica Mefford-Miller, Valley Metro

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Loop 101 Mobility Project.....Presentation and Discussion**
Discuss USA's Transportation Research Department regarding connected vehicle technology -Kristin Darr, consultant and Mark Melnychenko, Transportation & Streets Director
- **Impact on Parking.....Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **Smart City.....Presentation and Discussion**
Discussion on the City's participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal
- **Alternate Modes of Transportation.....Presentation and Discussion**
Discuss alternative modes of transportation including electric bicycles, scooters, and pedestrian improvements – Susan Conklu, Senior Transportation Planner
- **Bus Stop Lighting.....Discussion**
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager
- **Expanding Maintenance Needs.....Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **Noise Walls.....Presentation, Discussion and Possible Action**
Discuss noise wall locations, including FHWA DBE levels – Mark Melnychenko, Transportation & Streets Director
- **Linking the Five-Year Paving Plan to Restriping Efforts.....Presentation and Discussion**
Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Shayne Lopez, Paving Manager
- **2020 Traffic Volume and Collision Manual.....Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer
- **No Engine Braking Ordinance Update.....Presentation and Discussion**
Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager
- **Sensagrate Pilot Project.....Presentation and Discussion**
Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate
- **Leading Pedestrian Interval Policy.....Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal
- **Roundabout Education.....Presentation and Discussion**
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager
- **Speed Limit Study Update Project.....Presentation and Discussion**
Present Traffic Engineering's recent effort to update speed limit studies in Scottsdale- Phil Kercher, Traffic Engineering and Ops Manager and Kiran Guntupalli, Traffic Engineer Principal

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: June 7, 2022

REPORTS/PRESENTATIONS DUE May 31

- **Approval of Meeting Minutes Action**
Approval of Regular meeting minutes of April 5, 2022
- **Path Counters: First Year Data Review.....Information**

Discussion and analysis of the first full year of data collected using a network of Eco-Counters installed in April 2021– Nathan Domme, Senior Transportation Planner

- **Trail Maintenance Public Outreach Program.....Information**
Review timeline and implementation approach for improving maintenance of unpaved trails located outside the McDowell Sonoran Preserve– Susan Conklu, Senior Transportation Planner
- **Neighborhood Bikeways Prioritization CriteriaDiscussion 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
- **Subcommittee Identification of Future Agenda Items.....Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

INFORMATION ITEMS

- **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
- **Pavement RestripingPresentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager