



**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
PATHS & TRAILS SUBCOMMITTEE
AMENDED**

***Updated description for agenda item #4
Notice and Agenda**

8:30 A.M.

Tuesday, December 7, 2021

Meeting will be held electronically and remotely

Until further notice Path and Trails Subcommittee meetings are being held electronically. While physical facilities are not open to the public, Path and Trails Subcommittee meetings are available on Scottsdale’s YouTube channel to allow the public to virtually attend and listen/view the meeting in progress to ScottsdaleAZ.gov, search “live stream”

2. Click on “Scottsdale YouTube Channel”
3. Scroll to “Upcoming live streams”
4. Select the applicable meeting

Call to Order

Roll Call

Don Anderson, Chair, Transportation Commission
Kyle Davis, Subcommittee Member
Teresa Kim Hayes-Quale - Commissioner, Parks and Recreation Commission
B. Kent Lall, Comimssioner, Transportation Commission
William Levie, Subcommittee Member

Public Comment

Only written comments submitted electronically are being accepted. To be considered, please submit your written Public Comment on an agenda item at least 90 minutes before the meeting’s scheduled time to the following link:

<https://www.scottsdaleaz.gov/boards/transportation-commission/public-comment>

However, Arizona State Law prohibits the Path and Trails Subcommittee from discussing or taking action on an item that is not on the prepared agenda.

1. [Approval of Meeting Minutes](#)Action

Approval of the Regular Meeting minutes of October 5, 2021

2. **Path Counter Numbers Update****Presentation and Discussion**
Information on the path counter numbers – Nathan Domme, Senior Transportation Planner
3. **Transportation Action Plan (TAP) Input****Presentation and Discussion**
Review of public input received regarding bicycle, pedestrian, and equestrian plans and priorities – Dave Meinhart, Transportation Planning Manager
4. **Other Transportation Projects and Programs Status** **Information**
**Status of upcoming and current non-motorized improvements, events, and federal funding requests – Susan Conklu, Senior Transportation Planner*
5. **Subcommittee Identification of Future Agenda Items****Discussion**
Subcommittee members may identify items or topics of interest for future Subcommittee meetings
6. **Adjournment**



Persons with a disability may request a reasonable accommodation by contacting Kyle Lofgren at 480-312-7839. 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 Frances Cookson at 480-312-7637.



DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE TRANSPORTATION COMMISSION PATHS & TRAILS SUBCOMMITTEE

TUESDAY, OCTOBER 5, 2021

Meeting Held Electronically

CALL TO ORDER

The meeting of the Paths & Trails Subcommittee was called to order at 8:32 a.m. A formal roll call confirmed the presence of Subcommittee members as noted below.

ROLL CALL

PRESENT: Donald Anderson, Chair – Transportation Commission
Kyle Davis, Subcommittee Member
Kent Lall, Commissioner – Transportation Commission
William Levie, Subcommittee Member

ABSENT: Teresa Kim Hayes-Quale, Commissioner – Parks and Recreation Commission

STAFF: Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Elaine Mercado, Project Manager

PUBLIC COMMENT

There were no public comments.

1. APPROVAL OF MEETING MINUTES

Chair Anderson called for modifications and approval of the minutes. Grammatical corrections were made.

SUBCOMMITTEE MEMBER LEVIE MOVED TO APPROVE THE MINUTES OF THE AUGUST 3, 2021 MEETING AS AMENDED. SUBCOMMITTEE MEMBER DAVIS SECONDED THE

MOTION, WHICH CARRIED 3-0 WITH CHAIR ANDERSON, SUBCOMMITTEE MEMBERS DAVIS, LALL AND LEVIE VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. BICYCLE AND RELATED DEVICES

Susan Conklu, Senior Transportation Manager, provided a brief background of the devices, device companies, operation history, regulations and data report. City Council has provided input and direction on revisions to the regulations and staff are in this process. The current ordinance allows staff to make changes to the restricted areas and parking requirements. City staff continues to meet and coordinate with device companies. On January 19, 2021, staff recommended that City Council adopt new Ordinance Number 4486. Some changes merely changed wording and definitions to be consistent with state law. Other proposed changes included:

- Prohibiting riding scooters, bicycles or similar devices on sidewalks within the City's Transportation Safety Zone between 11:30 p.m. and 5:00 a.m.
- Devices to be parked in bicycle racks or designated only.
- Require parental or guardian permission for those under age 16 to ride electric scooters.
- Allow for relocation fees of \$25 and impoundment fees of \$50.

Although staff prepared a draft shared mobility provider licensing ordinance, presented to City Council in January, if directed, staff would further develop the ordinance, conduct public outreach and return to City Council in the future for adoption. Following adoption, a license application would be developed. Proposed fees and licensing requirements were reviewed. Staff is currently working on a sign package for path wayfinding.

Comments received from the Mayor and City Council on January 19th included concerns regarding the proposed restrictions to sidewalk riding within the Transportation Safety Zone. There were also concerns about what the parking restrictions would involve, hours of operation and minimum age restrictions. City Council directed staff to revise the proposed regulations and return at some time in the future. At the September 16th, 2021 Transportation Commission meeting, this update was given and there was some discussion about violations enforcement and the number of companies currently operating in the City. Key data was reviewed.

Next steps include:

- Prepare written memo to update Mayor and City Council
- Current ordinance allows changes to restricted areas for riding, parking and staging - may include sidewalks on streets with 25 mile per hour speed limits in Old Town
- Continue to monitor and evaluate program
- Regularly meet and correspond with companies and other City staff
- Take additional action or make additional recommendations to City Council as needed

Subcommittee Member Davis asked for clarification as to which devices the sidewalk riding restrictions apply. Ms. Conklu said the original proposal was for regular bicycles, electric bicycles, gas and e-scooters.

In response to a question from Subcommittee Member Davis regarding anticipated volumes in the future, Ms. Conklu stated that they have been consulting with other cities, who have all seen

scaled back activity. Companies seem to be intending to start with smaller numbers and monitor volume based on conditions and interest.

In response to a question from Subcommittee Member Davis, Ms. Conklu stated that there is currently no prohibition against devices being parked in bike racks. This will continue to be assessed over time.

In response to a question from Subcommittee Member Levie, Ms. Conklu stated that City staff looked at the licensing fees charged by other cities in terms establishing rates in Scottsdale, however she clarified that fees in the City have not yet been instituted. It is anticipated that fees collected in the future may help to fund a code enforcement position.

Commissioner Lall inquired about speed limits downtown. Ms. Conklu noted that there are portions of Indian School, Scottsdale Road, Drinkwater and Goldwater Boulevard, where it is 30 miles per hour.

Chair Anderson asked about operating times. Ms. Conklu said the proposal is to prohibit riding from 11:30 p.m. to 5:00 a.m. This was in response to increased incidents occurring downtown in the early morning hours.

Ms. Conklu stated that she would report back regarding potential enforcement methods for minor users of the devices. One of the comments received by City Council was that this was an unnecessary change.

Dave Meinhart, Transportation Planning Manager, clarified that the funding levels are not sufficient to build everything that is currently planned for bicycle and related improvements. Funding is sufficient to make demonstration improvements in locations that the City has ownership of.

3. CIVIC CENTER RENOVATION

Ms. Conklu provided a brief history and project Master Plan background.

Ms. Conklu reviewed Civic Center renovation goals:

- Improve event readiness
- Provide permanent stage and smaller performance spaces
- Update restrooms
- Improve accessibility and ADA
- Create park-like areas and programmatic spaces
- Showcase public art
- Add shade, seating, children's garden and sustainable landscaping
- Provide structural, Wi-Fi, lighting, electrical improvements

The design concept and public outreach timeline were reviewed.

Next steps include:

- Finalization of design
- Preconstruction work and relocation of public art

- Phase 1 construction beginning October 2021
- Project completion January 2023

Mr. Meinhart reviewed the routes. There will be a need for an update to the ordinance that provides guidance for activity in the Civic Center, including the current prohibition against riding a bicycle in the Civic Center.

Subcommittee Member Davis asked about specific lanes or painted path designs. Mr. Meinhart stated that the most likely approach will be through signage.

Subcommittee Member Davis referred to the municipal site plan map for 2nd Street and asked about the potential of bringing the route around the Scottsdale Center for the Performing Arts and back down to 2nd Street. Ms. Conklu stated that this option was part of the development of the blue line, however they would like to ensure that the green line will also be a designated route so that when there are events in the area, an open route will still be available. Mr. Meinhart added that the consulting team is currently looking at the potential of adding a crosswalk on the north leg of the 2nd Street and Drinkwater intersection.

Subcommittee Member Davis asked about bike parking in the mall. Ms. Conklu stated that she is not certain at this time, but can report back when design is final. Mr. Meinhart added that there will be an additional ramp entrance into the Civic Center coming from the lower level of the Drinkwater Boulevard parking garage.

Chair Anderson asked whether current funding is for design only. Ms. Conklu confirmed that current funding is not sufficient to design and build the project. In response to a question regarding project funding, Mr. Meinhart stated that the intent is to leverage private investment along corridors. If necessary, there may be future capital project proposals.

Ms. Conklu introduced Elaine Mercado, Project Manager for the Civic Center renovation for capital projects management. Ms. Mercado stated that concepts for Main Street streetscape have been developed; this is available for review on the website. This section goes from Scottsdale Road to 69th Street and the design concept is available for comparison purposes.

4. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Ms. Conklu and Mr. Davies provided a brief updates of the following projects:

- Old Town Scottsdale Bicycle Master Plan
- Mountain View Road improvements
- Thomas Road/82nd Street sidewalks
- Concrete repairs
- Second review of the Transportation Action Plan with Transportation Commission

5. SUBCOMMITTEE IDENTIFICATION OF FUTURE AGENDA ITEMS

The following items were identified:

- Vision Zero presentation

6. ADJOURNMENT

With no further business to discuss, being duly moved by Subcommittee Member Davis and seconded by Subcommittee Member Levie, the meeting adjourned at 9:30 a.m.

AYES: Chair Anderson, Subcommittee Members Davis, Lall and Levie.

NAYS: None

SUBMITTED BY:

eScribers, LLC

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

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Paths and Trails Subcommittee
From: Nathan Domme, Senior Transportation Planner
Subject: Path Counter Numbers Update
Meeting Date: December 7, 2021

ITEM IN BRIEF

Action: Presentation and discussion

Purpose:

Provide updated pedestrian and bicycle counts at the nine permanent counters focusing on comparisons between spring and summer usage.

Background:

There are several benefits to collecting bicycle/pedestrian data. Cities have been collecting vehicular and transit data for decades but have only recently begun adding bicycle/pedestrian data to their programs. The technology has been emerging over the past several years and provides valuable information to the city. Capturing accurate bicycle/pedestrian data allows the city to justify system expansion or needed improvements and provide support for grant funding applications.

Historically, cities have relied on American Community Survey (ACS) data on Journey to Work for a snapshot of bicycle usage. This fails to capture all other types of bike trips and gives no information on where or when the trips occur.

In late 2018, Scottsdale added an EcoCounter with the Crosscut Canal Bridge and Path south of McDowell Road. This device counts bicyclists and pedestrians and includes the direction of travel. The data is automatically uploaded to the EcoCounter website, where Transportation staff can access the data and run reports.

In April 2020, Scottsdale added eight additional permanent bike and pedestrian counters throughout the non-motorist network. Four were added to the Indian Bend Wash Greenbelt between McKellips Road and McCormick Parkway, and four were added around key locations off the greenbelt (see Attachment 1).

Update:

Staff analyzed two 30-day time periods for the nine counters to understand the change in network usage by pedestrians and cyclists in the hot summer months. The two timeframes used are April 16 to May 16, 2021, to reflect use during the spring and July 1 to July 31, 2021 for the summer.

Across the nine counter sites, there was a 59% decrease in average network usage between spring and summer. There was a slightly greater reduction in overall bike trips than pedestrian trips. Bike usage showed a more noticeable decrease on weekends during the summer. In total, the average monthly counts show a 6% greater decrease in weekend bike trips than weekday bike trips during the summer.

Key Findings:

There are several observations from the counts. As expected, the first observation is a major decrease in the bicycle and pedestrian average daily counts at each site between the spring and summer months because of the heat. While there is a reduction of more than half the daily usage between the spring and summer, there is enough activity (4,306 average daily trips) to indicate there is still a large demand for path use during the summer months. The second observation is that there is a more considerable decrease in weekend average daily users than weekday. This would indicate that we have a good number of commuter trips, rather than just recreational use that stays consistent year-round. The third observation is that people are using the network earlier in the morning and later in the

evening during the summer. Finally, for most sites, the drop off between bicycles and pedestrians are very similar. The exceptions are McCormick Parkway and Pima Path south of Indian Bend for weekdays and weekends and Upper Camelback Wash and Sweetwater on the weekdays only. During the summer months, McCormick Parkway and Pima Path south of Indian Bend lose significantly more bicycles than pedestrians. Upper Camelback Wash and Sweetwater on the weekdays lose significantly more pedestrians. Staff will investigate into why these variations are present in the data.

Potential Additional Factors for Lower July Counts:

While the high summer temperatures would still be considered the main reason for reduced usages of non-motorized paths between spring and summer, other factors could also play a role and are noted. First, July was a significantly wet month with 1.73 inches of precipitation and six rainy days. Second, school is out of session and could reduce the numbers. Staff will have a better understand on these as we gather more years of data and compared July 2021 with July 2022.

Figure 1
 Total Average Usage

Weekday			
	4/16/21 - 5/16/21	7/1/21 - 7/31/21	% Change
Total System	4,493	1,972	-56%
Greenbelt	3,091	1,311	-58%
Non-Greenbelt	1,403	661	-53%
Weekend			
	4/16/21 - 5/16/21	7/1/21 - 7/31/21	% Change
Total System	6,087	2,334	-62%
Greenbelt	4,153	1,504	-64%
Non-Greenbelt	1,934	830	-57%

Figure 2
 Weekend Usage Dropoff

	Difference between Weekend and Weekday Dropoff
Total System	-6%
Greenbelt	-6%
Non-Greenbelt	-4%

Figure 3
 Greenbelt Sites – Average Weekday

Location	4/16/21 - 5/16/21		7/1/21 - 7/31/21		% Change	
	Bike	Ped	Bike	Ped	Bike	Ped
Vista del Camino Park	458	229	188	90	-59%	-61%
Indian School Park	627	393	271	177	-57%	-55%
Chaparral Park	208	732	100	300	-52%	-59%
McCormick Parkway	273	171	92	93	-66%	-46%

- McCormick Parkway had the largest decrease in Bike usage in the summer months but the least decrease in pedestrian usage.

Figure 4
 Greenbelt Sites – Average Weekend Day

Location	4/16/21 - 5/16/21		7/1/21 - 7/31/21		% Change	
	Bike	Ped	Bike	Ped	Bike	Ped
Vista del Camino Park	678	241	242	92	-64%	-62%
Indian School Park	959	401	327	140	-66%	-65%
Chaparral Park	319	769	127	312	-60%	-59%
McCormick Parkway	562	224	164	100	-71%	-55%

- McCormick Parkway had the largest decrease in Bike usage in the summer months but the least decrease in pedestrian usage.

Figure 5
 Non-greenbelt Sites – Average Weekday

Location	4/16/21 - 5/16/21		7/1/21 - 7/31/21		% Change	
	Bike	Ped	Bike	Ped	Bike	Ped
Crosscut Canal Bridge	66	N/A	47	N/A	-29%	N/A
Arizona Canal/84th	307	105	123	42	-60%	-60%
Pima Path S. of Indian Bend	196	33	104	21	-47%	-36%
Upper Camelback Wash	295	140	140	46	-53%	-67%
Sweetwater Avenue	114	145	73	61	-36%	-58%

- Pima Path had a significantly smaller decrease in usage than other non-greenbelt sites.

Figure 6
 Non-greenbelt – Average Weekend Day

Location	4/16/21 - 5/16/21		7/1/21 - 7/31/21		% Change	
	Bike	Ped	Bike	Ped	Bike	Ped
Crosscut Canal Bridge	80	N/A	43	N/A	-46%	N/A
Arizona Canal/84th	402	108	148	40	-63%	-63%
Pima Path S. of Indian Bend	290	42	132	23	-54%	-45%
Upper Camelback Wash	493	156	185	65	-62%	-58%
Sweetwater Avenue	219	141	119	72	-46%	-49%

- Pima Path had significantly larger decreases during the weekend than the weekday.
- Upper Camelback Wash and Sweetwater Avenue pedestrians were the only group that did not have a larger decrease during the weekend.

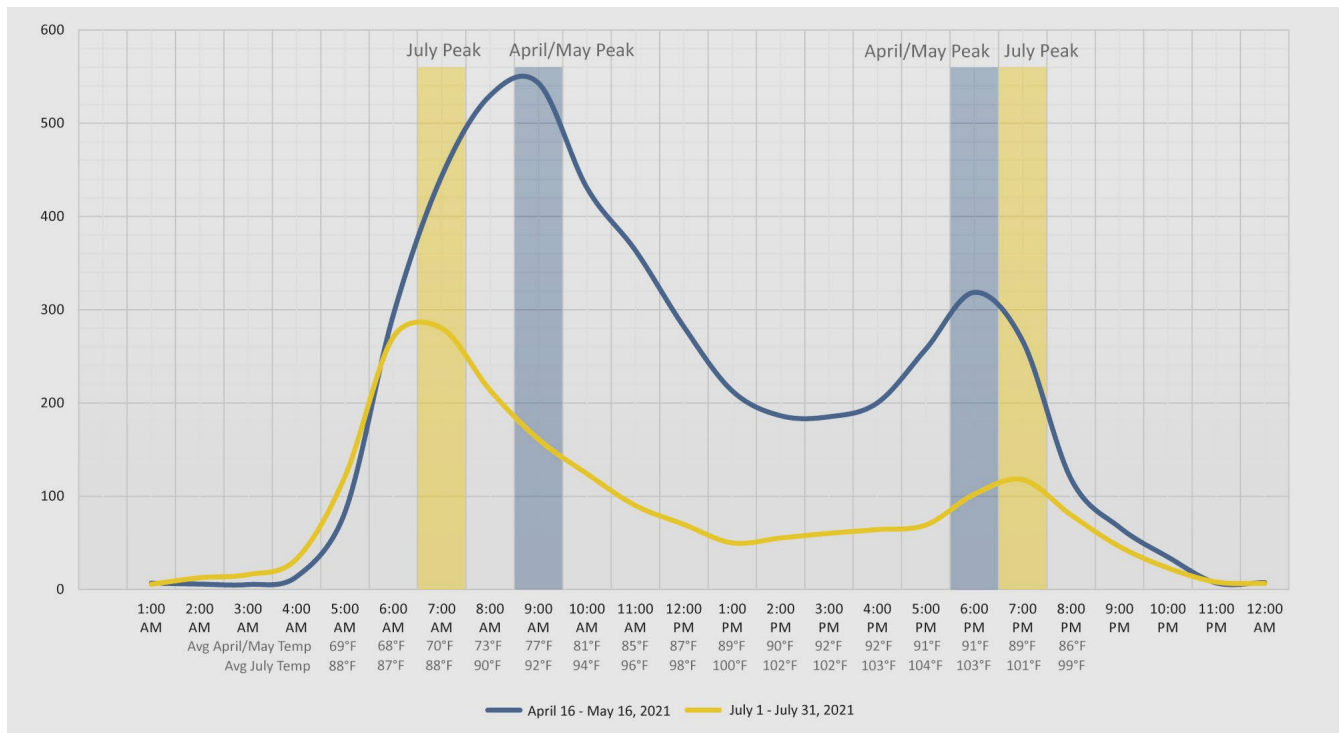
Figure 7
 Weekday – Weekend Average Daily Usage All Modes

Location	4/16/21 - 5/16/21			7/1/21 - 7/31/21		
	Total Weekday Usage	Total Weekend Usage	Weekday vs Weekend Use Difference	Total Weekday Usage	Total Weekend Usage	Weekday vs Weekend Use Difference
Greenbelt Sites						
Vista del Camino Park	687	919	232	278	334	56
Indian School Park	1,020	1,360	340	448	467	19
Chaparral Park	940	1,088	148	400	439	39
McCormick Parkway	444	786	342	185	264	79
Non-greenbelt Sites						
Crosscut Canal Bridge	68	84	16	52	45	-7

Arizona Canal/84th	412	510	98	165	188	23
Pima Path S. of Indian Bend	229	332	103	125	155	30
Upper Camelback Wash	435	649	214	186	250	64
Sweetwater Avenue	259	360	101	134	191	57

- Overall usage is consistently higher on weekends than weekdays.
- The variance between weekend and weekday usage is much less in the summer.

Figure 8
 Average Hourly Network Wide Activity



- July peak usage is two hours earlier in morning and one hour later in the evening than April and May. Users in the summer are escaping the heat by coming out in less traditional times
- Usage in the summer peaks around sunrise and sunset.

Continuing Steps:

Staff will continue to study the counts regularly and manually upload the data at each location monthly. Staff will review and look at incorporating opportunities to improve bike and pedestrian comfort during the summer months. This will include possible ways to improve wait times at signalized intersections, improved lighting along our main paths, incorporate more shade on the paths, and expand public outreach to explain opportunities to use paths in the summer.

Attachments:

[Attachment 1](#): Map: EcoCounter Sites

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

PHOENIX

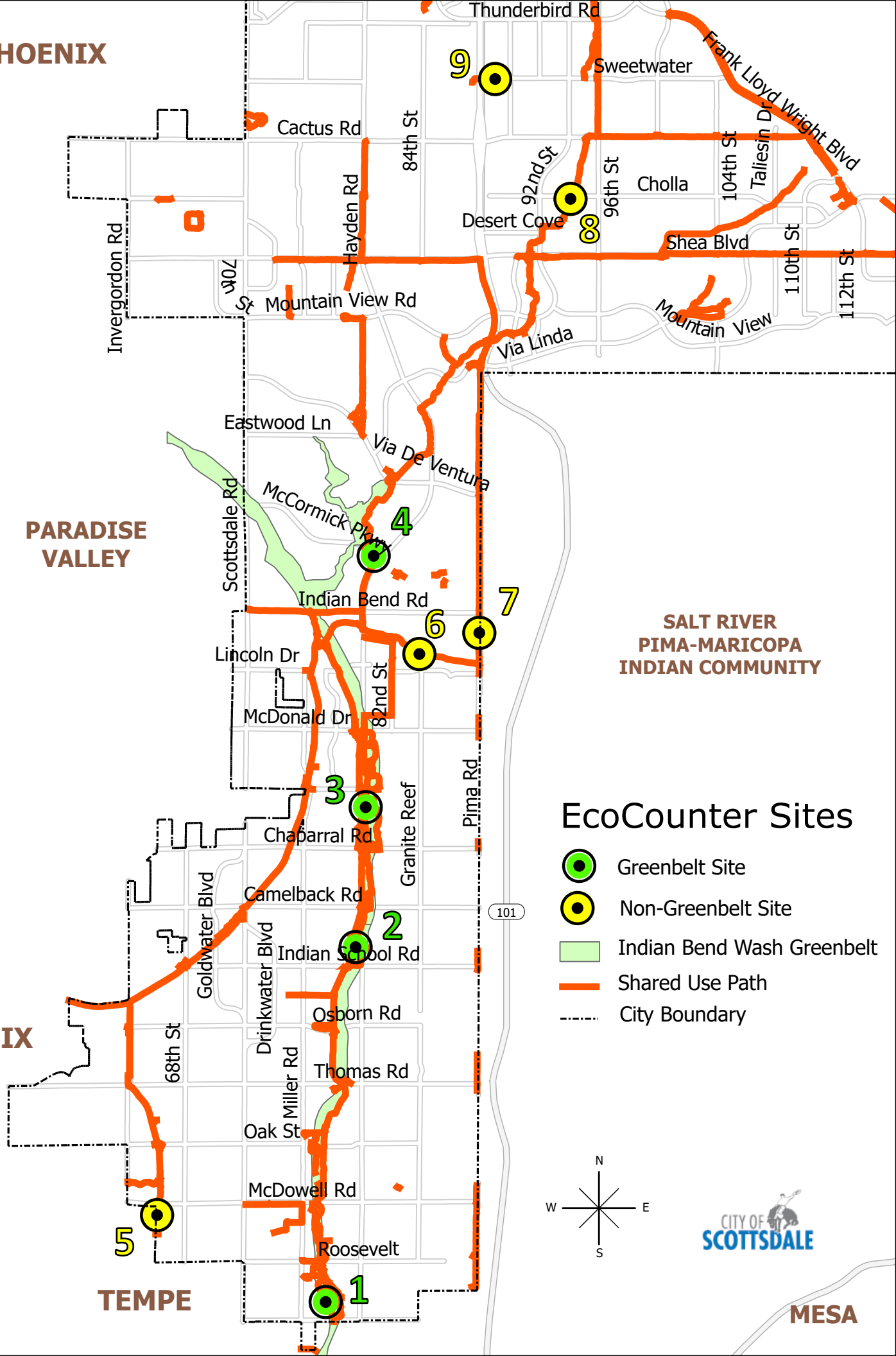
PARADISE VALLEY

SALT RIVER
PIMA-MARICOPA
INDIAN COMMUNITY






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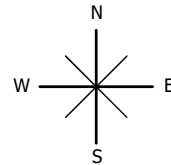
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EcoCounter Sites

-  Greenbelt Site
-  Non-Greenbelt Site
-  Indian Bend Wash Greenbelt
-  Shared Use Path
-  City Boundary

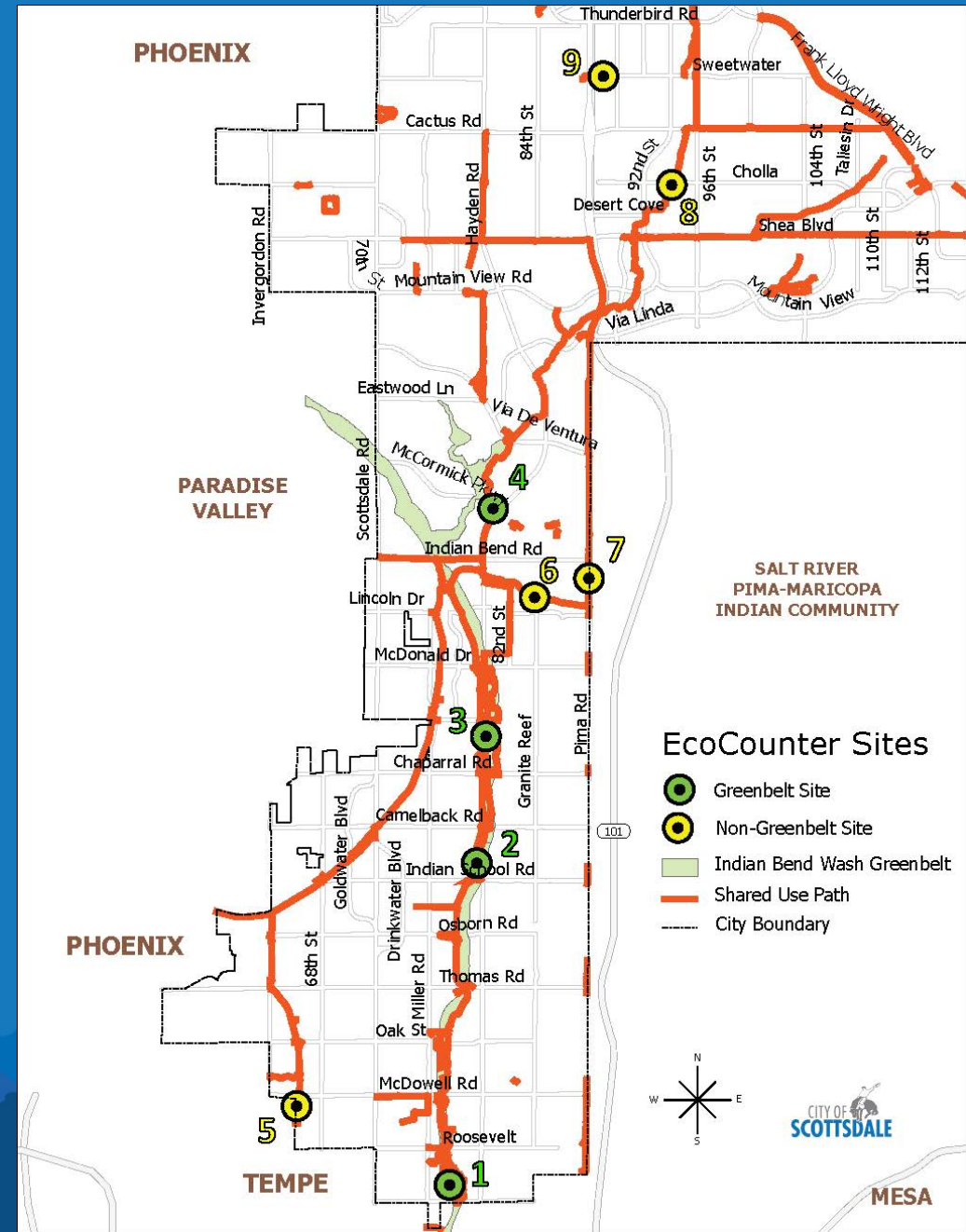


Bicycle and Pedestrian Counts

Paths & Trails Subcommittee
December 7, 2021

Permanent Counter Locations

- Nine sites
 - Greenbelt
 1. Vista del Camino Park
 2. Indian School Park
 3. Chaparral Park
 4. McCormick Parkway
 - Non-greenbelt
 5. Crosscut Canal Bridge
 6. Arizona Canal/84th Street alignment
 7. Pima Path south of Indian Bend Road
 8. Upper Camelback Wash/Cholla Street
 9. Sweetwater Avenue east of Loop 101



Key Findings from the Data

- 56% decrease in network usage between spring and summer
- 4,306 average daily trips in the summer
- Greater decrease in weekend use than weekday use
- More usage during early am and late pm during hot periods
- Greater decrease in bike usage at McCormick Parkway and Pima Path
- Greater decrease in pedestrian use at Upper Camelback Wash and Sweetwater.

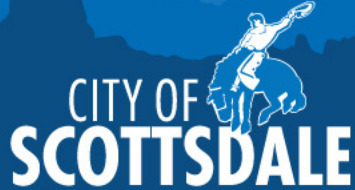
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Difference between Weekend and Weekday	
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Greenbelt Sites – Average Weekday

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Greenbelt Sites – Average Weekend

Location	4/16-5/16/21		7/1-7/31/21		% Change	
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Vista del Camino Park	678	241	242	92	-64%	-62%
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Chaparral Park	319	769	127	312	-60%	-59%
McCormick Parkway	562	224	164	100	-71%	-55%

Non-greenbelt Sites – Average Weekday Day

Location	4/16-5/16/21		7/1-7/31/21		% Change	
	Bike	Ped	Bike	Ped	Bike	Ped
Crosscut Canal Bridge	66	N/A	47	N/A	-29%	N/A
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Non-greenbelt Sites – Average Weekend Day

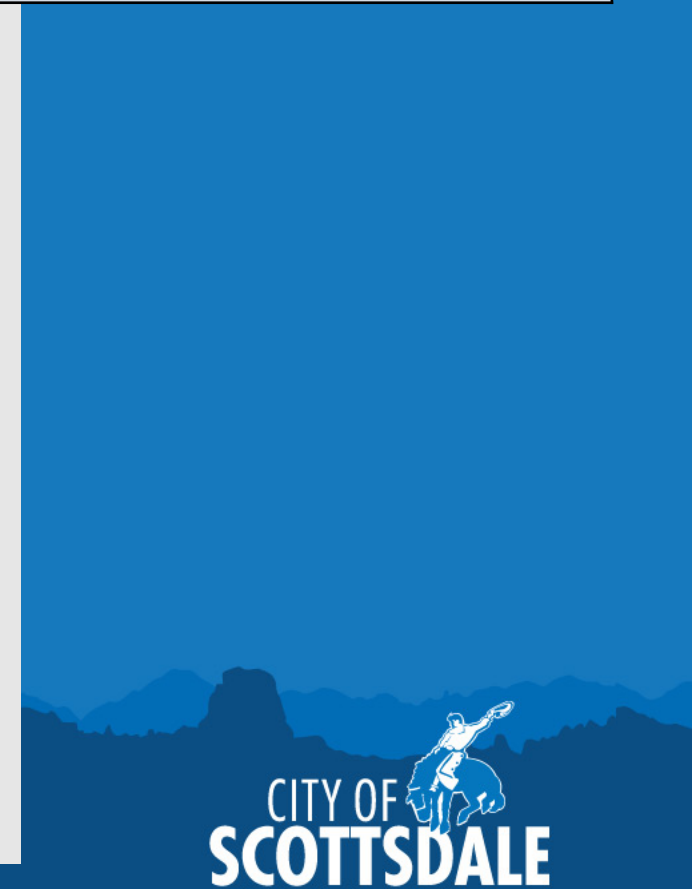
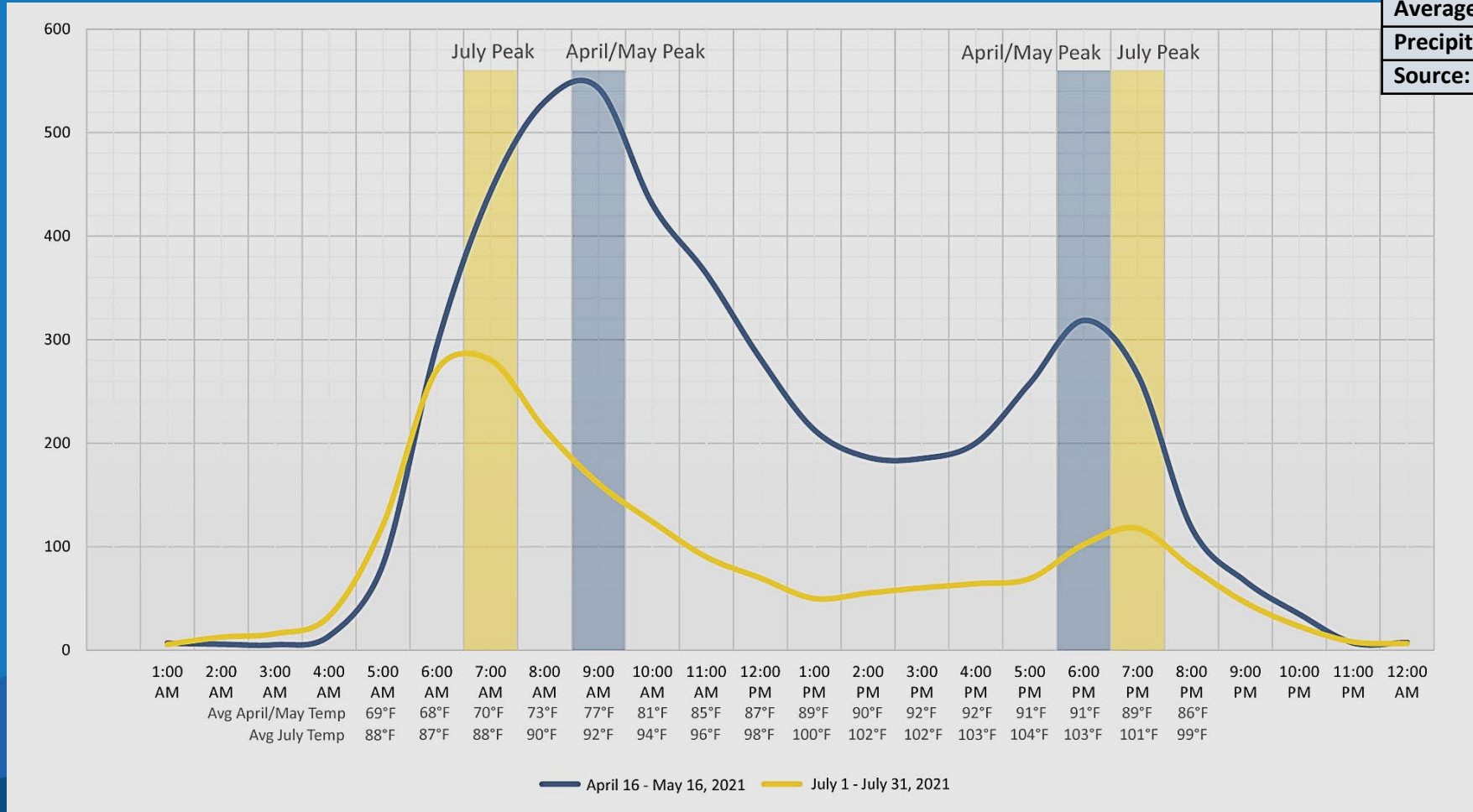
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Upper Camelback Wash	493	156	185	65	-62%	-58%
Sweetwater Avenue	219	141	119	72	-46%	-49%

Weekday – Weekend Average Daily Usage All Modes

Location	April 16 – May 16			July		
	Total Weekday Usage	Total Weekend Usage	Increased Weekend Use	Total Weekday Usage	Total Weekend Usage	Increased Weekend Use
Greenbelt Sites						
Vista del Camino Park	687	919	232	278	334	56
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Sweetwater Avenue	259	360	101	134	191	57

Average Hourly Network Wide Activity

	April/May	July
Average High Temperature	93.1 °F	103.7 °F
Average Temperature	79.9 °F	93.7 °F
Average Low Temperature	66.7 °F	83.7 °F
Precipitation	Trace	1.73 inches
Source: National Weather Service		



Continuing Steps

- Continue to study counts
- Look for ways to improve bike and pedestrian comfort during the summer months and increase usage
 - Signal timing at intersections to improve wait times for pedestrians and cyclists
 - Potential shade opportunities at location along path that conform to guidelines in the TAP
 - Improved lighting for usage before sunrise and after sunset

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Path & Trails Subcommittee
From: Dave Meinhart, Transportation Planning Manager
Subject: Transportation Action Plan Public Input Review
Meeting Date: December 7, 2021

Action: Discussion and comment

Purpose:

In addition to discussions at seven Transportation Commission meetings in 2021, the city has now conducted two phases of public outreach for the draft Transportation Action Plan (TAP). Phase I ran from August 25-September 3, 2021 and included an online questionnaire as well as a link to the draft TAP for written comments. Phase II was conducted as a virtual public open house with recorded presentations for each plan element that ran from October 18-31, 2021. Both outreach phases included press releases and various on-line notifications through the city's home page and social media outlets.

In all, feedback has been received from over 250 individuals. During Phase I, 222 questionnaire responses were submitted, and 23 commenters provided written input on the draft TAP. During Phase II, 156 views of the online documents occurred, and 11 commenters provided written feedback on the draft TAP.

A detailed review of the Phase I public input was provided to the Transportation Commission on September 16, 2021. Key information from the presentation is summarized below. A summary of the written comments provided in Phase I and Phase II is also provided.

Information:

Public Input Summary

The first eight questions of the Phase I online questionnaire asked respondents to select between five levels of concurrence:

- 1) Strongly agree
- 2) Agree
- 3) Neither agree nor disagree
- 4) Disagree
- 5) Strongly disagree

To simplify analysis of the results, Table 1 classifies the percentage of responses into three categories: Agrees, Neutral, Disagrees. Both questions (#4 and #5) related to improving active transportation received strong support.

Table 2 summarizes transportation challenges by category. Concerns about limitations and/or safety of the active transportation network was the third most frequently cited. Table 3 summarizes feedback on preferred options to reduce car travel, with active transportation options being the most highly cited by a substantial amount. Table 4 summarizes preferred investment levels in five categories broken down by four geographic areas: Southern Scottsdale (south of Indian Bend Road – except Old Town), Old Town, Central Scottsdale (Indian Bend Road to Loop 101/Bell Road) and Northern Scottsdale (north of Loop 101/Bell Road). The results indicate that respondents believe about fifty percent of our transportation network investments should be used to improve the active transportation system.

Table 1 – Questionnaire Items 1-8

#	Question	Agrees	Neutral	Disagrees
1	Focusing on an action plan for the next 5 to 10 years is a better strategy than developing a new master plan for the next 20 to 30 years.	67%	21%	12%
2	Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.	75%	9%	16%
3	Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.	48%	27%	25%
4	Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.	68%	15%	17%
5	It is okay to remove travel lanes on streets with excess traffic capacity to provide better bicycle and pedestrian facilities.	62%	8%	31%
6	Roundabouts improve traffic flow.	58%	15%	27%
7	Roundabouts improve traffic safety.	46%	26%	28%
8	Improving existing transit service should be prioritized over expanding transit service to northern Scottsdale.	48%	21%	32%

Table 2 – Transportation Challenges

Category	# of Responses
Traffic congestion/flow/safety	68
Speeding/poor driving/distraction	59
Limited Bike or Pedestrian infrastructure and/or safety	37
Limited transit service	32
Signal timing/signal improvements	32
New development	7
Limited parking	6
Maintenance	4
Other	12

Table 3 – Preferred Alternatives to Car Travel

Category	# of Responses
Bike/Pedestrian System	87
High Capacity Transit	44
Bus Service	37
None	26
Trolley Service	25
Transit Alternatives/Micro Transit	16
Other	21

Table 4 – Preferred Investment Levels

Prioritization Category	Southern	Old Town	Central	Northern	Average
On-street bikeways and bicycle facilities	15%	16%	15%	15%	15%
Shared-use paths (paved)	17%	16%	17%	17%	17%
Traffic flow	30%	27%	32%	33%	31%
Transit	21%	18%	20%	19%	20%
Enhanced crossings for pedestrians and bicyclists	17%	23%	16%	17%	18%

Written Public Comment Summary

The written comments received from both outreach phases are summarized below.

- Multiple comment topics
 - Revise plan for 128th Street where McDowell Sonoran Preserve is on both sides (17)
 - Continue to improve bike and pedestrian access (3)
 - Crosswalk design concerns (2)
 - Light rail extension northbound into Scottsdale (2)
 - Widen Chaparral road for access to Fashion Square area (2)
 - Development density concerns (2)

- Single comment topics
 - Do not install roundabouts
 - Future Rio Verde widening must include wildlife crossing near 124th St.
 - Do not widen Mt. View Road between 92nd and 96th
 - Need mass transit
 - Support reducing number of travel lanes

Minor Changes to the Draft Bikeway Element

Based on recent field observations by staff, two new side path segments have been identified to be included on the bikeway system map. The first, on the south side of McDonald Drive from Scottsdale Road to the Indian Bend Wash, is fully constructed. The second, on the north side of Indian Bend Road between Hayden Road and Pima Road, is fifty percent constructed.

Next Steps:

A recommendation for Transportation Commission approval of the TAP is planned for the December 16, 2021 meeting.

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



Transportation Action Plan Public Input Overview

Path & Trails Subcommittee
December 7, 2021

Online Questionnaire

Reviewed at September 16, 2021 Transportation Commission Meeting

Scottsdale seeking input for Transportation Action Plan

By **Jennifer Banks**, transportation public information officer, **480-312-7517**

Kelly Corsette, communications & public affairs director, **480-312-2336**

August 25, 2021

How could the city improve traffic flow, bicycle and pedestrian safety, and transit options over the next 10 years? These and other key questions are being evaluated as Scottsdale drafts its 2021 Transportation Action Plan, which will guide the city's transportation priorities, investments and programs over the next decade.

As part of the process, the city is seeking input from Scottsdale residents, business owners and people who work in the city. Providing input is easy – visit ScottsdaleAZ.gov and search "TAP" to find a link to the online questionnaire along with links to supporting material and information.

The online questionnaire will be available until Friday, Sept. 3.

The TAP will provide not only an overview of Scottsdale's current transportation infrastructure, but direction for Scottsdale's transportation future for approximately the next 10 years. Feedback will be used to shape the goals, policies and performance measures for each of Scottsdale's transportation elements (street, transit, trail, bikeways and pedestrian) and an overall prioritized implementation program.

Once completed and approved by the City Council, the TAP will replace the most recent Transportation Master Plan, approved in 2016.

- Coordinated with city vendor – Polco
- Response period: 8/25-9/3/21
- Total Number of Responses = 222

Question 1-8 Summary

#	Question	Agrees	Neutral	Disagrees
1	Focusing on an action plan for the next 5 to 10 years is a better strategy than developing a new master plan for the next 20 to 30 years.	67%	21%	12%
2	Scottsdale should devote a portion of its transportation budget to evaluating and possibly implementing new transportation technology.	75%	9%	16%
3	Preserving and improving existing transportation infrastructure should be prioritized over building new transportation infrastructure.	48%	27%	25%
4	Scottsdale should emphasize pedestrian safety and multimodal travel over motor vehicle travel speed.	68%	15%	17%
5	It is okay to remove travel lanes on streets with excess traffic capacity to provide better bicycle and pedestrian facilities.	62%	8%	31%
6	Roundabouts improve traffic flow.	58%	15%	27%
7	Roundabouts improve traffic safety.	46%	26%	28%
8	Improving existing transit service should be prioritized over expanding transit service to northern Scottsdale.	48%	21%	32%

Transportation Challenges (categories)

257 total responses

Category	# of Responses
Traffic congestion/flow/safety	68
Speeding/poor driving/distraction	59
Limited Bike or Pedestrian infrastructure and/or safety	37
Limited transit service	32
Signal timing/signal improvements	32
New development	7
Limited parking	6
Maintenance	4
Other	12

Transportation Improvements to Reduce Auto Use (categories)

256 total responses

Category	# of Responses
Bike/Pedestrian System	87
High Capacity Transit	44
Bus Service	37
None	26
Trolley Service	25
Transit Alternatives/Micro Transit	16
Other	21

Priorities Feedback – Summary

Prioritization Category	Southern	Old Town	Central	Northern	Average
On-street bikeways and bicycle facilities	15%	16%	15%	15%	15%
Shared-use paths (paved)	17%	16%	17%	17%	17%
Traffic flow	30%	27%	32%	33%	31%
Transit	21%	18%	20%	19%	20%
Enhanced crossings for pedestrians and bicyclists	17%	23%	16%	17%	18%

Respondents suggest about 50% of expenditures should be allocated to active transportation

Virtual Public Open House (October 18-31, 2021)

- Recorded presentations for each element
- 156 web page views
- 11 individuals submitted comments online

PLAN ELEMENTS



Street Element



Transit Element



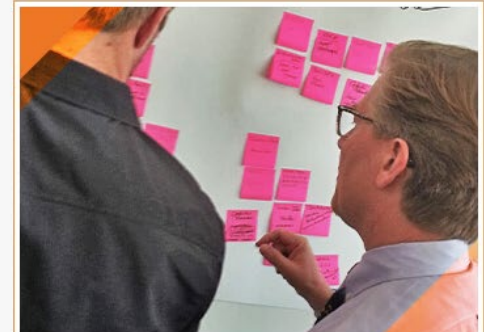
Bikeway Element



Trail Element



Pedestrian Element



Implementation

Written Public Comments on the draft Transportation Action Plan Questionnaire and Open House Phases

- Multiple comment topics
 - Revise plan for 128th Street where McDowell Sonoran Preserve is on both sides (17)
 - Continue to improve bike and pedestrian access (3)
 - Crosswalk design concerns (2)
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Written Public Comments on the draft Transportation Action Plan Questionnaire and Open House Phases

- Single comment topics
 - Do not install roundabouts
 - Future Rio Verde widening must include wildlife crossing near 124th St.
 - Do not widen Mt. View Road between 92nd and 96th
 - Need mass transit
 - Support reducing number of travel lanes



Bikeway Element

Non-Typographical Updates Since September 16, 2021

- McDonald Drive: Scottsdale to Indian Bend Wash
 - Add existing 8' south sidewalk to side path system map
- Indian Bend Road: Hayden to Pima
 - Add existing 8' north sidewalk (Hayden to 84th) to side path system map
 - Add 84th to Pima to planned side path system map



Next Steps

- Final presentation of draft TAP and recommendation to Transportation Commission on December 16, 2021
- Initiate review with City Council in early 2022

PLAN ELEMENTS



Street Element



Transit Element



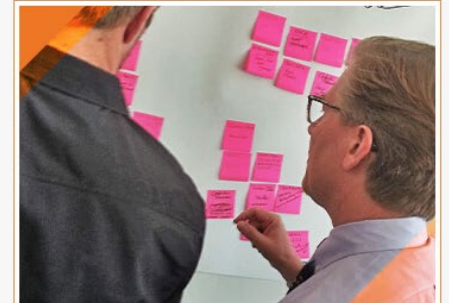
Bikeway Element



Trail Element



Pedestrian Element



Implementation

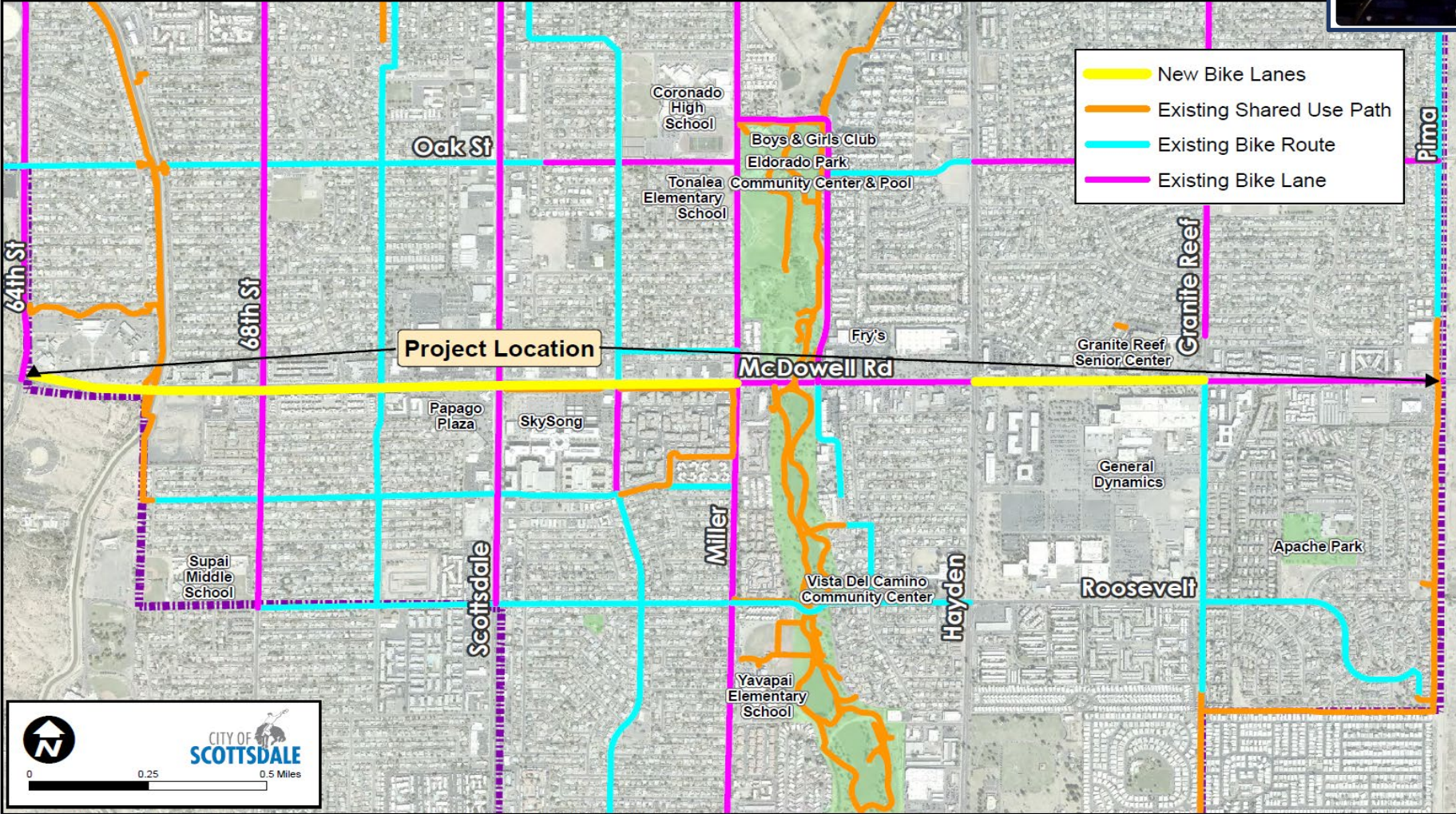
Projects and Programs Update

Paths & Trails Subcommittee
December 7, 2021

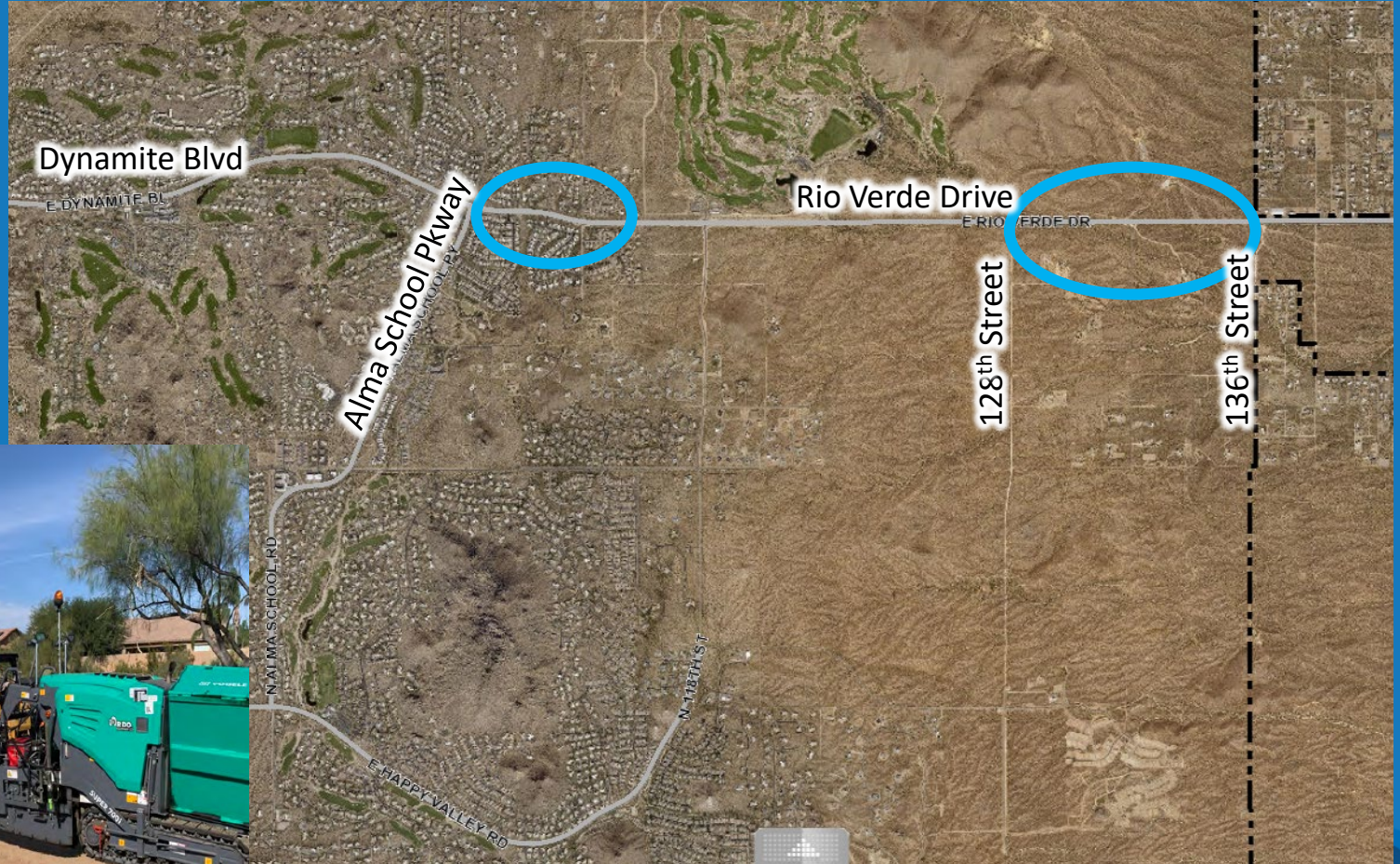
McDowell Road Bike Lanes - Construction



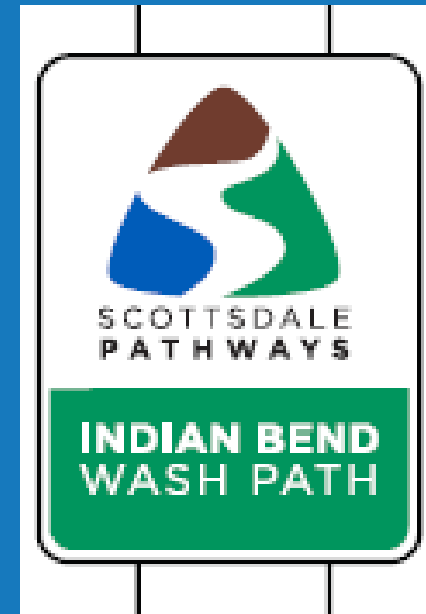
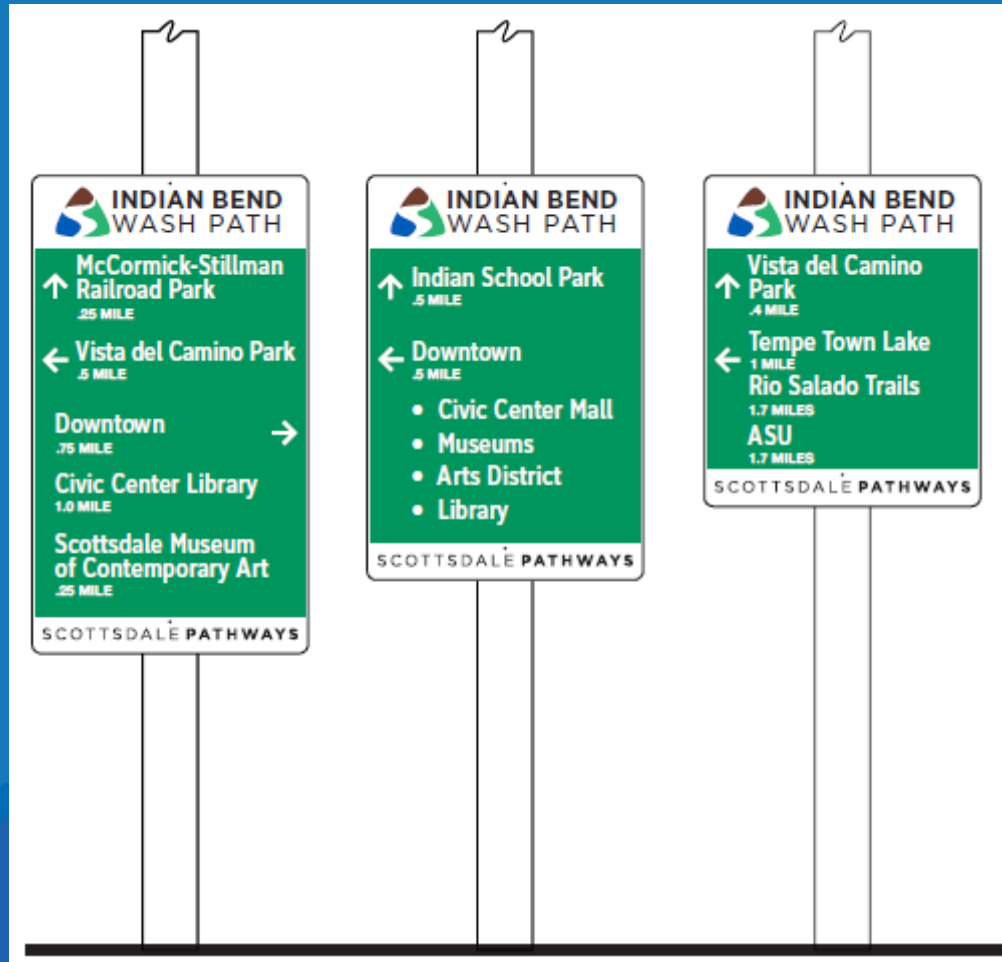
McDowell Road Bike Lanes From Pima Road to 64th Street



Dynamite Boulevard Bike Lanes - Construction



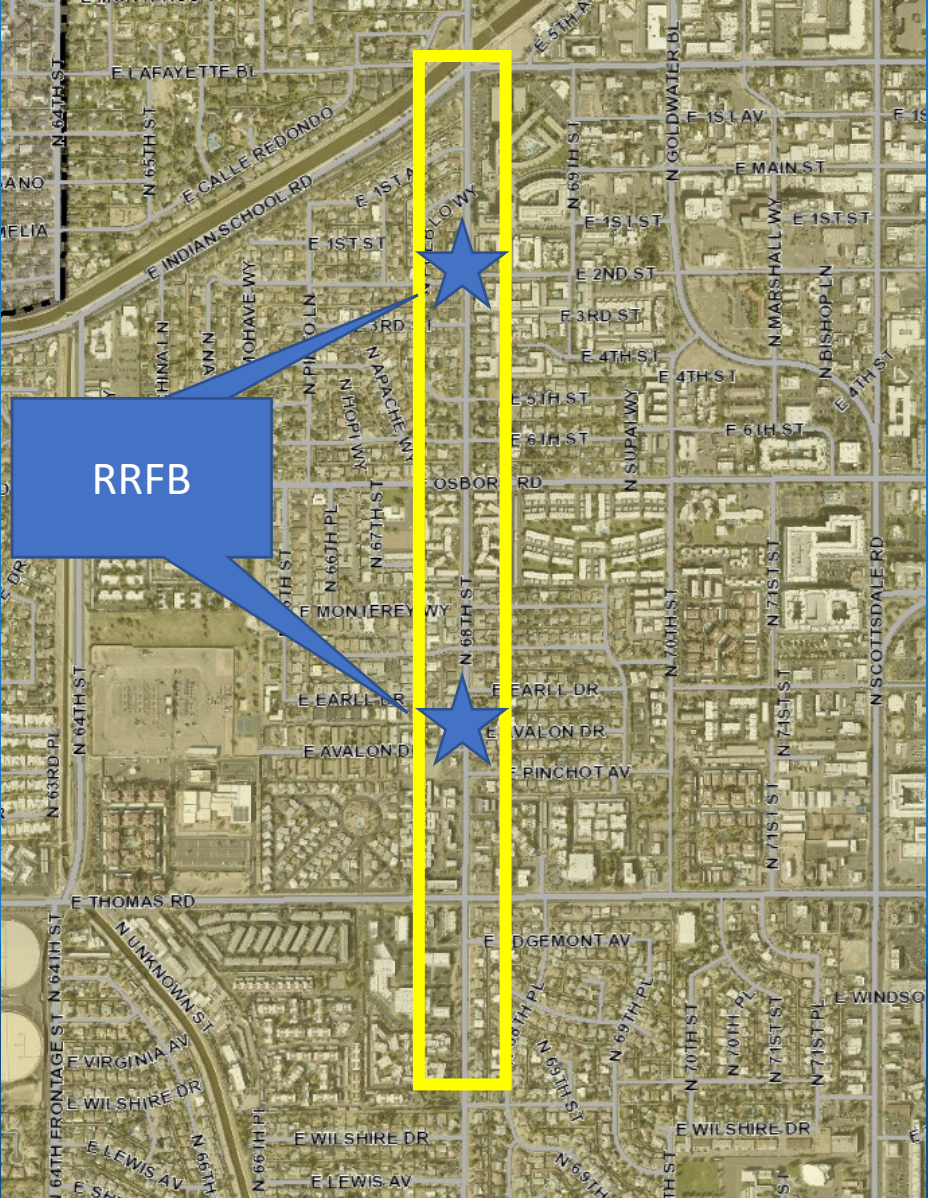
Path Wayfinding Signage - Construction



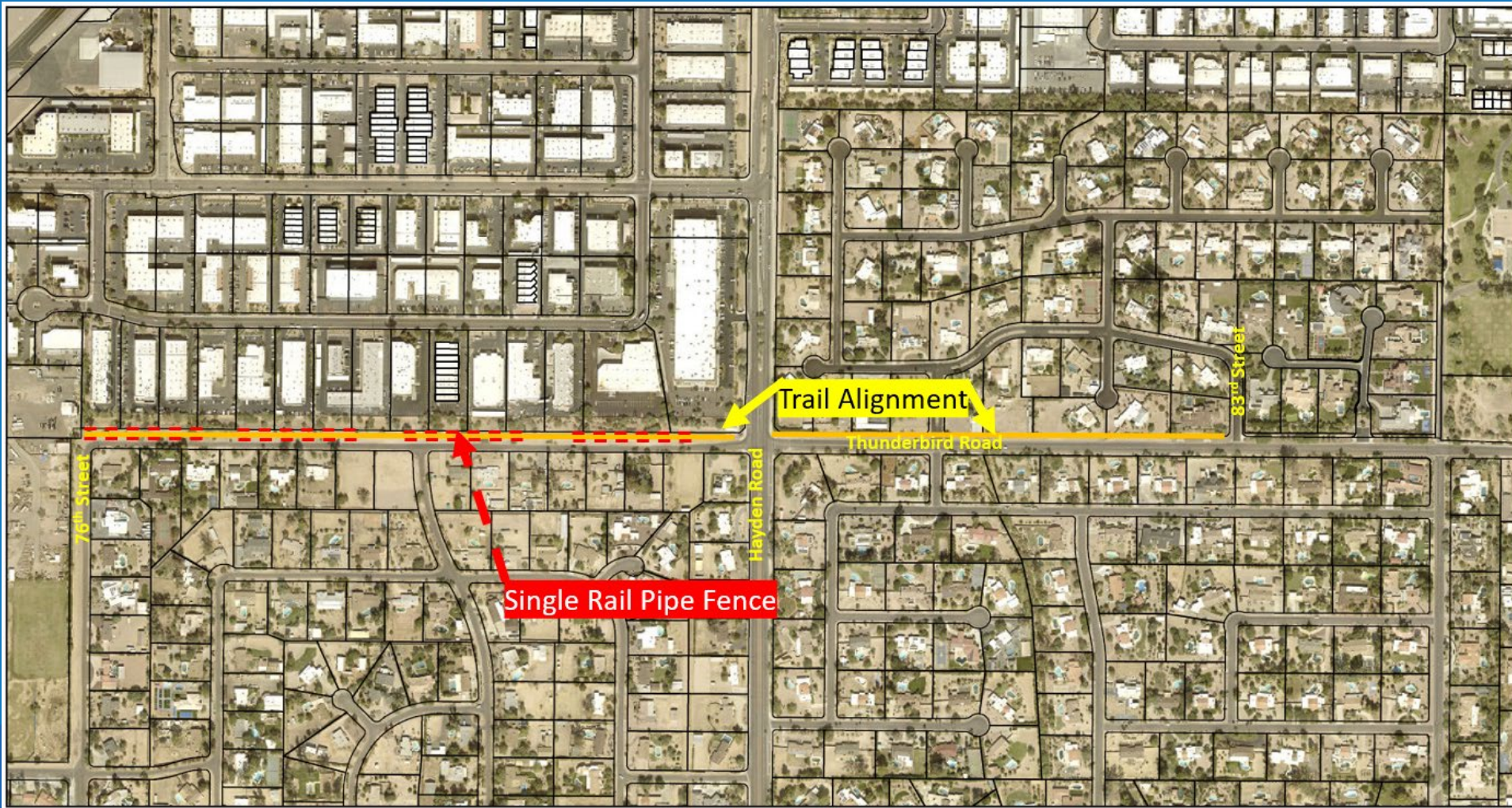
IBW Underpass at Chaparral – 90% Design



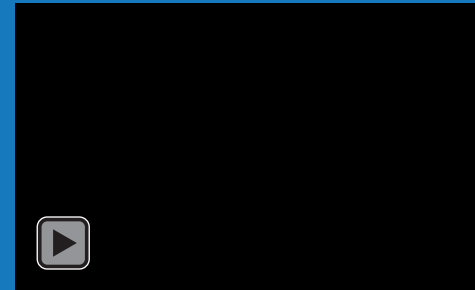
68th Street Complete Street - 60% Design



Thunderbird Trail – 60% Design



Drive
Through



Mobile Bike Tours



Additional Projects



Federal Funding Applications



Thank you. Questions?

TENTATIVE FUTURE AGENDA ITEMS

Rev.10-21-2021

All Items Subject to Change

TRANSPORTATION COMMISSION

MEETING DATE: December 16, 2021

REPORTS/PRESENTATIONS DUE December 9

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes November 18, 2021
- **Transportation Action Plan** **Presentation, Discussion and Action**
Discussion of the Transportation Action Plan and Commissions recommendations – David Meinhart, Transportation Planning Manager
- **Other Transportation Projects and Programs Status** **Information**
Status of projects and programs – Mark Melnychenko, Transportation & Streets Director
- **Commission Identification of Future Agenda Items** **Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: January 20, 2022

REPORTS/PRESENTATIONS DUE January 13

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes December 16, 2021
- **Vacant Land** **Presentation and Discussion**
Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager
- **New Project Development** **Presentation and Discussion**
Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager
- **Bus Ridership and the Transit System** **Presentation and Discussion**
Update on bus ridership and the Transit System – Ratna Korepella, Transit Manager
- **Commission Identification of Future Agenda Items** **Discussion**
Commissioners may identify items or topics of interest for future Commission meetings

MEETING DATE: February 17, 2022

REPORTS/PRESENTATIONS DUE February 10

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

FUTURE ITEMS:

- **Loop 101 Mobility Project** **Presentation and Discussion**
Kristin Darr, consultant
- **Impact on Parking** **Presentation and Discussion**
Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **Urban Air Mobility** **Presentation and Discussion**
Discuss Urban Air Mobility as Mode of Transportation
- **Smart City** **Presentation and Discussion**
Discussion on the City's participation in Smart City applications.

- **Study and Results from Truck Platooning**Presentation and Discussion
Update on Study and Results from Truck Platooning
- **Electric Car Movement**.....Presentation and Discussion
Presentation on electric car movement – Hong Huo, Traffic Engineer Principal
- **Shea and 124th Street Underpass**Presentation and Discussion
Update on underpass – Susan Conklu, Senior Transportation Planner
- **Downtown Trolley**Presentation and Discussion
Update on trolley usage – Ratna Korepella, Transit Manager
- **General Plan Update**.....Presentation and Discussion
Update on general plan – Erin Perreault
- **Transit System Evaluation Recommendations**..... Action
Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella, Transit Manager
- **Update on MAG Prop 400E**Presentation and Discussion
Update on MAG Prop 400E – MAG staff
- **Utilities Causing Project Delays**.....Discussion
Discuss the delays utility projects are holding up project schedules and budgets- Mark Melnychenko, Transportation & Streets Director
- **Scooter Pattern Usage**.....Presentation and Discussion
Discuss the number of EZ tickets received for scooter devices – Susan Conklu, Senior Transportation Planner
- **Bus Stop Lighting**.....Discussion
Discuss future plans to light bus stop shelters – Ratna Korepella, Transit Manager
- **Connected Vehicle Technology on Loop 101**Discussion
Discuss USA’s Transportation Research Department regarding connected vehicle technology – Mark Melnychenko, Transportation & Streets Director
- **Roundabout Education**.....Presentation and Discussion
Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager

PATHS & TRAILS SUBCOMMITTEE
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MEETING DATE: December 7, 2021

REPORTS DUE November 30, 2021

- **Approval of Meeting Minutes** Action
Approval of Regular meeting minutes of October 5, 2021
- **Path Counter Numbers Update** Presentation and Discussion
Information on the current path counter numbers – Susan Conklu, Senior Transportation Planner
- **Other Transportation Projects and Programs Status**..... Information
Status of projects and programs – Susan Conklu, Senior Transportation Planner
- **Subcommittee Identification of Future Agenda Items**..... Discussion
Subcommittee members may identify items or topics of interest for future Subcommittee meetings

FUTURE ITEMS:

- **Wayfinding**..... Presentation and Discussion
Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Bicycle Education Program** Presentation and Discussion
Update on Laws and Education – Susan Conklu, Senior Transportation Planner
- **Bike Month Recap**..... Presentation and Discussion
Information on Bike Month – Susan Conklu, Senior Transportation Planner
- **Access to Indian Bend Wash** Presentation and Discussion

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

- **Path and Trail Gap Analysis** **Presentation and Discussion**
Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner
- **Equestrian Connectivity** **Presentation and Discussion**
Panel – Susan Conklu, Senior Transportation Planner
- **Vision Zero**..... **Presentation and Discussion**
Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner

