



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, October 20, 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 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 – September 15, 2022
- [Sustainability Plan](#)-----Information**
Introduction and information from the Sustainability Director on the Sustainability Plan 2022 including the Mobility chapter – Lisa McNeilly, Sustainability Director
- [Public Information and Community Outreach Update](#)-----Information**
An update on public information and outreach activities – Cristina Lenko, Public Information Officer

4. [Maricopa Association of Governments \(MAG\) Design Assistance Applications and other Grant Submittals](#) -----**Information**
Update on recent MAG and federal grant applications– Susan Conklu, Senior Transportation Planner

5. [Projects and Programs Update](#) -----**Information**
A continuing overview of Transportation & Streets divisions and programs/projects. – 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, September 15, 2022
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

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

ROLL CALL

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

STAFF: Mark Melnychenko, Transportation & Streets Director
Parker Murphy, Traffic Engineer
Kiran Guntupalli, Traffic Engineer Principal
Phil Kercher, Traffic Engineer & Ops Manager
Kyle Lofgren, Office Manager
Nathan Domme, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner
Greg Davies, Senior Transportation Planner

GUESTS: John Tucker, ADOT
Berwyn Wilbrink, Jacobs Engineering Group
Greg Fly, WSP

PUBLIC COMMENT

One written comment was received.

1. APPROVAL OF MINUTES

COMMISSIONER LALL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON AUGUST 18, 2022 AS PRESENTED. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. LOOP 101 PRINCESS DRIVE TO SHEA BOULEVARD PROJECT

Berwyn Wilbrink, Jacobs Engineering Group, stated that the process is 60 percent through final design. An overview of the project was provided and recommended improvements were outlined.

Greg Fly, WSP, provided a review of planned improvements:

- Adding one general purpose lane in both directions (Princess to Shea)
- Converting Frank Lloyd Wright Boulevard interchange to conventional diamond configuration
- Adding turn lanes to Princess Drive, Raintree Drive and Shea Boulevard
- Updating non-compliant ADA facilities

Currently, the project team is in the process of its 60 percent submittal, which will be delivered by WSP to ADOT in October. A virtual public meeting is scheduled for November 2nd. Construction is set to begin in summer/fall of 2023, with project completion in 2025. Construction expectations were reviewed.

In response to a Commissioner question, Mr. Fly stated that the project format is design-bid-build. Final drawings will be developed and advertised to contractors for competitive bids. The overall budget is approximately \$125 million.

Commissioner asked which ramp lanes are being doubled up. Mr. Fly stated that ADOT has requested an increase to some existing ramps to two lanes. At this time, they are proceeding with these at the Raintree exit and northbound Pima Road exit. There are discussions regarding proceeding with the southbound Pima Road exit.

Commissioner inquired about consideration to make the free-flowing rights instead have sharper corners to accommodate for slower speeds where there are pedestrian crossings. Mr. Fly stated that this particular consideration has not been developed. The DCR completed in 2021 contained an update specific to crossroad improvements. There were no recommendations in that update to tighten ramps.

Commissioner referred to the intersections and asked if there have been studies on the impact of signal timing and progression along surface streets in conjunction with the proposed changes. Mr. Fly stated that they have been working with the City on this. Some of the improvements have already been made by the City in terms of signal changes. There is close work with the City's traffic signal department to ensure that changes being made are consistent with the needs of the rest of the signals and to optimize movements.

Commissioner inquired about installation of wrong-way detection. Mr. Wilbrink stated that it could be added at a future date and none of the current plans would restrict it.

Commissioner addressed the triple left turn at Princess and asked whether there are other such triple left turn locations in the City. Mr. Wilbrink stated that there are none in the City. However, the plan includes improvements to the ramp, so all three lanes will be able to enter onto the ramp and through the merge. Mr. Fly added that one lane will have an option to go to the frontage road or an option to the ramp. There will be three lanes approaching the ramp. There will be a lane drop of the outside third lane on the ramp approaching the ramp meter. The ramp meter will have the standard drop after the meter, just as there is at every other two-lane entrance ramp in the City.

In response to a Commissioner question, Mr. Wilbrink stated that signage will be included as part of the interchange work. It will be signed for the two left-most turn lanes at 101 only and then the third left turn bay will be signed both. The third lane will show as an option for the 101 or Pima Road.

Chair asked about potential locations for closure details. Mr. Fly said the initial concept is included with the 30 percent design. On the previous design build project, there is a requirement that the contractor could only close a few miles within ADOT restrictions. However, this project is right on that boundary. It is anticipated that the contractor would be able to close the segment. The initial thought, subject to comment, review and modifications would be a detour route Shea to Scottsdale Road and Scottsdale Road back to the 101. However, with the frontage road system already in place between Princess and Thunderbird (Raintree), they would likely capitalize on the frontage road system, if there was a full closure of the main line for the northern half.

Mark Melnychenko, Transportation & Streets Director, noted that there has been strong coordination with the City, including biweekly meetings. He asked the presenters to address the turn-backs. Mr. Fly said there is a regional discussion between MAG and ADOT throughout the Valley. When the loop system was originally constructed, there were many locations without existing development. ADOT was required to obtain quite a bit for right-of-way down crossroads. There are orphan right-of-way pieces, which officially fall under the ADOT system. However, per IGA, the City maintains PCCP (concrete) limits. The concrete pavement is the boundary between ADOT and City maintenance. ADOT has approached the City about potentially abandoning excess right-of-way back to the City to make things simpler for future development.

3. TRANSPORTATION ACTION PLAN (TAP) IMPLEMENTATION: CORRIDORS WITH REDUCED SIDEWALK WIDTHS

Nathan Domme, Senior Transportation Planner, stated that the TAP pedestrian element addresses areas that are less likely to experience high volumes of pedestrians, due to lower density and/or subdivision access restrictions. One side of the four-lane and six-lane streets have a narrower sidewalk of six feet while maintaining eight-foot sidewalks on the other sides. The Paths and Trails Subcommittee approved the criteria on August 2, 2022 for subsequent presentation to the Transportation Commission.

Reasoning for the reduction was outlined:

Plan to reduce sidewalk widths in key locations based on:

- Use in areas with limited walking demand on the corridor
- Use in areas with limited walking demand for one side in particular
- Use for new facilities or gaps in sidewalk network

Cost Savings

- Installation Savings: Per mile reduction: \$106,000 savings per mile
- Significant cost savings between 6 feet and 8 feet
- Maintenance Savings

Sustainability

- Reduce heat island
- Maintain natural aesthetic

Criteria includes:

- Limit to current or future four or six-lane roadways (since the standard sidewalk width for two-lane roadways is already 6 feet)
- Focus on area north of Bell Road due to lower population and employment densities
- Utilize non-complete streets inventory that identifies areas missing sidewalk
- Look for areas with subdivision access restrictions created by perimeter walls
- Look for areas with planned or existing trail or shared use paths along one side
- Look for connectivity to existing sidewalk or side path

Specific locations for the reduced sidewalk widths were identified. Next steps are to note locations that would be eligible for the reduction in sidewalk width in the next update to the City's Design Standards & Policy Manual and incorporate the changes into future capital improvement projects.

Commissioner suggested that the sidewalk reduction occur between curb and the sidewalk, which would allow further separation between traffic and pedestrians. Mr. Domme stated that the City always endeavors to maintain the buffer.

In response to a Commissioner question, Mr. Domme stated that bike lanes are strongly encouraged and as part of the standards, they will likely be included.

In response to a Commissioner question, Mr. Domme clarified that they are not looking to replace existing infrastructure. This process will be applicable only for gaps and new sidewalk.

Chair asked whether a public involvement process must be followed to institute the reduction in sidewalk widths. Mr. Domme stated that the public outreach process will be followed as projects are scheduled.

Commissioner commented on the significant savings per mile with the width reductions.

VICE CHAIR ANDERSON MOVED TO ACCEPT THE TRANSPORTATION DEPARTMENT'S RECOMMENDATION TO PROCEED WITH THE IDENTIFIED CORRIDORS FOR PARTIALLY REDUCED SIDEWALK WIDTHS. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

Parker Murphy, Traffic Engineer, provided the NTMP overview for Lafayette Boulevard. The street is a collector from Arcadia. There is cut-through traffic during congestion on Camelback Road and Indian School Road. There is a transition from 25 miles per hour to 30 miles per hour going west. Because the speed zones are so close and considering the curve leading up to the transition, two counts were taken from 25 mile an hour zone and 30 mile an hour zone. A review of the data was provided. Staff recommends installation of two speed cushions with a cost of \$6,000. A petition was successfully completed with more than 70 percent of affected residents. The plan overview was discussed. Staff recommends that the petition for traffic calming on Lafayette Boulevard between 66th Street and 68th Street be accepted.

Vice Chair asked about the size of the area considered in the petition. Mr. Murphy identified the affected areas on the map.

Mr. Murphy reviewed the site location and data overview for Oak Street. The location on Oak Street east of Scottsdale Road provides access to a number of residences with direct frontage as well as Corona High School. At the intersection of Oak Street and Miller is the El Dorado Community Center. Data was collected in March, 2022 and was within the volume threshold. Over 70 percent of residents approved the plan. Two speed cushions will be placed at a cost of \$6,000. Staff recommends approval.

COMMISSIONER WILCOXON MOVED TO PROCEED WITH THE LAFAYETTE BOULEVARD AND OAK STREET SPEED CUSHIONS AS PRESENTED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. HOA EXCEPTION FROM NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

Mr. Murphy identified the site location as south of Indian Bend Road between Indian Bend Road and the Silverado Golf Club. The access is not owned by the City and is within the parcel of the Corriente Condominiums, however the City has been maintaining the access. There is no residential frontage, which is one of the main components of the NTMP. A data overview of traffic volumes was provided. From the data collected in May, 2022, the Corriente/Silverado Golf Club access roadway does not meet either of the NTMP speed criteria. Previous City action includes extension of the double yellow and installation of curve signs with 20 mile per hour advisory speed. Staff recommends that the City not deviate from the accepted guidelines regarding installation of traffic calming devices for public roadways.

Commissioner inquired as to pedestrian accidents at the location. Mr. Murphy stated that the team was unable to find any pedestrian accident records. Because it is not a named roadway, the police department may mark them as private property crashes.

Commissioner noted the severe bend in the roadway and stated that the HOA is legitimate in requesting protection for pedestrians. A simple change could be made, such as a pedestrian crossing at the light coordinated with the light just before the bend. Kiran Guntupalli, Traffic Engineer Principal, stated that the City has guidelines for where it would complete such an

installation. This type of installation is called a rectangular rapid flashing beacon. The pedestrian volumes crossing this segment do not warrant such a device. In addition, there is no pedestrian infrastructure on the west side of the street. Without a sidewalk, there is nothing to connect. In addition, it is not recommended that a crosswalk be installed within a curve, due to sight distance concerns. Commissioner clarified that the suggestion is not for flashing beacons, but a simple pedestrian cross light, which can be coordinated with another light before the bend. The light will not be activated without the presence of a pedestrian.

Phil Kercher, Traffic Engineer & Ops Manager, stated that pedestrian crossing guidelines were approved by the Transportation Commission previously. These include the guidelines for evaluating crossings. Typically, crosswalks are not marked midblock without some type of control or enhancement. Staff would be happy to reevaluate. He noted that this site was evaluated a few years ago. Counts, volumes and observations were made. Changes included the addition of the double yellows and curve advisory signs. A crosswalk would have to be valuated against the pedestrian crossing guidelines in place. Commissioner commented that there are always exceptions to policy and that this situation warrants additional consideration.

Commissioner asked whether there has been consideration to change the curve to a 90-degree street. Mr. Murphy stated that the City does not own the property, but merely maintains it. Commissioner asked if the owners of the property could make it a 90-degree turn. Mr. Guntupalli stated that if the owners wished to change the alignment, the City would likely not have an objection. However, it would still have to go through the plan approval process.

Vice Chair noted that the property is owned by the HOA and asked why they would not be permitted to install speed bumps. Mr. Anderson stated that the site is publicly maintained and is treated through public roadways in the NTMP.

Commissioner inquired as to whether most of the traffic is going to and from the golf course. Mr. Murphy identified another condominium complex, Paradise View Villas, south of Corriente, whose residents also use the roadway.

Commissioner asked about stop signs at the golf course. Mr. Murphy stated that leaving the golf course, there is a raised pedestrian crossing as part of the Indian Bend Wash Path along the driveway into the golf course as well as the west side of the golf course. There is an existing traffic calming element, but no stop sign.

Commissioner asked whether the HOA is able to withdraw from the maintenance agreement with the City. Mr. Kercher stated that this will not likely be possible, due to the other existing condominium projects.

Commissioner asked about the possibility of edge striping, which would narrow the road and slow traffic. Mr. Kercher said southbound, there may be potential for edge line striping, however, at the exit of the curve, there is only 11 to 12 feet, which would not allow for striping. Discussion ensued regarding the origins and timeline of the golf course.

Commissioner suggested an additional review of the situation with additional proposals and solutions presented to the Commission.

Commissioner commented that the issues are exacerbated by the parking on the south side. Mr. Kercher stated that when the hotel was present, the southwest portion was open. When

Corriente was developed, the building was constructed inside the yellow curve, which is creating some of the current issues. Removal of the parking area is a potential option.

In response to a Commissioner question, Mr. Murphy confirmed that the HOA owns the parking lot. Commissioner suggested negotiation with the HOA to make changes.

Commissioner commented that some of the proposed solutions are expensive when compared with the price of speed bump installation and suggested the possibility of granting the variance for this purpose. Mr. Guntupalli stated that from a traffic engineering perspective, it is not seen as a safety concern and therefore, it does not meet the criteria for NTMP policy and procedure. Mr. Kercher added that NTMP is more of a quality of life program.

Public member, Harry Maron introduced himself as president of the Corriente HOA. He stated that the roadway is the only access to Silverado Golf Course, Paradise View Villas, Siena Front Road and Corriente main entrance and rear exit. It also provides access to the existing bike path. He described the uses of the roadway by local residents.

Public member, Sharon Gordon, expressed concerns regarding potential for injuries. Residents regularly complain about speeding vehicles. There is also the potential for significant liability for this foreseeable risk.

Vice Chair referenced the parking spaces on the south side of the road and asked if they belong to Corriente. Mr. Maron stated that anything along the roadway is Corriente property.

In response to a Commissioner question, Mr. Maron stated that there are 192 units within the HOA. In response to a Commissioner question regarding how many members voted for and against a speed bump, Ms. Gordon stated that no such vote was taken. Mr. Maron added that there is consensus among the members that this is a problem for residents.

Commissioner asked what alternatives the HOA has discussed in the past. Ms. Gordon said the main solution considered is a speed table or speed cushion. Commissioner suggested that the HOA speak with City staff to discuss options and gain insight.

Commissioner asked if the HOA would agree to changing the alignment of the roadway so it is a 90-degree turn, which would include a stop sign and reduce speeds. Mr. Maron said this would have to be discussed with the HOA board.

Vice Chair asked about the downside to the City, if the HOA agrees to install the speed bumps, but do not meet the criteria for the NTMP. Mr. Kercher stated that the City has preferred policy. Any exceptions should be well understood considering potential future applications.

Chair suggested recommending that the City continue to work with the HOA on potential solutions.

COMMISSIONER KOWAL MOVED TO RECOMMEND THAT TRANSPORTATION STAFF FOLLOW THE NTMP PROCESS AS IS AND FOLLOW UP WITH CORRIENTE HOMEOWNERS AND REPORT BACK TO THE TRANSPORTATION COMMISSION. VICE CHAIR ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON COMMISSIONERS KOWAL, LALL, MILLER AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- Corriente Condominium future action plan for NTMP
- EMS and Fire Department response times and environment
- Bike prioritization

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kowal and seconded by Vice Chair Anderson, the meeting adjourned at 7:46 p.m.

AYES: Chair Iacovo, 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>**

TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Lisa McNeilly, Sustainability Director
Subject: Introduction and Information on Scottsdale's Sustainability Plan 2022
Meeting Date: October 20, 2022

ITEM IN BRIEF

Action: Presentation and Discussion

Purpose:

Present information about Scottsdale's first Sustainability Plan, including the Mobility chapter

Background:

The City of Scottsdale initiated work to develop the Sustainability Plan in June 2021 and engaged the Arizona State University (ASU) Rob and Melani Walton Sustainability Solution Service as a partner in this effort. ASU provided expert guidance and assistance in translating priorities into sustainability pathways and actions. ASU researchers assessed Scottsdale's progress in sustainability to date through interviews with city personnel and surveyed best practices to identify potential approaches and frameworks best suited to Scottsdale's needs.

Throughout 2022, the City of Scottsdale sought input and feedback from the community through workshops and regular meetings with the Scottsdale Environmental Advisory Commission (SEAC). The workshops helped record priorities, with participants sharing possible actions and their preferences for key strategies. In addition, staff and other subject matter experts provided guidance and ideas.

Information:

The city recently released a draft of the Sustainability Plan 2022 and is actively seeking feedback. The plan addresses the three dimensions of sustainability, identifying five thematic Pathways for action. This community-wide Sustainability Plan builds on Scottsdale's legacy of effective, resident-centered governance and sound economic management and seeks to improve the quality of life for all residents, to preserve our Sonoran Desert environment, and to fulfill our responsibility to future generations.

Fifteen Topics, partly drawn from the General Plan elements, reflect traditional sustainability topics as well areas where the city is adding sustainability connections to existing work. The strategies and actions for each topic look beyond what the city is doing where there are existing plans or programs and provide policy direction where efforts are newer or are now more urgent.

Low Emissions & Climate Action

- Climate Planning • Energy • **Mobility** • Air Quality

Nature-Based

- Water Resources • Open Space & Land Management

Equitable Community

- Community Services • Character & Arts • Economic Vitality • Education & Lifelong Learning

Resiliency

- Extreme Heat & Hazard Preparedness • Built Environment & Housing • Smart City

Circular Systems

- Waste as a Resource • Food Systems

The Commission is asked to share feedback on the plan, including the strategies in the Mobility chapter:

Mobility #1 Strengthen integrated transportation planning

Mobility #2 Prioritize active transportation

Mobility #3 Ensure accessible mobility for all residents by improving transportation systems

Commissioners are also invited to attend one of two upcoming workshops that will bring together community members to review strategies and actions for all fifteen topics in the plan:

Workshop #1

Date: Tuesday, October 25, 2022

Time: 10:30-12:00 (light refreshments provided)

Location: Community Design Studio, 7506 E. Indian School Rd.

[Registration link](#)

Workshop #2

Date: Thursday, October 27, 2022

Time: 6:00 – 7:30 p.m. (light refreshments provided)

Location: Vista del Camino, 7700 E Roosevelt St.

[Registration link](#)

Staff Contact: Lisa McNeilly, 480-312-2831, lmcneilly@scottsdaleaz.gov

Attachments:

1. Sustainability Plan 2022 (Draft for Public Comment)

Scottsdale Sustainability Plan



“Sustainability is a condition of living that enables the present generation to enjoy social well-being, a vibrant economy, and a healthy environment, without compromising the ability of future generations to enjoy the same.”
(Scottsdale General Plan 2035, page 280)

DRAFT

Sustainability for Scottsdale's Present and Future

Scottsdale is a special place known for unparalleled leisure, amenities, and a reputation for livability. The diversity and natural beauty of Scottsdale's landscapes are among its defining features, and the city has consistently championed environmental stewardship while maintaining high quality of life for residents, visitors, and businesses. Residents overwhelmingly say that the "overall quality of natural environment in Scottsdale" is essential or very important .

In recent years, many cities around the United States and the world have committed to being smart, resilient, and sustainable. Scottsdale's journey goes back decades, including a guiding principle to "Seek Sustainability" from the 1996 CityShape 2020. More recently, the city's leadership is seen in the Scottsdale General Plan 2035 (General Plan), which identifies five core elements of sustainability and the environment – Open Space, Environmental Planning, Conservation, Water Resources, and Energy. By adopting this Sustainability Plan 2022 (Plan), Scottsdale returns to an influential role in urban sustainability by embracing a proactive and comprehensive approach to achieving ambitious targets.

Sustainability represents more than environmental conservation, integrating social, environmental, and economic considerations to allow all to thrive. This more expansive view of sustainability encompasses factors such as health, walkability of urban spaces, access to open and natural spaces, and inclusive, shared

community resources. Rather than conflicting with growth, thoughtful and fiscally-sound sustainability planning enables expansion while enhancing the quality of life for current residents and future generations.

The goals of environmental stewardship, economic vitality, and equity are interconnected yet achievable. Scottsdale has demonstrated numerous times that it can find innovative and balanced solutions when others see competing objectives, and the city recommits to equally considering all three elements of sustainability in planning and decision-making.

This community-wide Sustainability Plan builds on Scottsdale's legacy of effective, resident-centered governance and sound economic management. The plan preserves and improves what is already in place and seeks to 'fill in' system gaps, identifying areas where more needs to be done and where new and cost-effective approaches are needed. It provides a common framework to improve the quality of life for all residents, to preserve our Sonoran Desert environment, and to fulfill our responsibility to future generations.

The Plan is fundamentally a roadmap for policy and implementation. Together with existing plans and programs, it is designed to reflect the values of the City and chart a course for the next ten years. Early work will include crafting Heat Mitigation and Net Zero Strategic Energy plans, increasing the number of green events, and adding more trees and shade.

¹ The National Community Survey: Scottsdale, AZ Trends Over Time 2020, Table 14; "essential" or "very important" responses = 89% in 2020. Accessed on 8/16/2022: tinyurl.com/4cae9chs

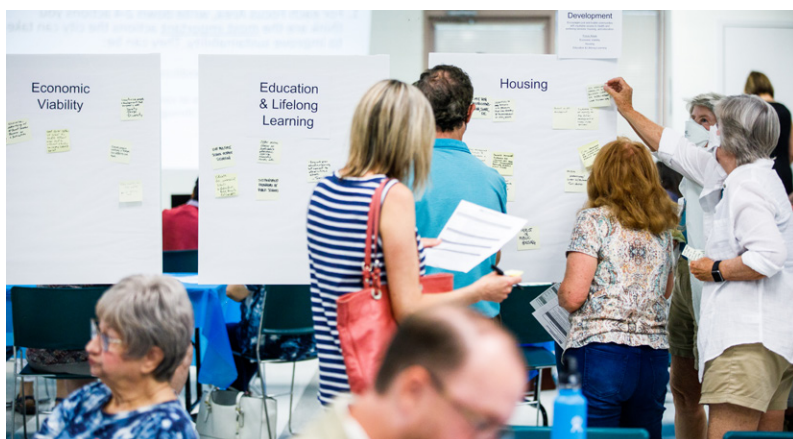
How The Plan Was Developed

The City of Scottsdale initiated work to develop the Sustainability Plan in June 2021 and engaged the Rob and Melani Walton Sustainability Solution Service as a partner in this effort. ASU provided expert guidance and assistance in translating priorities into sustainability pathways and actions. ASU researchers assessed Scottsdale's progress in sustainability to date through interviews with city personnel and surveyed best practices to identify potential approaches and frameworks best suited to Scottsdale's needs.

The plan development process was just as important as the content, so after documenting current progress we reached out to staff, residents, and other stakeholders. Throughout 2022, the City of Scottsdale sought input and feedback from the community through workshops and regular meetings with the

Scottsdale Environmental Advisory Commission (SEAC). To obtain perspectives from multiple stakeholder groups, presentations were made to other resident commissions and boards as part of the broader public input process. In addition, staff and other subject matter experts provided guidance and ideas.

The workshops helped record priorities, with participants sharing possible actions and their preferences for key strategies. The most commonly shared proposals addressed open space and trees, renewable energy and energy efficiency, water shortages, waste reduction, economic development, and heat mitigation. Other priorities included increasing active mobility options and electric vehicles, offering composting and other waste diversion tools, creating heat resilience centers, attracting green businesses, and increasing affordable housing.



Scottsdale Sustainability Framework

Scottsdale's Sustainability Plan 2022 addresses the three dimensions of sustainability, identifying five thematic **Pathways** based on a modified version of the framework developed by the International Council for Local Environmental Initiatives (ICLEI).

Fifteen **Topics**, partly drawn from the General Plan elements, reflect traditional sustainability topics as well as areas where the city is adding sustainability connections to existing work. The strategies and actions for each topic will look beyond what the city is doing where there

are existing plans or programs and provide policy direction where efforts are newer or are now more urgent. The structure facilitates collaboration and reinforces the connections between the topics.

The framework supports the protection of the Sonoran desert ecosystem in rural and urban areas. It also directs actions toward supporting and attracting residents and visitors, providing economic benefits, and ensuring a high quality of life.

Sustainability Pathways & Topics

Low Emissions & Climate Action: Reduces greenhouse gas and other environmentally harmful air emissions

• *Climate Planning* • *Energy* • *Mobility* • *Air Quality*

Nature-Based: Protects and enhances our city and natural environment by conserving resources, balancing land use and open space

• *Water Resources* • *Open Space & Land Management*

Equitable Community: Builds just, livable, and thriving communities reflecting the character of Scottsdale

• *Community Services* • *Character & Arts* • *Economic Vitality* • *Education & Lifelong Learning*

Resiliency: Anticipates and responds to shocks and stressors, preparing for new risks and impacts

• *Extreme Heat & Hazard Preparedness* • *Built Environment & Housing* • *Smart City*

Circular Systems: Supports models of production and consumption that support reducing, recycling, repairing, and repurposing products and materials

• *Waste as a Resource* • *Food Systems*

How To Read The Plan

For each topic, there are multiple elements outlining the planned work toward a more sustainable future. A success statement gives a clear vision of success for each topic. In Scottsdale sections discuss why each topic is important, highlight existing works, and share the starting points for success. Key strategies and actions will define the work to be done over the next few years. Building on data collected from 1998-2005, clearly defined sustainability indicators will help inform future data-driven work and the list of related actions makes connections between topics.

The City of Scottsdale is committed to implementing this Plan with robust participation from residents, businesses, and non-governmental organizations. Elected leaders and city officials cannot do this alone. Achieving sustainability for Scottsdale requires a common vision of the future and engagement from the whole community to address and prioritize effective solutions. When reading this Plan, consider what perspectives, knowledge, and community connections can help achieve these goals.

Sustainability Overlaps Across Topics

The following table shows the substantial overlaps and interconnections across topics:

	Low Emissions & Climate Action				Nature Based		Equitable Community				Resiliency			Circular Systems	
	Climate Planning	Energy	Mobility	Air Quality	Water Resources	Open Space & Land Management	Community Services	Charcter & Arts	Economic Viability	Education and Lifelong Learning	Extreme Heat & Hazard Preparedness	Built Environment & Housing	Smart City	Waste as a Resource	Food System
Low Emissions & Climate Action															
Climate Planning															
Energy															
Mobility															
Air Quality															
Nature Based															
Open Space & Land Management															
Water Resources															
Equitable Community															
Community Services															
Charcter & Arts															
Economic Viability															
Education and Lifelong Learning															
Resiliency															
Extreme Heat & Hazard Preparedness															
Built Environment & Housing															
Smart City															
Circular															
Waste as a Resource															
Food System															

Synergy with Existing Plans and Efforts

The City of Scottsdale has already shown leadership in numerous areas related to sustainability, from its forward-thinking water policy and green building programs to its commitment to preserving open space. Much of this work is reflected in other city plans, sometimes with substantial overlaps in objectives. In addition to the General Plan, these relevant plans should be viewed as ‘partner’ documents during implementation:

Low Emissions & Climate Action

- [Transportation Action Plan \(2022\)](#)
- [Old Town Bicycle Master Plan \(2022\)](#)
- [Residential Solar Guidelines \(2020\)](#)
- [Commercial Solar Guidelines \(2019\)](#)

Nature-Based

- [Parks & Recreation Strategic Plan \(under development\)](#)
- [Sustainable Water Management Principles \(2022\)](#)
- [Integrated Water Resources Master Plan \(2022\)](#)
- [Drought Management Plan \(2021\)](#)
- [Scottsdale Water Strategic Plan \(2019-2024\)](#)
- [McDowell Sonoran Preserve Ecological Resource Plan \(2016\)](#)
- [McDowell Sonoran Preserve, City Ordinance, Chapter 21](#)

Equitable Community

- [Tourism & Events Strategic Plan \(anticipated adoption in Fall 2022\)](#)
- [Scottsdale Consolidated Plan \(2020\)](#)
- [Economic Development 5-Year Strategic Plan \(2021\)](#)
- [Scottsdale Public Library Strategic Plan \(2019\)](#)
- [Community Services Master Plan \(2015\)](#)

Resiliency

- [Strategies for a Cooler Scottsdale \(2022\)](#)
- [Smart City Strategic Roadmap \(2020\)](#)
- [Design Standards and Policy Manual \(2018\)](#)
- [Emergency Preparedness Jurisdictional Project Summary \(2018; 2021\)](#)
- [Sensitive Design Principles \(2001\)](#)
- [Green Building Program](#)

Circular Systems

- [Community Solid Waste and Recycling Strategic Plan \(2017\)](#)

“Much of Scottsdale’s reputation is built on creative solutions to solve environmental challenges. The need for flood control in the southern part of the community became the world-renowned Indian Bend Wash Greenbelt. The desire to preserve the natural beauty and land forms of the Sonoran Desert while protecting people and property from hazardous conditions resulted in the Environmentally Sensitive Lands and Native Plant Ordinances and the Scottsdale McDowell Sonoran Preserve. The Green Building Program was created to promote more sustainable desert living and reduce the environmental impacts of development.”

(Scottsdale General Plan 2035, page 70)

Climate Planning

Develop mitigation and adaptation solutions to climate challenges.

In Scottsdale

Emissions from the burning of fossil fuels are increasing global average temperatures and multiplying extreme heat and precipitation and other impacts. Addressing these problems will require a better understanding of the scale and scope of the problem, as well as the areas – like promoting greener buildings and alternate modes of transportation – where Scottsdale has already taken important steps.

Strategy and Actions

Climate Planning #1 Establish framework to reduce climate emissions and impacts

1. Set carbon reduction goals, city-wide and sector-specific
2. Calculate regular emissions inventories, city-wide and for municipal operations

Climate Planning #2 Address adaptation to impacts of climate change

1. Identify vulnerabilities and document updated climate projections
2. Complete a comprehensive climate adaptation plan including a resilience plan for southern Scottsdale
3. Include measures of climate resiliency in project planning
4. Educate the public on impacts of climate change

Sustainability Indicators

- % reduction in greenhouse gas emissions

Related Actions

Low Emissions	Air Quality: adoption of electric vehicles Energy: Net Zero Strategic Energy Plan Mobility: reducing vehicle miles traveled
Nature Based	Open Space & Land Management: nature-based solutions addressing impacts
Resiliency	Built Environment & Housing: additional connections between buildings and climate Extreme Heat & Hazard Preparedness: adaptation to extreme heat

Connection to General Plan

Environmental Planning Element: Goal EP 8 Plan, prepare, and adapt for significant climate impacts on city infrastructure and operations.

Energy

Maximize the use of renewable energy resources and energy efficiency to build resiliency and create economic benefits.

In Scottsdale

Resident and businesses use energy every day for things like computers, appliances, lighting, and cooling. Using less energy to get the same service can yield cleaner air and health benefits, support green jobs and local reinvestment, and generate costs-savings. For example, efficient appliances and equipment reduce the utility bill for the average household by \$500 per year. Taking additional steps to use more clean or renewable energy also protects the environment by reducing the pollutants and greenhouse gases associated with burning fossil fuels. Arizona is ranked 5th in the nation for the total capacity of solar energy, and the city of Scottsdale has installed over 350 kW on municipal buildings and issued close to 8,000 permits for solar photovoltaic systems.

More work needs to be done to understand the most impactful and cost-efficient energy program for Scottsdale, especially for some of the larger energy users. The city has begun to audit its own buildings, adopted progressive building and energy codes, and offers Commercial Solar Guidelines.

Strategy and Actions

Energy #1 Develop a Net-Zero Energy Strategic Plan to accelerate renewable energy installation, expand adoption of energy efficiency practices, and attract investment

1. Reduce per capita energy consumption by 10% relative to 2016
2. Increase installations of solar energy to 20% of owner-occupied homes by 2030³
3. Work with utilities to promote energy efficiency improvements for existing residential and commercial properties and educate property owners on existing incentives
4. Improve compliance with energy and green construction codes for new buildings, additions, and remodeling
5. Investigate ways to expand battery storage capacity for renewable energy installations

Energy #2 Improve municipal energy performance

1. Employ a city-wide energy management system and track city energy use
2. Dedicate staff resources to managing energy programs
3. Conduct energy audits for 50% of existing of all buildings
4. Expand solar generation on city facilities
5. Continue to convert streetlight systems, park lighting, and other civic lighting to LED technology for energy efficiency and lower maintenance costs
6. Join utility green power programs

Sustainability Indicators

- Total energy use (kWh) –community-wide and municipal operations
- Solar energy installed
- % of households with an energy burden greater than 6%
- # of municipal systems converted to LED lighting

² "State Solar Spotlight: Arizona," Solar Energy Industries Association. <https://www.seia.org/sites/default/files/2022-09/Arizona%20State-Factsheet-2022-Q3.pdf>

³ Baseline is 8.2% in 2021; Source: CDS permit records and US Census 2019 housing estimates (Floyd)

Related Actions

Low Emissions	Air Quality & Mobility: efforts to reduce use of transportation energy
Resiliency	Built Environment & Housing: energy efficiency of new buildings Extreme Heat & Hazard Preparedness: connections between heat and energy use Smart City: importance of technology in reducing energy use

Connection to General Plan

The five goals and numerous policies included in the Energy Element call for creating a sustainable energy future by adding clean energy sources and reducing energy consumption, especially:

Goal E 1 Work toward becoming a net-zero energy community that balances energy efficiency with renewable energy generation.

Policy EP 5.5 Expand green building construction standards to include all new and remodeled residential and commercial buildings.

Mobility

Support a well-designed, inter-connected, safe, and accessible multi-modal transportation system.

In Scottsdale

Relying only on gasoline-powered vehicles for travel around Scottsdale may be convenient but increases air pollution, congestion, noise, and other environmental problems. In 2020, 7 out of every 10 workers in the city drove to work alone. The Transportation Action Plan (TAP) 2022 will inform future transportation decisions and includes a prioritized implementation plan to preserve and improve how we get around Scottsdale — whether by bicycle, scooter, horse, motorcycle, vehicle, bus or something yet to emerge — over the next 10 years

Some key TAP goals include:

- Emphasize traffic safety, livable streets and multi-modal community access over rapid traffic throughput
- Provide facilities and amenities that are recognized as contributing to complete streets
- Maintain and improve multi-modal circulation by narrowing roadways where appropriate
- Minimize heat island effects by reducing existing pavement where traffic demand is less than previously planned
- Develop Neighborhood Bikeways on low-volume, low-speed roadways to be used by a wide range of bicyclist abilities

Highlights of current transportation programming include the free Scottsdale Trolley, the CAB Connection taxi voucher program for Scottsdale seniors and people with disabilities, a gold-level Bicycle Friendly Community designation, over 120 miles of trails, and a state-of-the-art traffic management system to reduce congestion. Trip reduction surveys show that the largest municipal locations have seen a steady 5-year reduction in single-occupancy vehicle commuting (82% down to 66%, adjusted for telecommuting) and that Scottsdale is the single biggest user of the Maricopa County vanpool.

Strategy and Actions

Mobility #1 Strengthen integrated transportation planning

1. Require pedestrian/bicycle access through/adjacent to all open spaces to promote mobility
2. Modify the street network to safely include active transportation modes
3. Improve the maintenance of the existing trail system (which includes private property)
4. Fill in the trail system gaps to increase safety and connectivity
5. Replace and widen our existing multi-use path system to address increased usage
6. Develop a micro-transit system tailored to community needs
7. Ensure adequate resources to maintain and upgrade our transportation network

Mobility #2 Prioritize active transportation

1. Increase frequency of transit service where needed and make necessary regional system connections to reduce automobile use and provide travel options
2. Increase the walkability of neighborhoods
3. Achieve a Platinum Bicycle Friendly Community designation from the League of American Bicyclists
4. Provide more education on bicycle safety

⁴ U.S. Census Bureau (2021). *Sex of Workers by Means of Transportation to Work American Community Survey 1-year estimates*. Retrieved from <https://censusreporter.org> on 8/12/2022

Mobility #3 Ensure accessible mobility for all residents by improving transportation systems

1. Use Complete Streets as the framework for the transportation system and eliminating unneeded vehicular lanes
2. Provide access to a shared use path within a ¼ mile for all residences

Sustainability Indicators

- Vehicle Miles Traveled (VMT)
- Bus ridership
- Commute mode split (including single occupancy vehicle usage) and trip reduction performance
- % of population within quarter mile walk of a collector or arterial street providing access to sidewalks and bike lanes.
- # miles of completed bike lanes, neighborhood bikeways, and shared use paths and trails
- # miles of sidewalk with shade trees along the outside of sidewalks on the north side and west side of streets

Related Actions

Low Emissions	Air Quality: increased adoption of EVs Energy: efforts to reduce building energy use
Nature Based	Open Space & Land Management: connection to design guidelines
Resiliency	Built Environment & Housing: overlap between commutes and building infrastructure

Connection to General Plan

The goals and policies in the Connectivity Chapter (Circulation and Bicycling Elements) contribute to reducing the environmental impacts of moving people and goods.



Air Quality

Reduce contaminants and pollutants to improve air quality and protect community health.

In Scottsdale

Because of the extended transport of air pollutants into and within the Valley, improving air quality requires regional cooperation and a long-term commitment to taking daily steps to reduce emissions. The city follows federal and state requirements as well as those set by Maricopa County (for example, for dust or burning). As part of this commitment, the city operates a fleet of six street sweepers to clean curbed streets monthly to reduce dust emissions and responds to high ozone pollution days with protocols and staff outreach. The city is currently working to install electric vehicle (EV) charging stations in at least five locations.

Strategy and Actions

Air Quality #1 Clean Scottsdale’s air

1. Participate in regional efforts to improve air quality
2. Expand education/outreach to city employees and residents about air quality and High Pollution Advisory days, including benefits of electric-powered lawn equipment and of reduced single occupancy vehicle (SOV) trips
3. Support reductions in fireworks use and ‘burn better’ programs during holidays

Air Quality #2 Accelerate electric vehicle (EV) adoption

1. Double number of EV charging stations to 600⁵ by 2030
2. Develop a financially sustainable plan to replace city fleet vehicles and buses with EVs
3. Create an EV charging policy and master plan
4. Foster program to expand the use of e-bicycles for commute trips

Sustainability Indicators

- # of good to moderate air days plus Maricopa County air quality indices (ozone and particulates)
- # and location of EV charging stations (municipal and private)
- # of gallons of gasoline and diesel used in municipal vehicles
- # of city fleet powered by alternate energy sources (CNG, electric)

Related Actions

Low Emissions	Mobility: steps to reduce tailpipe emissions
Nature Based	Open Space & Land Management: connection between air quality and natural areas
Resiliency	Extreme Heat & Hazard Preparedness: increase the number and health of trees

Connection to General Plan

Environmental Planning Element: Goal EP 3 Participate in local and regional efforts to improve air quality.

⁵ Baseline (July 2022) = 306; Source: Alternative Fuels Data Center (Level 2 and DC Fast), accessed July 2022.

Water Resources

Conserve, protect, and deliver quality drinking water safely and reliably to the community, now and into the future.

In Scottsdale

The over-allocation of Colorado River water supplies and the twin trends of a hotter and drier climate make protecting water resources an urgent task. Scottsdale has excelled at proactive long-range planning to ensure safe and adequate water supplies and goes beyond the best management practices from the state on water conservation efforts. Scottsdale Water's vision is to achieve water sustainability through stewardship, innovation, and people. The city's Integrated Water Resources Master Plan was recently updated to reflect changes due to increasing stresses on the Colorado River, new population, demand, and flow projections, and the impacts of the pandemic. The Drought Management Plan has been activated, with steps taken to reduce water consumption by 5% and to minimize over-seeding. The Strategic Plan (2019-2024) goals include doubling the potable water recharge capacities by 2024 and implementing a real-time customer interface by 2023. Scottsdale Water has set a standard to reduce the carbon footprint and increase power source redundancy through increased use of alternative energy sources. Scottsdale utilizes 100 percent of its reclaimed water for direct, non-potable reuse or recharge.

Strategy and Actions

Water #1 Ensure water system resiliency

1. Achieve 100% automated metering water infrastructure across the city
2. Incentivize WaterSmart Portal Participation and notification signups
3. Remove non-functional/non-recreational turf at city facilities
4. Incentivize turf removal and improvements to irrigation equipment
5. Retrofit all municipal irrigation systems to smart controllers
6. Support low impact development site planning, building design, and streetscapes
7. Increase number and reach of community engagement activities
8. Expand water conservation programs in concert with the Drought Management and Water Master Plans

Sustainability Indicators

- Total water use and total residential daily use
- Square feet of turf removed
- # of customers registered on WaterSmart
- # of water meters converted to Automatic Meter Infrastructure
- # of HOAs participating in conservation program and Residential Outdoor Water Efficiency Checks
- # of customers engaged
- Gallons of reclaimed water used for irrigation purposes
- Gallons of groundwater treated

Related Actions

Nature-based	Open Space: protecting and improving watersheds
Equitable Community	Education & Lifelong Learning: outreach on water conservation
Resiliency	Built Environment & Housing: reducing water use in buildings and connection between affordable housing and cost of water Extreme Heat & Hazard Preparedness: connection between water use, tree canopy, and wildfire mitigation

Connection to General Plan

Goals in both the Water Resources and Conservation Elements highlight the importance of water to Scottsdale, especially:

Goal WR 1 Ensure renewable, long-term water supplies for the community.

Goal WR 2 Plan, prepare for, and adapt to significant climatic impacts on the water supply, such as short-term and extended drought.

Goal CONSV 4 Conserve water and encourage the reuse of wastewater.

Open Space & Land Management

Create, protect, and expand vibrant, safe, and accessible open spaces and boost land use patterns that conserve resources.

In Scottsdale

Currently, 37% of Scottsdale is open space (public and private including the McDowell Sonoran Preserve). Meaningful desert open space – whether actively or passively managed – is a fundamental part of Scottsdale’s character and is created and maintained with the support of our residents and for the benefit of the environment. Through land management policy including the Environmentally Sensitive Lands Overlay District (ESL), the city uses zoning and other requirements to guide development in its desert and mountain areas. The ESL ordinance requires that a percentage of each property be permanently preserved as Natural Area Open Space (NAOS) and that specific environmental features be protected from inappropriate development. Character Area Plans, like those for Desert Foothills and Dynamite Foothills, support these same goals. The city also manages developed open spaces, like the Indian Bend Wash Greenbelt and other parks. An equitable distribution of these open spaces and parks can help all residents benefit from access and connection to nature.

Strategy and Actions

Open Space #1 Expand management of open space and improve access

1. Encourage connectivity of natural area open spaces, scenic corridors, developed open spaces, and open drainage easements
2. Update Community Services master plan goals related to parks, open spaces, and proximity for households
3. Identify long term maintenance funding

Open Space #2 Support practices that preserve the Sonoran desert ecosystem

1. Develop plans to reduce invasive species and increase awareness of best management practices for invasive species management and connection to wildfire concerns
2. Support Native Plant Ordinance and its enforcement
3. Develop guidelines on the use of non-chemical and less-toxic pest management strategies
4. Develop sustainability-aligned Design Guidelines, supporting native ecosystems and desert biodiversity
5. Maintain tree inventory and encourage thoughtful planning relative to low water tree planting

Sustainability Indicators

- # of miles of bike lanes, bike routes, neighborhood bikeways, shared use paved paths, and unpaved trails
- Distribution of open space
- Native plant salvage and restoration and invasive species removal

Related Actions

Low Emissions	Mobility: relationship between transportation and land use
Resiliency	Extreme Heat & Hazard Preparedness: how the city will increase the number and health of trees

Connection to General Plan

Given the importance of open space and land conservation to Scottsdale, work in this area is driven by multiple goals and policies in the Open Space and Land Use elements, as well as those in the Environmental Planning and Conservation elements. Of special note are:

Goal OS 5 Provide developed open space and outdoor opportunities in Scottsdale neighborhoods, giving priority to areas that are most lacking open space.

Goal LU 5 Promote land use patterns that conserve resources, including land, clean air, water, and energy.

Goal CONSV 2 Protect and manage Sonoran Desert biodiversity and native ecosystems.

Goal EP 1 Protect and enhance Scottsdale's human and Sonoran Desert habitats.

Community Services

Provide high-quality community programs, services, and physical facilities that protect the health, safety, and well-being of all residents.

In Scottsdale

To realize outstanding livability, Scottsdale prioritizes services and facilities for residents, including forty-three parks, 274 miles of trails, four public libraries, and eight resource centers. Low-and-moderate income household may face employment barriers, financial instability, or lack access to healthcare or other basic services, so additional effort may be needed to connect these households to sustainability and other programs. The Human Services department works to enrich the lives of all residents through a range of programs that support the more vulnerable in our community. One example is Brick by Brick, a green building program that manufactures energy-efficient low-cost earthen blocks. The program encourages cooperation with local, national, and international institutions and stakeholders to make energy efficient dwellings more accessible and attainable throughout the Valley.

Strategy and Actions

Community Services #1 Expand community programs and services that support sustainability goals

1. Expand programs that serve low-income qualifying applicants
2. Create Resiliency Hubs for neighborhoods with higher populations of seniors and lower-income residents, starting with Vista del Camino and the Granite Reef Senior Center
3. Support implementation of Blue Zones Initiative
4. Expand partnerships with communities to identify and address needs
5. Include users in planning for community services (food banks, low-income housing, etc.)
6. Create services for preventing homelessness and stable housing
7. Expand homeless outreach services and Day Relief Center program
8. Offer translation services to those needing assistance

Sustainability Indicators

- Access to community services (especially parks and library programs) by Census block
- Use of community services
- % of households with internet access
- # of homeowners assisted by Operation Fix It

Related Actions

Equitable	Education & Lifelong Learning: additional support for communities
Resiliency	Extreme Heat & Hazard Preparedness: addressing heat vulnerability Built Environment & Housing: programs related to affordable housing

Character & Arts

Conserve, protect, and deliver quality drinking water safely and reliably to the community, now and into the future.

In Scottsdale

Scottsdale has long supported long range planning driven by the value placed on the diverse character and qualities of our Sonoran Desert community. Connecting these area-based plans to sustainability outcomes is already underway, including through landscaping standards, scenic corridors and the Environmentally Sensitive Lands Overlay District. As an example, one value of the [Old Town Scottsdale Character Area Plan](#) is that “sustainability that is sensitive to Scottsdale’s unique desert environment.” In addition, the city’s [Sensitive Design Program](#) articulates Scottsdale’s design vision and outlines design expectations and values to nurture the character and aesthetic qualities of our desert environment. Art can be another of the expressions of the character of the city, especially as a way to connect to youth interest in sustainability and as part of the public expression of the community’s collective interest.

Strategy and Actions

Character & Arts #1 Support character-based planning

1. Increase integration of sustainability and the importance of the Sonoran Desert environment into Character Area Plans
2. Encourage energy-efficient designs for outdoor lighting that reflect the local context
3. Incorporate passive design cooling strategies for building and site planning designs
4. Integrate LID/GI into neighborhood-level street improvements
5. Investigate code updates based on energy performance for historic preservation and promote preservation as a sustainable practice

Character & Arts #2 Strengthen connections between arts and culture and sustainability

1. Fund public art creation and maintenance with sustainability themes
2. Expand ‘Traceries’ trash/recycle bins program
3. Develop and support youth arts programs
4. Promote the Scottsdale Heritage Connection and other historical programs

Sustainability Indicators

- # of programs, services and events with sustainability programming
- # of arts programming in schools
- # of public art collection pieces with sustainability theme

Related Actions

Resiliency	Built Environment & Housing: additional character-based planning efforts
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Connection to General Plan

Goals and policies in the Arts, Culture and Creative Community and Character & Design Elements will guide work in this area, especially:

Goal CD 5 Promote the value and visual significance landscaping has on the character of the community.

Goal NPR 1 Preserve and enhance the character, identity, and quality of Scottsdale’s diverse neighborhoods.

Economic Vitality

Provide high-quality community programs, services, and physical facilities that protect the health, safety, and well-being of all residents.

In Scottsdale

A local economy that supports businesses offering sustainable goods and services or adopting green practices can be a catalyst for other components of this Plan. From high profile zero waste events to small businesses certifying through [Local First](#), there are companies committed to being strong partners with the city on this issue. Scottsdale is one of the most desirable destinations and fastest-growing communities in the U.S. Economic development initiatives are based on the city’s vision that Scottsdale is a prosperous, sustainable destination for diverse talent, investment, and innovative businesses. Of Scottsdale’s approximately 18,000 registered businesses, 85% are small businesses comprised of 50 or fewer employees.

Strategy, Actions, and Metrics

Economic #1 Integrate green innovation and business into economic planning

1. Attract businesses that support sustainability and smart city development
2. Create a green business recognition program
3. Develop sustainability goals for the Tourism & Events Strategic Plan
4. Work with anchor institutions to implement sustainable practices
5. Include environmental questions in Special Event Permit application
6. Showcase the city’s commitment to sustainability for business development

Sustainability Indicators

- # of green businesses

Related Actions

Resiliency	Built Environment & Housing: making housing more affordable
Circular Systems	Waste: efforts to promote green events

Connection to General Plan

Sustainability can support and enhance the economic development goals in the Economic Vitality Element, especially Policy EV 1.4 Recruit and retain companies with core values that include both innovation and environmental stewardship and encourage partnerships between these companies and research institutions.

Education & Lifelong Learning

Proactively support sustainability and environmental education opportunities for all citizens.

In Scottsdale

The benefits of environmental education at any age are numerous. Academic performance can increase and learning about nature generally leads to spending more time in nature. Combined with service learning, environmental education can also strengthen communities . The goal is to find ways to make learning fun and accessible for all ages –like the [Recycle Bin](#) project of the Scottsdale Unified School District (SUSD), the pilot tree inventory initiated by the Scottsdale Environmental Advisory Commission or through events hosted by the Scottsdale Public Library.

Strategy and Actions

Education #1 Improve community sustainability knowledge and capacity

1. Develop a Sustainability Academy
2. Maintain and continue Green Building webinar series
3. Collaborate with SUSD and other schools to develop a K-12 sustainability curriculum with locally relevant assignments and add sustainability leadership positions to student councils
4. Promote libraries, community centers, parks, and other city facilities as resources and connections to nature
5. Create a culture of sustainability within city operations and launch an employee Green Team
6. Offer sustainability-related opportunities in Volunteer Program
7. Participate in sustainability events hosted by Mayor’s Youth Council
8. Develop interactive ways for people to interact with sustainability features (e.g., talking garbage cans)

Sustainability Indicators

- # of community members engaged and/or educated
- # of schools engaged

Related Actions

Low Emissions	Climate Planning: climate change-specific efforts
Nature-Based	Water Resources: information on water conservation
Resiliency	Extreme Heat & Hazard Preparedness: community preparedness and knowledge
Circular Systems	Waste As A Resource: recycling and composting outreach

Connection to General Plan

The inclusion of sustainability programming can support the goals and policies of the Education Element.

⁶ National Environmental Education Foundation, <https://www.neefusa.org/education/benefits>, accessed 10/3/2022.

Extreme Heat & Hazard Preparedness

Ensure that the community prevents, is prepared for, responds to, and recovers from natural hazards that can diminish quality of life or impact the environment.

In Scottsdale

Scottsdale actively prepares for natural hazards including extreme heat, flooding, drought, and wildfire. These emergencies are estimated to become more severe and frequent as the climate continues to warm. The city of Scottsdale's Emergency Manager oversees the city's preparation for disasters and emergencies and coordinates large-scale emergency responses. For one important area of preparedness – extreme heat – the city is focusing additional resources to address the far-reaching impacts on our community's health, infrastructure, environment and economic well-being. In 2020, Scottsdale partnered with Arizona State University to assess patterns of urban heat in the city Scottsdale, and the [Identifying Strategies for a Cooler Scottsdale](#) study will provide a framework for the planned heat mitigation and management efforts.

Strategy and Actions

Heat & Hazard #1 Reduce urban heat impacts

1. Finalize Heat Mitigation Plan and Shade/Tree plans; implement priority strategies
2. Increase tree canopy and building-integrated and free-standing shade structures
3. Reduce the area of exposed dark asphalt, dark roofs, and other hot surfaces
4. Review parking and other related requirements
5. Require all new multi-family residential and commercial buildings to have cool roofs and promote cool infrastructure technologies; promote cool roofs for single-family homes
6. Inventory Scottsdale's trees and increase tree planting especially in underserved or older neighborhoods; evaluate a 'matching tree' initiative
7. Implement an urban forestry program to balance shade and water use and to ensure maintenance of trees (especially in city parks)
8. Create a tree ordinance for proper maintenance and replacement near commercial and multi-family buildings
9. Require shading for 50% of site hardscape and minimize turf areas on new commercial and multifamily developments
10. Develop partnerships with local utilities for weatherization and tree planting programs
11. Seek additional funding for weatherization and air conditional repair/replacement for low-income households.

Heat & Hazard #2 Ensure public safety with integrated emergency management planning

1. Create an Emergency Management Plan & Program
2. Work with regional entities, hospitals, faith-based organizations, schools, community groups, and large employers to ensure continuity of operations
3. Provide education, emergency preparedness, and response training at the neighborhood level
4. Increase the number of cooling centers and awareness of locations

Sustainability Indicators

- % neighborhoods with increased tree canopy
- # of new trees planted or replaced
- # and \$ damage of disasters occurring by category/type

Related Actions

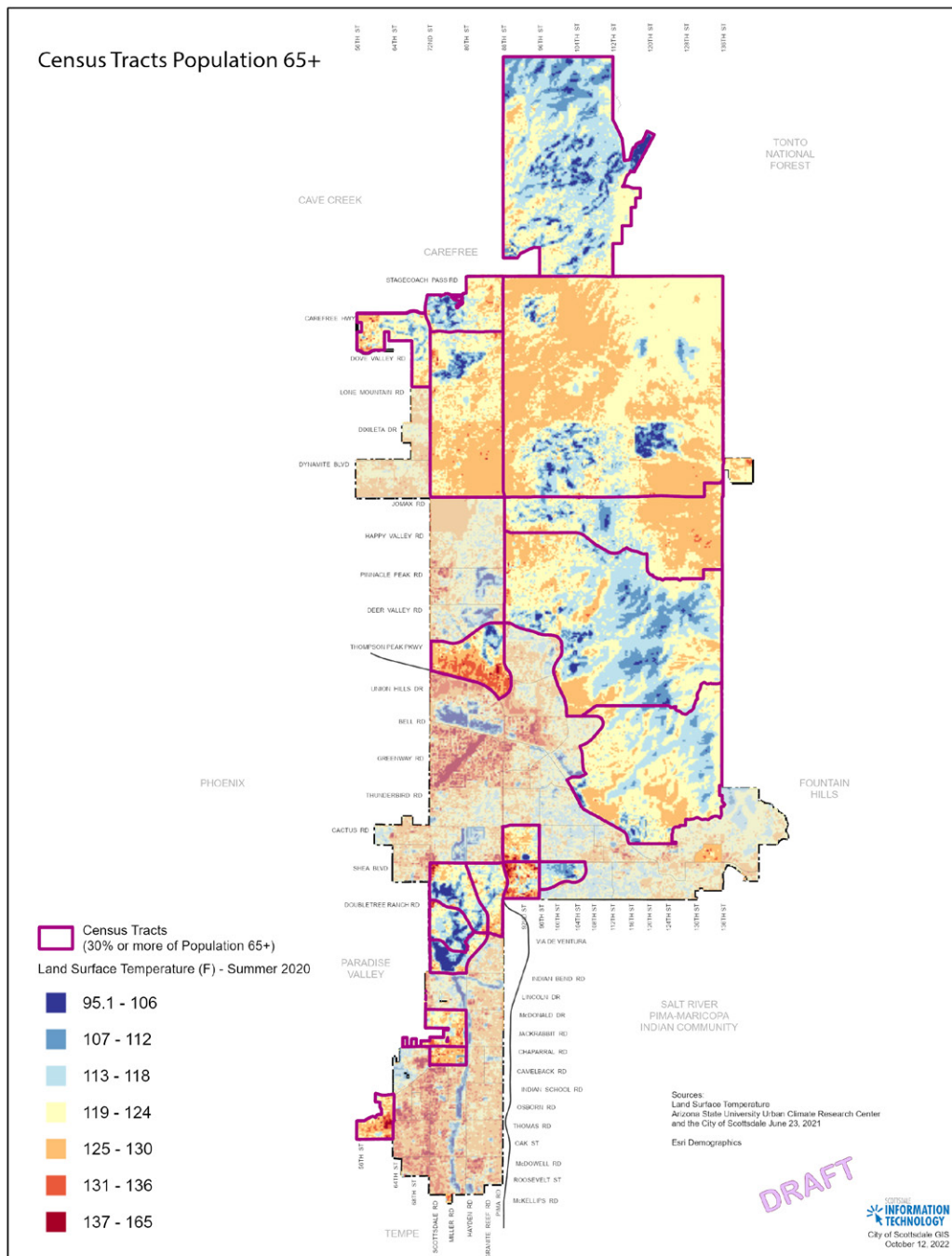
Low Emissions	Climate Planning: framework for emissions reduction and adaptation
Nature Based	Water Resources: connection between water use and tree canopy
Equitable Community	Community Services: additional supportive programs
Resiliency	Built Environment: how buildings support preparedness

Connection to General Plan

Both the Environmental Planning and Safety Elements provide guidance for this topic:

Goal EP 7 Identify and reduce heat islands.

Goal S 2 Prepare for disasters and emergencies.



Built Environment & Housing

Integrate resource-efficient, sustainable practices in buildings and infrastructure and provide housing options that minimize resource use and address affordability.

In Scottsdale

People spend most of their times indoors so the features of buildings can significantly impact finances, health and safety, and comfort. Energy use in buildings is a major contributor to climate change and can impact whether occupants can afford to cool their home. Scottsdale's Green Building Program encourages a whole-systems approach through design and building techniques to minimize environmental impact and reduce the energy consumption of buildings while contributing to the health of its occupants.

The Scottsdale Community Assistance Office oversees Community Development Block Grant (CDBG) funds that improve the livability of homes with fair access to resources through the Housing Rehabilitation Programs. The Housing Rehabilitation Programs remodel older homes to become more energy efficient and make repairs for the health and safety of low-and-moderate income residents. In addition, CDBG funds are directed towards public improvements that are beneficial to entire neighborhood, including repaving older roads and adding ADA curbs, replacing playgrounds, and the demolition and reconstruction of inoperable bathrooms in a community park. In [FY2019/2020](#), there were 71 City of Scottsdale Community Assistance Office home rehabilitations.

Strategy and Actions

Built Environment #1 Reduce impacts of the built environment by instituting sustainable building practices and policies

1. Implement a green retrofit and cool roof program for existing buildings
2. Require new construction and remodels install solar systems or be 'solar ready'
3. Establish mandatory green building standards, including for use of sustainable materials
4. Strengthen enforcement of all building-related codes
5. Continue LEED Gold Council Resolution for new civic structures
6. Encourage development where existing infrastructure capacity is available
7. Require/encourage site development strategies that incorporate green infrastructure, low impact development, and stormwater harvesting
8. Adopt and implement the latest energy and green construction codes for residential and commercial buildings
9. Establish a stormwater harvesting ordinance

Housing #1 Ensure benefits of greener buildings support the preservation and creation of high-quality, safe, and affordable housing

1. Coordinate workforce housing locations with adjacent transit routes, bike lanes, bike routes, and shared use paths
2. Develop a fund for construction of new affordable housing stock
3. Incentivize retrofits of older homes with energy efficient technology
4. Ensure that sensitive-design, low-water, and energy use strategies are applied equitably
5. Refresh guidelines for Green Housing Rehabilitation Program and seek additional funding
6. Develop sustainability guidance for repair and replacement programs

Sustainability Indicators

- # of green building permits
- # of LEED certified buildings
- # of annual acre-feet of stormwater harvesting
- # of homes retrofitted by Human Services programs
- % of households that pay for more than 30% of their income on housing

Related Actions

Low Emissions	Energy: other efficiency programs
Nature Based	Water Resources: other water conservation programs
Equitable Community	Character: connections to character planning
Resiliency	Extreme Heat & Hazard Preparedness: additional infrastructure actions Smart City: building automation controls
Circular Systems	Waste: actions that increase diversion of waste in buildings

Connection to General Plan

Goals and policies related to buildings, housing, and infrastructure are in multiple elements, with several directed at increasing sustainability and reducing utility use and cost:

Goal CONSV 1 Achieve a sustainable balance between the conservation of natural resources and development of the built environment.

Policy EP 2.4 Expand Scottsdale’s Green Building Program to maintain regional and national leadership in green and low-impact development.

Goal PB 2 Design, construct, rehabilitate and renovate public buildings to demonstrate Scottsdale’s Sonoran Desert context, promote excellence in architectural design, and showcase the city’s leadership in environmental sustainability.

Goal H 1 Support diverse, safe, resource-efficient, and high-quality housing options.

Smart City

Integrate smart technologies for a safer and more efficient city.

In Scottsdale

Scottsdale's Smart City initiative is focused on combining traditional infrastructure such as roads and buildings, with technology to enrich people's lives. The initiative strives to engage with people in our community about the use of smart city solutions to solve community challenges, improve the quality of life and enhance interactions with the city. The Scottsdale Smart City Strategic Roadmap was accepted by the City Council in April 2021 and is being implemented by an inter-department team of city staff. Scottsdale tells the story of Scottsdale's [smart city journey](#), provides updates on upcoming and ongoing efforts and offers ways for residents, businesses and community members to get involved. Scottsdale's departments have a number of smart city solutions already in place, including Community Services, Fire, Police, Public Works, and Water. These solutions help the city do such things as manage traffic flow throughout the city, monitor crime response in real time, control facilities, lighting, and irrigation controllers remotely, and help customers monitor their water usage.

Strategy and Actions

Smart City #1 Improve community livability and city operations by combining smart technologies with traditional infrastructure

1. Continue implementation of the Smart Cities Strategic Roadmap by conducting projects to solve problems using smart city solutions
2. Involve the community in smart cities projects, including those planned for the SkySong area relating to sustainability, public safety and economic development, and for Old Town Scottsdale regarding wayfinding and sound mitigation
3. Explore emerging smart technologies (such as lighting, water, sensors, GIS) and integrate cost-effective solutions to optimize existing infrastructure

Sustainability Indicators

- # of smart technologies adopted

Related Actions

Low Emissions	Energy: importance of technology in reducing energy use
Resiliency	Built Environment: building automation controls

Waste as a Resource

Develop a circular economy approach for materials management and maintain effective city-wide diversion of all waste streams.

In Scottsdale

Striving for zero waste go can reduce the pressure on landfills and yield other environmental benefits like energy savings from recycling aluminum. Businesses and cities are exploring innovations that also create jobs, lower methane emissions and reduce pollution from extraction and manufacturing of new goods through reuse. The City of Scottsdale's Community Solid Waste Reuse and Recycling Strategic Plan, adopted in 2016, outlines eight policy statements driven by the community's values and vision. Focused on improving the city's 27% rate of waste kept out of the landfill, the plan sets goals for 2030 for improvement: showing city leadership with a 90% diversion rate; asking single-family homes to divert 60%; and working with multi-family buildings to recycle or compost 30% of their waste. The popular [Canal Convergence](#) and [Waste Management Phoenix Open](#) events achieved zero waste by focusing on recycling, changing how vendors packaged their offerings, and offering composting.

Strategy and Actions

Waste #1 Increase the diversion rates for material streams by expanding services

1. Work with city-sponsored events to be zero waste
2. Require builders to include space for recycling in new multi-family housing
3. Require a 50% diversion rate of construction waste for new commercial projects
4. Promote commercial and multi-family recycling
5. Develop a green event program
6. Host an expo with vendors to promote and educate about green event options
7. Investigate how to increase recycling or reuse of cardboard boxes
8. Expand reuse of surplus municipal goods including through sale of excess containers and equipment
9. Reduce use of single-use, non-recyclable, and non-compostable packaging and bags

Waste #2 Strengthen local markets

1. Adopt city green purchasing and local policies and practices
2. Attract circular economy companies and entrepreneurs
3. Create program to reuse building materials

Waste #3 Expand opportunities for diverting organic waste from the landfill

1. Offer composting at five city-owned or -managed buildings or venues by 2025
2. Develop a city-wide composting program
3. Establish a green/yard waste drop-off program
4. Incentivize composting by providing backyard composters
5. Promote commercial and multi-family green waste diversion

Sustainability Indicators

- Overall diversion rate, plus amount of solid waste generated
- Recycling contamination rate
- # of city events that are zero waste annually
- # of additional businesses adding recycling services each year

Related Actions

Equitable Community	Arts & Culture: public art and recycling bins Education & Lifelong Learning: broader outreach and engagement actions
Resiliency	Built Environment: actions that increase diversion of residential and construction waste
Circular	Food Systems: food waste reduction

Connection to General Plan

The connection between waste diversion and the circular economy are highlighted in two specific goals from the Environmental Planning and Public Services & Facilities Elements:

Goal EP 4 Expand the circular economy by maximizing resource recovery, reuse and recycling, and promoting use of recycled, recyclable, and renewable materials.

Goal PSF 1 Maintain an innovative, sustainable solid waste collection, recycling, and disposal delivery system.

Food Systems

Support food production from farm to table to farm by encouraging local farmers, ensuring access to fresh healthy food sources, and recovering nutrients from organic waste.

In Scottsdale

Even though Arizona grows 12% of the fruits and vegetables consumed nationwide, there are still a significant number of people who face food insecurity . A lack of access to food can mean that healthy and nutritious food is not readily available or that a household cannot afford those food items. According to the [USDA Food Access Research Atlas](#), there are parts of Scottsdale where a significant number of lower-income residents are more than 1/2 mile from the nearest supermarket. At the same time, food waste –whether it could have been donated or composted –compounds the problem of insecurity. Existing programs addressing food insecurity include [gardens](#) and [weekend meals](#) for students, a [food bank](#) at Vista del Camino, free or reduced cost school lunches, partnerships with nonprofits like Waste Not, and the [Brown Bag Food Program](#) for seniors. In its fourteenth year, the Old Town Farmers Market features local growers and specialty food producers.

Strategy and Actions

Food #1 Ensure access to healthy foods for all community members

1. Expand operations of the Vista del Camino Food Bank
2. Partner with non-profits, grocery stores and food businesses to reduce food waste and donate food to those in need, especially children
3. Establish community gardens throughout the city
4. Encourage sustainable food purchases for events
5. Assess and map food deserts
6. Evaluate creation of a food policy council

Sustainability Indicators

- Access to healthy food sources, by Census tract
- Tons of food waste donated
- # of community gardens created

Related Actions

Equitable Community	Community Services: participation in BlueZones initiative
Circular	Waste: other food waste reduction efforts

Connection to General Plan

Healthy Community Element: Goal HC 2 Strive to provide access to healthy, local foods throughout the community.

⁷ Arizona Food Bank Network, <https://azfoodbanks.org/hunger-in-arizona/>. Accessed 9/30/2022.

Plan Implementation

Implementing this Sustainability Plan involves not only municipal government, but an array of other civic stakeholders. This drives a focus beyond government to governance – the process through which residents, stakeholders, and governments work together to guide independent and collective action. Bringing these interests together to collaborate on implementation has numerous benefits and yields better outcomes. The collaboration can also ensure that the benefits of the plan are distributed equitably across the city.

The strategies and actions in this Plan are complex and intersect with numerous existing priorities established by the City of Scottsdale. Some are extensions of programs and initiatives that are already well-developed, while others are completely new and need to be started from scratch. Implementation of the Plan should be strategic in managing city and stakeholder resources while striving to maximize the benefits for all Scottsdale residents and visitors. Because achieving sustainability is an ongoing process, the Plan is based a process of on continuous evaluation and improvement. As each step is completed, new steps will emerge.

The City of Scottsdale is committed to implementing this Sustainability Plan with a high level of transparency and stakeholder participation. This Plan is a flexible, living design for realizing a common vision for the future broadly shared by all members of the community, including residents, civic organizations, and businesses. Our implementation strategy is four-fold.

City Leadership to City-Wide Effort This Plan is grounded in actions already initiated but that should be more fully embraced throughout the city to maximize the sustainability benefits.

Incremental to Transformative This Plan is ambitious in scope and outlines steps to advance Scottsdale on its sustainability journey and includes ambitious actions that will ensure widespread change.

Center Equity It is common to use an equity lens for urban sustainability planning and Scottsdale is committed to ensuring that implemented programs impact the populations that need more attention.

Implementation to Institutionalized This Plan is designed for action and accountability and aims to make sustainability the ‘default’ consideration in Splanning and policy.

Strategy and Actions

Implementation #1 Leverage governance structures for faster progress

1. Use the Sustainable Scottsdale Steering Team as a forum to elevate to leadership important or city-wide issues that impact the achievement of sustainability goals
2. Recognize achievement and encourage aspiration
3. Share successes and challenges with other cities locally and nationally
4. Set a green procurement goal as a percentage of total municipal purchasing
5. Formally update the Sustainability Plan on a regular cycle

Implementation #2 Increase capacity for implementation

1. Identify and nurture staff and community champions for sustainability
2. Create staff training modules and community outreach media to increase awareness of sustainability solutions and to build the constituency for continuous improvement
3. Craft a 'build-a-plan' toolkit for residents and small and medium businesses, including a mechanism for reporting on progress
4. Regularly engage with communities and residents

Implementation #3 Reflect community values in implementation

1. Build an implementation toolkit to drive decision-making in execution of strategies and actions
2. Partner with Diversity, Equity, and Inclusion program on implementation prioritization
3. Focus on cross-cutting issues such as purchasing and procurement, communication, and checklists for evaluating current projects and proposals
4. Expand community engagement to give more community members a voice on implementation

Implementation #4 Ensure transparency

1. Produce an annual report on progress and challenges associated with implementing the Sustainability and related plans and on the Sustainability Indicators
2. Track operating and capital spending on sustainability-related work and make savings transparent by tracking operational savings and project rebates in partnership with the City Treasurer
3. Document estimated co-benefits, like improved air quality and health and consumer savings
4. With the Scottsdale Environmental Advisory Commission, host a regular community open house to share successes and solicit feedback

Glossary

Americans with Disabilities Act (ADA): 1990 Federal legislation specifying provisions for design or redesign of buildings, parking, and outdoor areas to remove barriers for persons with disabilities and guaranteeing equal access opportunity to public accommodations, transportation, and government services.

Affordability, Affordable (Housing): Housing that can be rented or purchased by a household with entry-level or “workforce” income or spending no more than 30% of annual household income on housing expenses.

Alternative Energy or Fuel: Energy sources that do not rely on fossil fuels, such as, sunlight and wind.

Bicycle Lane: A section of a road that is marked for exclusive bicycle use.

Built Environment: Human-made elements including, buildings, structures, roads, canals, paths, and trails, that together create the physical character of an area or community.

Circular Systems (Pathway): Supports models of production and consumption that support reducing, recycling, repairing, and repurposing products and materials.

Cool roof: A roof that is either painted white, covered in vegetation (green roof), or covered with solar panels.

Electric Vehicle (EV): A car or truck that runs solely on an electric motor, with no internal combustion engine.

Energy Burden: The percentage of gross household income spent on energy costs

Environmentally Sensitive Lands Overlay (ESL): A set of zoning regulations to guide development throughout the 134 square miles of desert and mountain areas of Scottsdale.

Equitable Community (Pathway): Builds just, livable, and thriving communities reflecting the character of Scottsdale.

Extreme heat: A period of at least 2-3 days of high heat with temperatures above 90 degrees (Arizona Emergency Information Network, <https://ein.az.gov/hazards/extreme-heat>)

General Plan: The Scottsdale General Plan is a comprehensive, long-range plan consisting of community goals and policies setting forth objectives, principles and standards for the state mandated and other elements.

Greenhouse gas (GHG): A gas that contributes to the greenhouse effect by absorbing infrared radiation (like carbon dioxide and methane), usually emitted upon combustion of fossil fuels for energy.

Heat Island: The phenomenon involving elevated temperatures in urban/suburban areas as compared with outlying rural/undeveloped surroundings. Heat islands are generally caused by reduced vegetation, solar heat absorption, material heat capacity, use of energy, and building spacing.

Homeowners’ Association (HOA): An organization typically responsible for administration of the subdivision’s codes, covenants and restrictions (CC&Rs), and other property controls for maintaining a safe and quality environment and design uniformity.

ICLEI: International Council for Local Environmental Initiatives.

Livability: The balance of elements in the physical environment that contribute to the physical, social, economic, political, and emotional well-being of residents.

Kilowatt (kW): A unit of measure of electrical power equal to 1,000 watts (capacity)

Kilowatt hour (kWh): A measure of energy consumption equal using 1,000 watts for one hour (use)

LED: Light-emitting diode, an energy-efficient lighting source.

LEED: Leadership in Energy and Environmental Design, a green building certification program.

Low-Impact Infrastructure, Green Infrastructure: An approach to stormwater management that mimics the natural hydrology of a site and uses captured stormwater run-off. The low-impact model views stormwater as a resource, reduces stormwater runoff, uses natural systems for filtration, and helps protect ecologically sensitive areas within a development.

Glossary

Low Emissions & Climate Action (Pathway): Reduces greenhouse gas and other environmentally harmful air emissions.

Metric: A measurable indicator of success.

Multimodal: An approach to transportation that includes pedestrians, bicyclists, transit vehicles except rail and modern streetcar, equestrians, and motorists of all ages and abilities, and aims to create a comprehensive, integrated, and connected transportation network.

Natural Area Open Space (NAOS): An important part of the ESL regulations, the NAOS requirements are designed to preserve the desert in its natural state.

Nature-Based (Pathway): Protects and enhances our city and natural environment by conserving resources, balancing land use and open space.

Net-Zero Energy: The practice of producing as much energy as is consumed by off-setting energy use through a combination of energy efficiency and renewable power (from General Plan 2035).

Open Space: Any parcel or area of water or land that is essentially unimproved and devoted to an open space use for the purpose of (1) the preservation of natural resources; (2) the managed production of resources; (3) outdoor recreation; or (4) public health and safety.

Renewable Energy: Energy sources that do not rely on fossil fuels, including, sunlight and wind.

Resiliency (Pathway): Anticipates and responds to shocks and stressors, preparing for new risks and impacts.

Resiliency Hubs: Community-serving facilities augmented to support residents and coordinate resource distribution and services before, during, or after a natural hazard event (Urban Sustainability Directors' Network)

Scottsdale Environmental Advisory Commission: A City Council appointed citizen commission to advise the Council on issues related to preservation and enhancement of the environment.

Scottsdale Sustainability Steering Team: A group of city staff advising the City Manager and making recommendations on issues related to sustainability and the environment, as defined in the General Plan 2035. Operationally, the team provides a forum to elevate to leadership important or city-wide issues that impact the achievement of sustainability goals.

Sustainability: From the General Plan, sustainability is a condition of living that enables the present generation to enjoy social well-being, a vibrant economy, and a healthy environment, without compromising the ability of future generations to enjoy the same.

Traceries Project: A series of metal recycle/waste bins that include public art features on the canal waterfront.

Walkability: The ability to access municipal amenities on foot, usually based on an objective metric (e.g., Walk Score).

Watershed: The area of land where all of the water underneath it, or draining off it, goes to the same place.

Zero Waste: The conservation of all resources by means of responsible production, consumption, reuse, and recovery of products, packaging, and materials without burning and with no discharges to land, water, or air that threaten the environment or human health (Zero Waste International Alliance).

Acknowledgements:

This plan was collaboratively developed by numerous stakeholders committed to advancing a sustainable future for the City of Scottsdale. Contributors include:

Scottsdale Environmental Advisory Commission

Sustainable Scottsdale Steering Team

Rob and Melani Walton Sustainability Solutions Service at Arizona State University

Other Boards and Commissions

Other staff

Appendix: Relevant General Plan Goals

Low Emissions & Climate Action

Climate Planning	<u>Environmental Planning Element</u> Goal EP 8 – Plan, prepare, adapt for climate impacts
Energy	<u>Energy Element</u> Goal E 1 – Become a net-zero community Goal E 2 – Reduce energy consumption Goal E 3 – Promote energy efficiency Goal E 4 – Increase energy efficiency of city facilities Goal E 5 – Develop renewable energy sources <u>Environmental Planning Element</u> Goal EP 5 - Encourage environmentally sound design Goal EP 8 - Plan, prepare, adapt for climate impacts
Mobility	<u>Circulation Element</u> Goal C 1 – Design safe/efficient transportation corridors Goal C 2 – Reduce automobile trips Goal C 3 - Develop a connected multi-modal system Goal C 4 - Plan for future expansion Goal C 6 – Participate in regional coordination Goal C 8 - Provide a comfortable and accessible system <u>Bicycling Element</u> Goal B 1 – Develop accessible and interconnected networks Goal B 2 - Encourage increased bicycle use Goal B 3 - Promote bicycle education and safety <u>Growth Areas Element</u> Goal GA 2 - Improve transportation access <u>Tourism Element</u> Goal T 2 - Enhance mobility and wayfinding <u>Environmental Planning Element</u> Goal EP 8 - Plan, prepare, adapt for climate impacts
Air Quality	<u>Circulation Element</u> Goal C 2 - Reduce automobile trips <u>Bicycling Element</u> Goal B 2 - Encourage increased bicycle use Goal B 3 - Promote bicycle education and safety <u>Environmental Planning Element</u> Goal EP 3 - Improve air quality Goal EP 8 - Plan, prepare, adapt for climate impacts

Appendix: Relevant General Plan Goals

Nature-Based

<p>Water Resources</p>	<p><u>Environmental Planning Element</u> Goal EP 6 – Surpass water quality standard</p> <p><u>Water Resources Element</u> Goal WR 1 – Ensure long-term water supplies Goal WR 2 – Prepare for climatic impacts</p> <p><u>Conservation Element</u> Goal CONSV 3 – Protect watersheds Goal CONSV 4 – Conserve water Goal CONSV 5 – Minimize erosion</p>
<p>Open Space & Land Management</p>	<p><u>Open Space Element</u> Goal OS 1 - Provide open space types Goal OS 2 - Fulfill Preserve initiative Goal OS 3 - Preserve natural open spaces Goal OS 4 - Maintain a continuous open space system Goal OS 5 - Provide developed open space opportunities Goal OS 6 - Relate to land use and character Goal OS 7 - Manage open space Goal OS 8 - Acquire, expand, improve open spaces Goal OS 9 - Expand the regional open space system</p> <p><u>Environmental Planning Element</u> Goal EP 1 - Protect and enhance habitats Goal EP 2 - Demonstrate environmental stewardship</p> <p><u>Conservation Element</u> Goal CONSV 2 - Protect ecosystems</p> <p><u>Land Use Element</u> Goal LU 2 - Sensitively integrate land uses Goal LU 3 - Maintain a balance of land uses Goal LU 4 - Develop land use patterns that support mobility Goal LU 5 - Promote land use patterns that conserve resources</p>

Appendix: Relevant General Plan Goals

Equitable Community

<p>Community Services</p>	<p><u>Public Services & Facilities Element</u> Goal PSF 4 - Provide a library system Goal PSF 5 - Partner with other jurisdictions</p> <p><u>Healthy Community Element</u> Goal HC 1 - Promote access to health and human services Goal HC 3 - Build on wellness and healthful living Goal HC 4 - Ensure diversity and inclusion Goal HC 5 - Accommodate senior citizens Goal HC 6 - Foster a caring community</p> <p><u>Recreation Element</u> Goal R 1 - Develop quality recreation facilities Goal R 2 - Provide recreational diversity</p> <p><u>Circulation Element</u> Goal C 5 - Protect neighborhoods Goal C 7 - Coordinate with schools and neighborhoods</p> <p><u>Neighborhood Preservation & Revitalization Element</u> Goal NPR 3 - Provide neighborhood safety Goal NPR 5 - Promote community building</p> <p><u>Safety Element</u> Goal S 7 - Maintain safety through crime prevention</p>
<p>Character & Arts</p>	<p><u>Character & Design Element</u> Goal CD 1 - Determine development appropriateness Goal CD 2 - Develop, maintain, refine Character Area Plans Goal CD 3 - Foster quality design Goal CD 4 - Enhance streets and public spaces Goal CD 5 - Promote character through landscaping Goal CD 6 - Minimize light and noise pollution Goal CD 7 - Honor western/equestrian lifestyle</p> <p><u>Neighborhood Preservation & Revitalization Element</u> Goal NPR 1 - Preserve neighborhood character Goal NPR 4 - Develop neighborhood planning</p> <p><u>Arts, Culture and Creative Community Element</u> Goal ACC 1 - Support arts and cultural programs Goal ACC 2 - Build on arts, culture, and creativity Goal ACC 3 - Promote creative placemaking Goal ACC 4 - Protect historic and cultural resources Goal ACC 5 - Promote a creative community</p>

Appendix: Relevant General Plan Goals

Equitable Community

<p>Economic Vitality</p>	<p><u>Economic Vitality Element</u></p> <ul style="list-style-type: none"> Goal EV 1 - Foster economic resiliency Goal EV 2 - Enhance socioeconomic prosperity Goal EV 3 - Manage land uses to enhance economic development Goal EV 4 - Ensure fiscal sustainability <p><u>Land Use Element</u></p> <ul style="list-style-type: none"> Goal LU 1 Enhance economic viability and character Goal LU 6 - Improve economic well-being Goal LU 7 - Protect the Scottsdale Airport <p><u>Tourism Element</u></p> <ul style="list-style-type: none"> Goal T 1 - Strengthen tourism Goal T 3 - Support special events and venues
<p>Education and Lifelong Learning</p>	<p><u>Education Element</u></p> <ul style="list-style-type: none"> Goal EDU 1 - Encourage lifelong learning Goal EDU 2 - Deliver equitable, quality education Goal EDU 3 - Support safe, healthy, positive learning environments Goal EDU 4 - Collaborate with public entities

Appendix: Relevant General Plan Goals

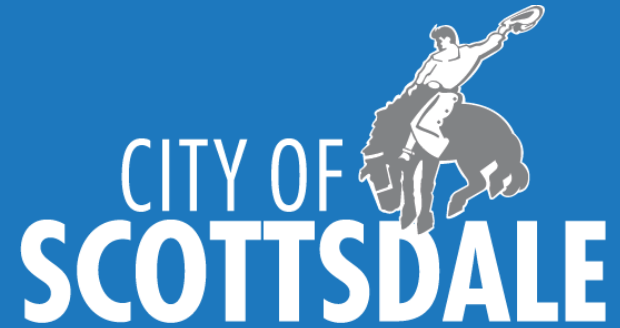
Resiliency

<p>Extreme Heat & Hazard Preparedness</p>	<p><u>Environmental Planning Element</u> Goal EP 7 -Reduce heat islands</p> <p><u>Safety Element</u> Goal S 1-Prevent hazards Goal S 2-Prepare for emergencies Goal S 3-Deliver emergency response Goal S 4-Prepare for disaster recovery Goal S 5-Maintain airspace/transportation safety Goal S 6-Flood impact protection Goal S 8-Promote hazardous materials safety</p>
<p>Built Environment/Housing</p>	<p><u>Cost of Development Element</u> Goal COD 1-Require development pay its share Goal COD 2-Promote timing and adequacy of public services Goal COD 3-Coordinate infrastructure investment and decisions</p> <p><u>Conservation Element</u> Goal CONSV 1-Achieve a sustainable balance</p> <p><u>Environmental Planning Element</u> Goal EP 2 Demonstrate environmental stewardship Goal EP 5-Encourage environmentally sound design</p> <p><u>Growth Areas Element</u> Goal GA 1-Provide direction for growth Goal GA 3-Conserve resources Goal GA 4-Promote infrastructure planning Goal GA 5-Build on character and diversity</p> <p><u>Public Buildings Element</u> Goal PB 1-Provide safe, accessible, and adaptable public buildings Goal PB 2-Design, construct, & renovate public buildings</p> <p><u>Public Services & Facilities Element</u> Goal PSF 2-Provide and maintain utility and infrastructure systems Goal PSF 3-Plan and manage public service operations</p> <p><u>Housing Element</u> Goal H 1-Support diverse housing options Goal H 2-Provide a variety of housing options Goal H 3-Provide generational housing options Goal H 4-Prevent housing discrimination</p> <p><u>Neighborhood Preservation & Revitalization Element</u> Goal NPR 2-Promote homeownership</p>

Appendix: Relevant General Plan Goals

Circular Systems

Waste as a Resource	<u>Environmental Planning Element</u> Goal EP 4 - Expand recovery, reuse, and recycling <u>Public Services & Facilities Element</u> Goal PSF 1 - Maintain an innovative solid waste system
Food Systems	<u>Healthy Community Element</u> Goal HC 2 - Provide access to healthy, local foods



Scottsdale Sustainability Plan

Transportation Commission: Item#2, October 20, 2022



Scottsdale Sustainability Plan



Sustainability Plan: Community Engagement



Sustainability Plan: City Agencies

- Public Works
- Transportation
- Solid Waste
- Facilities
- Fleet
- Scottsdale Water
- Community & Economic Planning
- Planning & Development
- Long Range Planning
- Tourism and Events
- Economic Development
- Human Services
- Environmental Initiatives
- Community Services
- Parks & Recreation
- Police
- Fire Department and Emergency Management

Sustainability Plan: 5 Pathways

Low Emissions & Climate Action: Reduces greenhouse gas and other environmentally harmful air emissions

Nature-Based: Protects and enhances our city and natural environment by conserving resources, balancing land use and open space

Equitable Community: Builds just, livable, and thriving communities reflecting the character of Scottsdale

Resiliency: Anticipates and responds to shocks and stressors, preparing for new risks and impacts

Circular Systems: Supports models of production and consumption that support reducing, recycling, repairing, and repurposing products and materials

Sustainability Plan: 15 Topics

Low Emissions & Climate Action • Climate Planning • Energy • **Mobility**
• Air Quality

Nature-Based • Water Resources • Open Space & Land Management

Equitable Community • Community Services • Character & Arts •
Economic Vitality • Education & Lifelong Learning

Resiliency • Extreme Heat & Hazard Preparedness • Built Environment
& Housing • Smart City

Circular Systems • Waste as a Resource • Food Systems

Sustainability Plan: Related Plans

Low Emissions & Climate Action

- Transportation Action Plan (2022)
- Old Town Bicycle Master Plan (2022)
- Residential Solar Guidelines (2020)
- Commercial Solar Guidelines (2019)

Nature-Based

- Parks & Recreation Strategic Plan (under development)
- Drought Management Plan (2021)
- Integrated Water Resources Master Plan (2022)
- Scottsdale Water Strategic Plan (2019-2024)
- McDowell Sonoran Preserve Ecological Resource Plan (2016)
- McDowell Sonoran Preserve, City Ordinance, Chapter 21

Circular Systems

- Community Solid Waste and Recycling Strategic Plan (2017)

Sustainability Plan: Related Plans

Resiliency

- Cooler Scottsdale study (2022)
- Smart City Strategic Roadmap (2020)
- Design Standards and Policy Manual (2018)
- Emergency Preparedness Jurisdictional Project Summary (2018; 2021)
- Sensitive Design Guidelines (2001)
- Green Building program

Equitable Community

- Tourism & Events Strategic Plan (anticipated Fall 2022)
- Scottsdale Consolidated Plan (2020)
- Economic Development 5-Year Strategic Plan (2021)
- Community Services Master Plan (2015)
- Scottsdale Public Library Strategic Plan (2019)

Sustainability Plan: Topics by Type

TYPE #1: Building on existing plans and leadership:

- Water Resources
- Open Space & Land Management
- Mobility
- Waste as a Resource
- Air Quality

TYPE #2: Other traditional sustainability topics:

- Climate Planning
- Food Systems

TYPE #3: New detailed plans being crafted:

- Extreme Heat & Hazard Preparedness
- Energy

TYPE #4: Adding sustainability connections to existing work:

- Built Environment & Housing
- Economic Vitality
- Community Services
- Character & Arts
- Smart City
- Education & Lifelong Learning

MOBILITY: Support a well-designed, inter-connected, safe, and accessible multi-modal transportation system.



MOBILITY: Strategies and Actions

Mobility #1 Strengthen integrated transportation planning

1. Require pedestrian/bicycle access through/adjacent to all open spaces to promote mobility
2. Modify the street network to safely include active transportation modes
3. Improve maintenance of existing trail system (includes private property)
4. Fill in the trail system gaps to increase safety and connectivity
5. Replace & widen existing multi-use path system to address increased use
6. Develop a micro-transit system tailored to community needs
7. Ensure adequate resources to maintain & upgrade transportation network

MOBILITY: Strategies and Actions

Mobility #2 Prioritize active transportation

1. Increase frequency of transit service where needed and make necessary regional system connections to reduce automobile use and provide travel options
2. Increase the walkability of neighborhoods
3. Achieve a Platinum Bicycle Friendly Community designation from the League of American Bicyclists
4. Provide more education on bicycle safety

MOBILITY: Strategies and Actions

Mobility #3 Ensure accessible mobility for all residents by improving transportation systems

1. Use Complete Streets as the framework for the transportation system and eliminating unneeded vehicular lanes
2. Provide access to a shared use path within a ¼ mile for all residences

Sustainability Plan 2022 –Timeline

- **Week of October 10th:** Public comment draft posted
- **Week of October 24th:** Community meetings on 10/25 (during day) and 10/27 (evening). Will also release survey.
- **Starting week of October 17th – mid-November:** Offer individual meetings to Councilmembers and to SEAC Commissioners
- **October – November:** Present to Boards and Commissions
 - Youth Council 10/3; Transportation 10/20; Neighborhood Advisory Commission 10/26; Human Relations 11/14; Parks & Recreation 11/16
- **November 16th:** Present to SEAC for final recommendation
- **December 7th:** Adoption of Sustainability Plan (tentative)

Sustainability Plan 2022 – Community Workshops

Workshop #1

- **Date:** Tuesday, October 25, 2022
- **Time:** 10:30-12:00 (light refreshments provided)
- **Location:** Community Design Studio, 7506 E. Indian School Rd.

Workshop #2

- **Date:** Thursday, October 27, 2022
- **Time:** 6:00 – 7:30 p.m. (light refreshments provided)
- **Location:** Vista del Camino, 7700 E Roosevelt St.

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Cristina Lenko, Public Information Officer
Subject: Public Outreach Process
Meeting Date: October 20, 2022

Action: For Information

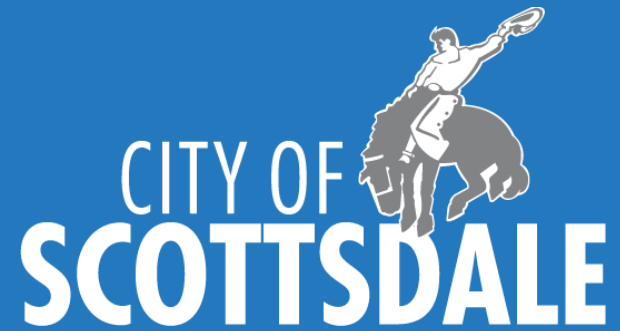
Purpose: Update of public outreach activities associated with current and planned department projects and services.

Information: This evening's presentation will be a follow-up to the Public Information Officer's (PIO) springtime presentation to the Transportation Commission. In addition to an overview of department information, outreach, and promotion activities, the presentation will address commission requests and questions from the May meeting. Working alongside division managers the PIO works to create and implement communications plans for a variety of projects, including:

- Department promotion / Transportation Fun Facts
- Old Town ADA Ramp construction
- Special events and marketing
- Traffic calming device feedback and construction
- Paving project community notification
- Transportation webpage maintenance and new content development
- Business Outreach

The presentation will focus on communication and collaboration with city departments and external stakeholders and partners. We will highlight current, ongoing, and planned projects and opportunities to promote the department and communicate with our residents.

As the department's PIO, my interaction occurs 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 vary greatly. Some projects start tomorrow, and other projects may begin in three months. The assortment of projects and the chance to understand the important work our department is doing with a street maintenance crew ride-along keeps the position very interesting.



Transportation Commission

Public Information & Community Outreach Update

DATE: October 20, 2022

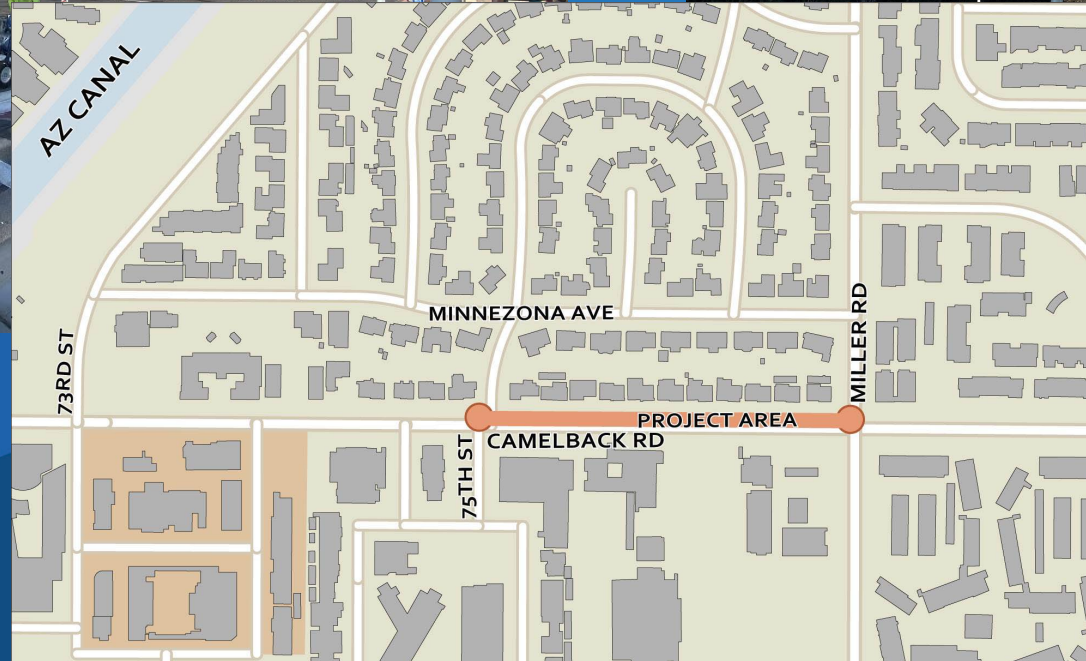
Partnerships

- Office of Communications (The OC)
- Scottsdale Video Network
- Community Services
- Citizen Services
- Tourism Development
- Scottsdale Police Department
- Human Resources
- Valley Metro
- ADOT
- Economic Development
- Scottsdale Area Chamber of Commerce
- Parks & Recreation
- Scottsdale Fire Department
- Scottsdale Unified School District & Paradise Valley Unified School District

TAP 2022 Promotion



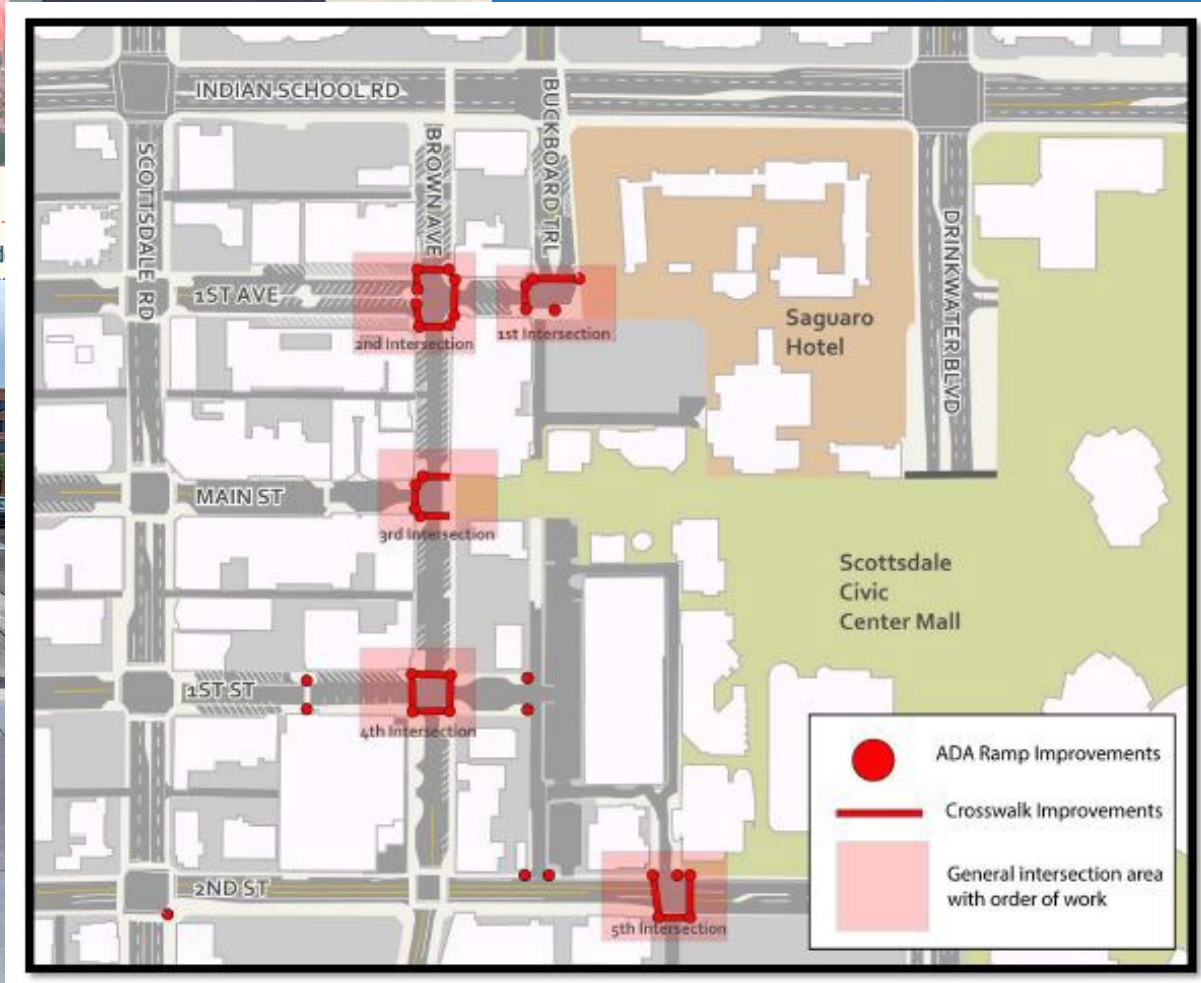
Communication Plans | Traffic Engineering



Business Outreach | Community Notification



The Old Town Update is a newsletter to d
supers about Old Town projects, activities



Business Outreach | Economic Development



Scottsdale Economic Development

Oct 11

Near Scottsdale City Hall and need a quick snack or beverage? **D's Market** is a family-owned convenience store with a huge product selection at 3640 N. Miller Rd. Visit them and help support this long-standing small business: <https://ds-market.business.site/> #SmallBusiness #ShopScottsdale



Choose
Scottsdale.



Special Events | Walk, Bike & Roll To School



Special Events | Bell94 Sports Complex



Bike Month | Call to Artists



Trolley Promotion | Scottsdale Library



Weather Response Team | Street Operations



ADOT | Loop 101 Widening Project

Loop 101 - Princess Drive to Shea Boulevard Improvements



Virtual Public Meeting
Wednesday, November 2, 6:00 – 7:30 p.m.



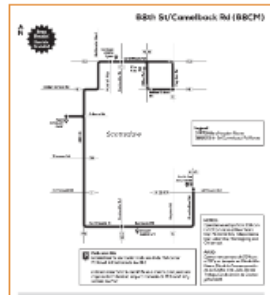
Webpage Updates

[Home Page](#) / [Scottsdale Trolley System](#)

Scottsdale Trolley System

Scottsdale's trolley system connects riders to entertainment, shopping, dining, schools, parks, libraries, community centers and more. The trolley offers three fixed routes with connections to Valley Metro Transit and the Tempe Orbit.

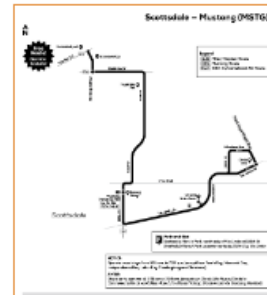
SCOTTSDALE TROLLEY ROUTES



68th/Camelback Route (68CM)



Miller/Hayden Route (MLHD)



Mustang Route (MSTG)

Trolley Details

- Trolley service is free
- Trolleys run on a 20-minute frequency
- Trolleys operate Monday – Friday from 5:45 a.m. to 7:45 p.m. (See route information for route times & schedules)

Contact Information

Lost and Found

P: 480-312-3787



**SCOTTSDALE
TROLLEY**

Transit Links

[Valley Metro Information](#)

[Valley Metro - Rider Alerts](#)

[Tempe Orbit](#)

Transit Apps



Contact Information

City of Scottsdale - Transportation

7447 E. Indian School Rd., Suite 205

Scottsdale, AZ 85251

P: 480-312-7250

TDD: 480-312-5419

F: 480-312-4000

Traffic Engineering

P: 480-312-7250

Street Operations

P: 480-312-5620

Traffic Management Center

P: 480-312-7777 (6 a.m. - 6 p.m. weekdays)

scottsdaletmc@scottsdaleaz.gov

[View Current Traffic Restrictions](#)

[Home Page](#) / [Transportation & Streets](#) / [Path Closures](#)

Path Closures

The following sections of paved multiuse path look for path detour signs.

Westworld:

A half mile of paved multiuse pathway in Westworld is closed for construction from February 2023. The path is part of the new Westworld Complex, the closure will continue through the project. An unpaved temporary trail has been established adjacent to the trail. Additionally, a 1.4-mile temporary trail follows the sidewalks and bike lanes along 1st Peak Parkway and McDowell Mountain Ranch.

Hayden & Camelback:

A section of paved multiuse path on the north side of Hayden Rd. between Glenrosa Ave. and Camelback Rd. starting August 8. This section of paved path widened from 8 to 10 feet across; construction is about a month. This section of path will be closed for improvements, users are asked to use the paved path on the south side of Hayden Rd. during construction.

BIKE FRIENDLY COMMUNITY

Did you know Scottsdale is a gold-level Bicycle Friendly Community? The city received this prestigious award from the League of American Bicyclists and is one of the gold-level cities in the U.S.



traffic.




Traffic Control Signs - Traffic control signs are devices placed along, beside, or above a highway, roadway, pathway, or other route to guide, warn, and regulate the flow of traffic.

ScottsdaleAZ.gov



CITY OF SCOTTSDALE TROLLEY SYSTEM MAP

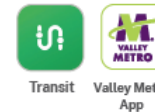
SCOTTSDALE TROLLEY

-  **68CM** 68th/Camelback
-  **MLHD** Miller/Hayden
-  **MSTG** Mustang

-  Transfer Point · Punto de Transbordo
-  Park-and-Ride · Estacionamientos
-  Hospital · Hospital

Check out these smartphone apps to help with your trip planning.

Repase estas aplicaciones de teléfonos inteligentes que le pueden ayudar en la planificación de su viaje.



Stay on top of your travel plans by visiting:
scottsdaleaz.gov/transportation



Trail Education and Maintenance



Questions ?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Susan Conklu, Senior Transportation Planner
Subject: Maricopa Association of Governments (MAG) Design Assistance and Other Grant Submittals
Meeting Date: October 20, 2022

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide an update on recent Maricopa Association of Governments (MAG) and federal grant applications.

Background:

The city of Scottsdale seeks funding for transportation studies and improvements through regional, state and federal opportunities. Many are submitted through the Maricopa Association of Governments (MAG) Active Transportation and Safety Programs which utilize regional, state, and federal funding. Other applications are submitted directly to the U.S. Department of Transportation.

There are several recent pending, submitted or upcoming funding grants Transportation staff have prepared including:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- MAG Design Assistance
- Highway Safety Improvement Program (HSIP)
- MAG Road Safety Program (RSP)
- Safe Streets and Roads For All (SS4A)

RAISE (Rebuilding American Infrastructure with Sustainability and Equity)

This discretionary grant program will help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. This year's allocations include more than \$2.2 billion from the Bipartisan Infrastructure Law, which provides an additional \$7.5 billion over five years for the program to help meet the strong demand to help projects get moving across the country.

In April 2022, the city submitted the Old Town Living Street project for funding on 2nd Street from 75th Street to Goldwater Boulevard. This creates wider sidewalks, a protected two-way cycle track, traffic calming, sustainable landscaping, shade, traffic signal improvements and pedestrian lighting.

Awards were announced in September 2022. Scottsdale's application was not successful, but staff are awaiting a debrief meeting for feedback on the application that may help in future grant applications. Design has kicked off for the 2nd Street Project from Drinkwater Boulevard to Scottsdale Road, including the connection around the library parking garage utilizing Bond funding for Tourism.

MAG Design Assistance

This program is offered on an annual basis and selected bicycle and pedestrian projects are advanced to the concept design level utilizing consultants from MAG's on-call list. The program also assists with extensive public outreach and evaluation of the feasibility of projects. This program is fully funded through MAG, so there is no required local match. Projects that are not selected for the program are eligible to apply for funding through MAG's Closeout Funding process, which typically requires a 20% local match if selected. There is \$500,000 in funding available region-wide for the Fiscal Year 2023 program.

Transportation staff submitted two applications on June 30, 2022:

- 64th Street Crossing Study at Thomas and Indian School Roads
- Central Arizona Project Canal/ 100th Street Path

The 64th Street Crossing Study at Thomas and Indian School Roads was selected for funding and approved at the September 28, 2022, Regional Council Meeting. Upon receiving written notice of funding, Transportation staff will coordinate with MAG staff in selecting a consultant for the 64th Street Crossing Study at Thomas and Indian School Roads. During the MAG Closeout Funding Process, the staff plans to submit a request to fund the Central Arizona Project Canal/ 100th Street Path project. If selected, Transportation staff will prepare an item for City Council approval to contribute 20% funding to MAG, if required, and select a consultant.

Highway Safety Improvement Program (HSIP)

This annual, federal program is managed by the Federal Highway Administration (FHWA) division in each state. All state and local projects are selected on the same funding levels with priority going to the projects with the highest benefit to cost ratios.

In August, Transportation staff submitted an application for the Legacy Boulevard – Reatta Wash Bridge Expansion between Pima and Thompson Peak Parkway. This will expand the bridge from a single lane per direction to two lanes per direction. Awards will be announced in November.

MAG Roadway Safety Program

The MAG Roadway Safety Program (RSP) was initiated in September 2019 by MAG to supplement the state's Highway Safety Improvement Program (HSIP) program. The RSP assists with providing additional funding in the short-term using Highway User Revenue Funds (HURF) that can improve the safety conditions of our roadways in all areas. MAG developed this program to address these critical regional funding needs in the near term, so projects must be constructed within two years. Calls for projects will be issued on an annual basis in August, with approximately \$2 million in each fiscal year through 2024.

Safe Streets and Roads for All

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants. Applicants must have an action plan in place that meets federal criteria to be eligible for an implementation grant.

In September 2022 the city submitted the Scottsdale Street Safety Action Plan application. The plan will improve multimodal traffic safety by significantly reducing roadway fatalities and serious injuries. A comprehensive, safe systems approach utilizing the 5 E's (engineering, evaluation, education, enforcement, and equity) will guide safety improvements for people using all modes, especially the most vulnerable users.

The awards will be announced in January 2023.

Staff Contact: Susan Conklu, 480-312-2308, sconklu@scottsdaleaz.gov

Maricopa Association of Governments Design Assistance and Other Grant Applications

Transportation Commission
October 20, 2022

Background

- City of Scottsdale seeks funding for transportation studies and improvements through regional, state and federal opportunities
 - Maricopa Association of Governments
 - Active Transportation Program
 - Safety Program
 - U.S. Department of Transportation

Background

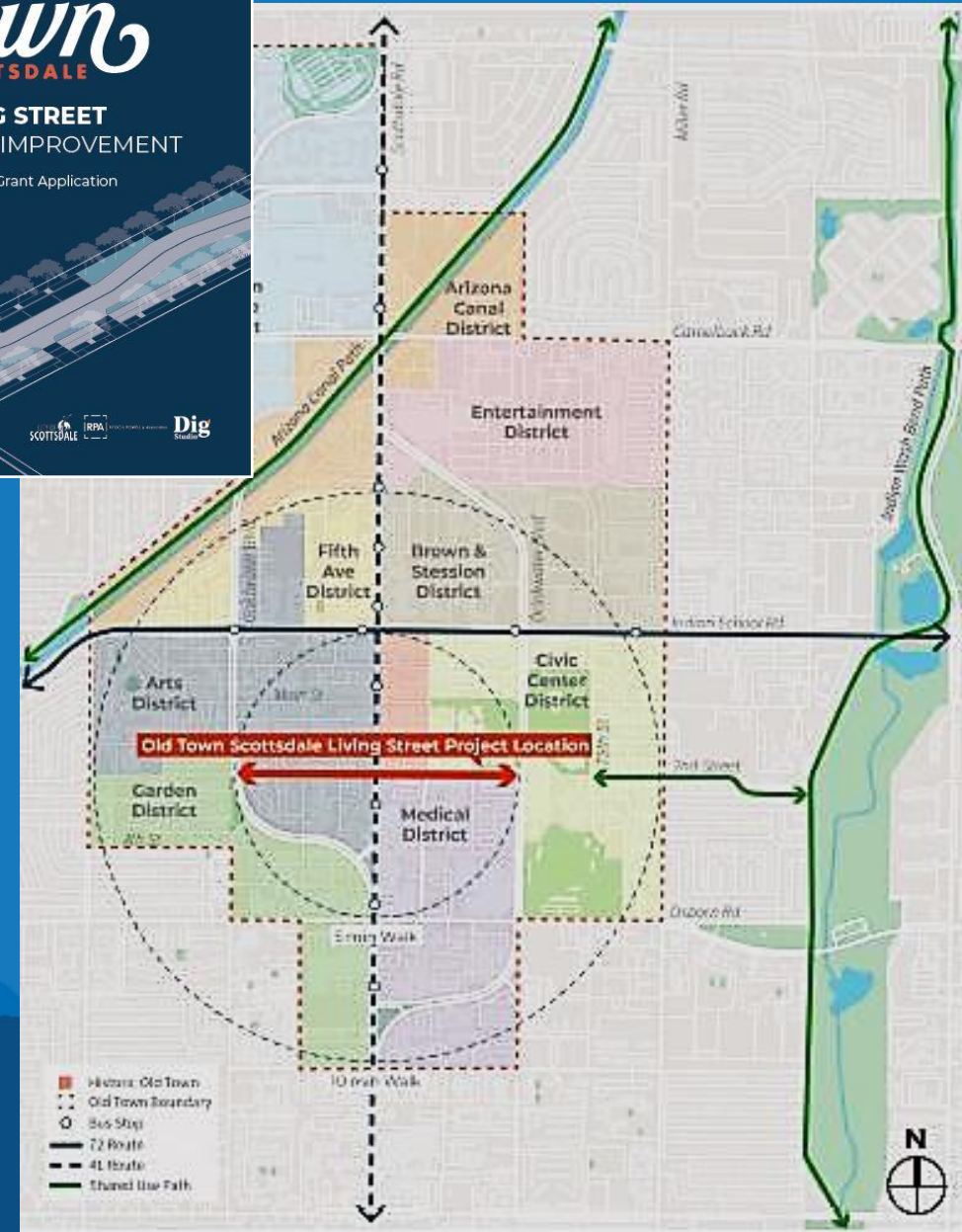
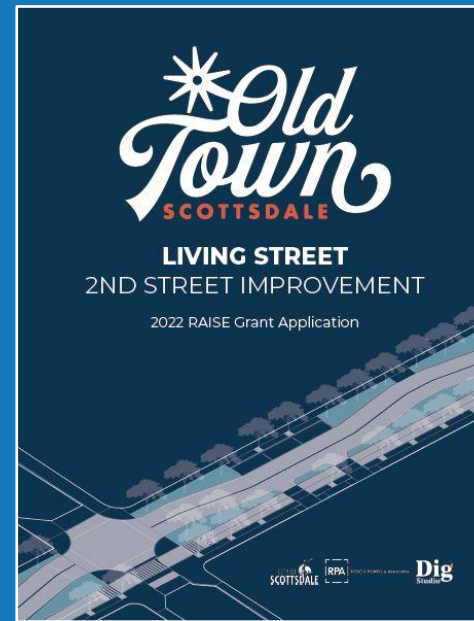
- Several recent pending, submitted or upcoming funding grants Transportation staff have prepared include:
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - MAG Design Assistance
 - MAG Road Safety Program (RSP)
 - Highway Safety Improvement Program (HSIP)
 - Safe Streets and Roads for All (SS4A)

RAISE Grant Application

- Project is located on 2nd Street from 75th St. to Goldwater Blvd.
- Submitted to U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- \$14.5 million request with \$4.8 million local match.

Existing

- Wide street, no shade, existing sidewalks back of curb, uninviting for those using the street to make connections to the commercial, civic, arts and health facilities via walking or biking that align the area.



RAISE Grant Application

Proposed

- Wider sidewalks, a protected two-way bicycle cycle track, traffic calming strategies, sustainable landscaping, manmade and natural shade, traffic signal improvements and pedestrian lighting.
- Template for other streets in Old Town to improve accessibility for everyone.



MAG Design Assistance

- Annual program for bicycle and pedestrian facilities
- Provides concept designs, public outreach and feasibility study
- Fully funded through MAG, utilizing their on-call consultants – no local match
 - Does not ensure funding for future design and construction
- There is \$500,000 in funding available region-wide for the Fiscal Year 2023 program
- Scottsdale submitted two projects by the June 30, 2022 application deadline:
 - 64th Street Crossing Study at Thomas and Indian School Roads
 - Central Arizona Project Canal/ 100th Street Path

MAG Design Assistance

- 64th Street Crossing Study at Thomas and Indian School

Photo 2



Photo 1



Photo 4: 64th St & Indian School looking north

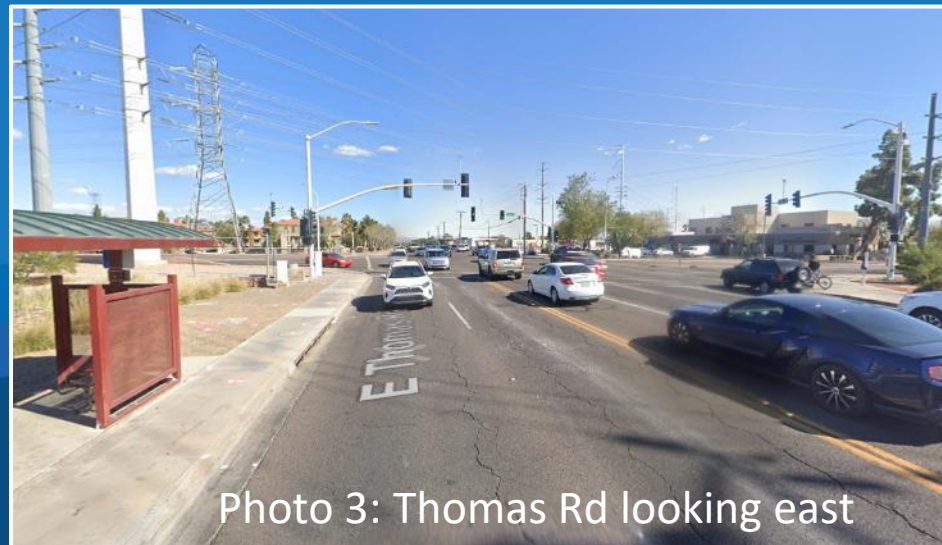


Photo 3: Thomas Rd looking east

MAG Design Assistance

- Central Arizona Project Canal/ 100th Street Path



Photo 1: 100th Street near Horizon Park with Indian Bend Wash Path connection, looking east.

Photo 2: 100th Street at Thompson Peak Parkway looking west showing multi-family housing.



MAG Design Assistance Next Steps

- 64th Street Crossing Study at Thomas and Indian School Roads was selected and approved by Regional Council September 28
 - Staff will work with MAG to select consultant
- Projects that were not selected are eligible to apply for Closeout Funding
 - 20% local match typically required
 - Central Arizona Project Canal/ 100th Street Path
 - If successful, staff will request City Council approval for the local match

Highway Safety Improvement Program

- This annual, federal program is managed by the Federal Highway Administration (FHWA) division in each state
- All state and local projects are selected on the same funding levels with priority going to the projects with the highest benefit to cost ratios.
- In August Transportation staff submitted an application for the Legacy Boulevard – Reatta Wash Bridge Expansion between Pima and Thompson Peak Parkway
- Awards will be announced in November



MAG Roadway Safety Program

- The MAG Roadway Safety Program (RSP) was initiated in September 2019 by MAG to supplement the state's Highway Safety Improvement Program (HSIP) program.
- The RSP assists with providing additional funding in the short term using Highway User Revenue Fund (HURF) funding that can improve the safety conditions of our roadways in all areas
- MAG developed this program to address these critical regional funding needs in the near term
 - Must be constructed within two years
- Calls for projects will be issued on an annual basis in August, with approximately \$2 million in each fiscal year through 2024

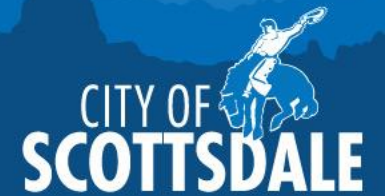
MAG Roadway Safety Program

- Transportation submitted two projects
 - McDowell Road: Scottsdale Road to Hayden Road
 - Pedestrian ramps and signal visibility improvements
 - Recently completed a Road Safety Assessment through the Local Agency Safety Study (LASS) Program
 - Hayden Road and Indian Bend Road
 - North/ south dual left turn lanes

Safe Streets and Roads for All

- The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
- Two types of SS4A grants:
 - Action Plan Grants
 - Implementation Grants
 - Implementation Grants require an existing Action Plan
- Scottsdale Street Safety Action Plan submitted in September 2022
 - Will improve multimodal traffic safety by significantly reducing roadway fatalities and serious injuries. A comprehensive, safe systems approach utilizing the 5 E's (engineering, evaluation, education, enforcement, and equity) will guide safety improvements for people using all modes, especially the most vulnerable users.
- The awards will be announced in January 2023.

Thank you. Questions?



TENTATIVE FUTURE AGENDA ITEMS

Rev.10-04-2022

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: November 17, 2022

REPORTS/PRESENTATIONS DUE November 10

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes October 20, 2022
- **Thunderbird Trail**.....**Discussion and Action**
Update on the trail on the north side of Thunderbird Rd between 76th and 83rd St. – Susan Conklu, Senior Transportation Planner
- **Projects and Programs Update****Discussion**
A continuing overview of Transportation & Streets divisions and programs/projects – Mark Melnychenko, Transportation & Streets Director

MEETING DATE: December 15, 2022

REPORTS/PRESENTATIONS DUE December 8

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes November 17, 2022
- **Transportation Commission Tour of TMC**.....**Presentation and Discussion**
In lieu of the December 15, 2022 Transportation Commission Public Meeting, TMC staff will provide an overview and tour of the Traffic Management Center to the Commission. There will be a quorum. – Hong Huo, Principal Traffic Engineer

FUTURE ITEMS:

INFORMATION ITEMS

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

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
- **Neighborhood Bikeway Prioritization Criteria.....Discussion and Possible Action**
An update to the Neighborhood Bikeway Prioritization Criteria after induction – Nathan Domme, Senior Transportation Planner
- **Jackrabbit Road Crossing Improvements.....Discussion and Possible Action**
Discussion on the analysis and recommendation of road crossing improvements on Jackrabbit Road – Kiran Guntupalli, Principal Traffic Engineer

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: December 6, 2022

REPORTS/PRESENTATIONS DUE November 29

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of October 4, 2022
- **Protected Bike Lane Pilot Locations** **Information**
Information on protected bike lines and their pilot locations – Susan Conklu, Senior Transportation Planner
- **Grant Overview Process** **Information**
Information on Grants that are submitted and the application process – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner

MEETING DATE: February 7, 2022

REPORTS/PRESENTATIONS DUE January 31

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of December 6, 2022
- **Trail Maintenance Outreach Program** **Information**
Information on the Trail Maintenance Outreach Program – Susan Conklu, Senior Transportation Planner
- **Vision Zero**..... **Information**
Information on City of Tempe and City of Phoenix Vision Zero – Susan Conklu, Senior Transportation Planner

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Access to Indian Bend Wash** **Presentation and Discussion**
Better access and how the Parks Dept. can assist. – Susan Conklu, Senior Transportation Planner
- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Pavement Restriping** **Presentation and Discussion**
Information on the coordination of re-paving and re-striping – Dave Meinhart, Transportation Planning Manager

Lofgren, Kyle

From: WebServices
Sent: Monday, September 26, 2022 8:16 AM
To: Conklu, Susan; Lofgren, Kyle; Pamela Iacovo; kentlall@pdx.edu; miller.maryann1@gmail.com; karenkoyal@cox.net; ktwilcoxon@gmail.com; Melnychenko, Mark; dna@anderson-nelson.com
Subject: Transportation Commission Public Comment
Importance: High

Name: Avion Wick
Address: 11666 N 28th Dr Unit 195 Phoenix, AZ
Email: aewick@asu.edu
Phone: (571) 408-3439

Comment:

Good Morning! I am a local journalist in the Valley and want to do a feature piece on the City of Scottsdale TAP, what it features, and why the board considers it so necessary. Is there a PIO or Project Manager I could speak with about the Action Plan and use the feature to inform some local citizens about it?