



**SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda**

Date: Thursday, November 16, 2023

Time: 5:15 P.M.

Location: Kiva – City Hall

3939 N. Drinkwater Boulevard

Scottsdale, AZ 85251

Call to Order

Roll Call

Don Anderson, Chair	Mary Ann Miller, Commissioner
Kent B. Lall, Vice-Chair	Kerry Wilcoxon, Commissioner
Robert Marmon, Commissioner	Emmie Cardella, Commissioner
Lee Kauftheil, 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. Request to speak forms must be submitted to staff in-person 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 – October 19, 2023**
- [Introduce New Transportation Commissioner](#)-----Information
Introduction of the new Transportation Commissioner – Robert Marmon**
- [Election of Transportation Commission Chair and Vice-Chair](#)-----Discussion and Action**

Chair Anderson’s term ends December 7, 2023, the Commission must elect a new Transportation Commission Chair and possibly Vice-Chair – Transportation Commission

4. **December 2023 Transportation Commission Meeting** -----**Discussion and Action**
Discuss and decide on a meeting date or cancellation for the December Transportation Commission Meeting – Transportation Commission
5. **Trolley Move Update** -----**Information**
Update of the trolley move from the South Corporation Yard to the North Corporation Yard – Brendan Wagner, Senior Transit Planner
6. **Old Town Project Update** -----**Information**
Update on several projects occurring in the Old Town area – Mark Melnychenko, Transportation & Streets Director
7. **Neighborhood Bikeway Prioritization Results** -----**Information**
Update on the Neighborhood Bikeway Prioritization results – Nathan Domme, Transportation Planning Manager
8. **Commission Identification of Future Agenda Items**----- **Discussion**
Commission members to identify future items of interest at upcoming Transportation Commission meetings

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, October 19, 2023
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Anderson called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Don Anderson, Chair
B. Kent Lall, Vice Chair
Emmie Cardella
Karen Kowal
Lee Kauftheil
Mary Ann Miller

ABSENT: Kerry Wilcoxon

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Cristina Lenko, Public Information Officer
Nathan Domme, Senior Transportation Planner
Phil Kercher, Traffic Engineering Manager
Parker Murphy, Traffic Engineer
Sam Taylor, Traffic Engineer
Kyle Lofgren, Officer Manager
Kiran Guntupalli, Principal Traffic Engineer
Derek Rogers, Capital Projects Management

PUBLIC COMMENT

There were no public comments. Written comments were included in the Commission packet.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON SEPTEMBER 21, 2023 AS PRESENTED. VICE CHAIR LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR ANDERSON, VICE CHAIR LALL AND COMMISSIONERS CARDELLA, KOWAL, MILLER AND KAUFTHEIL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPOINTMENT TO PATHS & TRAILS SUBCOMMITTEE

COMMISSIONER CARDELLA MOVED TO REAPPOINT VICE CHAIR LALL AND APPOINT COMMISSIONER KAUFTHEIL TO THE PATHS & TRAILS SUBCOMMITTEE. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR ANDERSON, VICE CHAIR LALL AND COMMISSIONERS CARDELLA, KOWAL, MILLER AND KAUFTHEIL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. 124TH STREET UNDERPASS

Susan Conklu, Senior Transportation Planner, reviewed the project details:

- Original 2017 Project: Shea Underpass Access at 124th Street
- Design and construct concrete shared use path and unpaved trail including access to existing tunnel under Shea Boulevard
- Grade-separated bicycle, equestrian and pedestrian connection under Shea Boulevard, east of 124th Street
 - Existing box culvert
 - North of the Central Arizona Project (CAP) Canal
 - Connections to existing and planned paths, trails, bike lanes and routes
 - Destinations: Stonegate Equestrian Park, Lost Dog Wash Preserve Trailhead, schools

The project has been planned for quite some time, being referenced in the 2004 Trails Master Plan as a high priority. It was also included in the Transportation Master Plan from 2008. The 2009 Ad Hoc Citizens Trails Task Force included it in its recommendations. At that time, the Arterial Life Cycle Program (ALCP) through the Maricopa Association of Governments (MAG) had this project listed as part of a larger shade corridor project for funding. In 2012, the City applied for congestion mitigation air quality funding for bike pedestrian improvements. Construction began in 2017, with the path leading into the underpass and trail connection ultimately completed. In 2017, construction was paused due to issues with the gabion wall north of the tunnel. There were additional delays with the pandemic, mitigation and meetings. In 2022, an engineering consultant determined that the base of the wall was sound, but the top required reconstruction. Project funding details and construction photos were reviewed. Derek Rogers, Capital Projects

Management, provided an overview of the stability analysis of gabion and wall and construction process.

In response to a question from Vice Chair regarding the existence of signage to identify the existence and opening of the underpass, Ms. Conklu stated that there is no specific signage as yet, however the City promoted opening of the underpass via its web page and social media as well as a news interview. In response to a Commissioner question, a detailed account of the original condition of the incomplete wall, failures of design, litigation delays and engineering confirmations was provided.

4. PIMA ROAD: MCDOWELL TO VIA LINDA

Nathan Domme, Transportation Planning Manager, stated that the project is at 100 percent design. Funding for construction and maintenance is derived in part from intergovernmental agreements with SRP-MIC.

Details include:

- Location Pima Rd from Via Linda to McDowell
- Improvements include:
 - One additional travel lane in each direction
 - Bike lanes in both directions
 - Complete sidewalks on the western side of the corridor
 - Intersection Improvements
 - Raised center median with landscaping
- Corridor Improvements
 - 11-foot travel lanes
 - 5-foot bike lanes
 - Landscaped medians
 - New sidewalk
- Intersection improvements
 - High visibility pedestrian crossing
 - Different visual pedestrian crossing at the multi-use path
 - New right and left turn lanes at various intersections
- Bikeways along the Corridor
 - Major component to multi-use network
 - New bike lanes on street
 - Multiple connections to Indian Bend Wash Path
- Granite Reef Watershed
 - Improvements Flood Control Project Phase I
 - Phase I improvements:
 - New storm drains
 - New drainage basins
 - City of Scottsdale is responsible for the maintenance
- Granite Reef Watershed Improvements Flood Control Project Phase II A & B
 - Phase II improvements:
 - New storm drains
 - New drainage basins
 - SRP-MIC maintenance responsibilities

- Blue line on the MAP (Phase IIA)
- City of Scottsdale maintenance responsibilities
- Red and green lines on the MAP (Phase IIA and B)

The funding responsibilities breakdown and maintenance agreements were reviewed.

- SRP-MIC maintenance responsibilities
 - All pavements, markings, and medians, including curbs, gutters, and landscaping for Pima Road (not including landscaping west of the asphalt)
 - All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the eastern side of Pima
 - Maintenance of storm drain infrastructure associated with Granite Reef Phase II.A
- City of Scottsdale maintenance responsibilities
 - All street sweeping and all bridges, traffic signals, storm drains, catch basins, associated drainage appurtenances, and traffic signs for Pima Road
 - All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the western side of Pima
 - Maintain storm drain infrastructure associated with Granite Reef Phase I and II.B

In response to a Commissioner question, Mr. Domme anticipated that the project construction will be performed on a segment by segment basis in order to keep traffic routes open for the duration of the project. The project term is estimated at two years.

In light of the segment by segment completion approach, Vice Chair asked whether the contract would be written for the entire contract or on a segment by segment basis. Mr. Domme confirmed that the contract will be for the entire project, including stormwater improvements.

Commissioner asked about road speed limits as the roadway expands from two lanes to four lanes and five-foot bike lanes on either side. When bike lanes were previously added to McDowell Road after work was completed, few riders utilized the bike lanes due to automobile speeds. Mr. Domme noted the benefit to this corridor, as opposed to McDowell is access to the multiuse path throughout the whole corridor. Those who feel insecure utilizing the bike lanes on the roadway have the option to use the multiuse path all the way up and down. The lengthy process of obtaining rights-of-way and challenges with there being multiple owners of rights-of-way segments limit the ability to install bike lane buffers.

In response to a Commissioner question, Kiran Guntupalli, Principal Traffic Engineer, stated that any time a design project begins, there is always neighborhood involvement, including public outreach and submission of comments. One of the common concerns voiced about this area applies to the segment north of Via de Ventura. Residents in the area have requested higher sound walls. Unfortunately, the conditions do not meet the standards for the addition of sound barriers in the location. The City relies on SRP-MIC to provide outreach for issues on the east side, as that portion of project is within their purview.

Chair noted that the storm drain portion is on the Scottsdale side. He asked whether the stormwater is being taken toward Indian Bend Wash or towards the SRP-MIC community and therefore, SRP-MIC will have responsibility for maintenance. Mr. Domme stated that Phase I will direct stormwater to Indian Bend Wash down to Granite Reef. Other large portions of the drainage improvements are within SRP-MIC community. Overall, the watershed is being taken towards the Salt River going south.

5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- ALCP Plans
- CIP
- Police Department safety messaging campaign (early 2024)
- Trolley:
 - Trolley move update
 - Change patterns in trolley utilization
 - New contractor
- Cool pavement
- Old Town project update
- Bike use survey
- Neighborhood bikeway prioritization rankings and implementation strategy
- Automatic walk signals
- Complete streets/bike lane gaps/utilization of couplets
- Follow-up of traffic impacts based on 68th Street project completion
- Invasive species impacts on pavements
- Pedestrian sensing systems at intersections
- Update on sensing system on Camelback and Scottsdale Road

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Commissioner Kowal, the meeting adjourned at 6:33 p.m.

AYES: Chair Anderson, Vice Chair Vice Chair Lall, Commissioners Cardella, Kowal, Miller and Kauftheil

NAYS: None

SUBMITTED BY:

eScribers, LLC



SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Ratna Korepella, Transit Manager
Subject: Trolley Move Update
Meeting Date: November 16, 2023

Action: Information Only

Purpose: To provide an update on the Trolley Operations move from South Corp Yard (Miller Rd & McKellips) to North Corp Yard (Via Linda & 91st)

Background:

The City of Scottsdale (COS) currently operates 3 (three) trolley routes in addition to fixed regional routes. Trolley is the brand name for City of Scottsdale owned and operated service. City owns the trolley fleet and maintenance is performed in-house by the City Fleet Department.

The current Trolley fleet is comprised of 10 diesel vehicles and 11 compressed natural gas (CNG) vehicles. The current trolley contractor, Dunn Transit, is responsible for day-to-day operations and trolley sanitizing and detailing.

Trolley service has operated out of the South Corp Yard (SCY) at Miller Road & McKellips since August 2017. As part of the agreement, Dunn Transit was provided rented space at the SCY for dispatch and management of trolley service. City of Scottsdale Fleet Management maintained the trolleys at the SCY.

The SCY has only diesel and unleaded gasoline dispensing facilities, while the NCY has diesel, unleaded gasoline and CNG dispensing facilities. Due to SCY not having CNG facilities, trolleys fueled at the NCY on a daily basis.

Trolley Operations Move to North Corp Yard (NCY)

The City determined that it would be cost-prohibitive for many reasons to install a CNG dispensing system at the SCY. Additionally, the benefits of moving Trolley Operations to the North Corp Yard (NCY) in terms of fleet staffing, reduced mileage on trolleys for fueling and the oversight provided by the Transit Team made it cost effective to move the Trolley Operation to the North Corp Yard (NCY) at Via Linda and 91st, so plans began to be formulated.

Improvements at the NCY, such as the addition of a 3rd level parking deck, solar panels and reconfiguration of the parking in the yard were planned. Majority of the improvements required for the relocation of the Trolley Operations have been completed and Trolley operations began on October 23, 2023 at the NCY. The infrastructure improvements and the successful trolley move from NCY are an excellent example of strong interdepartmental coordination.

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



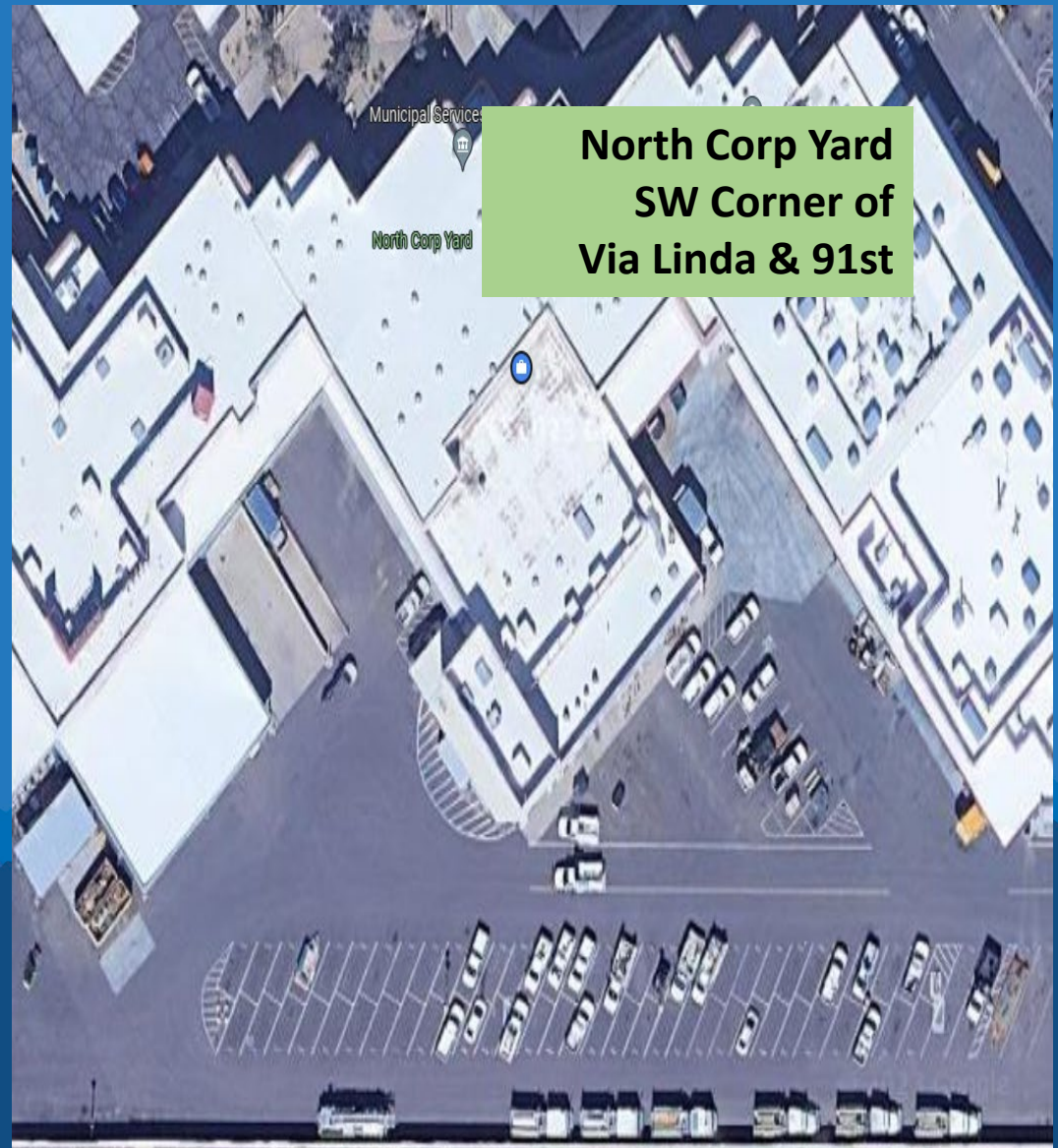
**Transit Operations Update:
The Move to the North Corp Yard**

Transportation Commission Meeting
November 16, 2023

Operations Relocation



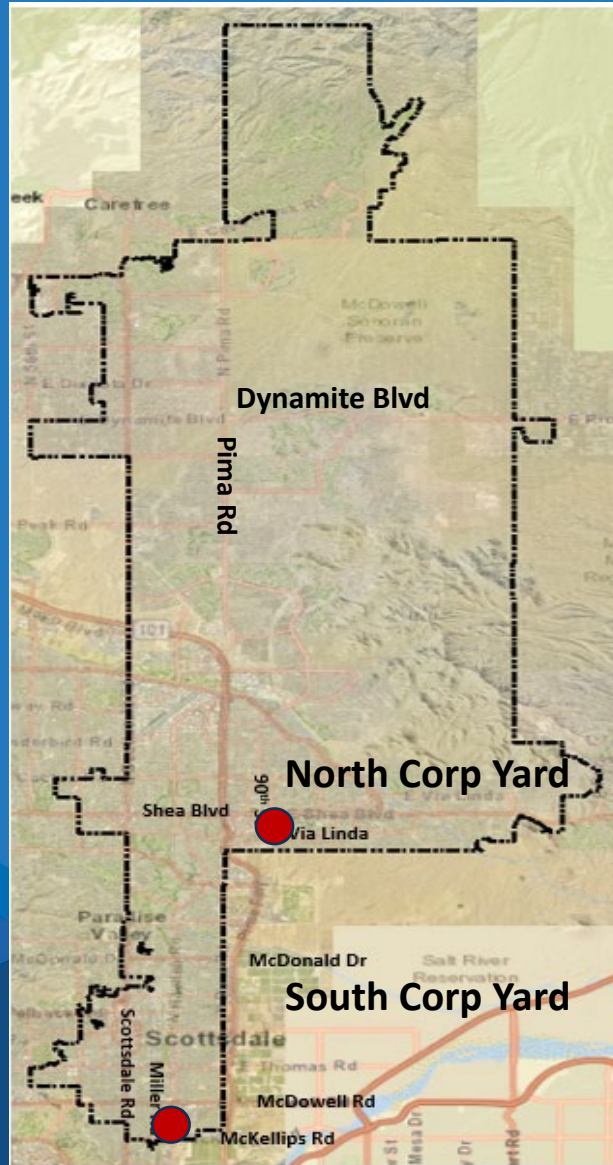
**South Corp Yard
SE Corner of
Miller Rd & McKellips**



**North Corp Yard
SW Corner of
Via Linda & 91st**

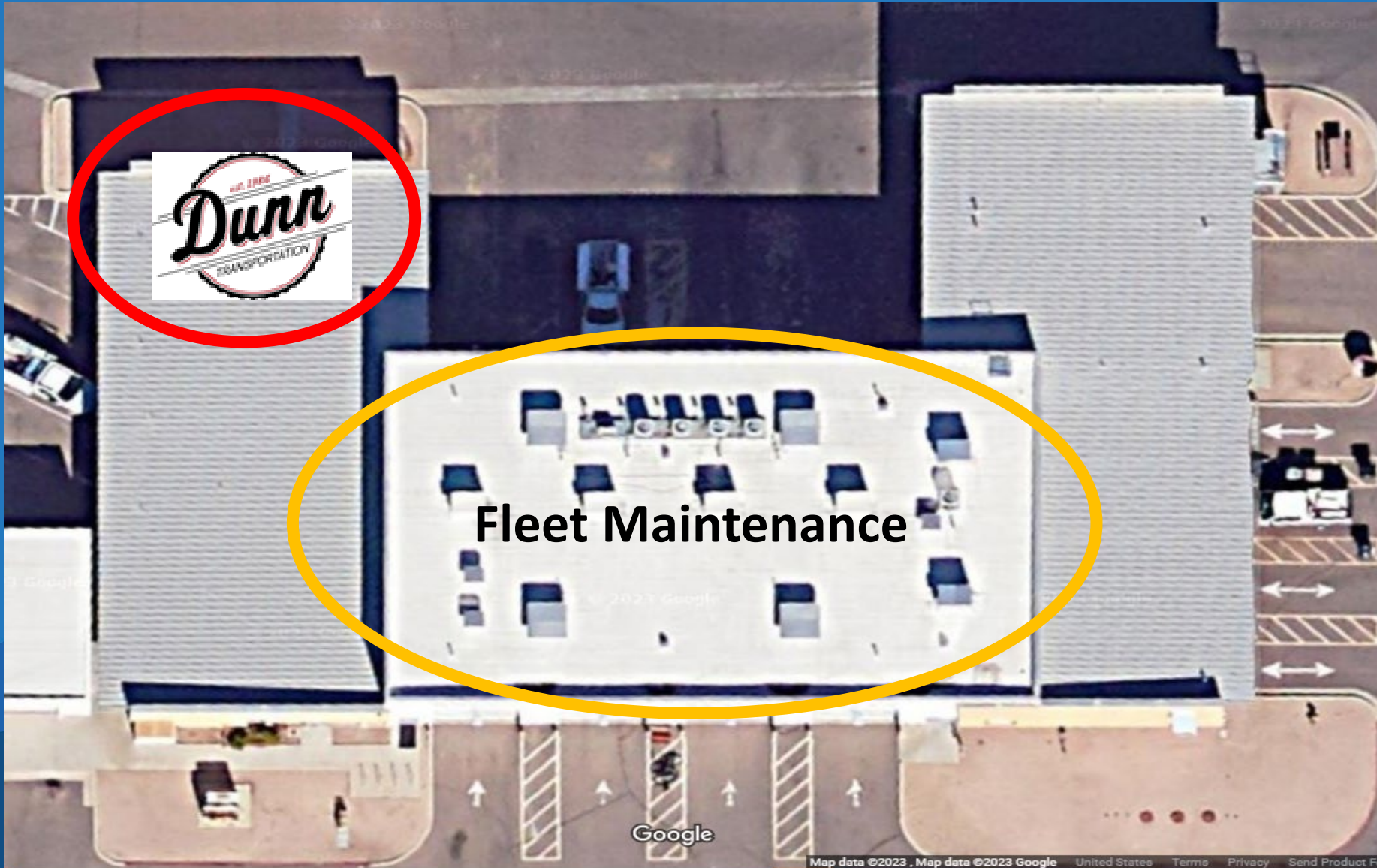


SCOTTSDALE TROLLEY



Operations





South Corp Yard



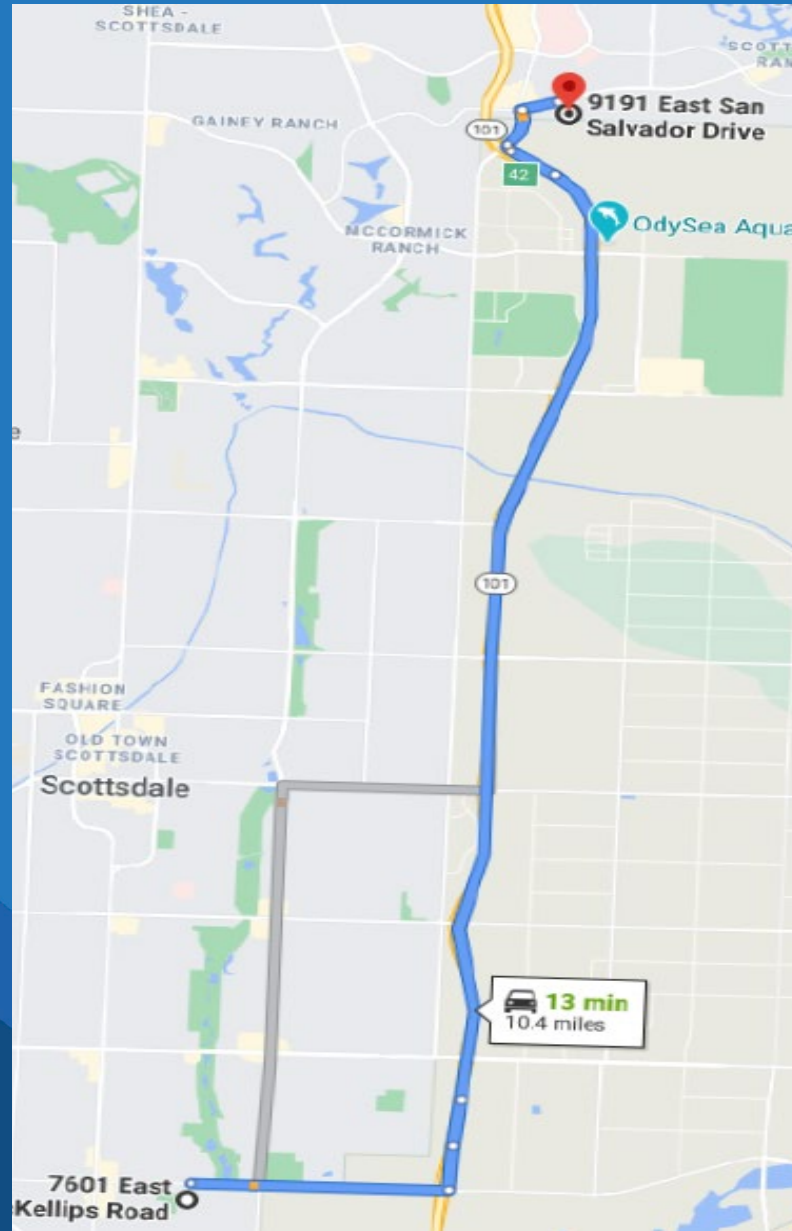
Operations

South Corp Yard

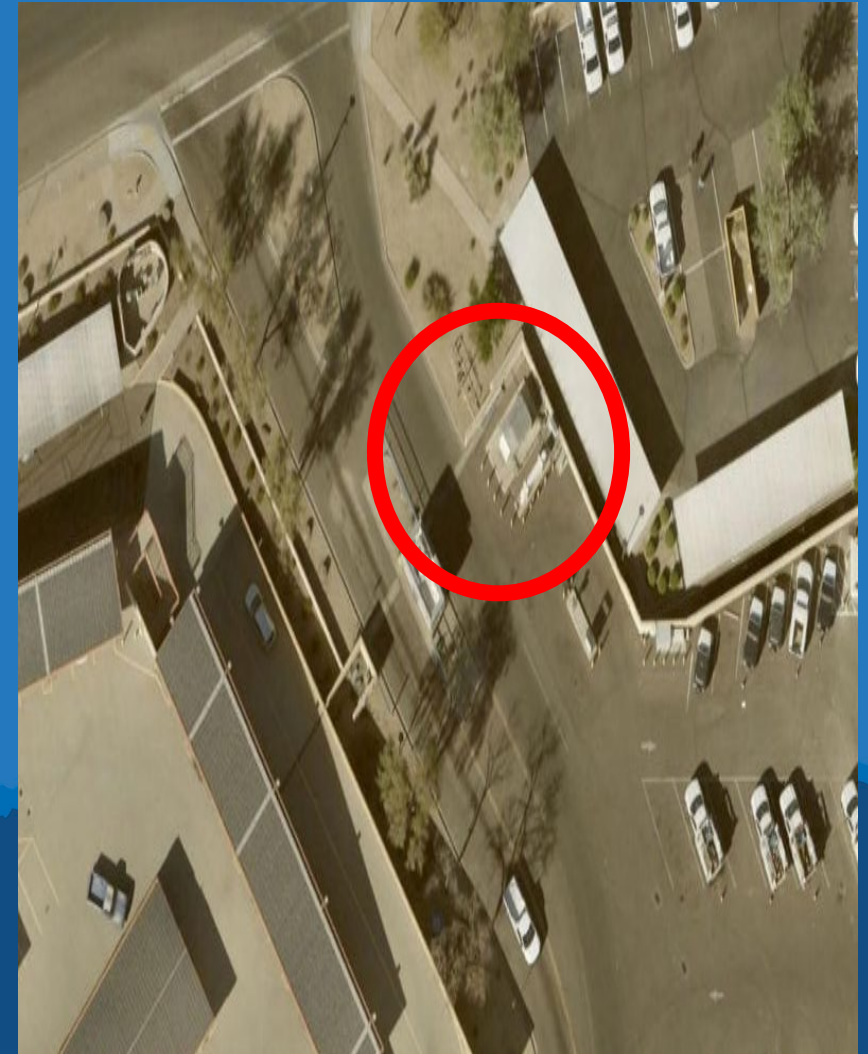


Fueling

South Corp Yard
Diesel Fueling

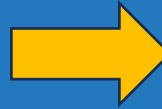


North Corp Yard
CNG Fueling



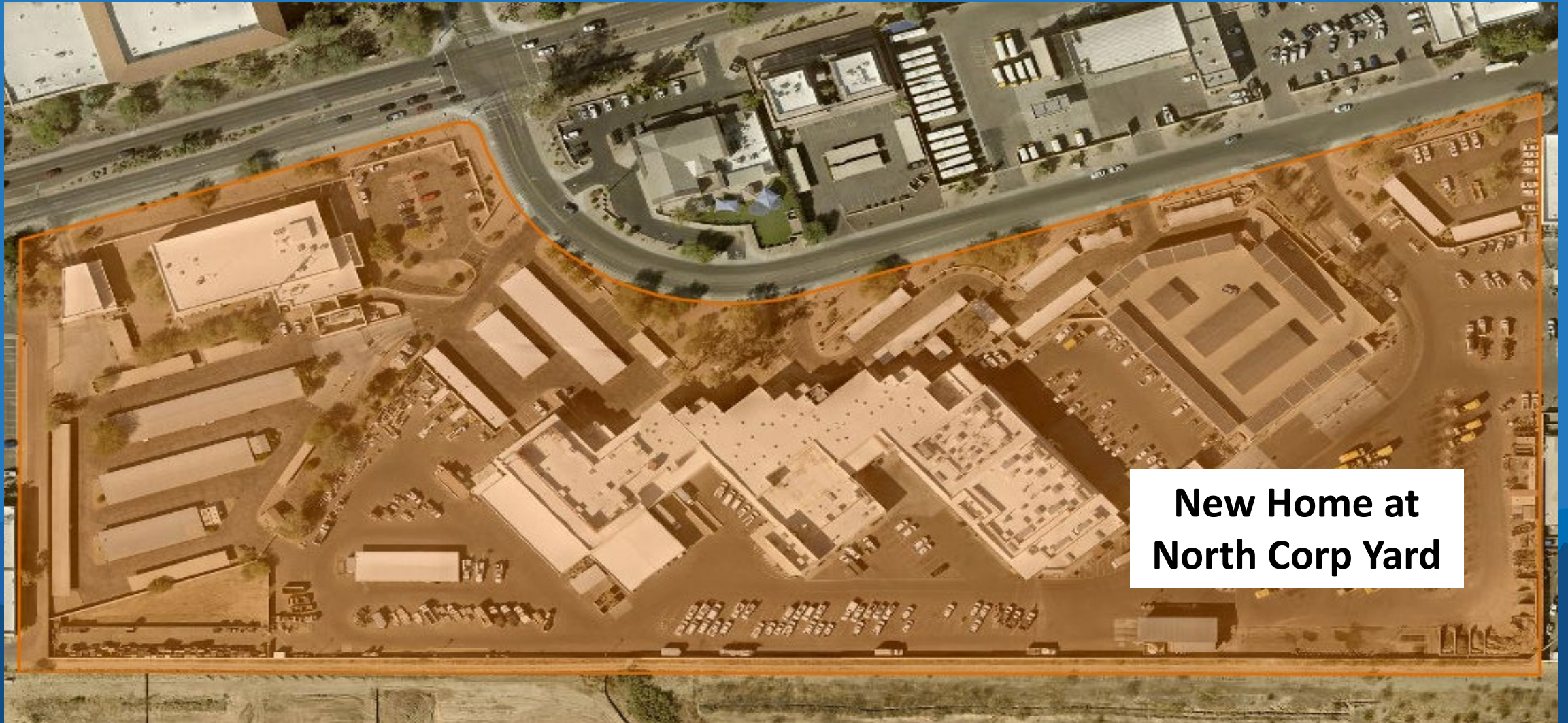


South Corp Yard



North Corp Yard





**New Home at
North Corp Yard**

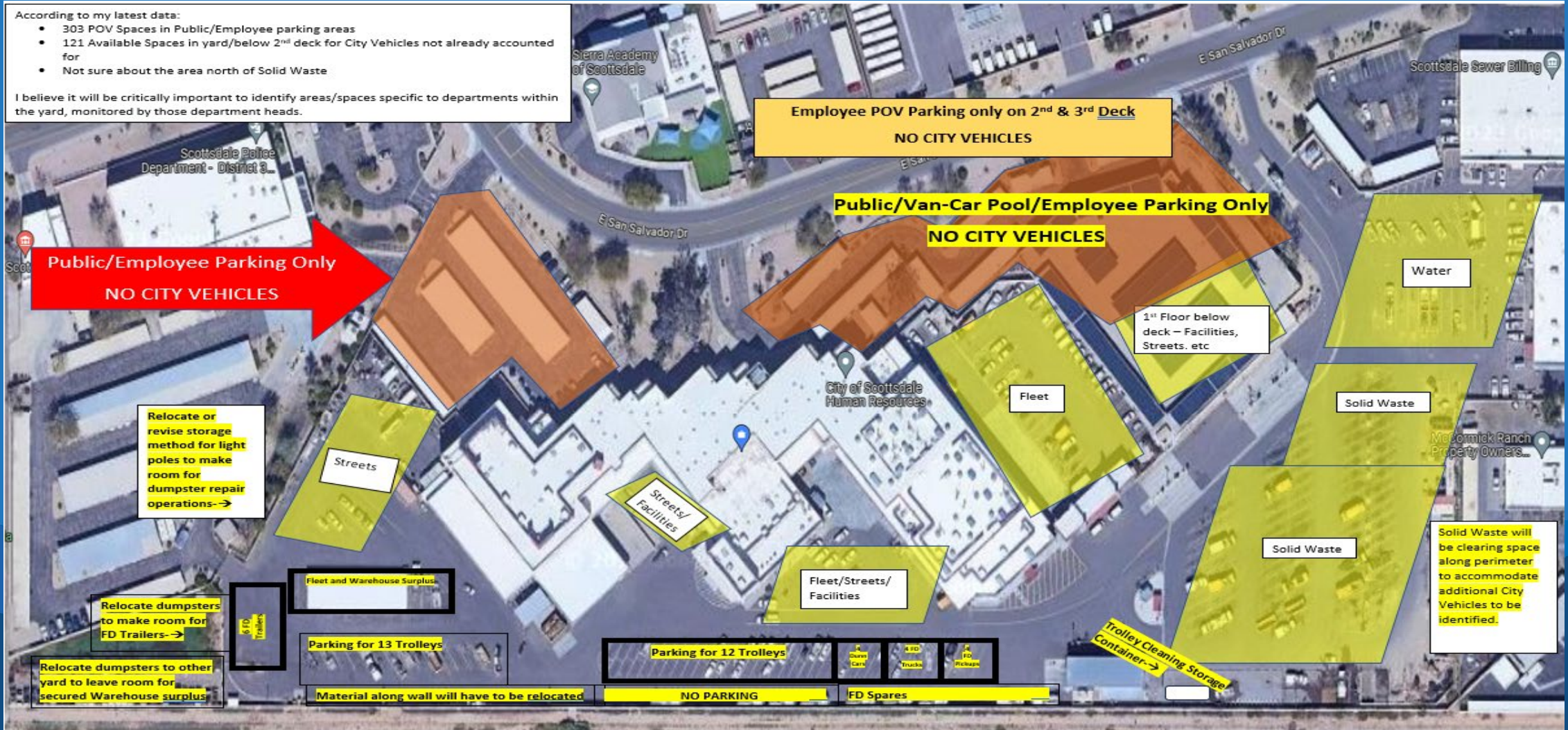


NCY Reconfigured

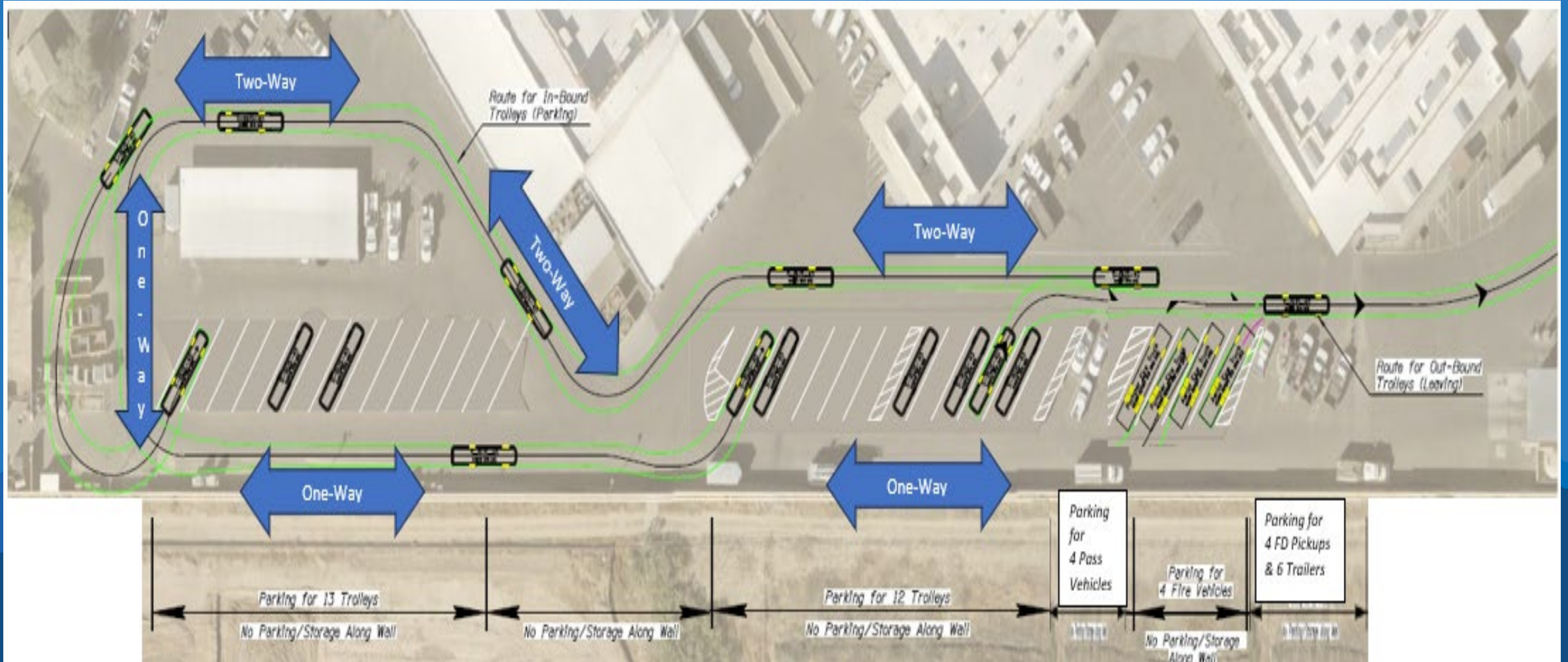
According to my latest data:

- 303 POV Spaces in Public/Employee parking areas
- 121 Available Spaces in yard/below 2nd deck for City Vehicles not already accounted for
- Not sure about the area north of Solid Waste

I believe it will be critically important to identify areas/spaces specific to departments within the yard, monitored by those department heads.

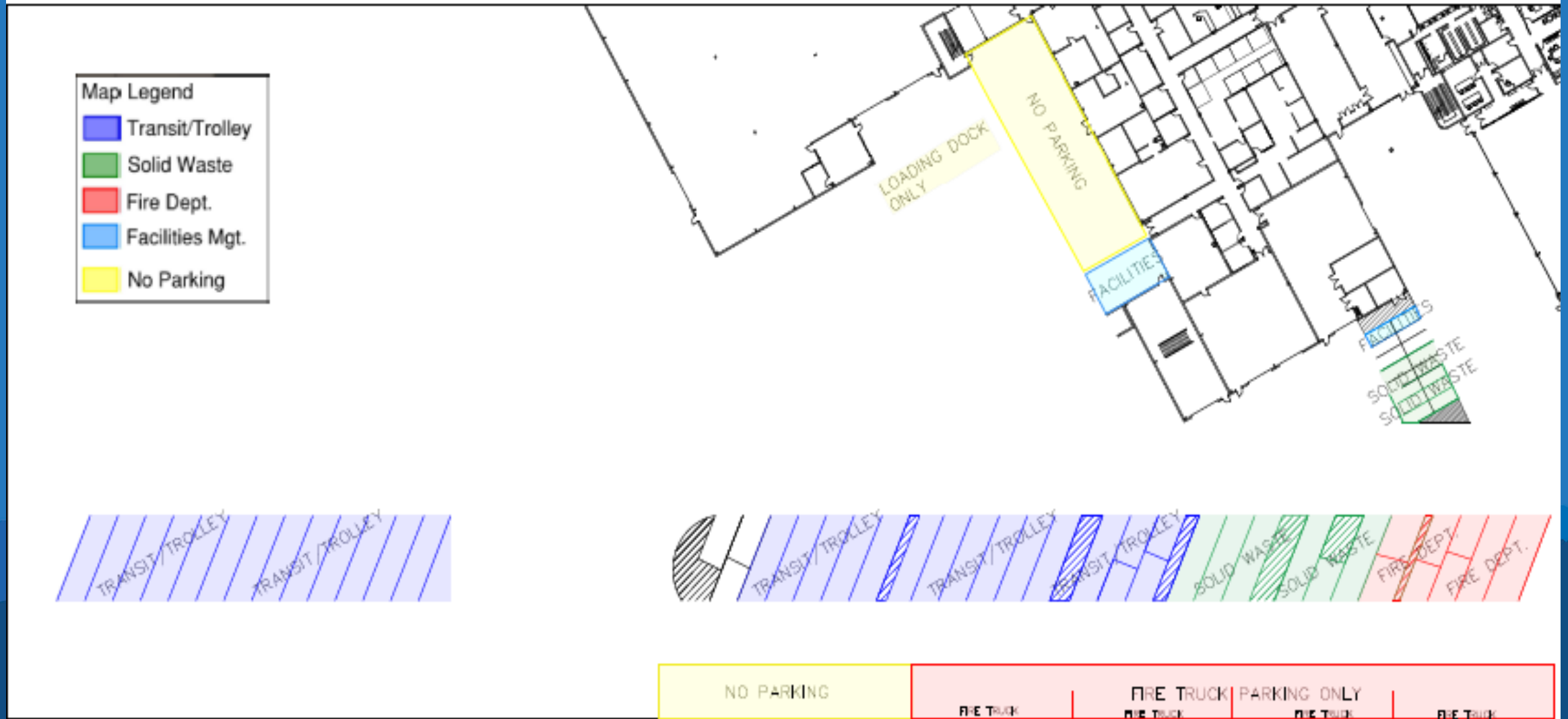


NCY Re-designed Traffic Patterns





NCY Assigned Parking for City Vehicles



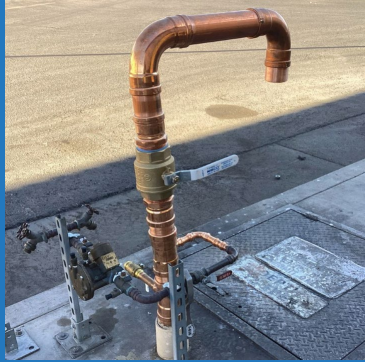


Team Effort: Operations Relocation

Capital Projects Facilities Finance Fire Department
Fleet Management Information Technology
Municipal Security Purchasing Risk Management Signals
Signing & Markings Solid Waste
Street Maintenance Street Operations Traffic Engineering
Transit Warehouse City of Phoenix Dunn Transit
911 Sanitizing

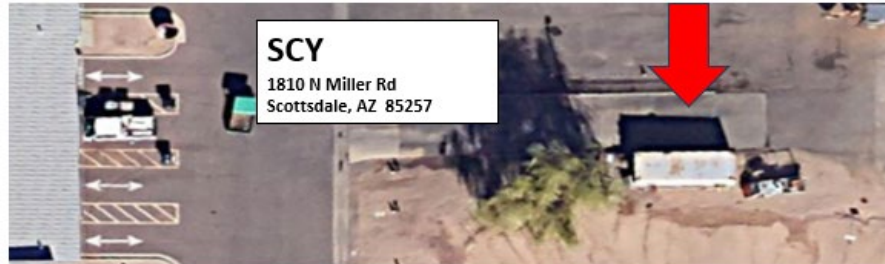


Team Effort: Operations Relocation

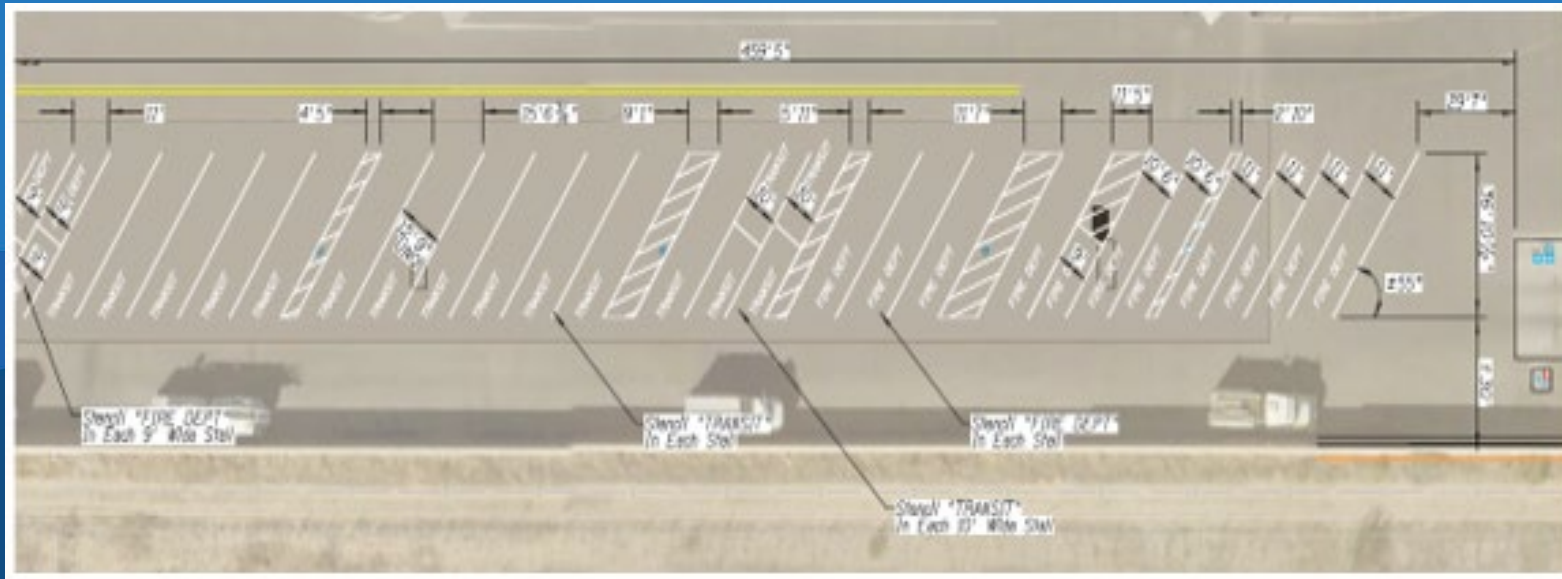


Team Effort: Operations Relocation

- Relocate Conex Container from SCY wash bay to NCY Vehicle Wash

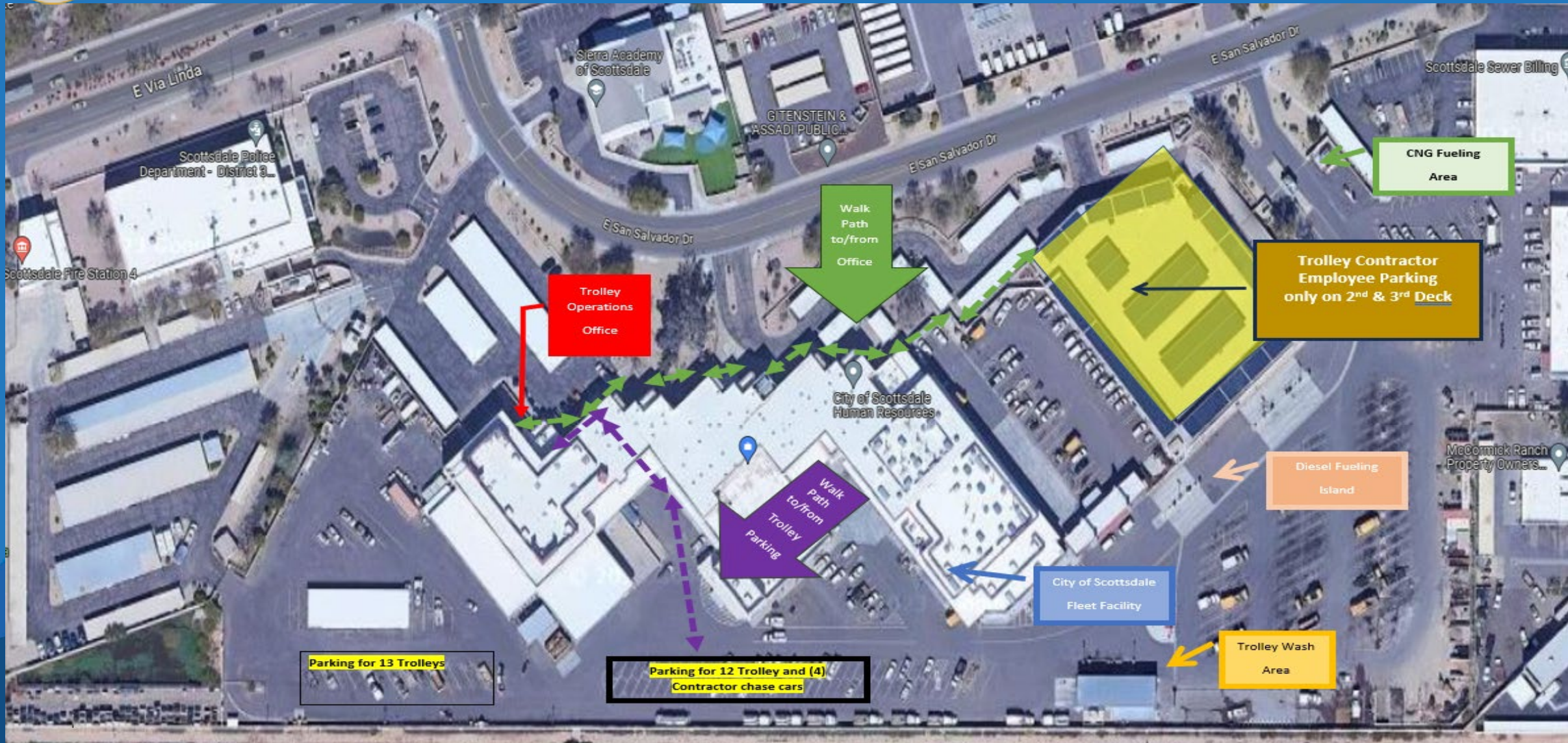


Team Effort: Operations Relocation





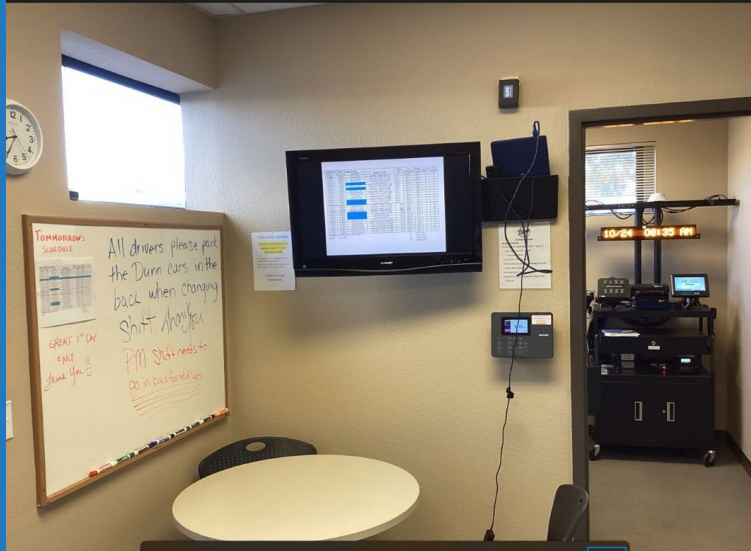
Operations Relocation



Ready for the Move



Move is Complete



Operations Relocation

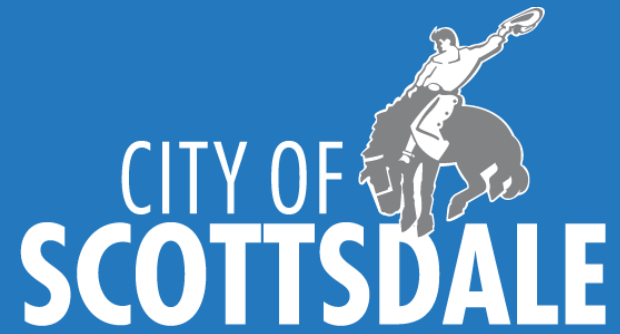
Challenges & Opportunities

- Moving Surplus Items/Vehicles
- Making room for Trolley Parking
- Sketchy WiFi connection at SCY
- Limited Fleet tooling/staffing at SCY
- Faded striping and traffic lanes in yard
- Cross-town trek for fueling CNG
- Cross-town trek for Transit Team to monitor contractor
- The yard is better organized
- Each Department has identified parking
- Trolleys catch WiFi everywhere in the NCY
- Sharing resources with Fleet operations at NCY
- Fresh striping and re-designed traffic pattern for safer travel in NCY
- All fueling takes place in one yard with no travel
- Contractor offices downstairs from Transit Team

Operations Relocation

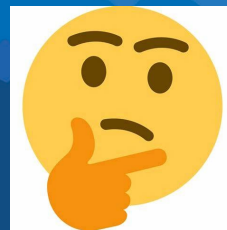
Future Considerations

- Lighting Survey in Trolley parking area at NCY
- Install sunshade in Trolley washing space
- Renovate former Senior Planner office on 2nd Floor, (NCY) creating Transit Operations Center (TOC)
 - Move Clever CAD Console from SCY to NCY TOC
 - Install digital displays for Trolley/Traffic monitoring
- Study and make recommendations for most efficient/effective alternative fuel solutions



Transit Operations Update The Move to the NCY

Questions?



SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Mark Melnychenko, Transportation & Streets Director
Subject: Old Town Project Update
Meeting Date: November 16, 2023

ITEM IN BRIEF

Action: Information and Discussion

Purpose: Provide an update on recent transportation upgrades in Old Town

Background:

Previous Improvements

A series of infrastructure improvements were implemented in Old Town in the Fall 2022 and Spring 2023. Historic Old Town ADA Ramp Improvements were completed in the Fall 2022 and included the installation of 38 new and upgraded ADA ramps to help improve pedestrian comfort and accessibility for Old Town's more than 3.1M annual visitors. Prior to the project, the existing ramps and crosswalks were not properly aligned, and sidewalk, ramp and crosswalk materials were inconsistent. City engineers prepared new plans to relocate several street-level drainage structures giving crews the space needed to properly align ramps and crosswalks, providing pedestrians with seamless transitions throughout the project area.

It was important to maintain Historic Old Town's western aesthetic while improving the pedestrian environment and accessibility. Newly constructed crosswalks were painted red and stamped with a brick pattern; the result is a crosswalk that is complementary to Old Town's historic character and an epoxy-coated pavement that helps extend the life of the asphalt. The project also included a micro seal pavement application to all streets adjacent to the ADA ramp and crosswalk construction. Lastly, in early 2023 three degraded alleys in the Historic Old Town were reconstructed. The new asphalt improved the appearance of the alleys, created a smoother and safer driving surface, and helped address area drainage.

Additional Old Town improvements

The second phase of improvements in Historic Old Town is currently underway. The 93 concrete lantern-like streetlights are past their useful life and are being removed and replaced with steel LED lights with a similar western look. The existing lights due to their age were strengthened with metal strapping to secure them prior to the new fixture installation. Currently, the lighting contractor is completing the initial section on Scottsdale Road from 2nd Street north to Indian School Road on both sides of the road. Work on the other areas of the Historic Old Town will begin in early 2024 after the busy tourist season in the area bounded by Scottsdale Road, Indian School Road, 2nd Street and Brown Avenue and will attempt to minimize any impacts to the area businesses. Coordination with the Historic Old Town stakeholders was extensive and took a lot back and forth to come to a design solution that merchants would approve. Because there are 11 types of streetlights in Old Town, one of the main city objectives was to begin to minimize maintenance costs that staff was trying to address. Some of the other objectives included:

- Create system consistency in Old Town.
- Provide flexibility to address a number of uses (special events, pedestrian, street illumination). The new streetlights allow for banners, flowerpots, and festoon lighting on each structure.
- Minimize material costs.

- Install a fixture that has an aesthetic level for Scottsdale and adaptable to several areas.
- Upgrade the look in this selected area while also maintaining a western theme.
- Consider timing and fixture availability.
- Upgrade to industry recommended standards with a new design and LED luminaire.

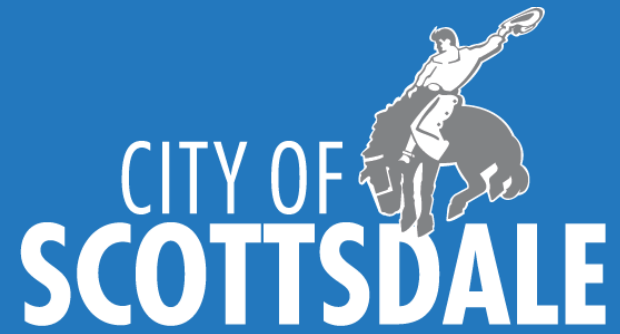


Figure 1: Old Town Streetlights before and after side by side

In preparation for Scottsdale's Super Season, the city's Transportation & Streets department installed a comprehensive signage package, including updated directional parking and garage signs. The uniform blue signs were designed to guide drivers to public parking lots and garages and will help address areas of congestion in Old Town. In addition, crews removed several 20-year-old wayfinding signs that were faded, in disrepair, in the medians, or blocked from view by mature landscaping. Most of the signs were removed overnight and did not impact traffic in the area.

Lastly, a traffic signal at the 1st Avenue/Scottsdale Road intersection was recently installed and energized. Through observations and extensive evaluation this location was key to downtown pedestrian safety and required a signalized crossing due to the high pedestrian and traffic counts.

Contacts: Mark Melnychenko, 480-312-7651, mmelnychenko@scottsdaleaz.gov

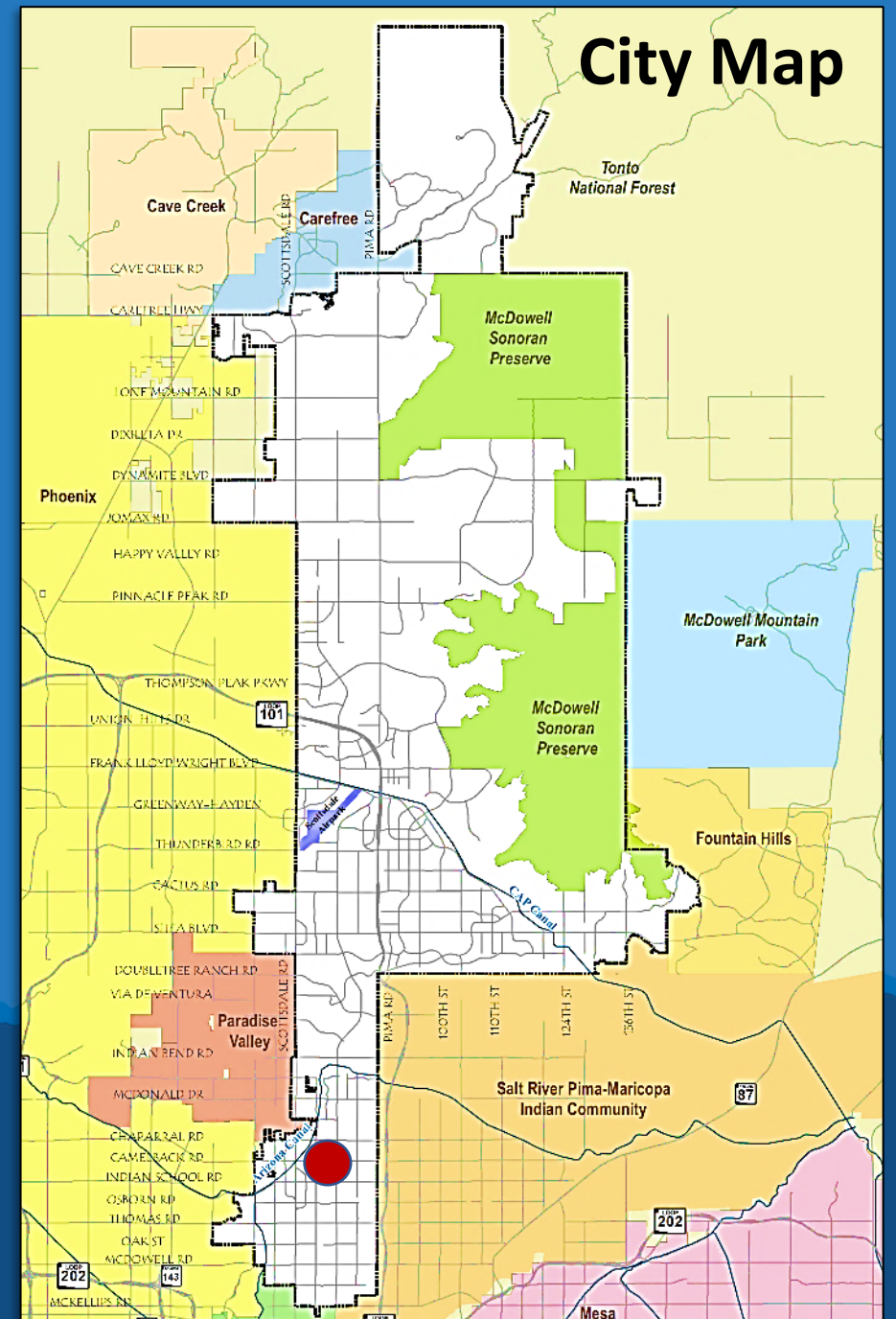
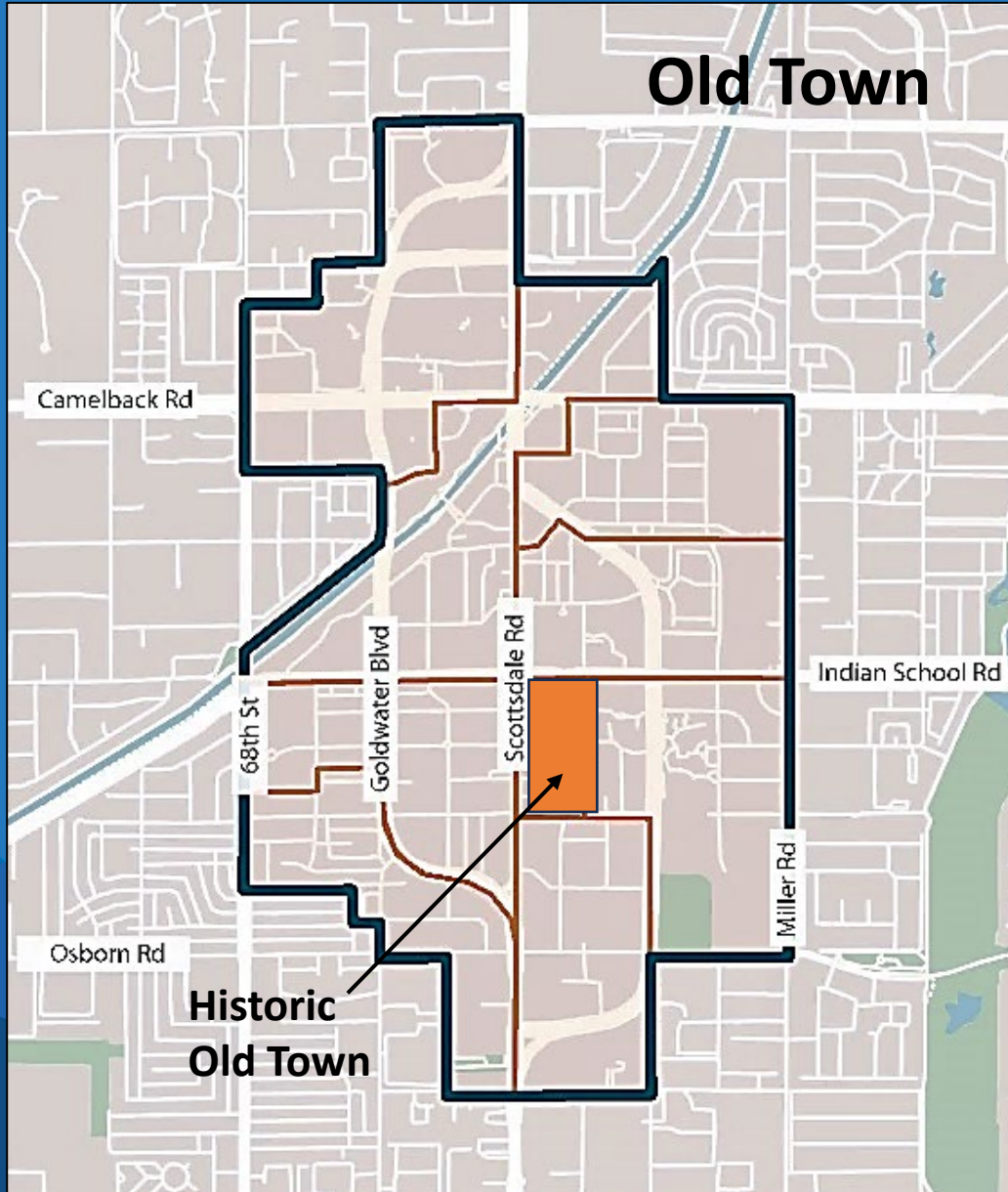


Old Town Project Update

Transportation Commission

November 16, 2023

All Projects Location

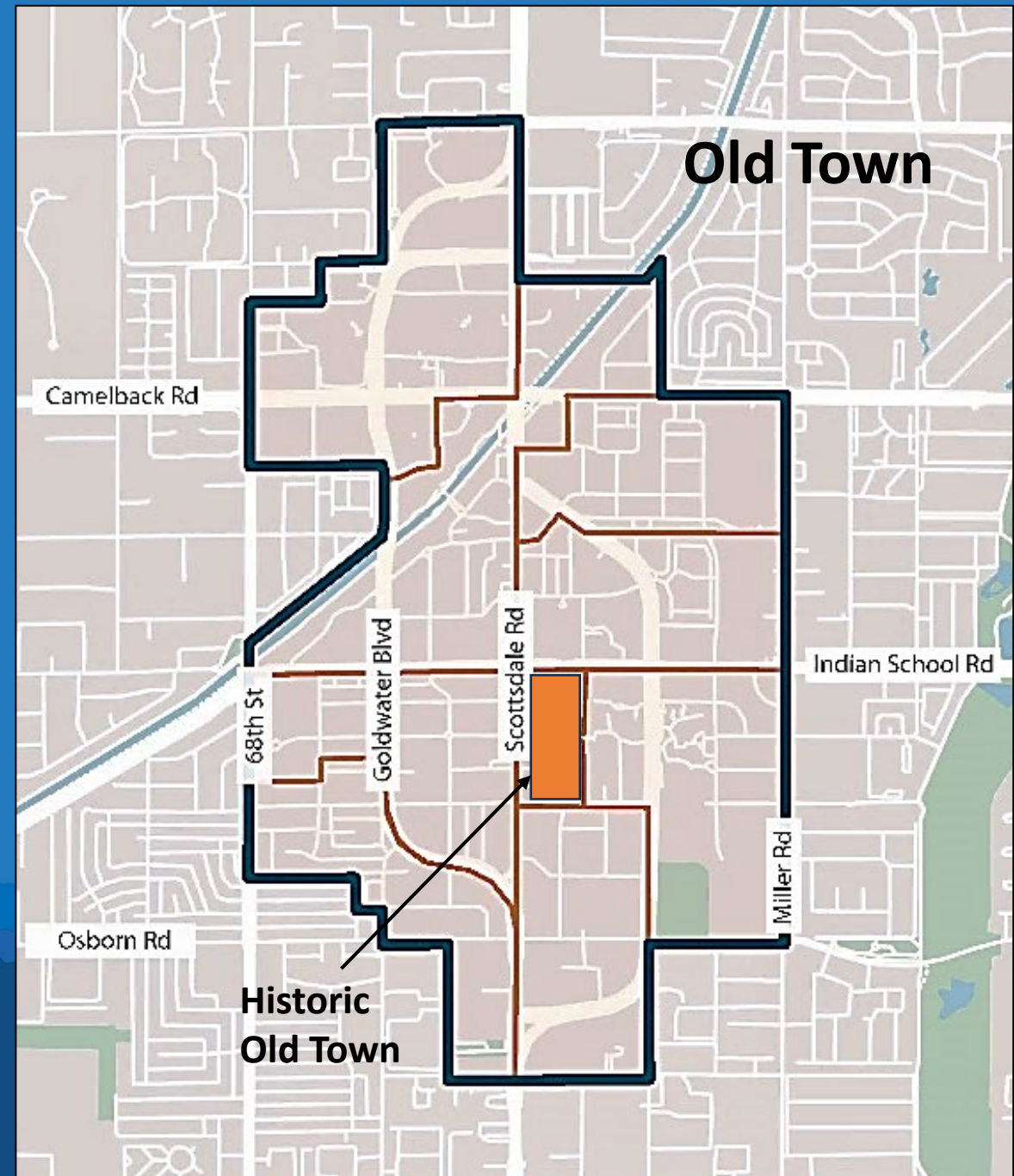


Old Town Projects

- Previous work completed in Historic Old Town.

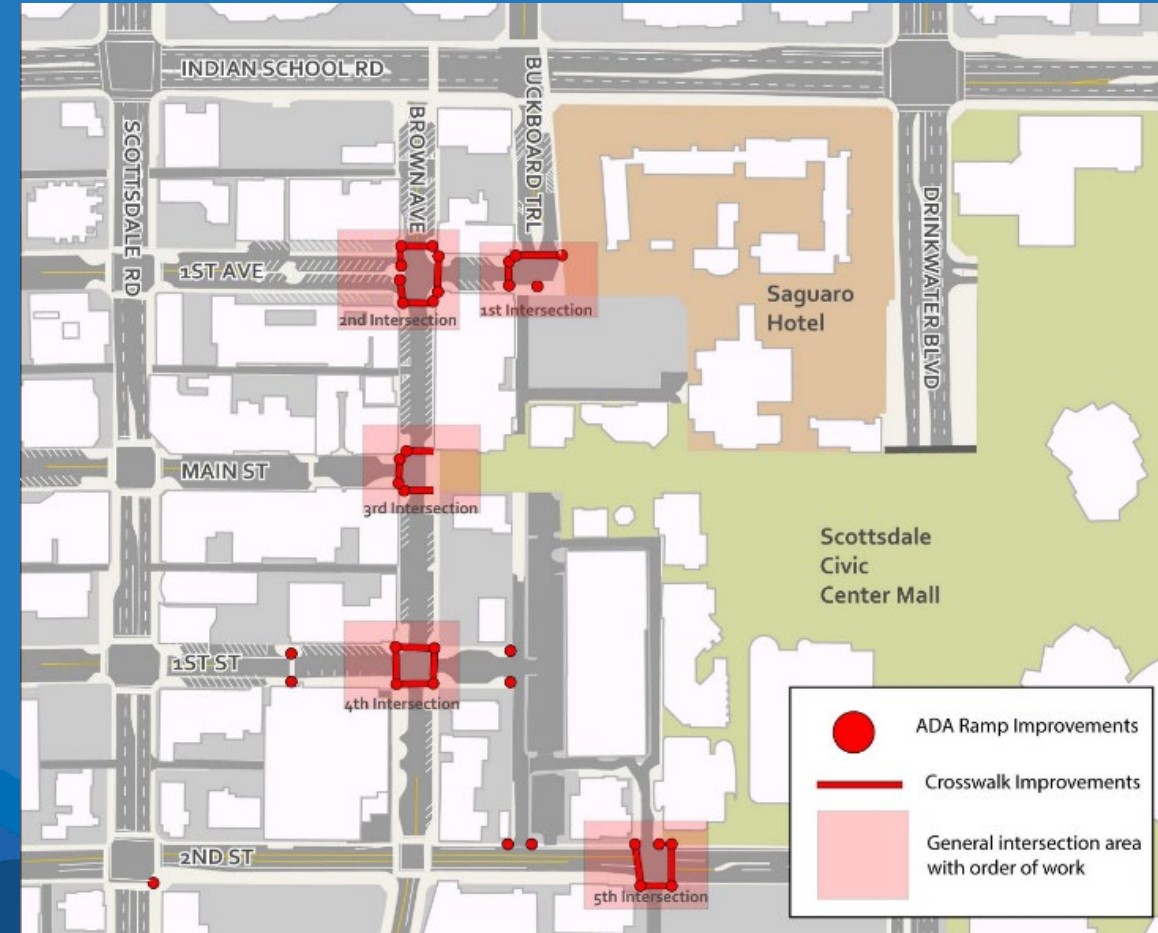
Current Work

- Historic Old Town streetlights.
- New traffic signal at 1st Avenue/Scottsdale Road.
- Old Town wayfinding signage removal and refurbishment.
- Old Town updated parking structure/lot signage.



Initial Historic Old Town Improvements

- Over 30 ramps were upgraded to ADA standards.
- 17 crosswalks were improved with a new stamped asphalt with acrylic epoxy coating.
- Scupper extensions have been fabricated and installed in the needed locations.
- Micro Seal paving treatment was applied to the surrounding area.

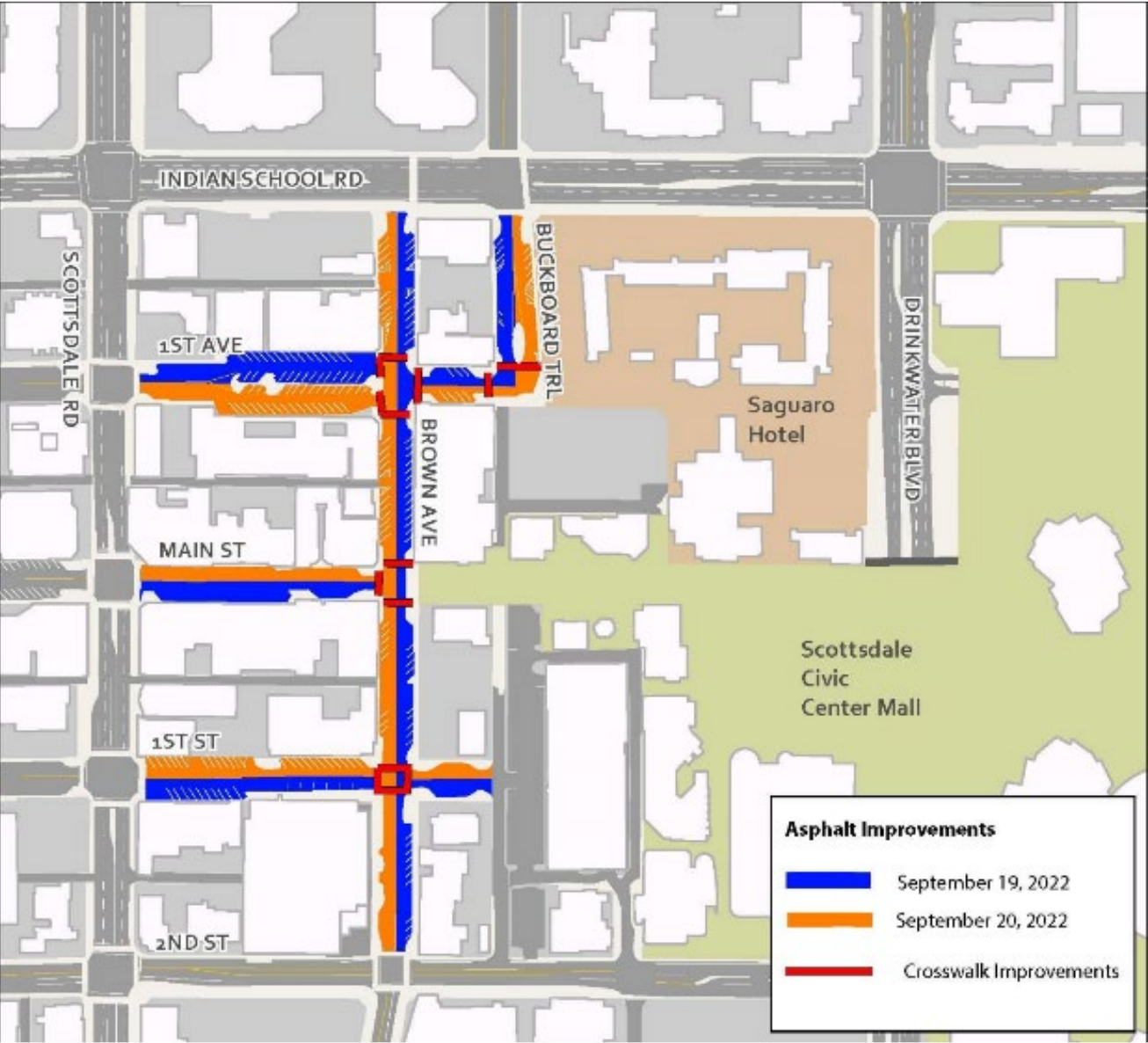


Historic Old Town Area Repaving

1st Ave

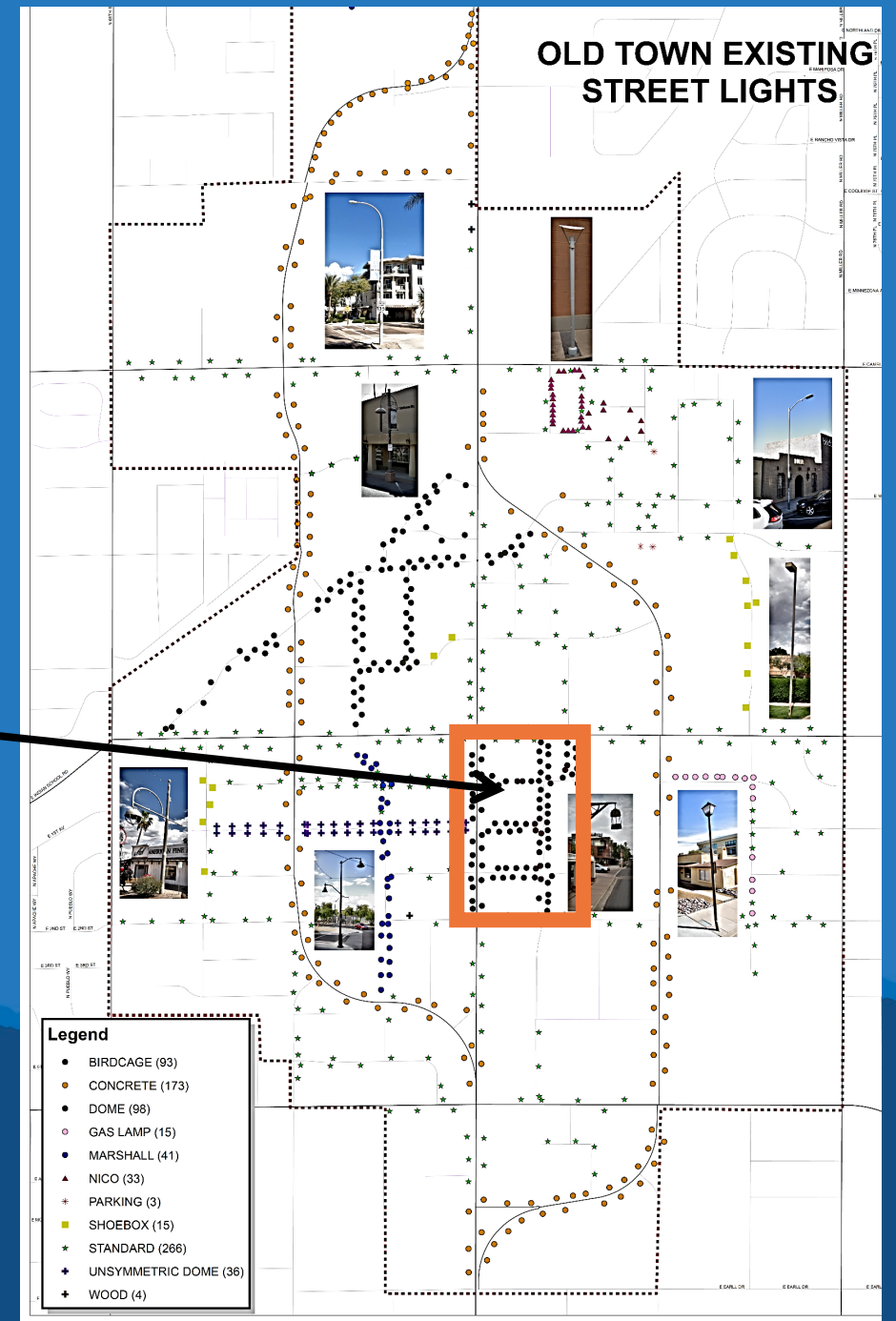


Brown Ave



Old Town Streetlight Types

- Eleven (11) types of streetlights in Old Town.
- Need for more uniformity for maintenance, safety and efficiency.



Issue - Existing Historic Old Town Streetlights



Temporary Solution - Existing Old Town Streetlights

Installation of safety straps by staff



Historic Streetlight Renderings



Old Town Streetlight Replacement Renderings: These sketches place the streetlights currently used on Marshall Way into the Brown/Main Street environment.

Historic Old Town Streetlights

Project Description:

- Design and install new Old Town streetlight poles and lights updating the existing western themed lights.

Status:

- De-energized and removed old poles.
- Replaced and finalized all flatwork and landscaping.
- All poles on Scottsdale Road have been erected and energized.
- Phase 2 to begin early 2024.

**Before and After
side by side**



Removal and Installation

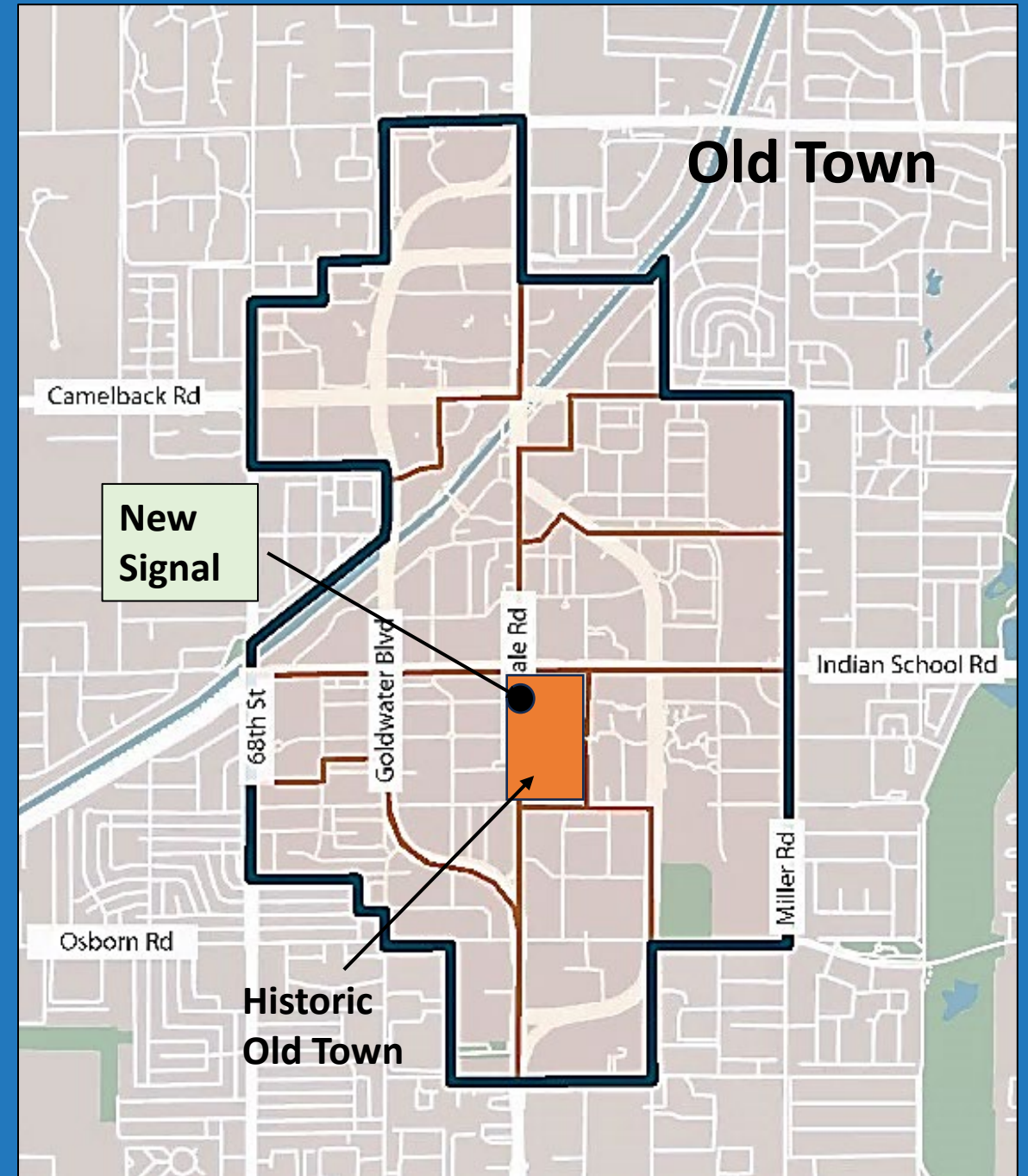


Traffic Signal Improvements

- Traffic signal and pedestrian improvements at Scottsdale Road and 1st Avenue completed prior to the downtown seasonal moratorium.

Future Signals throughout City

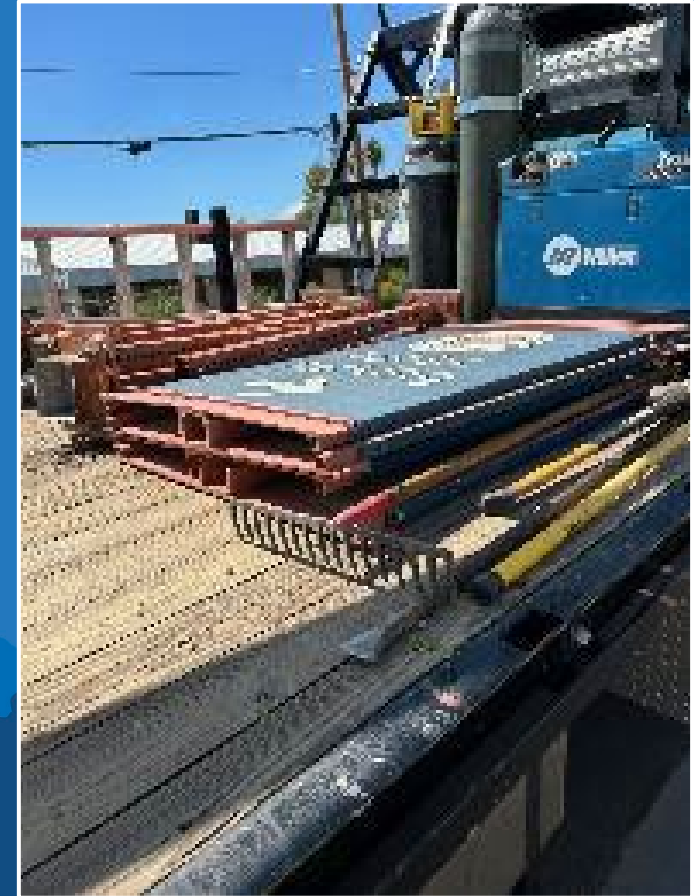
- Scottsdale Road and Dove Valley Road.
- 64th Street and Osborn Road.



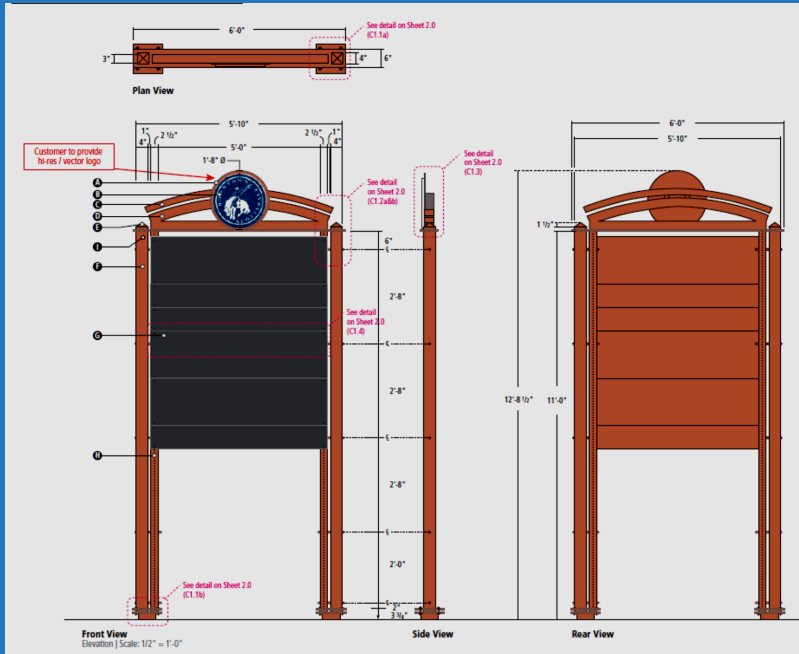
New 1st Ave/Scottsdale Rd Traffic Signal



Old Town Wayfinding Signage Removal



Old Town Wayfinding Signage



Parking Signage Replacement

Previous Parking Signs



New Uniform Parking Symbols and Color



Questions?

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Nathan Domme, Transportation Planning Manager
Subject: Neighborhood Bikeways Prioritization
Meeting Date: November 16, 2023

ITEM IN BRIEF

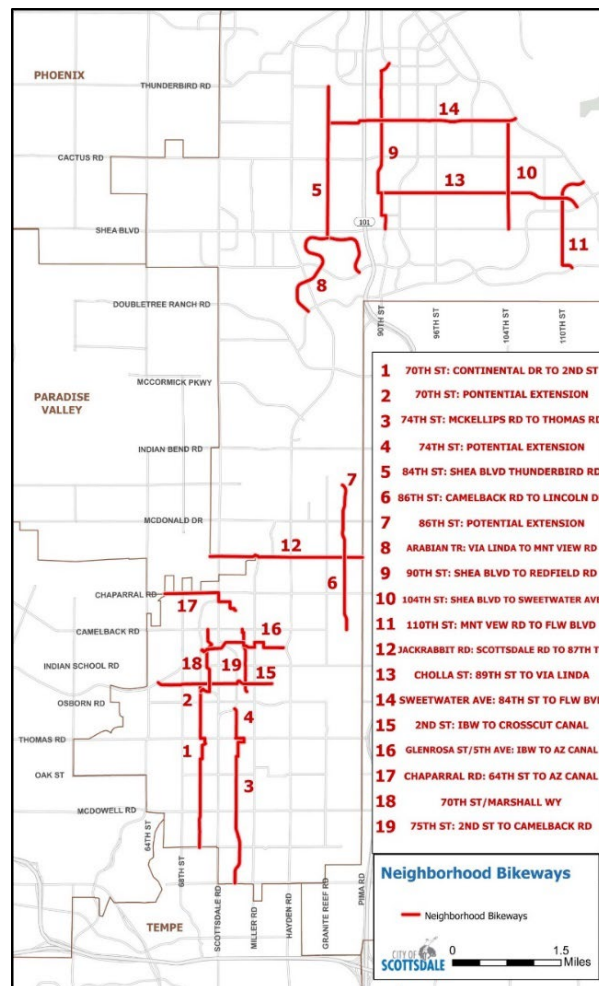
Action: Discussion

Purpose:

Review and discuss the draft Neighborhood Bikeway Prioritization Ranking Results and Implementation Steps. A formal approval of use will be requested.

Background:

City Council approved and adopted the 2022 Transportation Action Plan (TAP) on April 26, 2022. The Bikeway element of the TAP identifies nineteen Neighborhood Bikeways for future implementation throughout the city (see map below). Neighborhood Bikeways are typically found on streets with traffic volumes under 2,000 vehicles per day (VPD) and residential speeds (25 miles per hour or less). They often contain connections that can only be made by cyclists or pedestrians. To assist in the implementation of the Neighborhood Bikeway Network, a proposed list of prioritization criteria, based on five key factors, was developed by staff and presented to transportation commission and paths and trails subcommittee in Fall 2022. Staff finalized a review and are presenting the results of the prioritization.



Criteria:

Each of the criterion is weighted based on its importance for determining benefits to the corridor. The draft scoresheet is provided as Attachment 1, and a summary of five key factors is provided below.

Engineering Considerations

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

Safety Considerations

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

Connectivity Considerations

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

Equity Considerations

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

Demand Considerations

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

Using the criteria and point values contained in the five factors, staff was able to develop a ranked list for the approved bikeway corridors.

Results:

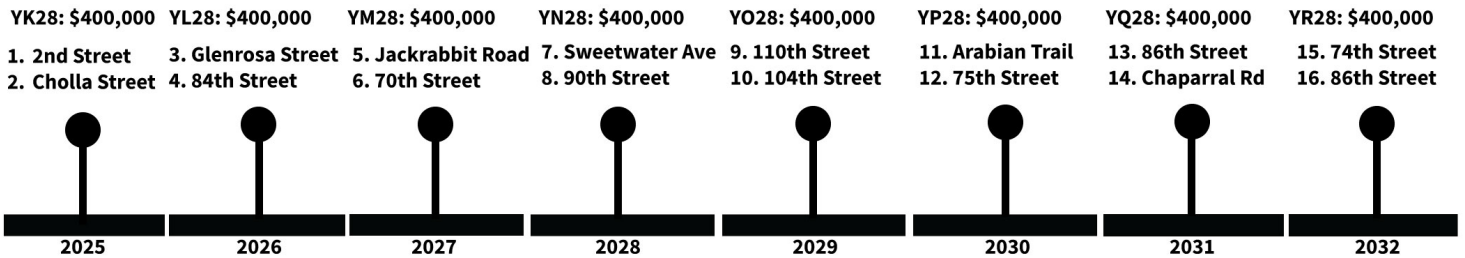
the Results of the scoring showed that 2nd St and Cholla St are the two neighborhood bikeways with the highest priority. The city of Scottsdale was awarded a Design Assistance Grant from MAG for 2nd Streets’s western side. Staff will start design for Cholla as well and work towards implementation of the bikeways by 2025. Below are the scores for each 16 Bikeways.

Neighborhood Bikeways	Total Score (out of)	Rankings
2nd St: Indian Bend Wash to Crosscut Canal	46	1
Cholla St: 89th St to Via Linda	45	2
Glenrosa St/5th Ave: Indian Bend Wash to AZ Canal	39	3
84th St: Shea Blvd to Thunderbird Rd	36	4
Jackrabbit Rd: Scottsdale Rd to 87th Tr	35	5

70th St/Marshall Way	34	6
Sweetwater Ave: 84th St to Frank Lloyd Wright Blvd	32	7
90th St: Shea Blvd to Redfield Rd	29	8
110th St: Mountain View Rd to Frank Lloyd Wright Blvd	28	9
104th St: Shea Blvd to Sweetwater Ave	28	10
Arabian Tr: Via Linda to Mountain View Rd	27	11
75th St: 2nd St to Camelback Rd	26	12
86th St: Camelback Rd to Lincoln Dr	25	13
Chaparral Rd: 64th St to AZ Canal	24	14
74th St: McKellips Rd to Thomas Rd	23	15
70th St: Continental Dr to 2nd St	23	16

Continuing Steps:

The next steps are to implement improvements to the neighborhood bikeways in order of the priority. Below shows a timeline for implementation. Using YK-R28 funding sources, staff will design and install improvements as needed to the bikeways. The stages will be to complete 2 bikeway every year until 2032 (the end of the Transportation Action Plan. TH04 and TK03 are funding sources for buffered bike lanes and can be use if buffered bike lanes are used along the bikeways.



TH04: Buffered Bike Lane Installation: \$920,269
 TK03: Buffered Bike Lanes Phase II: \$1,200,000

Attachments:

- [Attachment 1](#): Neighborhood Bikeway Prioritization Scoresheet
- [Attachment 2](#): Scoring Table

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

	Engineering Considerations					Safety Consideration				Connectivity Considerations					Equity Considerations			Demand Considerations				
Neighborhood Bikeways	Pavement Width ≥ 34'	Corridor is identified in a General Fund or Bond project	On the 5-year pavement plan	Current on-street parking	Increased ADA	Traffic calming control measures	Speed Limit	Number of Major Crossings (4 lanes roads)	Nonmotorized connections – ability to travel by foot or bike only	Connection to Bike System	Connection to Regional Bike Network	Key Destinations Tier 1	Key Destinations Tier 2	Key Destinations Tier 3	Total Percentage 18 and Under	Total Percentage 65 and Over	Total Percentage Below Poverty	Access to Old Town	Access to Airpark	Access to Shea/101	Total Score	Ranking
2nd St: Indian Bend Wash to Crosscut Canal	0	8	3	0	1	0	1	10	5	3	3	5	1	1	0	0	0	5	0	0	46	1
Cholla St: 89th St to Via Linda	1	0	3	1	1	2	0	14	5	3	3	5	0	1	3	3	0	0	0	0	45	2
Glenrosa St/5th Ave: Indian Bend Wash to AZ Canal	1	8	3	0	0	0	1	6	0	3	3	5	0	1	0	0	3	5	0	0	39	3
84th St: Shea Blvd to Thunderbird Rd	1	0	3	1	1	1	0	6	0	3	3	5	0	0	3	3	0	0	3	3	36	4
Jackrabbit Rd: Scottsdale Rd to 87th Tr	1	0	3	0	1	0	0	8	5	3	3	5	0	0	0	3	0	0	0	3	35	5
70th St/Marshall Way	0	0	3	0	0	2	1	6	5	3	3	5	0	1	0	0	0	5	0	0	34	6
Sweetwater Ave: 84th St to Frank Lloyd Wright Blvd	1	0	0	1	1	0	0	12	5	3	3	0	0	0	3	0	0	0	0	3	32	7
90th St: Shea Blvd to Redfield Rd	1	0	0	1	1	1	1	6	0	0	3	5	0	1	3	3	0	0	0	3	29	8
110th St: Mountain View Rd to Frank Lloyd Wright Blvd	1	0	0	1	1	0	0	8	0	3	3	5	0	0	3	3	0	0	0	0	28	9
104th St: Shea Blvd to Sweetwater Ave	1	0	0	1	1	4	0	6	0	3	3	0	0	0	3	3	0	0	0	3	28	10
Arabian Tr: Via Linda to Mountain View Rd	1	0	0	1	1	0	1	6	0	3	0	5	0	0	3	3	0	0	0	3	27	11
75th St: 2nd St to Camelback Rd	1	0	3	0	0	0	1	4	0	3	0	5	1	0	0	0	3	5	0	0	26	12
86th St: Camelback Rd to Lincoln Dr	1	0	3	0	1	2	1	8	0	0	0	5	0	1	3	0	0	0	0	0	25	13
Chaparral Rd: 64th St to AZ Canal	1	0	3	0	1	2	1	4	0	3	3	0	0	0	0	3	3	0	0	0	24	14
74th St: McKellips Rd to Thomas Rd	1	0	0	0	1	0		2	0	3	3	5	0	0	0	0	3	5	0	0	23	15
70th St: Continental Dr to 2nd St	1	0	3	0	1	0	0	2	0	0	0	5	0	0	3	0	3	5	0	0	23	16

Bikeway prioritization:

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

Neighborhood Bikeways Prioritization Results

Transportation Commission
November 16, 2023

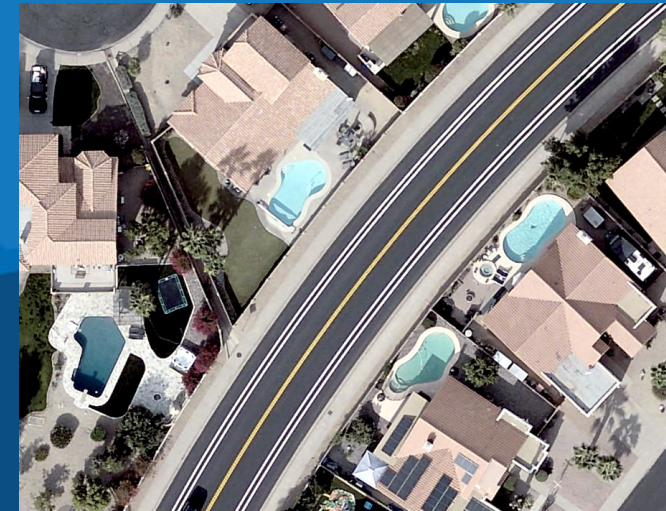
What is a Neighborhood Bikeway?

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

Example: 110th Street
Before

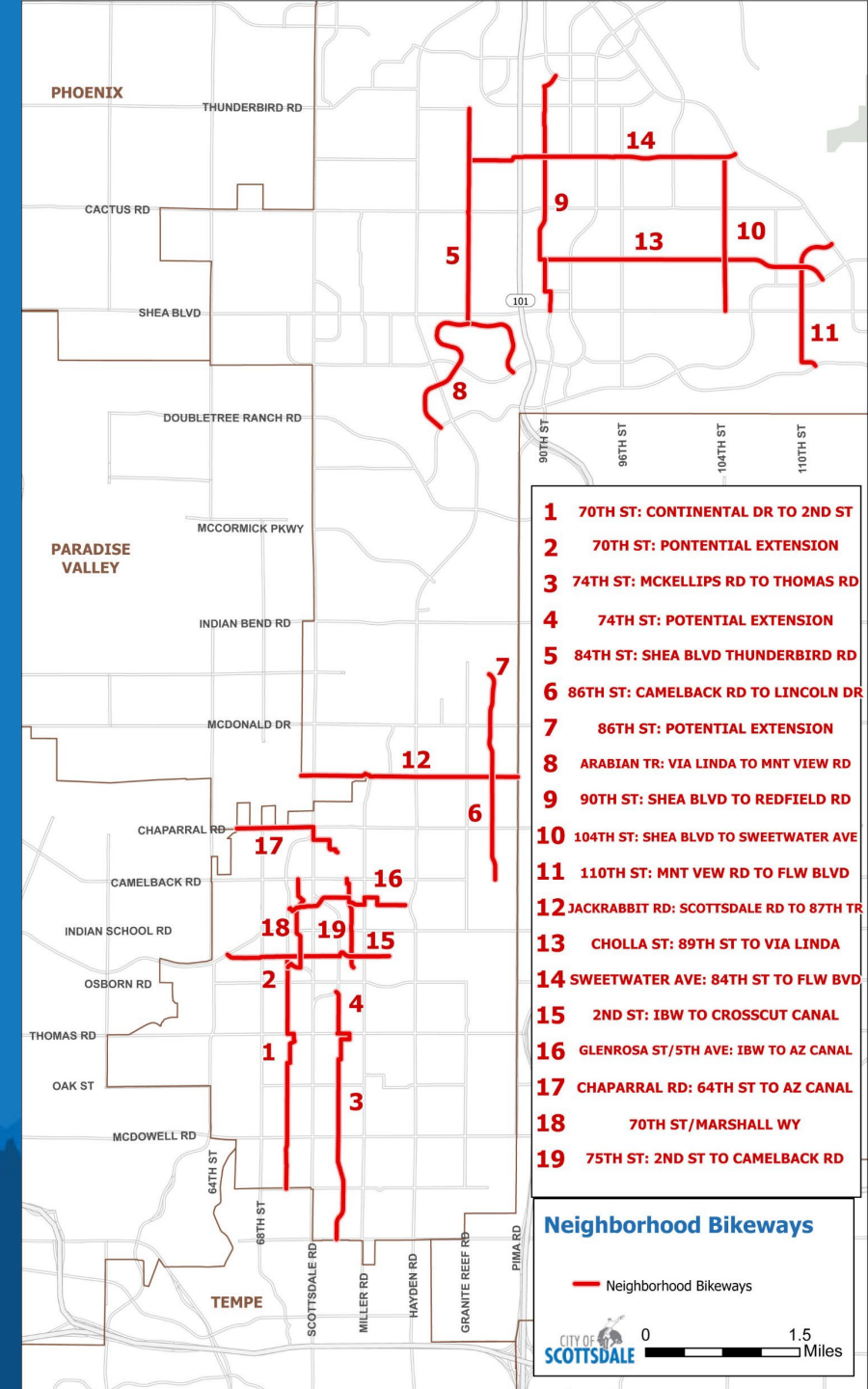


After



Neighborhood Bikeway Locations and Key Goals in Prioritization

- 16 different Neighborhood Bikeways (three possible extensions)
- Prioritized based on 5 key goals:
 - Engineering Considerations
 - Safety
 - Connectivity
 - Equity
 - Demand



Engineering Considerations

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

Safety Considerations

• Traffic calming control measures (1 point per each device)	1 +
• Posted Speed Limit	
○ 25 mph	1
○ 30 mph	0
• Number of Major Crossings (4 lanes roads) (2 points per each location)	2 +
• Nonmotorized connections – ability to travel by foot or bike only	5 +

Connectivity Considerations

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

Equity Considerations

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

Demand Considerations

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

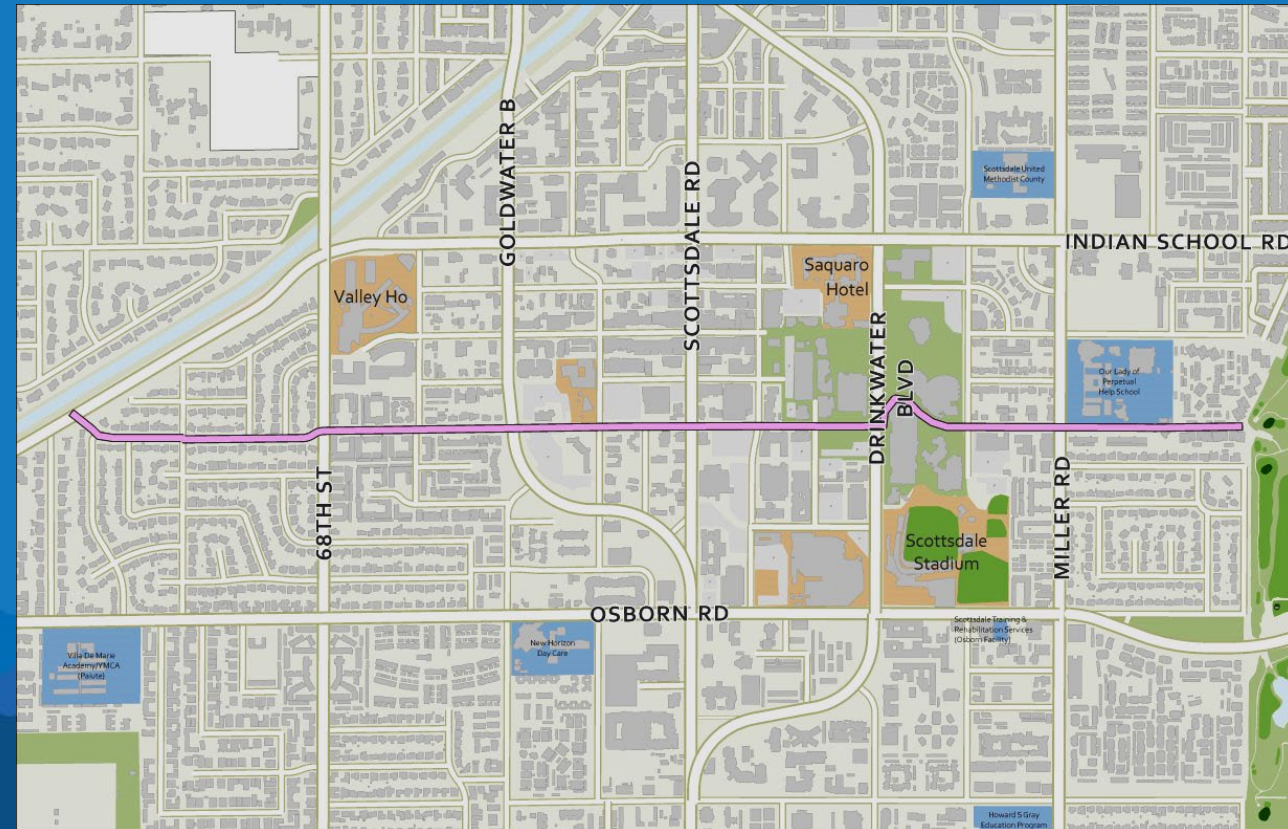
Rankings from the Prioritization

Neighborhood Bikeways	Total Score (out of)	Rankings
2nd St: Indian Bend Wash to Crosscut Canal	46	1
Cholla St: 89th St to Via Linda	45	2
Glenrosa St/5th Ave: Indian Bend Wash to AZ Canal	39	3
84th St: Shea Blvd to Thunderbird Rd	36	4
Jackrabbit Rd: Scottsdale Rd to 87th Tr	35	5
70th St/Marshall Way	34	6
Sweetwater Ave: 84th St to Frank Lloyd Wright Blvd	32	7
90th St: Shea Blvd to Redfield Rd	29	8
110th St: Mountain View Rd to Frank Lloyd Wright Blvd	28	9
104th St: Shea Blvd to Sweetwater Ave	28	10
Arabian Tr: Via Linda to Mountain View Rd	27	11
75th St: 2nd St to Camelback Rd	26	12
86th St: Camelback Rd to Lincoln Dr	25	13
Chaparral Rd: 64th St to AZ Canal	24	14
74th St: McKellips Rd to Thomas Rd	23	15
70th St: Continental Dr to 2nd St	23	16
86th St: Potential Extension (Lincoln Dr to 82nd)	10	17
70th St: Potential Extension	9	18
74th St: Potential Extension (Thomas Rd to Drinkwater)	5	19

2nd St: Indian Bend Wash to Crosscut Canal

Ranked 1st

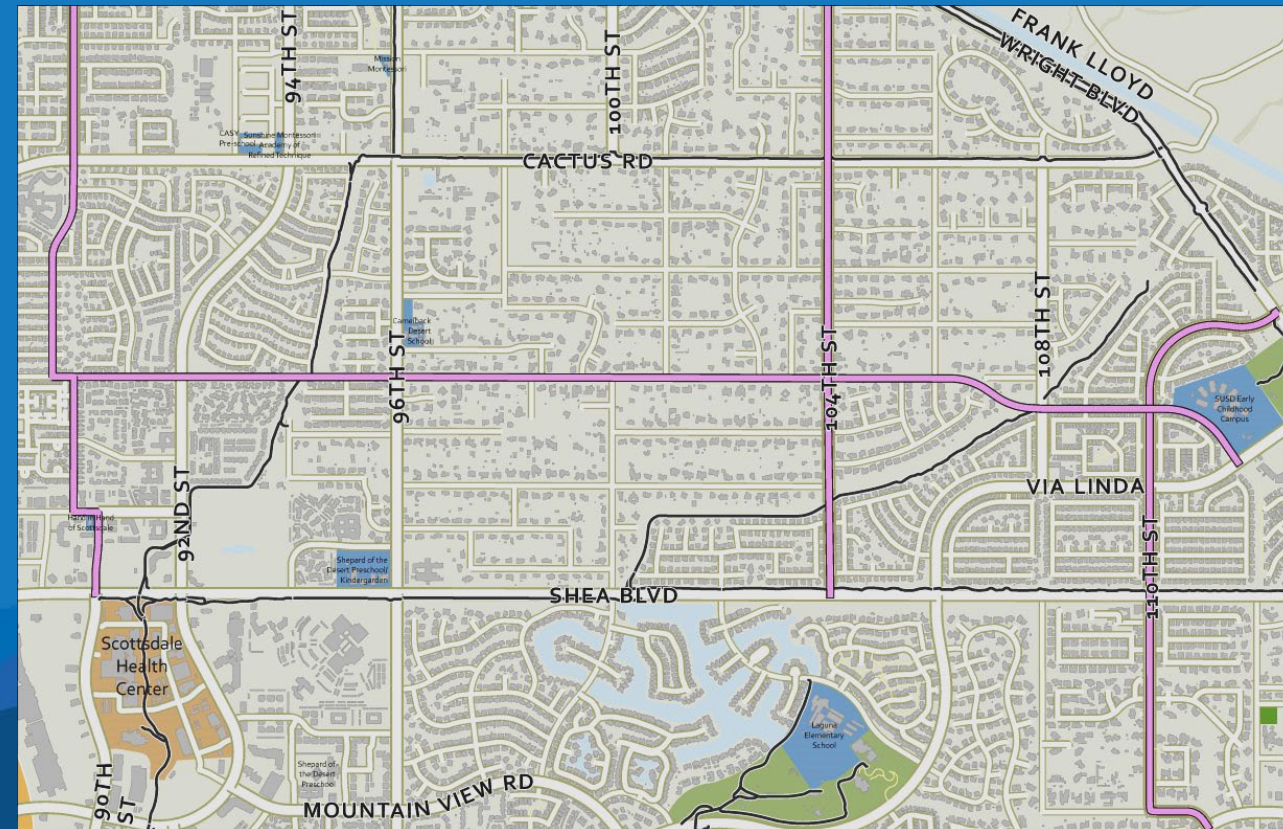
- Key Features
 - Identified in General Fund/Bond project
 - Access to employment centers
 - Old Town Area
 - Connection between Canal and IBW
 - Nonmotorized Access Point at Civic Center
 - Access to School
 - Adequate traffic control measures
 - New RRFB at 68th Street
- Next Steps:
 - MAG Design Assistance Awarded
 - Street Improvements 2025



Cholla St: 89th St to Via Linda

Ranked 2nd

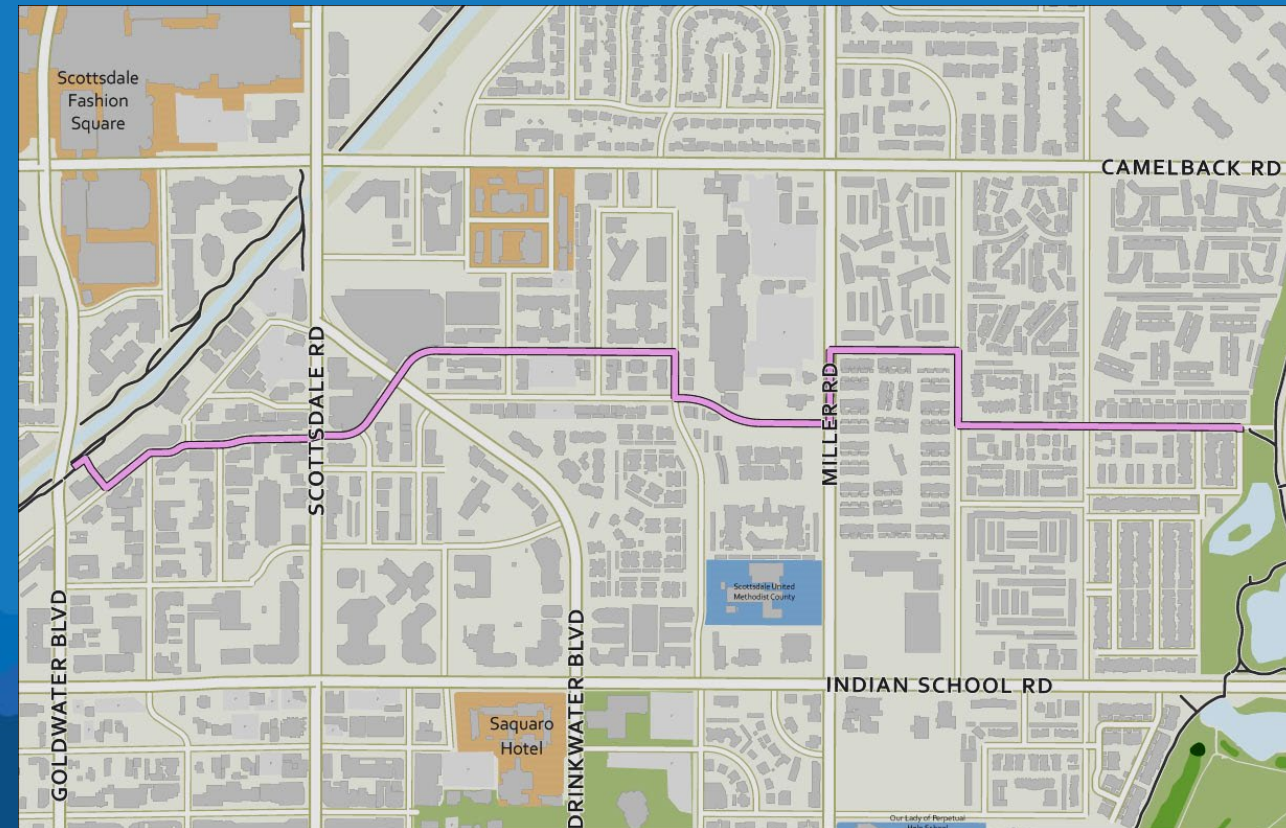
- Key Features
 - Connection to Schools
 - Nonmotorized Access Point between 101 and 102nd St.
 - Most Major Crossings
 - Connections to multiple Parks
 - Connections to multiple Multi-use Paths
 - Adequate traffic control measures
 - Higher than average 65 and over
 - Higher than average 18 and under
- Next Steps:
 - Start Evaluation and Design
 - Street Improvements 2025



Glenrosa St/5th Ave: Indian Bend Wash to AZ Canal

Ranked 3rd

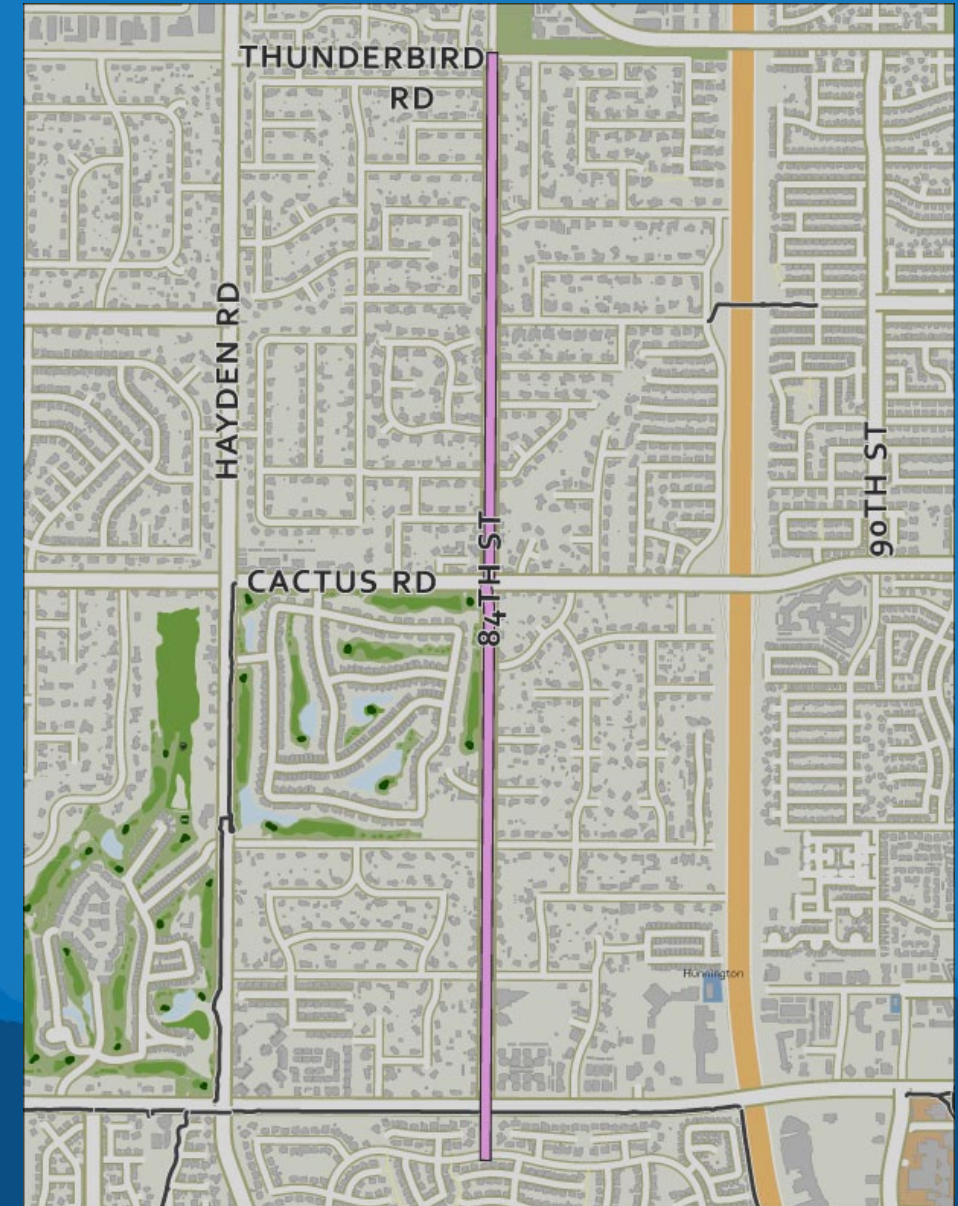
- Key Features
 - Identified in General Fund/Bond project
 - Access to entertainment district and Indian School Park
 - Proximity to Perform to Learn Preschool
 - Higher than average Poverty Level
 - Speed limit 25/35



84th St: Shea Blvd to Thunderbird Rd

Ranked 4th

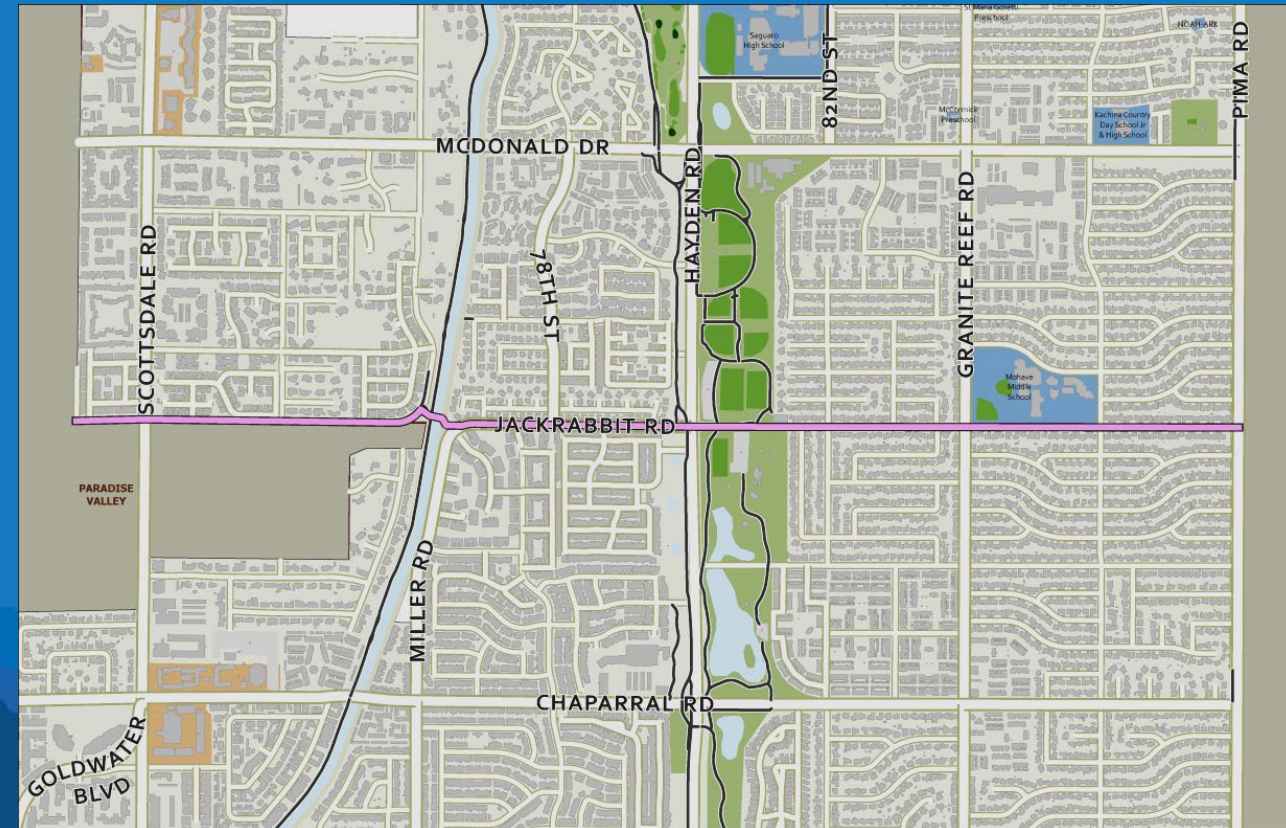
- Key Features
 - Access to employment centers
 - Shea/101
 - Airpark
 - Connections to Shea multi use path, and Northsight Park
 - Connections to Sweetwater Bikeway and the Ped Overpass over Loop 101
 - Only Bikeway with Access to the Airpark
 - Higher than average 65 and over
 - Higher than average 18 and under



Jackrabbit Rd: Scottsdale Rd to 87th Trail

Ranked 5th

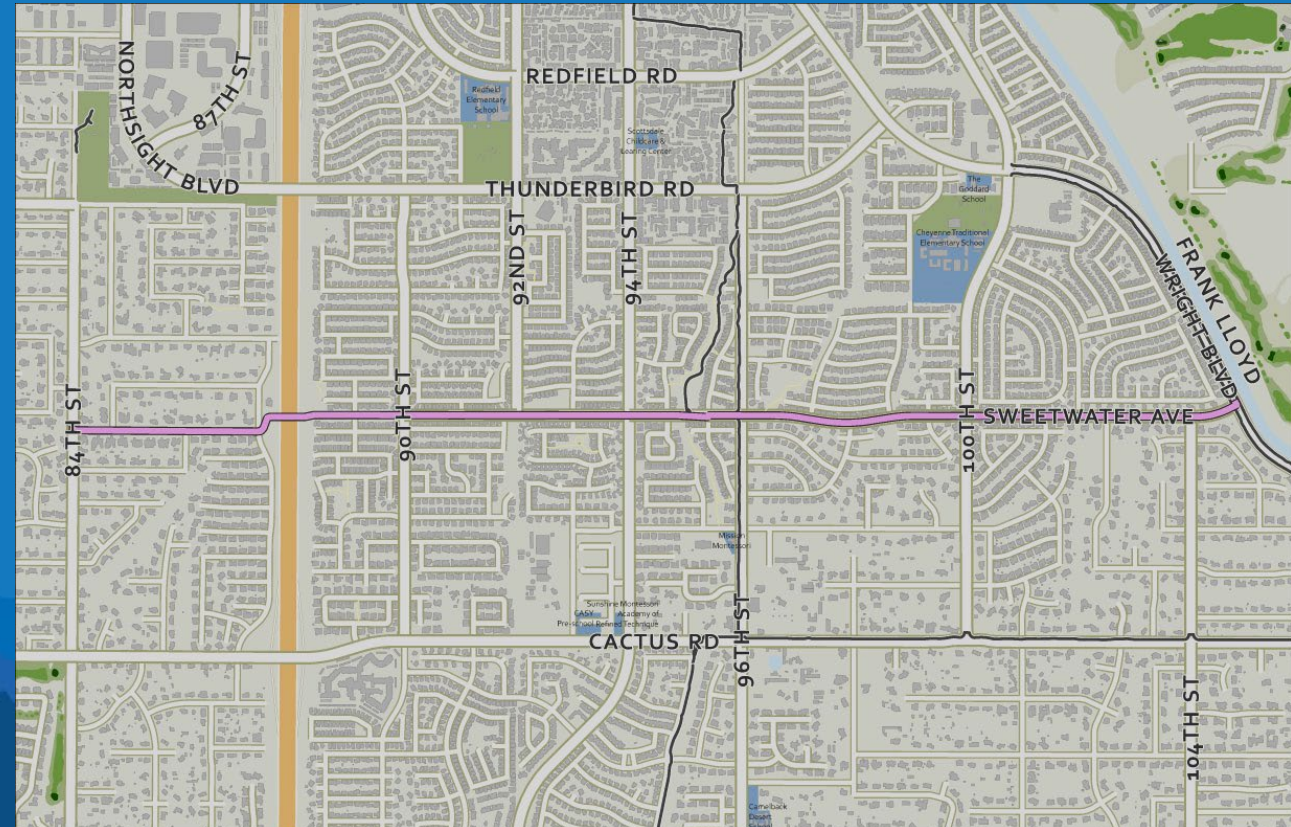
- Key Features
 - Nonmotorized Access Point at Canal Path
 - Access to Canal Path system and IBW
 - Access to Pima Path System
 - Connections to Chaparral Park
 - Access to Mohave Middle School
 - Speed limit 30



Sweetwater Ave: 84th St to Frank Lloyd Wright Blvd

Ranked 7th

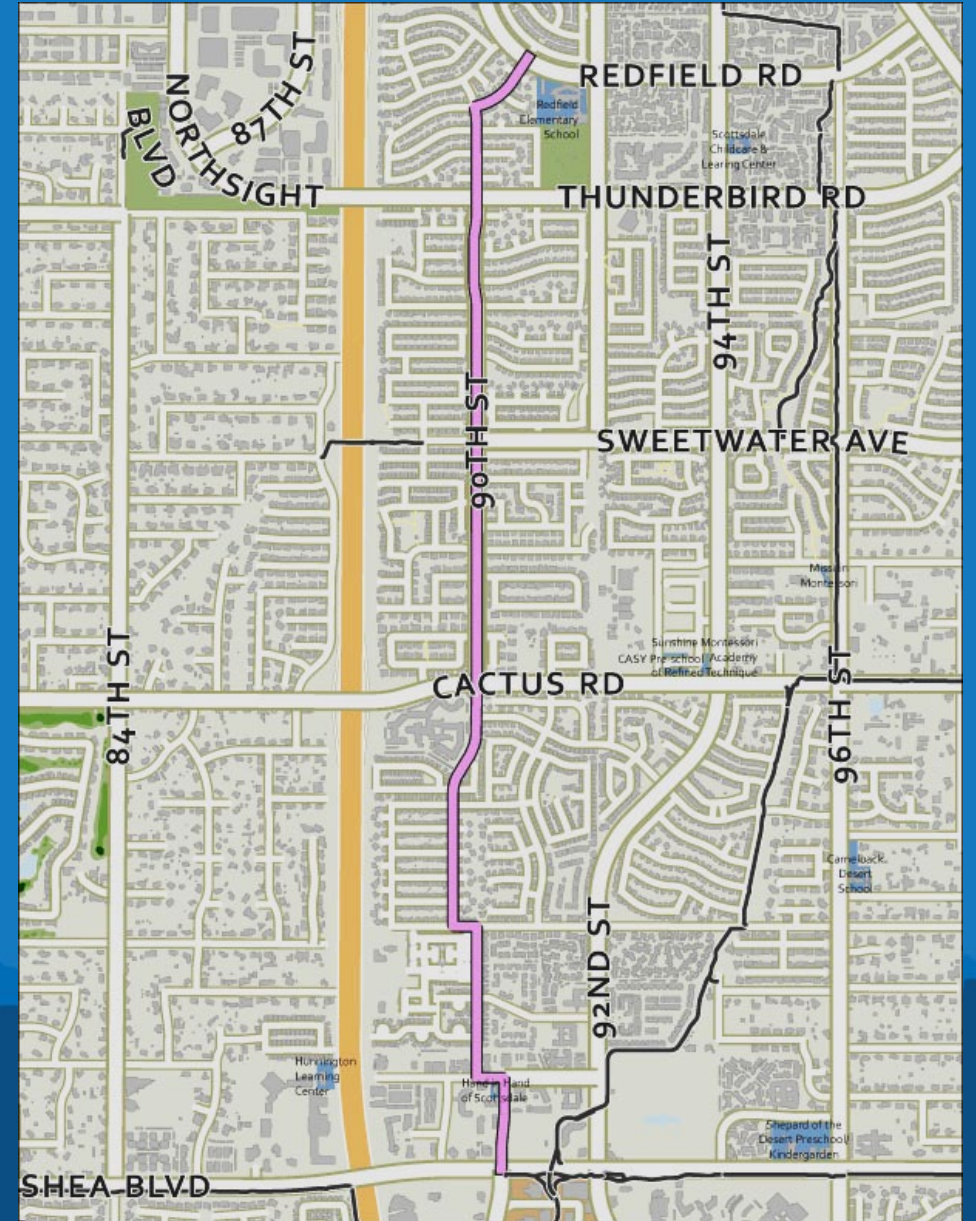
- Key Features
 - Access to Shea/101 via paths
 - Nonmotorized Access Point at Loop 101
 - 2nd Most Major Crossings
 - No direct connection to schools, but can reach Cheyenne Traditional Elementary via connected bike lanes
 - Great connection to non-motorized network
 - Higher than average 18 and under



90th St: Shea Blvd to Redfield Rd

Ranked 8th

- Key Features
 - Access to employment centers
 - Shea/101
 - Access Redfield Elementary and Thunderbird Park
 - Connects to other bike facilities
 - Higher than average 65 and over
 - Higher than average 18 and under

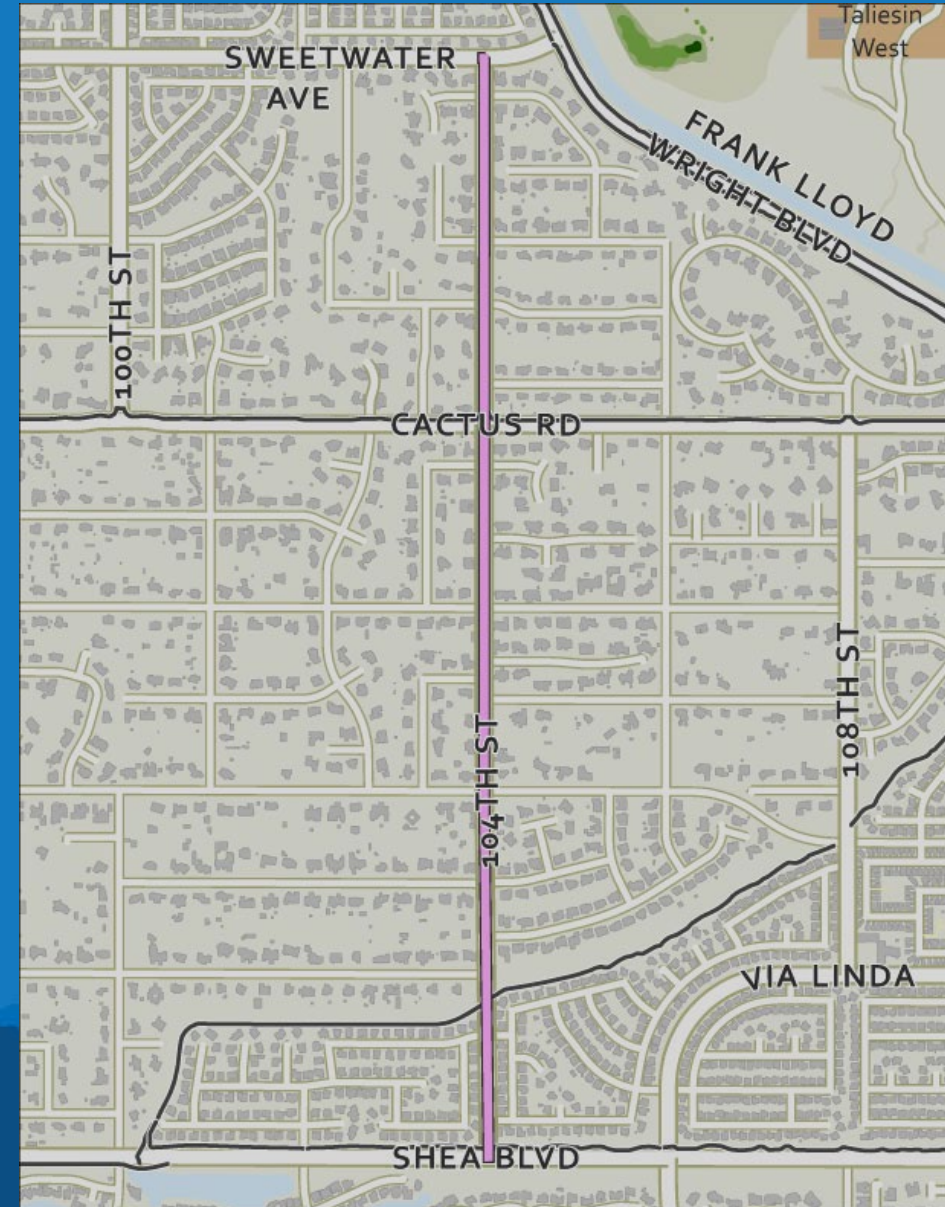


104th St: Shea Blvd to Sweetwater Ave

Ranked 9th

- Key Features

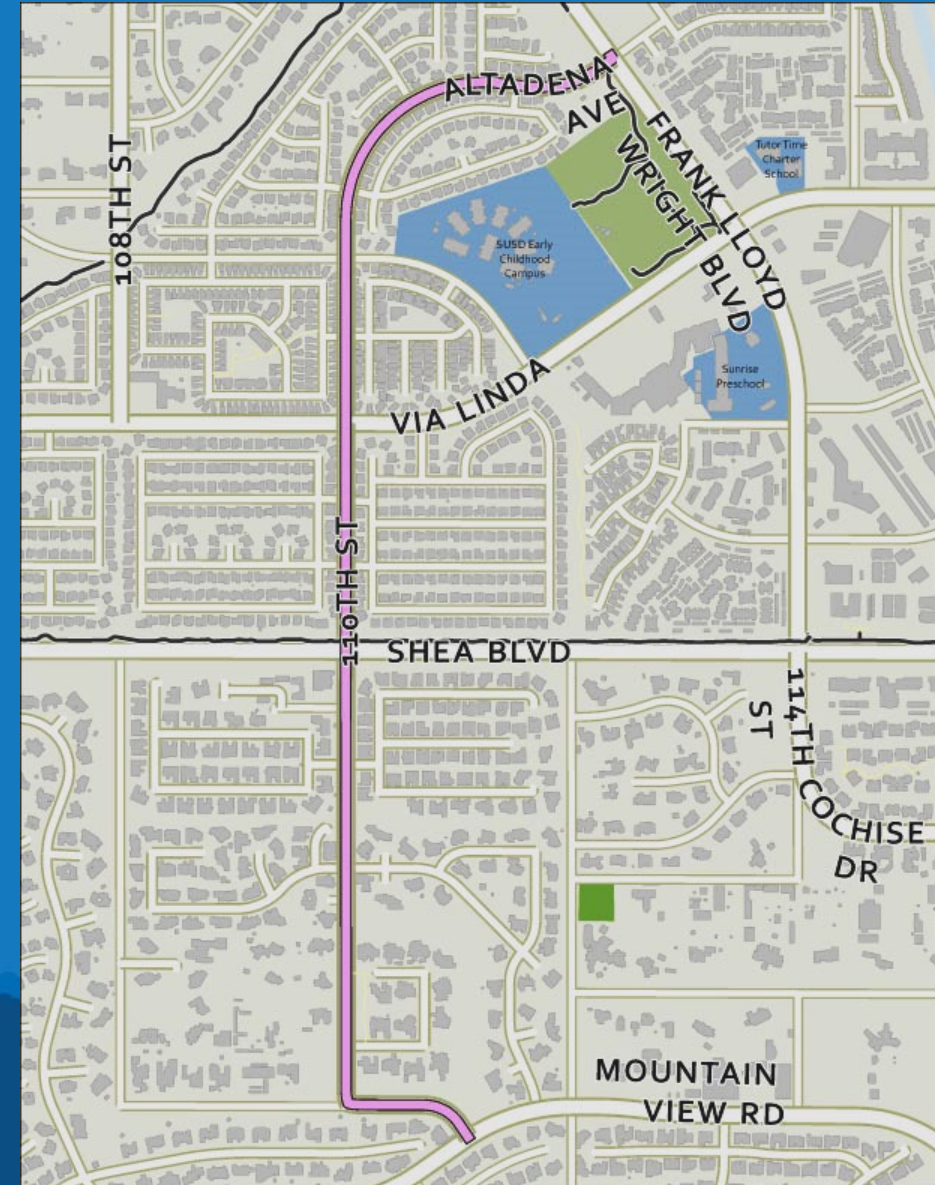
- Most existing Traffic calming control measures
- Major Crossings
- Connection to Sweetwater and the Shea Blvd Multi-Use Path System
- Connection to bike system
- Speed limit 30
- In a residential area
- Higher than average 65 and over
- Higher than average 18 and under



110th St: Mountain View to Frank Lloyd Wright Blvd

Ranked 10th

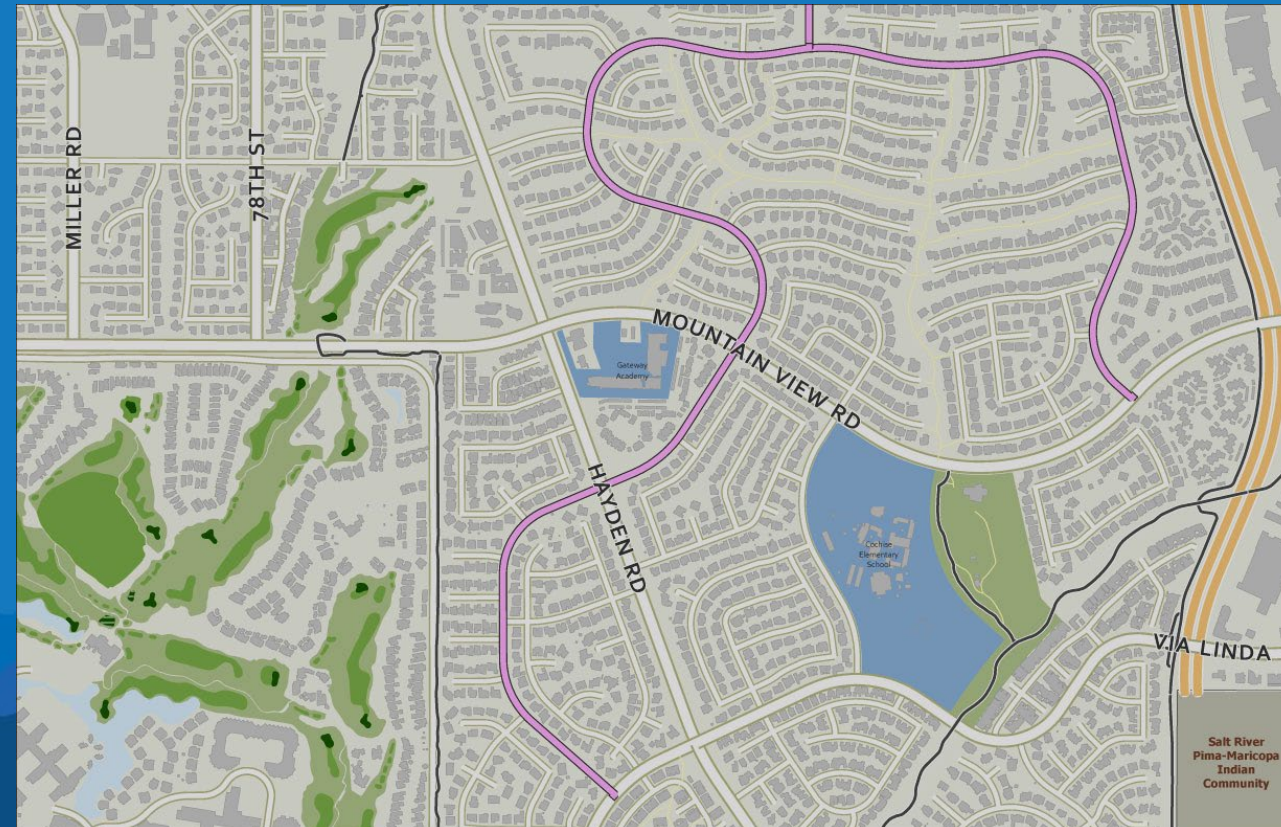
- Key Features
 - Access to employment centers
 - Shea/101
 - Connection to Multi-Use Regional System
 - Multiple Major Crossings
 - Access to Lexis Prep School & Cholla Park
 - Speed limit 30
 - Higher than average 65 and over
 - Higher than average 18 and under



Arabian Trail: Via Linda to Mountain View Rd

Ranked 11th

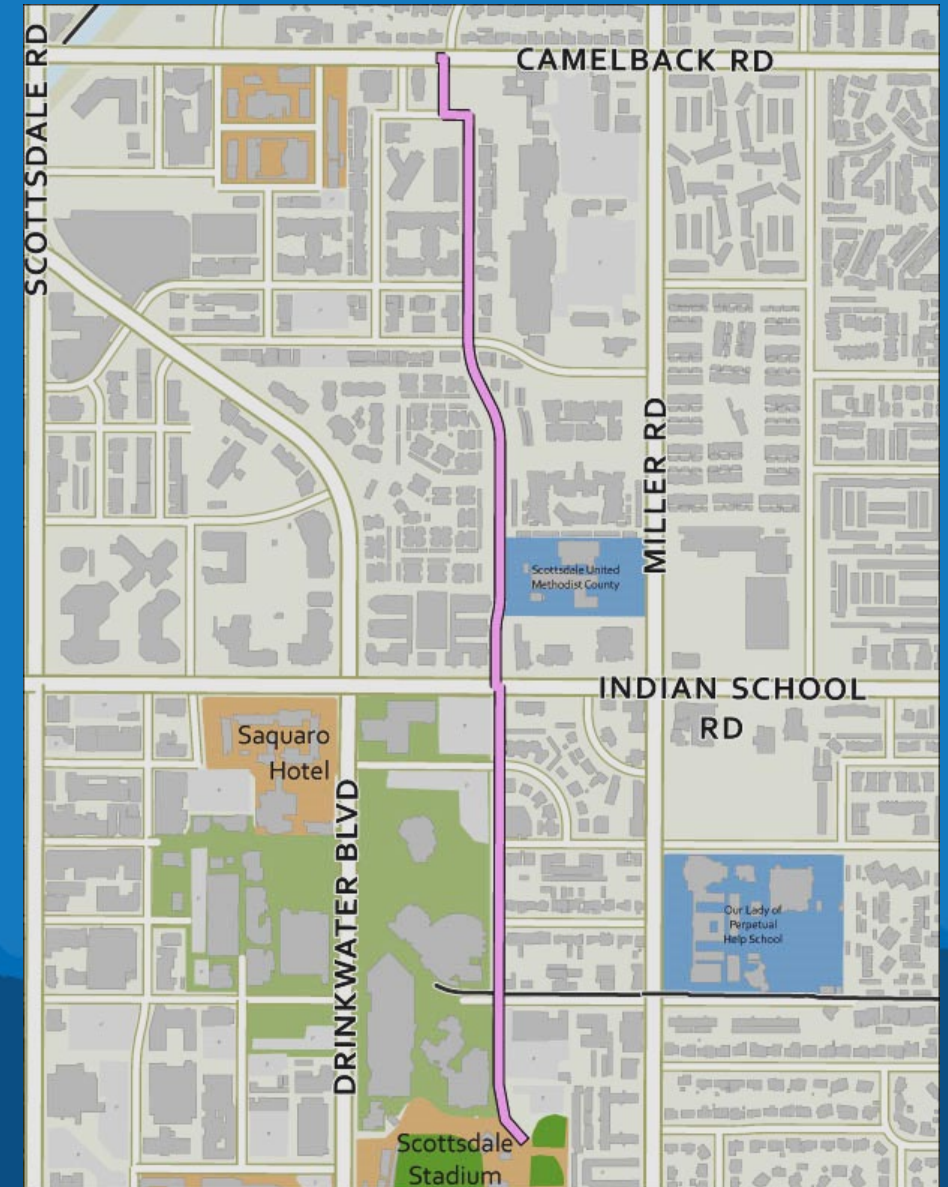
- Key Features
 - Access to Shea/101 via other bike facilities
 - Connections to Mountain View and Via Linda Bike Lanes
 - Proximity to Cochise Elementary & Mountain View Park
 - Key neighborhood connection
 - Higher than average 65 and over
 - Higher than average 18 and under



75th St: 2nd St to Camelback Rd

Ranked 12th

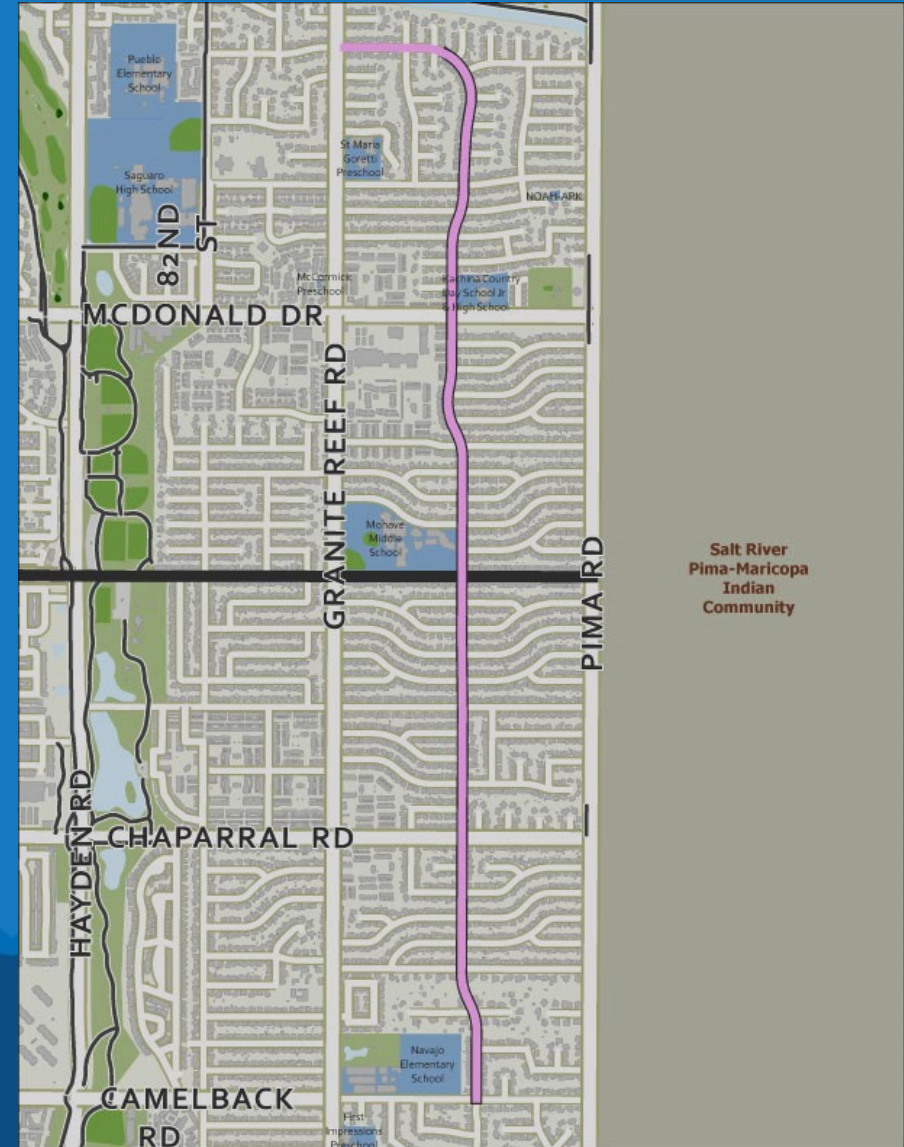
- Key Features
 - Access to employment centers
 - Old Town Area
 - Access to Multiple Schools
 - Access to the Entertainment District and Civic Center
 - Higher than average Poverty Level



86th St: Camelback Rd to Lincoln Dr & potential extension

Ranked 13th

- Key Features
 - Connection to multiple schools and parks
 - Existing Traffic Calming Measures
 - Mostly residential, some commercial access
 - Higher than average 18 and under

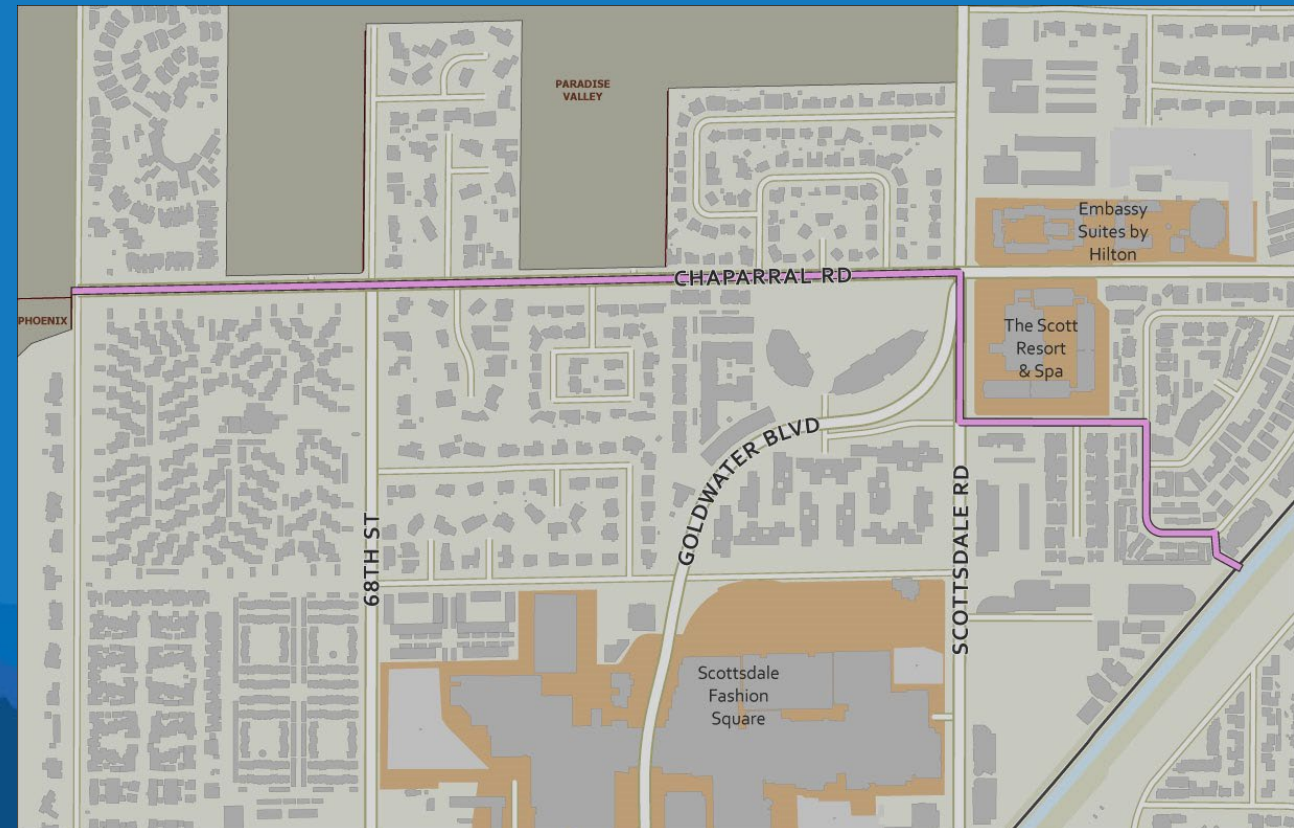


Chaparral Rd: 64th St to AZ Canal

Ranked 14th

- Key Features

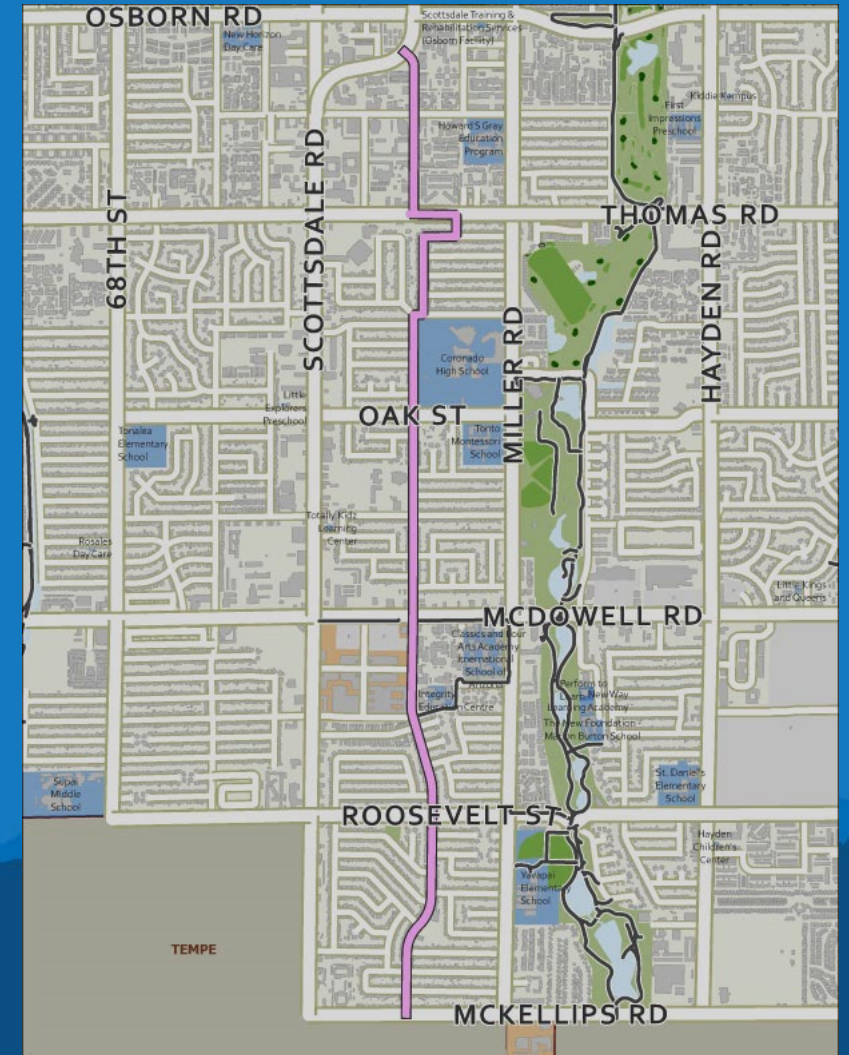
- Connection to bike system
- Existing Traffic Calming Measures
- Access to employment centers
 - Old Town Area
- Connections to Fashion Square
- Connection to possible bridge over the canal
- Higher than average 65 and over
- Higher than average Poverty Level



74th St: McKellips Rd to Thomas Rd & potential extension to Drinkwater

Ranked 15th

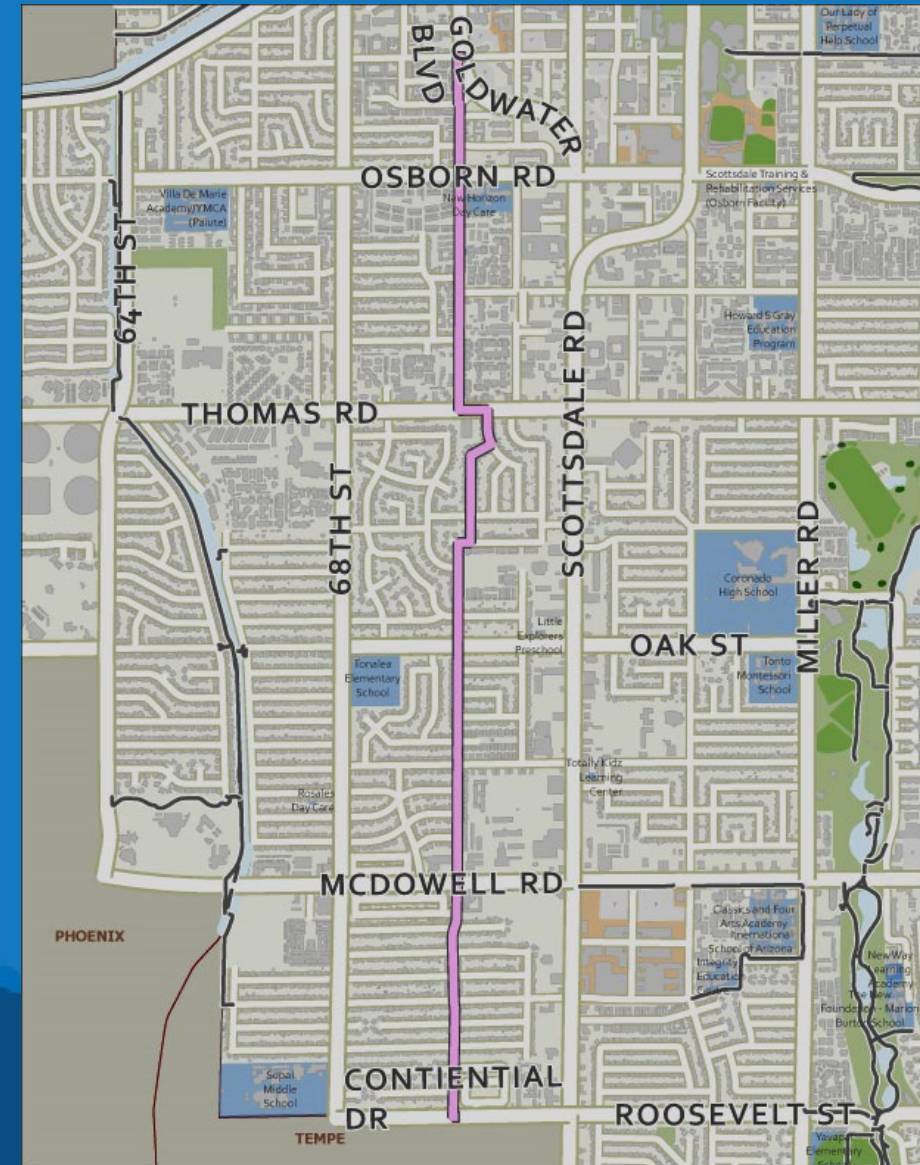
- Key Features
 - Access to employment centers
 - Old Town Area
 - Connects Tempe to Old Town
 - Alternative Route to IBW
 - Higher than average Poverty Level



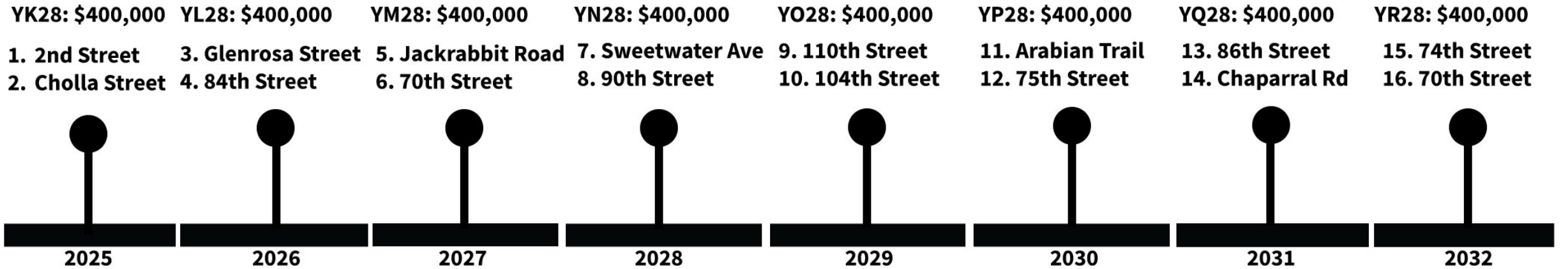
70th St: Continental Dr to 2nd St

Ranked 16th

- Key Features
 - Access to employment centers
 - Old Town Area
 - Multiple Major Crossings
 - Higher than average poverty level
 - Higher than average 18 and Under



Transportation Action Plan Implementation



TH04: Buffered Bike Lane Installation: \$920,269
TK03: Buffered Bike Lanes Phase II: \$1,200,000

Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev.10-27-23

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: December 21, 2023

REPORTS/PRESENTATIONS DUE December 14th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes November 16, 2023
- **68th Street Update**.....**Information**
Update on 68th Street following project completion – Nathan Domme, Transportation Planning Manager
- **Results from Bicycle Survey**.....**Information**
Update with results from the bicycle survey – Susan Conklu, Senior Transportation Planner
- **Projects and Programs Update****Information**
Update of the continuing department projects and programs – Mark Melnychenko, Transportation & Streets Director

MEETING DATE: January 18, 2023

REPORTS/PRESENTATIONS DUE January 11th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes December 21, 2023
- **Transit System Update****Information**
Information on the transit system and an update on Micro Transit previously shared with the Commission – Ratna Korepella, Transit Manager, Brendan Wagner, Senior Transit Planner and Daniel Alire, Transit Analyst
- **Bus Stop Improvement Updates**.....**Discussion and Action**
Follow up from initial presentation from staff – Ratna Korepella, Transit Manager

MEETING DATE: February 15, 2023

REPORTS/PRESENTATIONS DUE February 8th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes January 18, 2023
- **TAP Implementation**.....**Information**
Information on the Transportation Action Plan (TAP) implementation and the coordination of paving efforts – Mark Melnychenko, Transportation & Streets Director
- **Update on Cool Paving Project**.....**Information**
Follow up on the initial presentation regarding Cool Paving Project – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager
- **Paving Section Overview**.....**Information**
Information on the Transportation & Streets Department’s Paving Section – Mark Melnychenko, Transportation & Streets Director and Ed Padron, Street Operations Manager

MEETING DATE: March 21, 2023

REPORTS/PRESENTATIONS DUE March 14th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes February 15, 2023
- **Wayfinding Signage**..... **Information**
Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner
- **ALCP Update**.....**Presentation and Discussion**
Update on the ALCP from the initial presentation – Greg Davies, Senior Transportation Planner
- **Proposition 400 Update**.....**Information**

MEETING DATE: April 18, 2023

REPORTS/PRESENTATIONS DUE April 11th

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes March 21, 2023
- **Traffic Safety Messaging Program** **Work Study Session**
Open work study session on the Traffic Safety Messaging Program – Cristina Lenko, Public Information Officer
- **Update on Traffic Safety** **Information**
Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Samuel Taylor, Traffic Engineer
- **Pedestrian Walk Signals** **Information and Discussion**
Information on automatic walk signals – Kiran Guntupalli, Principal Traffic Engineer

FUTURE ITEMS:

INFORMATION ITEMS

- **Review of Travel Demand Patterns** **Information**
Information on how travel demand patterns effects roadway improvements – Nathan Domme, Transportation Planning Manager
- **Fiscal Impact of Distracted Driving** **Information**
Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director
- **Update on Sensagrate** **Information**
Information and update from Sensagrate Pilot Project and where it stands now after initial presentation – Darryl Keeton, Sensagrate
- **Blue Zones Project** **Information**
Information on Scottsdale’s first Blue Zone’s project with HonorHealth – Mark Melnychenko, Transportation & Streets Director
- **Small Cell Wireless Facilities** **Presentation and Discussion**
Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal
- **Pavement Cut Ordinance** **Presentation and Discussion**
Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **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
- **Expanding Maintenance Needs** **Presentation and Discussion**
Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director
- **2022 Traffic Volume and Collision Manual** **Presentation and Discussion**
Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Samuel Taylor, Traffic Engineer and Parker Murphy, Traffic Engineer
- **Leading Pedestrian Interval Policy** **Presentation and Discussion**
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal

- **Bicycle Friendly Communities Application Update****Presentation and Discussion**
Update from initial presentation given on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner
- **Construction Mitigation Plan**.....**Presentation and Discussion**
Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager
- **CIP Update**.....**Presentation and Discussion**
Update on FY24/25 CIP – Greg Davies, Senior Transportation Planner

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: December 5, 2023

REPORTS/PRESENTATIONS DUE November 28

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of October 3, 2023
- **Trail Maintenance Public Outreach Program Update****Presentation and Discussion**
Information on the Trail Maintenance Public Outreach Program – Greg Davies, 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

MEETING DATE: February 6, 2023

REPORTS/PRESENTATIONS DUE January 30

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of December 5, 2023
- **Bike Events and Education for Schools****Presentation and Discussion**
Information on upcoming bike events – Susan Conklu, Senior Transportation Planner
- **Wayfinding Signage****Information**
Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner
- **Bicycle Friendly Community Application Update****Presentation and Discussion**
Update on the submission of the Bicycle Friendly Communities Application Status – Susan Conklu, Senior Transportation Planner

MEETING DATE: April 2, 2023

REPORTS/PRESENTATIONS DUE March 26

- **Approval of Meeting Minutes** **Action**
Approval of Regular meeting minutes of February 6, 2023
- **Federally and Regionally Funded Studies and Plans****Presentation and Discussion**
Overview of 64th St Crossings Study, CAP Canal/100th St Path Study and Strategic Transportation Safety Plan – Nathan Domme, Transportation Planning Manager
- **Overview of the Central Arizona Project Canal Trail**.....**Information**
An overview of the CAP Canal Trail – Greg Davies, Senior Transportation Planner

FUTURE ITEMS:

INFORMATION ITEMS

TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES

- **Pavement Restriping****Presentation and Discussion**

Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager

- **Updates from Neighboring Cities and TownsInformation**
Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers
- **Parks & Recreation Master Plan.....Information**
Information on the Parks & Recreation Master Plan – Parks & Recreation