SCOTTSDALE TRANSPORTATION COMMISSION
Notice and Agenda

Date: Thursday, April 15, 2021
Time: 5:15 P.M.
Location: Virtual
Live Stream: https://www.scottsdaleaz.gov/scottsdale-video-network/live-stream

Meeting will be held electronically and remotely
Until further notice, Transportation Commission meetings are being held electronically to virtually attend and listen/view the meeting in progress. Transportation Commission meetings are televised on Cox Cable Channel 11/streamed online at ScottsdaleAZ.gov (search "live stream") or will be available on Scottsdale's YouTube channel to allow the public to listen/view the meeting in progress.

Call To Order

Roll Call

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Donald Pochowski, Commissioner
Karen Kowal, Commissioner	Andy Yates, Commissioner
B. Kent Lall, Commissioner	

Public Comment

Spoken comment is being accepted on agenda items. To sign up to speak on these items, please click here. Request to speak forms must be submitted no later than 90 minutes before the start of the meeting.

Written comment is being accepted for both agendized and non-agendized items and should be submitted electronically at least 90 minutes before the meeting. These comments will be emailed to the Transportation Commission and posted online prior to the meeting. To submit a written public comment electronically, please click here.

1. **Approval of Meeting Minutes---------- Discussion and Action**
   Regular Meeting of the Transportation Commission – March 18, 2021

2. **Special Meetings for Transportation Action Plan----------Action**
   Approval of meeting dates and times presented

3. **Neighborhood Traffic Management Policy Update----------Action**
   Update revised policy – Sam Taylor, Traffic Engineer

4. **Pedestrian Hybrid Beacons (HAWKs) overview including the McCormick-Stillman Underpass**
   Presentation and Discussion
   Provide an overview on the Pedestrian Hybrid Beacons (HAWKs) including the McCormick-Stillman Underpass – Kiran Guntupalli, Traffic Engineer Principal

5. **Budget Update**----------**Action**
   Proposed Transportation Operating budget and 5-year Capital Improvement Plan including ALCP strategy – Mark Melnychenko, Transportation and Streets Director and David Meinhart, Transportation Planning Manager

6. **Other Transportation Projects and Program Status**---------- **Discussion**
   Status of projects and programs – Mark Melnychenko, Transportation & Streets Director

7. **Commission Identification of Future Agenda Items**---------- **Discussion**
   Commission members identify items or topics of interest to staff for future Commission presentations

Adjournment

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

DRAFT SUMMARIZED MINUTES

CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING

Thursday, March 18, 2021

Meeting Held Electronically and Remotely

1. CALL TO ORDER

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

2. ROLL CALL

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

STAFF: Mark Melnychenko, Transportation & Streets Director
Mariah Maindonald, Staff Representative
Adam Yaron, Principal Planner
Taylor Reynolds, Project Coordination Liaison
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager

3. PUBLIC COMMENT

There was one written comment from homeowners affected by the Miller Road Bridge. This topic will be discussed at the May, 2021 meeting.

4. APPROVAL OF MINUTES

COMMISSIONER KOWAL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON FEBRUARY 18, 2021 AS PRESENTED. COMMISSIONER YATES SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER, POCHOWSKI AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. 1-GP-2021: DRAFT SCOTTSDALE GENERAL PLAN 2035

Taylor Reynolds, Project Coordination Liaison, discussed that the General Plan is a broad policy, legally mandated document, containing community-wide goals. It is not regulatory, rigid or static, is amendable and not specific to any project. The General Plan must be updated every ten years. The process includes enhanced public outreach, Planning Commission recommendation and City Council adoption. The General Plan must be ratified by the voters via election. The 2001 General Plan was ratified by public vote in 2002. There was a required update process in 2011, however it failed to be passed via election by a margin of 2 percent. As such, the 2001 General Plan remains in effect.

The City continued to meet statute requirements between 2012 and 2014, including the 2035 General Plan update process. This included a 25-member task force representative of citizens from all areas of the City, however it did not go through the public hearing process. As a highly vetted plan, it has been used as a baseline plan for the Citizen Review Committee (CRC) process. The CRC included 13 appointments from boards and commissions, with Chair Iacovo having served. The CRC completed its charge by reviewing the entire draft plan and reviewing over 300 public comments. The current stage of the process involves undertaking the state required adoption process through the Planning Commission and City Council with a goal to have the measure on a November ballot.

Highlights of major updates were reviewed, specific to the Transportation Commission's purview, including the Circulation Element, Bicycling Element and Implementation Chapter.

The CRC has requested specific input from the Transportation Commission as it relates to high capacity transit. Chair commented that previously, the term high capacity transit had a connotation of only rail. The goal of the new glossary term is to indicate the actual definition, which may include bus, articulated bus, smaller van, van pool or anything used to move a larger number of people than can be moved by a traditional vehicle or bicycle.

In response to a Commissioner question, Chair stated that this category does not exclude rail. It is any transit technology that operates or functions to move a large number of passengers.

Vice Chair commented that there should be a guideline to determine what the "large number of passengers" equates to.

Adam Yaron, Principal Planner, clarified that rail is excluded from high capacity transit in the existing 2016 Transportation Master Plan. In updating the Transportation Master Plan, there is a reliance on the details of its included modes to implement the definition. Chair stated that the CRC was reluctant to start naming types of transit modes to be considered and instead elected to introduce the glossary term for what is actually a definition of high capacity transit. To the Vice Chair's point, she stated she was not certain whether the word "large" should be quantified and

that high capacity would be considered as any mode other than a car. Commissioner suggested the possibility of adding a detail such that high capacity would entail transporting 40 or more people. Chair stated that vans do not hold 40 people, yet they are considered high capacity transit. Commissioner commented that by resisting a tighter definition now, this will prevent the need to have to defend such definition in the future. Some upcoming technologies are not known at this time. Dave Meinhart, Transportation Planning Manager suggested that definition of "large" with regard to transit would be better addressed in the transit element of the Transportation Action Plan. Ratna Korepella, Transit Manager, and Mark Melnychenko, Transportation & Streets Director, concurred.

Mr. Reynolds review the public input opportunities that have been available and will continue to be available over the coming months.

Commissioners provided the following suggestion: Rewrite language that specifically addresses rail and rewrite it as "Assess high capacity regional transit alternatives."

Commissioner addressed the bias that exists as a result of the 2016 resolution that prohibits discussion or consideration of rail options in the City.

Mr. Melnychenko suggested the following wording: "Assess alternatives for and connections to high capacity regional transit."

In response to a Commissioner question, Mr. Yaron stated that if the plan is not ratified by the voters, staff will likely continue efforts to continue working on the plan to a point where it passes ratification. The existing 2001 plan will remain in effect until that time.

In response to a Commissioner question, Mr. Yaron stated that Commissioners are free to recommend the plan to other residents, but would need to do so as one citizen to another and not in their official capacity as a Commissioner.

6. TRANSPORTATION ACTION PLAN

Mr. Meinhart stated that this item represents the effort to update the existing 2016 Transportation Master Plan and to ensure that plans going forward are consistent with the proposed new General Plan. Scottsdale recently received the results of the 2020 National Community Survey with questions specific to Scottsdale. The process compares Scottsdale citizen responses to those received from other communities of varying sizes throughout the country. Responses have continued to trend toward "excellent" or "good" over time, particularly regarding ease of travel by car. There is modest growth in ease of walking. Ease of bicycling has remained flat since approximately 2013. Street repair is steady. Bus and transit service has seen significant growth, from a 38 percent satisfaction to 62 percent satisfaction.

Early concepts for the Streets Element were discussed, including a review of the classifications for existing and planned streets. Analysis indicates that several reductions in street classifications may be recommended in the TAP:

- Major Arterial (6 lanes with raised median) to Minor Arterial (4 lanes with raised median)
  - Hayden Road: McKellips to Indian School
- Couplet (5 lanes with raised median) to Minor Arterial

    - Drinkwater Boulevard
    - Goldwater Boulevard
- Minor Arterial to Minor Collector (2 lanes with center turn lane or median)
    - Tom Darlington Drive: Carefree Highway to Leisure Lane
    - Westland Drive: Scottsdale to Hayden
- Major Collector (4 lanes with center turn lane or median) to Minor Collector
    - 92nd Street: Raintree to Frank Lloyd Wright
    - 96th Street: Via Linda to Shea
    - 100th Street: Frank Lloyd Wright to Frank Lloyd Wright
    - 130th/132nd Street: Shea to Via Linda
    - Legend Trail Parkway: Pima to Stagecoach Pass
    - McCormick Parkway: Scottsdale to Hayden
    - Osborn Road: 68th to Scottsdale
    - Raintree Drive: Thompson Peak to Frank Lloyd Wright
    - Redfield Road: Raintree to Frank Lloyd Wright
    - Thunderbird Road: 89th to Frank Lloyd Wright

Staff is reviewing typical street cross sections as the TAP moves forward. One area of early focus is the minor collector classification, where the standard cross section recommends a continuous center lane in most circumstances. Early analysis indicates that approximately 50 lane miles of minor collectors could be converted to a second minor collector cross section that does not include or plan for a center turn lane.

Chair inquired as to risks of changing the lane capacity from major to minor, such as right-of-way impacts. Mr. Meinhart stated that a “paint diet” can be used to determine impacts without significant structural changes.

Commissioner commented on the major complexes planned for the area of Hayden and Oak as well as other significant growth in the area, and inquired as to what stats would justify keeping Hayden as a major arterial. Mr. Meinhart stated that for an urban area, 10,000 cars per day per lane would trigger analysis into the investment of adding more capacity. Adding capacity also increases the need for ongoing maintenance. One of the factors for Hayden is that the 2040 model builds in the fact that Pima Road to the east will have four lanes.

Vice Chair asked what conditions would warrant narrowing a road by moving curbs. Mr. Meinhart said these improvements are more likely to occur through a list of projects identified through a bond election or improvement district. Another option is the submission of projects for scoring through MAG’s regional transportation plan.

Mr. Meinhart discussed early concepts for the Streets Element. Scottsdale partners with Phoenix and Valley Metro on the operations side. Funding is nearly 100 percent funded by Proposition 400 transit element. Three trolley routes are currently operating. Due to insufficient travel volumes, the Downtown route has not been reinstated. One express bus route is still in operation, which connects along the freeway to the Mustang Transit Center and east to Fountain Hills. A map of corridors with highest potential transit ridership was reviewed.

The Bike Element and early concepts were discussed. Priorities include completing and/or renovating paths to more realistic standards for width and pavement quality. The main focus is on completing the north/south spines, however east/west paths were also reviewed. As roadway improvements are completed, eight-foot wide sidewalks will be installed over time on arterials and

major collectors. Restripe opportunities may allow inclusion of buffered bike lanes and widened bike lanes. The Trails Element includes key focus areas, such as completing connections to the McDowell Sonoran Preserve. Early concepts for the website landing page were reviewed, including story maps as a way to combine graphics, video and interviews.

In terms of the Commission calendar, Commissioners may wish to consider adding action plan only special meetings or work study sessions with a time frame of May through August or September.

Commissioner inquired as to specific studies for high capacity transit on Scottsdale Road in terms of Arizona State University at the south end, linking to Tempe Light Rail and Sky Harbor Airport. Mr. Meinhart confirmed analysis for the 2008 Transportation Master Plan, including potential rail in the corridor. It was also analyzed for potential high capacity transit in 2019. MAG and/or Valley Metro is exploring high capacity transit potential in various corridors. The need for ongoing discussions with Tempe and Chandler regarding regional connectivity and consistent frequency in this particular corridor was noted.

Commissioners discussed the potential for future work study/special meetings to continue work on this topic with general consensus for special meetings. Mr. Meinhart suggesting adding an agenda item for the April meeting for further discussion and action.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko provided a brief update on public outreach efforts for the following projects:

- 70th Street Neighborhood Bikeway Study
- Old Town Bicycle Master Plan
- Miller Road improvements and bridge

8. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The Commission requested a discussion regarding Commission's intent to hold special meetings or work sessions.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Vice Chair Anderson, the meeting adjourned at 7:39 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller, Pochowski and Yates
NAYS: None

SUBMITTED BY:

eScribers, LLC

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

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Dave Meinhart, Transportation Planning Manager**
Subject: **Special Meeting Calendar – May 2021 to September 2021**
Meeting Date: **April 15, 2021**

Action: Approve proposed calendar for Transportation Commission Special Meetings to review the Transportation Action Plan.

Purpose:
Receive Transportation Commission's concurrence on the calendar of Special Meetings that was developed after polling of the members.

Information:
At the March 2021 Transportation Commission meeting, staff proposed the addition of extra meetings to provide sufficient opportunity to develop and review the 2021 Transportation Action Plan. A series of dates and times were provided to the Commission members for consideration. Based on the feedback received, the proposed dates and times listed below were identified as the best options for meeting quorum requirements and allowing sufficient staff coverage.

May 4, 2021 (4:00 PM-6:00 PM)

June 3, 2021 (5:15 PM-7:15 PM)

July 8, 2021 (5:15 PM-7:15 PM)

August 4, 2021 (4:00 PM-6:00 PM)

September 9, 2021 (5:15 PM-7:15 PM)

Staff Recommendation:
Approve the list of Special Meetings as presented.

Next Steps:
The Special Meetings will be scheduled beginning on May 4, 2021.

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

CITY OF SCOTTSDALE

Special Meeting Calendar

Transportation Commission
April 15, 2021

Transportation Commission Special Meeting Calendar

- Consider adding Transportation Action Plan-only special meetings (public comment allowed)
  - Calendar developed after polling of Commissioners
  - Dates/Times
    - May 4, 2021 (4:00 PM-6:00 PM)
    - June 3, 2021 (5:15 PM-7:15 PM)
    - July 8, 2021 (5:15 PM-7:15 PM)
    - August 4, 2021 (4:00 PM-6:00 PM)
    - September 9, 2021 (5:15 PM-7:15 PM)

CITY OF SCOTTSDALE

Recommendation:

Approve meeting dates and times as presented

CITY OF SCOTTSDALE

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Sam Taylor, Traffic Engineer**
Subject: **Neighborhood Traffic Management Policy Update**
Meeting Date: **April 15, 2021**

Action: Approval of updated Neighborhood Traffic Management Policy document.

Purpose:

Discuss current traffic calming efforts and procedures along with proposed revisions to the current Neighborhood Traffic Management Policy. Request approval of the revised policy document.

Background:

Traffic engineering staff routinely fields requests for the approval and installation of traffic calming devices on both public and private streets. Staff responds to these requests based on the guidelines and criteria in the current policy. However, as Scottsdale's street network continues to develop and new technology becomes more prevalent throughout the region, the traffic calming policy should also be adapted to reflect the current conditions and applications. Staff's most recent efforts in responding to traffic calming requests throughout the city suggest that the policy be modified to provide alternatives for street segments that do not satisfy all the criteria in the policy, particularly the residential frontage criteria. Additionally, with changes in staffing both in transportation and other departments throughout the city, the speed awareness aspect has been modified and incorporated into a wholistic traffic calming effort that should be reflected in the new policy.

The current policy was last updated in 2010. The proposed 2021 update features an updated format to make the policy easier to understand, it also makes substantial changes to the speed awareness section and adds new criteria for the installation for speed feedback signs. Additionally, the Private Streets section was reviewed and revised to ensure that it meets current planning requirements and ensure that city services for private communities are not negatively impacted. Other minor revisions were included so that the policy is consistent with how the Neighborhood Traffic Management Program (NTMP) is currently being implemented by staff and interpreted by residents.

Recent Traffic Calming Efforts:

- **Response to individual requests:**
  Since June 2018, the city has responded to more than 100 individual requests for traffic calming devices. Each request is reviewed by staff and the citizen is contacted and informed of the policy requirements and criteria. Staff will then work with the citizen through each step of the NTMP process until an outcome or solution is determined.
- **Modifying the "Speed Awareness Program"**
  In 2020, the transportation department worked with Scottsdale Police to modify the Speed Awareness Program to more efficiently address citizen concerns and to properly route requests for enforcement and traffic calming. As a part of this effort, the city's NTMP webpage was updated and simplified and a new link was created in the ScottsdaleEZ system specifically for traffic calming requests.

- **Allocation of NTMP Funds**
  For the past three fiscal years, the city allocated $250,000 to the NTMP fund center.
  - During **FY18-19**, the NTMP funds were redistributed towards funding the Drinkwater bridge renovation and repair.
  - During **FY19-20** in response to NTMP requests, these funds were used to install a median Island at the 82nd Street and Camelback Road intersection, modify an existing traffic calming device to address stormwater concerns, purchase ten solar Speed Feedback Signs for future installation and purchase five radar traffic counters for use when collecting traffic volume and speed data. Additionally, these funds were used to install bike lanes, narrow travel lanes and provide more transportation alternatives on several street segments in McCormick Ranch listed below.
    - Via Paseo del Sur, Via Paseo Del Norte, Arabian Trail, Via De Lago, Northern Avenue, Via de Belleza, Via Del Paraiso and Via Linda.
  - During **FY20-21** (Current FY) Staff has allocated funds to resurface and restripe 86th Street between Chaparral and McDonald to add bike lanes, parking lanes and narrow travel lanes. Staff is also currently evaluating other Speed Feedback Sign vendors and developing a system for installation of new speed feedback signs and replacement or removal of old speed feedback signs.
- **Signing and Striping Modifications**
  As a part of the traffic calming review process, transportation staff review each individual location and determine if any signing or striping changes may be applicable on that segment that may be a preferable alternative to traffic calming devices. Such changes include striping bike lanes, stop bars, center lines, stop signs, shoulder lines, lane transition lines, advanced warning signs and speed feedback signs.
- **Speed Feedback Sign – Homeowners Association Partnership**
  The Transportation and Streets department has recently partnered with several Homeowners Associations (HOA) that desire Speed Feedback Signs on streets which do not meet the city's NTMP criteria but the HOA's are willing to pay for them. The city agrees to install and maintain the signs in public ROW for a minimum period of five years and the HOA agrees to purchase the sign displays and have them shipped to the city for installation. Such agreements have recently been made with the McCormick Ranch Property Owners Association, Legend Trail Homeowners Association and Pinnacle Peak Vistas Homeowners Association.

Policy Updates:

The first and most apparent change to the policy is the change in formatting and the amount of text throughout the document. The updated policy includes substantially less text and is more concise, easier to understand and less ambiguous in some sections. The format was also updated to have a more modern appeal that matches the city's current font for public documents.

The second major change was to the Speed Awareness section. The updated policy combines our current speed awareness practices into the NTMP process and describes them as optional services that can be applied to most residential streets upon request. This eliminates past confusion over the differences between the old Speed Awareness Program and the Neighborhood

Traffic Management Program (NTMP). This change also helps Scottsdale Police to focus their efforts more on enforcing speeds on larger, more heavily trafficked street segments.

The third major change was the addition of the Speed Feedback Sign Installation Criteria Section. This section was added due to an increase in requests for these devices. Speed feedback Signs are potential alternative traffic calming devices for collector streets in residential areas that might not otherwise qualify for vertical or horizontal re-alignment. These criteria were set based on results from past traffic calming requests and data collection to be applicable on residential collector streets that have limited driveway access (which determines residential frontage) and experience high speeds on a regular basis. These types of streets are often considered by many citizens to be residential in nature, yet they experience heavier traffic volumes and higher speeds than typical residential streets with driveway frontage. In order to provide more options besides police enforcement and signing and striping changes and to keep up with other cities in the region, staff recommends adopting these criteria for installation of speed feedback signs.

The fourth change to note is that each qualifying speed criteria was reduced by one mile per hour. The volume and speed criteria are often the primary factors in determining if a road qualifies for traffic calming or not. This change is proposed due to a now lower number of streets throughout the city that meet these criteria. This change is also proposed to make the criteria more understandable for the reader. Below are two tables that display the existing volume and speed criteria and the proposed criteria.

Proposed Volume and Speed Criteria		
Traffic Calming Device	**Volume Criteria (vehicles per day)**	**Speed Criteria**
Vertical Realignment	500 to 3,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.
Horizontal Realignment	500 to 3,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.
Speed Feedback Sign	More than 1,000 vpd	30% 5 mph or more above Speed Limit. 15% 10 mph or more above Speed Limit
Route Restrictions	500 to 2,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.

Existing Volume and Speed Criteria		
Traffic Calming Device	**Volume Criteria (vehicles per day)**	**Speed Criteria**
Vertical Realignment	500 to 3,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.
Horizontal Realignment	500 to 3,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.
Speed Feedback Sign	N/A	N/A
Route Restrictions	500 to 2,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.

The fifth and final major change was the omission of the neighborhood meeting process as an alternative to the petition process. This change was made because of the difficulties associated with determining a conclusive outcome from a neighborhood meeting and low attendance rates at past neighborhood meetings.

Next Steps:

Upon commission approval of the updated policy, staff will post the updated policy on the city webpage and begin operation under the new policy.

Staff Contact: Sam Taylor, 480-312-2526, staylor@scottsdaleaz.gov

Attachment 1: Revised Policy
Attachment 2: Current Policy

Traffic Engineering
Transportation & Streets Department

7447 E. Indian School Road
Suite 205
Scottsdale, Arizona 85251

480-312-7250

Neighborhood Traffic Management Policy

Updated: April 2021

Traffic Engineering
Transportation & Streets Department
7447 E. Indian School Road, Suite 205
Scottsdale, Arizona 85251
480-312-7250

NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY

Policy approved by Transportation Commission

Initial Policy Approved: November 2007

Revised Policy Approved: October 2010

Revisions Proposed: April 2021

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POLICY GOALS AND OBJECTIVES

This policy defines the procedures and criteria involved in the city of Scottsdale's Neighborhood Traffic Management Program (NTMP). The goal of the NTMP is to resolve neighborhood vehicle speeding and safety concerns by achieving better speed limit compliance on residential, local and minor collector streets and to ensure that the needs of all stakeholders are met. The NTMP aims to achieve this goal by incorporating the following:

- Specific traffic volume and speed criteria that define acceptable standards for local streets
- Consideration of distinct traffic and neighborhood features, such as the following:
  - High volume of pedestrians or bicycles
  - Adjacent parks, schools, or community centers
  - Very high speeds with very low traffic volume
- Review and approval of project plans by the Fire Department, Police Department, Water Department and Public Works Department
- Review and approval of projects that advance past the petition phase by the Transportation Commission
- Notification and outreach to affected areas

PROGRAM COMPONENTS

Recognizing that there is no one-size-fits-all solution to speed concerns, the NTMP takes a comprehensive approach. The NTMP consists of two components--neighborhood speed awareness and neighborhood traffic calming--that encompass the three "Es" of traffic safety: education, enforcement and engineering.

Neighborhood Speed Awareness (Education and Enforcement)

The neighborhood speed awareness component focuses primarily on education and enforcement. For example, residents are encouraged to educate their neighbors about speeding concerns through the process of filling out a Letter of Interest Form (see page 10). Other residents can sign the form to show their support for initiating the NTMP in their neighborhood. Residents can also request a temporary speed feedback sign to educate drivers about their travel speeds and speed limits in the neighborhood. Finally, residents can request an hour of police patrol to both enforce speeds and educate drivers.

Neighborhood Traffic Calming (Engineering)

The neighborhood traffic calming component focuses primarily on engineering. Once the Letter of Interest Form has been provided to the Transportation and Streets Department, the city will collect traffic volume and speed data to compare with policy criteria for potential installation of permanent or semi-permanent traffic calming devices. A resident may also request changes to traffic signs and markings on their street, which may not require collection of traffic data.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM - STEP BY STEP

Step 1 – Contact the city.
The resident must initiate contact with the city, either by submitting an online ScottsdaleEZ request or by directly contacting the Transportation and Streets Department.

Step 2 – Discuss concerns and potential solutions with city staff.
A member of city staff will reach out to the resident to acquire more details about the concern and discuss potential solutions and policy criteria.

Step 3 – Collect signatures on a Letter of Interest Form and submit it to the city.
If city staff indicates that initial criteria for traffic calming are met and the resident wishes to pursue permanent or semi-permanent traffic calming, the resident must submit a completed Letter of Interest Form (see page 10) to staff to initiate a formal study of traffic conditions. The Letter of Interest Form must include signatures from at least 10 current residents or property owners or from at least 50% of the residents or property owners along the street section under consideration for traffic calming.

Step 4 – Review traffic data.
City staff collects and processes traffic data and then sends a formal email to the resident documenting the outcome of the data collection and whether it meets policy criteria for the requested traffic calming device(s).

Step 5 – Initiate a neighborhood petition.
If the street segment meets policy criteria, city staff and the resident work together to create a concept plan, define the affected and notification areas, and create a petition form. The resident will then be responsible for acquiring signatures from a minimum of 70% of the addresses within the affected area and 100% of the addresses within 50 feet of proposed traffic calming devices. Refer to the petition process section on page 8 for more details.

Step 6 – Obtain Transportation Commission approval for construction of the project.
The final step requires approval of the project by the Scottsdale Transportation Commission. City staff will prepare a presentation of all relevant information related to the project and request approval for construction of the project from the commission. Construction will be completed at no direct cost to the resident.

BENEFITS AND DEFICIENCIES OF TRAFFIC CALMING

Before requesting permanent or semi-permanent traffic calming devices, it is important for the resident to understand all potential benefits and deficiencies of these devices.

Potential Benefits of Traffic Calming
Below are expected potential benefits of traffic calming devices. However, benefits are not guaranteed and what some may see as a benefit, others may see as a drawback.

- Substantially reduces number of vehicles traveling more than 35 mph
- Noticeably reduces number of vehicles traveling more than 30 mph
- May noticeably reduce number of vehicles traveling on a street
- Present 24 hours-per-day, 365 days-per-year
- Enhanced neighborhood appeal
- Improved comfort for bicycles and pedestrians
- Increased driver awareness

Potential Deficiencies of Traffic Calming

Along with the potential benefits of traffic calming devices, there are also some potential deficiencies. Again, not everyone will see all of these as deficiencies.

- Continued vehicle speeds over 35 mph
- May delay emergency vehicle response
- Increased vehicle noise
- Requirement of some residents to travel through speed calming devices whenever they drive to or from home
- May result in debris accumulation
- May detract from neighborhood appeal
- May impact driveway access

TRAFFIC CALMING CRITERIA BY DEVICE TYPE

Specific criteria and conditions must be met for each type of permanent or semi-permanent traffic calming device to be installed in the city of Scottsdale.

Vertical Realignment Criteria (Speed Cushions or Speed Tables)

- The street segment being considered for traffic calming is 660 to 5,280 feet in length.
- The street is paved.
- The street is planned for only one through motor vehicle lane per direction.
- The street has 500 to 3,000 vehicles per day.
- The following two speed conditions are met:
    - At least 40% of traffic travels at speeds of 5 mph or more above the speed limit.
    - At least 20% of traffic travels at speeds of 10 mph or more above speed limit.
- Taking both sides of the street into consideration, the street has more than 50% direct residential access. Exceptions may be given to streets adjacent to a school or park or to streets designated as a pedestrian or bicycle route.

Horizontal Realignment Criteria (Median or Side Islands)

- The street segment being considered for traffic calming is 660 to 5,280 feet in length.
- The street is paved.
- The street is planned for only one through motor vehicle lane per direction.
- The street has 500 to 3,000 vehicles per day.
- The following two speed conditions must be met:
    - At least 40% of traffic travels at speeds of 5 mph or more above the speed limit.
    - At least 20% of traffic travels at speeds of 10 mph or more above speed limit.
- Taking both sides of the street into consideration, the street has more than 50% direct residential access. Exceptions may be given to streets adjacent to a school or park or to streets designated as a pedestrian or bicycle route.
- The street does not qualify or is unacceptable for vertical re-alignment.

Speed Feedback Sign Criteria and Conditions

- The street has 1,000 or more vehicles per day.
- The following two speed conditions must be met:
    - At least 30% of traffic travels at speeds of 5 mph or more above the speed limit.
    - At least 15% of traffic travels at speeds of 10 mph or more above speed limit.
- Conditions where a speed feedback sign is not appropriate:
    - Speed feedback signs should not be installed on a significant horizontal or vertical curve.
    - Solar speed feedback signs should not be installed in areas with low sunlight.
- Speed feedback signs are considered semi-permanent solutions and may be relocated after a period of three years if they are deemed to be ineffective.
- The use of speed feedback signs is subject to the availability of Neighborhood Traffic Management program funds, and locations will be determined by priority if sufficient funds do not exist.
- Due to the high visibility of speed feedback signs, effort shall be made to locate the sign where it creates the least impact to surrounding property owners. Before installation all property owners within visual proximity of the proposed sign location shall be notified. If staff receives concerns, then a determination will be made as to whether the sign should be relocated or not installed.

Route Restricting Traffic Calming Criteria

- Adjacent non-residential routes can accommodate diverted traffic.
- The street segment is 0.5 to 2 miles in length.
- The street is paved.
- The street is planned for only one through motor vehicle lane per direction.
- The street has 500 to 2,000 vehicles per day.
- The following two speed conditions must be met:
    - At least 40% of traffic travels at speeds of 5 mph or more above the speed limit.
    - At least 20% of traffic travels at speeds of 10 mph or more above speed limit.
- Taking both sides of the street into consideration, the street has more than 50% direct residential access. Exceptions may be given to streets adjacent to a school or park, or to streets designated as a pedestrian or bicycle route.

PETITION PROCESS

The petition process is largely driven by the resident with support from city staff and is the last major hurdle before project implementation. Below is a list of roles and responsibilities for completing the petition:

- City staff determines notification and affected areas.
- City staff provides resident(s) with the following:
  - Petition form with proposed traffic calming project plan on back
  - Information packet
  - Notification area map(s)
- City staff includes specific project information on city website.
- City staff posts project notification signs at identified street or neighborhood entry that includes city website project information.
- Resident(s) circulates petition in affected area and returns petition to the city.
- City staff evaluates petition to make sure the following conditions are met:
  - 70% of addresses (either owners or long-term tenants) in affected area must sign. One signature is allowed per household or property.
  - Vacant homes or properties are excluded from affected area and petition.
  - 100% of addresses (either owner or long-term tenants) within 50 feet of proposed traffic calming devices must sign petition.
- City staff may contact individual signatories.

The city typically defines the affected area(s) and notification area(s) as follows:

Affected Area

- Residents adjacent to the street
- Residents/institutions/businesses adjacent to the street that have no alternative route
- Residents that are most likely to choose the route being considered for traffic calming for access to their home
- Residents that are not separated from the area by a minor collector or larger designated street

Notification Area

- The affected area
- Residents on streets likely to experience increases in traffic volumes or travel speeds of 10% or more due to traffic calming implementation
- Residents on streets within ¼ to ½ mile of the street(s) being considered for traffic calming implementation
- Residents that are not separated by a major collector or larger designated street
- Drivers/other users of the street notified by driver-visible signage posted on streets proposed for devices

PROJECT PRIORITIZATION

Construction of approved traffic calming projects will be based upon available funding and the following prioritization factors in order of importance:

- Percentage of speeding vehicles
- Daily traffic volume
- Street is adjacent to a school or park or adjacent to a designated pedestrian or bicycle route.

The Transportation Commission will determine which projects are priorities if there is limited funding available for project requests.

DEVICE REMOVAL OR MODIFICATION

Requests to remove traffic calming devices can be made no earlier than 12 months after the project has been completed. The process to remove the traffic calming devices is the same as the petition process to install the devices. Exceptions may be made by the Transportation Commission or City Council.

Requests for modifications to a traffic calming project can be made at any time to the Transportation Department. The traffic engineering manager will determine if a petition process is necessary for a requested modification. Installing additional traffic calming devices to an existing project may be considered if the street qualifies for the speed and volume criteria 12 months after project completion.

A device may be removed or modified if it causes stormwater or emergency response issues or if it has adverse impacts on adjacent streets.

TRAFFIC CALMING APPROVAL ON PRIVATE STREETS

Private communities may decide to install traffic calming devices on private streets at their own discretion. However, private communities must still involve the city in the planning and development process of traffic calming projects. The city may have rights or easements on a private street, or city services to that private community may be impacted. The private community must follow the steps below:

- Contact the Scottsdale Transportation and Streets Department to discuss the traffic calming effort.
- Submit detailed plans for the traffic calming installation to the city's One Stop Shop for review. These plans will then be reviewed by the city's Police Department, Fire Department, Transportation and Streets Department, and Stormwater.
- Once the plans are approved and a permit is issued, construction may begin.
- Construction is accomplished without city of Scottsdale funding.

Neighborhood Traffic Management Program Letter of Interest Form

FROM: _____

ADDRESS: _____

PHONE NUMBER: _____

E-MAIL: _____

DATE: _____

We, the undersigned, are interested in neighborhood traffic management for the following street. Please submit a separate form for each street. Please only one signature per address.

Street: _____ from _____ to _____

	PRINTED NAME	ADDRESS	E-MAIL OR PHONE	SIGNATURE
1)				
2)				
3)				
4)				
5)				
6)				
7)				
8)				
9)				
10)				

Return to: Scottsdale Transportation and Streets Department, 7447 E. Indian School Rd., Suite 205, Scottsdale, AZ 85251 480-312-7696

Transportation Department - received by: _____

Date: _____

Neighborhood Traffic Management Program Petition

Street: _____ from _____ to _____

Residents of your neighborhood requested traffic calming shown on the back of this petition. The Scottsdale Transportation and Streets Department requests resident approval of the installation. The city of Scottsdale Neighborhood Traffic Management Program will fund this installation.

Signatures must be either the property owner's or property resident's, and the signer must be 18 years old or older. Only one signature per property.

The city of Scottsdale Neighborhood Traffic Management Program is available for review at https://www.scottsdaleaz.gov/transportation/streets/traffic-management. By signing, those named below support the neighborhood traffic management plan shown on the back of this petition. For additional information, contact Scottsdale Traffic Engineering at 480-312-7696.

	PRINTED NAME	SIGNATURE	ADDRESS	DATE
1)				
2)				
3)				
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
12)				
13)				
14)				
15)				
16)				

Petitions without map on reverse will not be accepted.

Petition circulator: _____

Transportation Department received: _____

Figure 1, **Figure 2,** and **Figure 3** provide hypothetical examples of affected areas and notification areas for small, medium, and large neighborhoods.

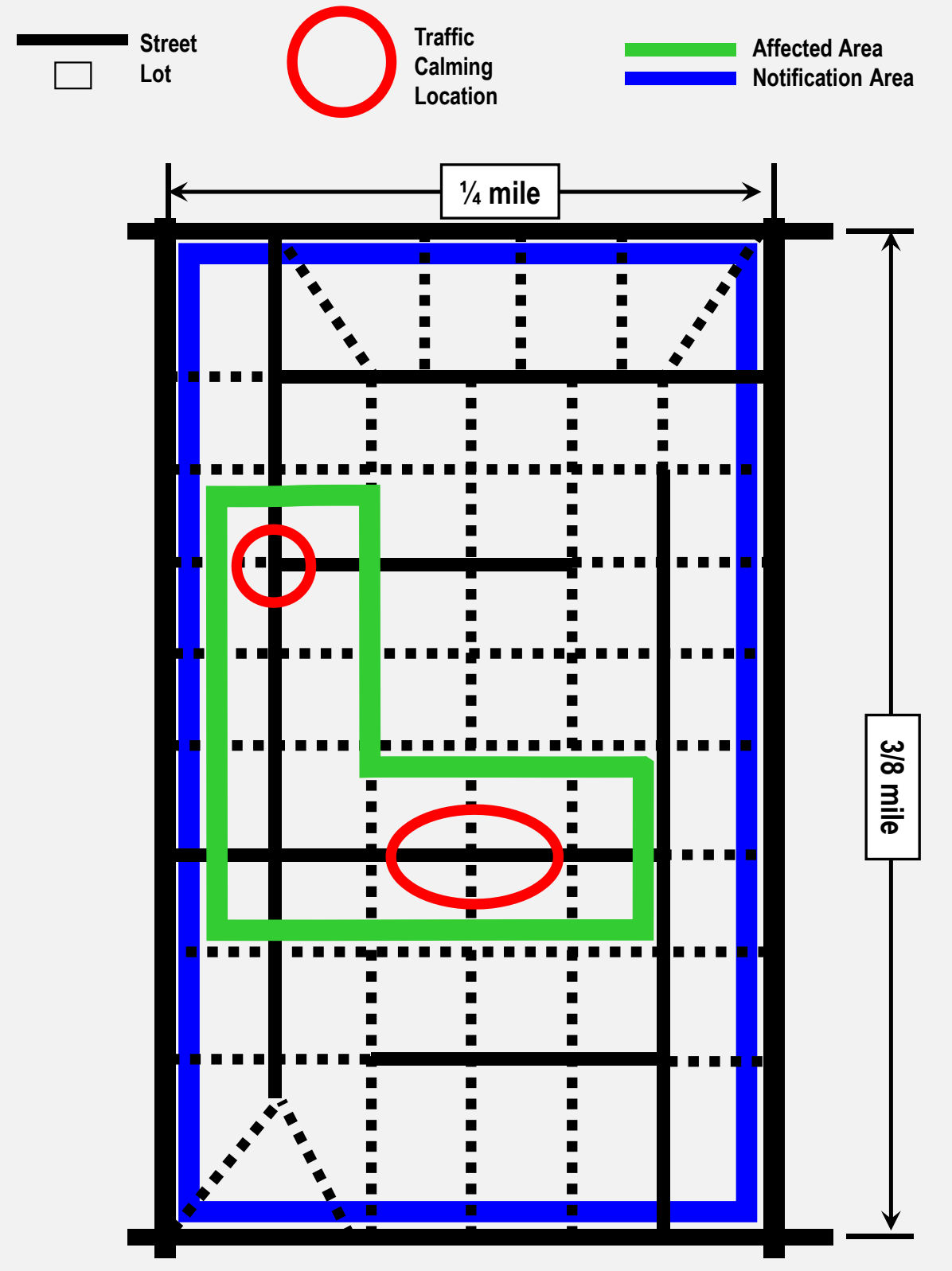


Figure 1: Affected and Notified Areas for Small Neighborhood

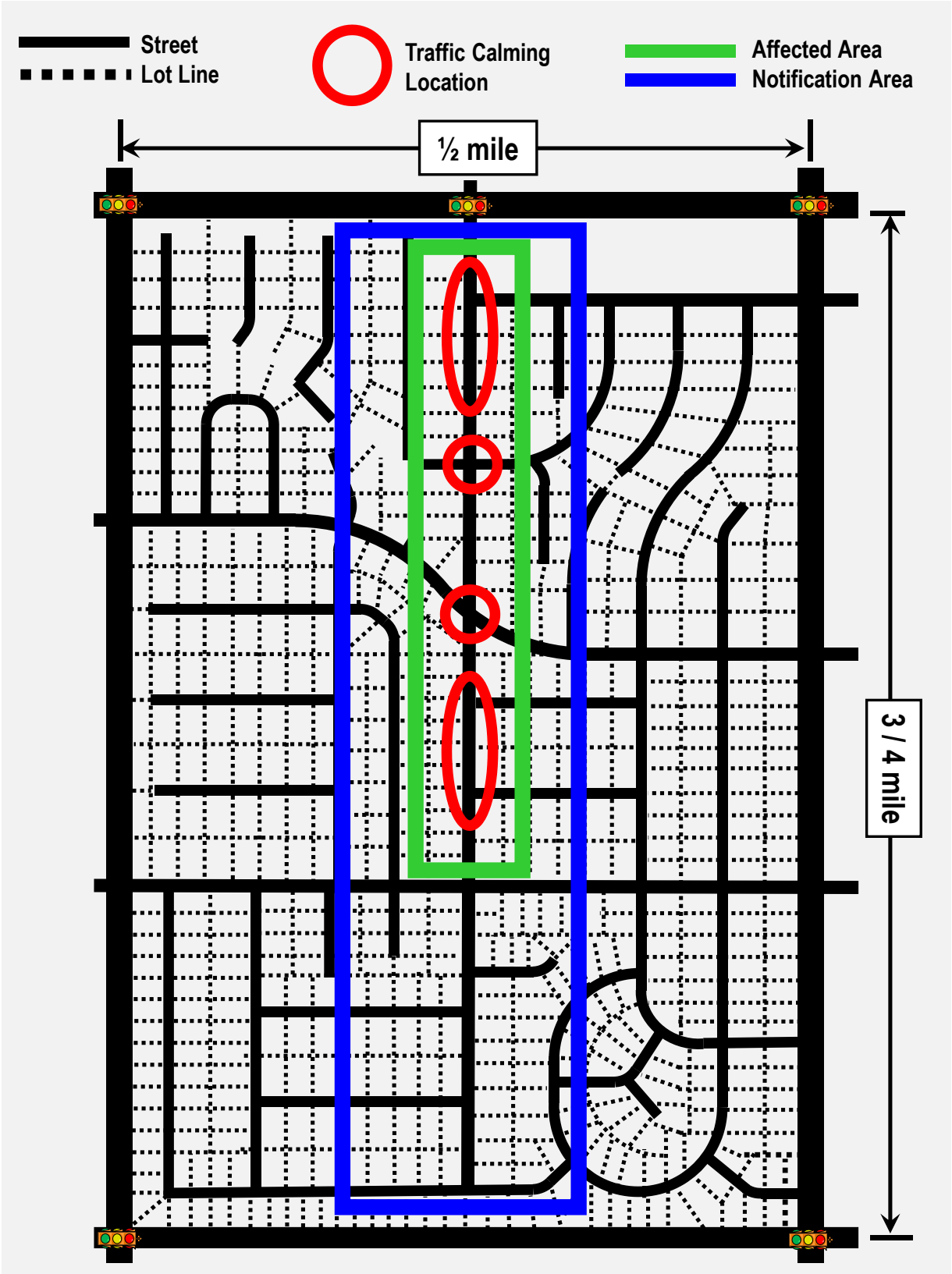


Figure 2: Affected and Notified Areas for Medium Neighborhood

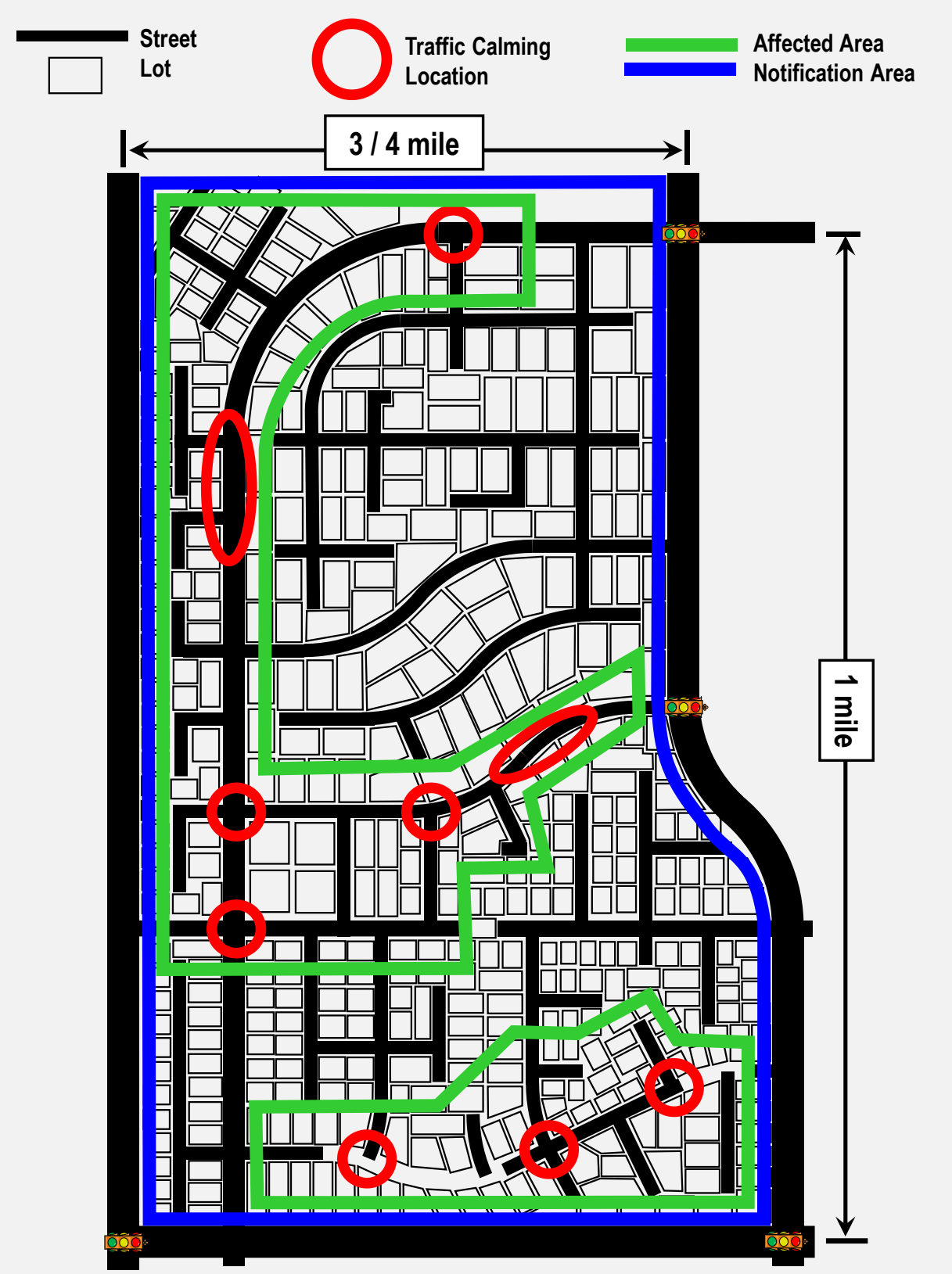


Figure 3: Affected and Notified Areas for Large Neighborhood

Neighborhood Traffic Management Policy and Procedure

CITY OF SCOTTSDALE

CITY OF SCOTTSDALE

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM POLICY & PROCEDURES (NTMP)

Policy approved by Transportation Commission

Date:
November 15, 2007

Policy revised & approved by Transportation Commission

Date:
October 21, 2010

CITY OF SCOTTSDALE
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
(NTMP)

TABLE OF CONTENTS

CITY OF SCOTTSDALE
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
(NTMP)

1. GOALS

1.1. Minimize the negative impacts of traffic in neighborhoods through the ongoing monitoring and improvement of the overall transportation system.
1.2. Work to ensure that proposed land uses, and their associated travel demands, do not negatively impact surrounding/adjacent residential neighborhoods.
1.3. Protect Scottsdale's residential neighborhoods from "unwanted" vehicle traffic - defined as either:
   A. excessive vehicle travel speeds or;
   B. vehicles with an origin and destination outside the neighborhood or;
   C. excessive vehicle traffic volumes.
1.4. Increase the access, safety, comfort and quality of life of non-motorized travelers such as pedestrians and bicyclists on and adjacent to neighborhood streets.
1.5. Balance reduction of travel speeds and traffic volumes, with maintenance of short emergency vehicle response times.
1.6. Resolve the traffic concerns of a neighborhood without negatively affecting other citizens and neighborhoods.
1.7. Provide the opportunity for broad-based citizen participation as an essential element in the development of a safe, effective Neighborhood Traffic Management Program.
1.8. Provide prompt initial response to each request, open and regular communication with the neighborhood as to project status, and expeditious resolution of neighborhood concerns.

2. OBJECTIVES

2.1. The Neighborhood Traffic Management Program:

A. Is both quantitative and qualitative,
B. Includes the consideration of worthy exceptions as approved by the Director with support from the Transportation Commission (for example: streets with low traffic volumes and high travel speeds, streets with either high pedestrian crossing volumes or high adjacent pedestrian counts).
C. Recognizes the presence of other mitigating circumstances, (for example: streets near schools, parks, or other community amenities).
D. Enables the full breadth of public commentary, and
E. Includes formal review and approval by the Fire Department and the Police Department as well as other affected departments, agencies or adjacent property owners as determined by the Transportation Director.
F. Includes the opportunity for formal public review by the Transportation Commission.

2.2. Provides the opportunity for residents to participate by providing appropriate notification.

The affected area and the notification areas should be determined by City staff based on the following general guidelines.

2.2.1. Affected area typically includes:
   A. Residents adjacent to the street
   B. Residents/institutions/businesses adjacent to the street, that have no alternative route,
   C. Residents that are most likely to choose the route being considered for traffic calming for access to their home
   D. Residents that are not separated from the area by a minor collector or larger designated street

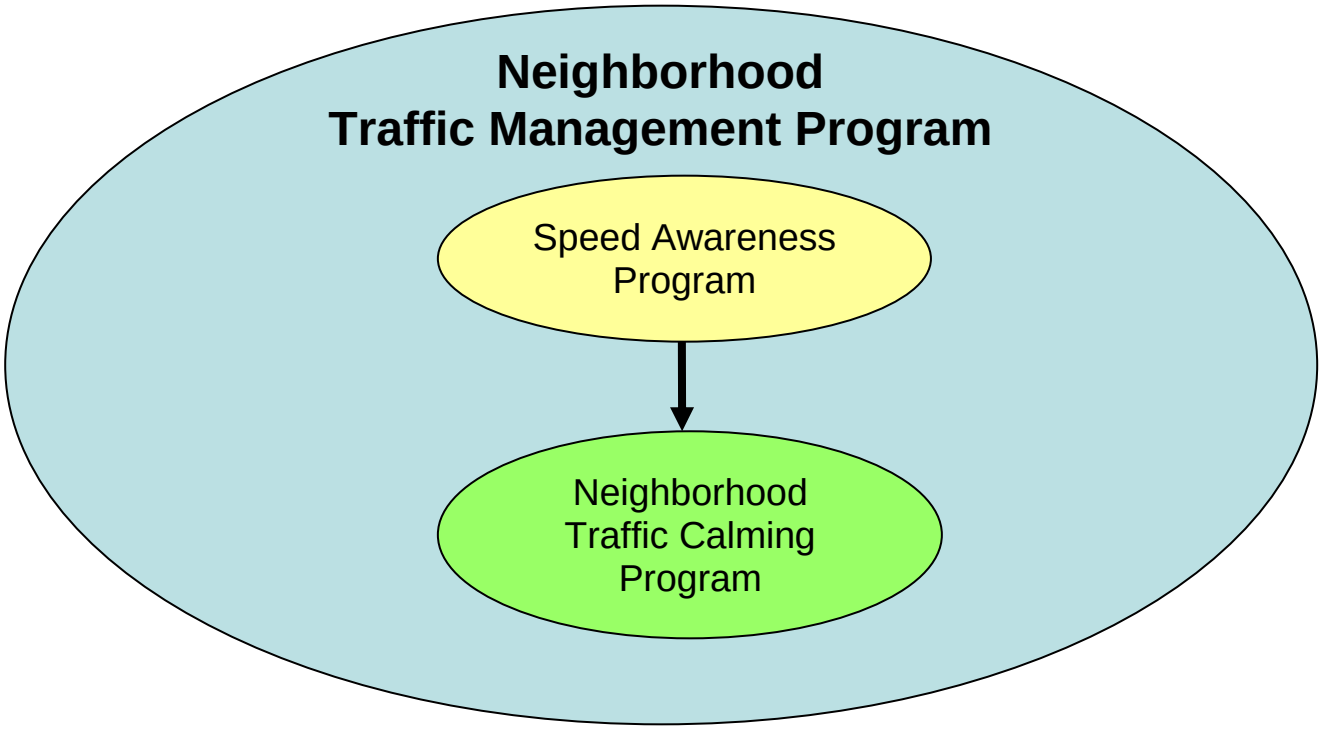
2.2.2. Notification area typically includes:
   A. The affected area
   B. Residents on streets likely to experience increases in traffic volumes or travel speeds of 10% or more due to traffic calming implementation.
   C. Residents on streets within ¼ to ½ mile of the street(s) being considered for traffic calming implementation.
   D. Residents that are not separated by a major collector or larger designated street.
   E. Drivers/other users of the street for travel notified by driver-visible signage posted on streets proposed for devices.

Affected Areas and Notification Areas are determined on a case-by-case basis, generally using the criteria above. Hypothetical examples illustrating the definitions of an affected area and a notification area are found in the appendix of this set of policies and procedures. The notification area will in all cases include the affected area, at minimum, plus driver notification via on-street signage.

2.3. Measurement of traffic volumes and travel speeds should occur before and after traffic calming implementation on the project streets as well as the adjacent streets likely to experience an increase in traffic volumes and travel speeds.
2.4. The Transportation Commission should be utilized as a resource to the Transportation Department and the impacted residents. Projects with cumulative estimated capital costs of over $20,000 should be placed on the Transportation Commission agenda, and informational material on all projects should be available to the Commission on a periodic basis.
2.5. Projects which involve major construction, or those referred by the Commission, should go to the City Council.

3. PROGRAM OVERVIEW

The City of Scottsdale Neighborhood Traffic Management Program uses the three E's of Education, Enforcement and Engineering to try to improve neighborhood quality of life by improving driver compliance with traffic laws in neighborhoods. The following components of the NTMP help to achieve the goals and objectives:



3.1. Neighborhood Speed Awareness Program

Each neighborhood must begin the traffic management process in the Speed Awareness Program (SAP). The SAP must be completed before advancing to the Neighborhood Traffic Calming Program. The SAP helps to improve neighborhood quality of life by improving driver compliance with existing traffic laws. This program has been designed to increase motorist awareness and reduce traffic speeds in neighborhoods by primarily focusing on the first two E's of Education and Enforcement.

The SAP is implemented by the Police Department's Traffic Enforcement Section with cooperation from the Transportation Department. Residents will be assigned a police officer to help them through the SAP. The police officer will work with the residents through steps one and two to determine which types of education and enforcement are appropriate for the street in question.

3.1.1. SAP Program Participation Requirements

To participate, you must:

A. Agree to and comply with program rules
B. Be a Scottsdale resident of at least 18 years of age
C. Have at least one additional volunteer willing to assist with stage one of the program
D. Possess a valid, current photo identification

Step 1 – EDUCATION (Neighborhood must complete two education options)

Education is the first step in this program, and comprised of several options designed to raise motorists' awareness of speeding concerns in your neighborhood. By simply raising awareness of a driver's speed, you may quickly notice reduced traffic speeds in your neighborhood. Some of the strategies to improve awareness include:

A. Hold a neighborhood meeting to discuss issues. This generates resident awareness regarding residential speeding in your neighborhood.
B. Request the speed awareness trailers be deployed in your neighborhood. These trailers are equipped with a radar unit that displays motorists' speed. (Please Note: A deployed speed trailer will remain in a participating neighborhood for one business week and will face in only one direction of oncoming traffic.)
C. Perform Citizen Radar Tracking along the street. Residents can monitor traffic and record motorists' speeding information. Vehicle owners receive a letter, not a ticket, from the city requesting compliance of the neighborhood's posted speed limit.
D. Install neighborhood signs along the street. Signs provided by the city can be placed by the residents in their yard outside the city right-of-way (typically 10' back from the edge of pavement) for up to 30 days. This notifies drivers that the speeding concerns are those of the residents not just the City.

Step 2 – ENFORCEMENT

While heightened awareness may be all that is needed for most Scottsdale neighborhoods, some areas may require the Police Department to monitor and issue tickets to speeding motorists. The police officer assigned to the street in question will work with the residents to determine the need for additional enforcement.

3.2. Neighborhood Traffic Calming Program - ENGINEERING

Upon completion of the Speed Awareness Program, if the residents wish to pursue the installation of traffic calming devices on their street they advance to the Neighborhood Traffic Calming Program, which represents the Engineering component. To get started in this program, residents must obtain a Neighborhood Traffic Management Interest Form and have it signed by at least 10 residents along the street. This form must be turned in to the Transportation Department to be added to the engineering request list for review and analysis.

This program is implemented by the Transportation Department, with assistance from Citizen and Neighborhood Resources, the Police Department, and the Fire Department. The program involves a public decision process that may result in the use of engineering strategies and the installation of various physical devices to reduce traffic volume and speed. The process is described in this document in section 4.

4. PROJECT PROCESS

The typical Neighborhood Traffic Calming Program process is outlined below:

4.1. Neighborhood Speed Awareness Program has been completed for streets.
4.2. Resident completes Neighborhood Traffic Management Interest Form
4.3. Street is approved by Transportation and Fire Department staff as acceptable for traffic calming
4.4. City of Scottsdale measures and evaluates speed and volume data on the street(s) and compares the data against the qualifying criteria
4.5. Typical traffic calming device types used in the city are classified into two types
   A. Non-Route Restricting (Horizontal OR Vertical Re-alignment): Examples include speed tables, roundabouts, chokers, median islands, and chicanes.
   B. Closures and Route Restricting. Examples include diagonal diverters, forced turn islands, and median barriers. Street closures are generally not recommended and are used when no other options are available.

4.6. **QUALIFYING CRITERIA BY DEVICE TYPE**

Traffic calming is generally appropriate for the following conditions listed below by device type. The conditions change depending upon device.

4.6.1. Devices: Non-Route Restricting

   A. Street is paved
   B. Street is planned for only one through motor vehicle lane per direction
   C. Street has direct residential access (ideally 50% or more of the total street frontage - considering both sides - has driveways or access to the front yard of properties) or street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
   D. Project segment is 660 to 5,280 feet in length
   E. Street has 500 to 5,000 vehicles per day (Up to 10,000 vehicles per day for some qualified collector streets)
   F. For daily volume less than or equal to 2,000 vehicles per day
      1. More than 40% of the traffic is exceeding 5 mph over the speed limit
      2. More than 20% of the traffic is exceeding 10 mph over the speed limit
   G. For daily volume greater than 2,000 vehicles per day or if street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
      1. More than 30% of the traffic is exceeding 5 mph over the speed limit
      2. More than 15% of the traffic is exceeding 10 mph over the speed limit

4.6.2. Devices: Closures and Route Restricting

A. Street is planned for only one through motor vehicle lane per direction
B. Street has direct residential access (ideally 50% or more of the total street frontage –considering both sides - has driveways or access to the front yard of properties) or street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
C. Street or route is ½ to 2 miles in length
D. Street has 500 to 5,000 vehicles per day
E. Adjacent non-residential routes can accommodate increased traffic
F. For daily volume less than or equal to 2,000 vehicles per day
   1. More than 40% of the traffic is exceeding 5 mph over the speed limit
   2. More than 20% of the traffic is exceeding 10 mph over the speed limit
G. For daily volume greater than 2,000 vehicles per day or if street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
   1. More than 30% of the traffic is exceeding 5 mph over the speed limit
   2. More than 15% of the traffic is exceeding 10 mph over the speed limit

4.7. Approval of the Traffic Engineering Manager and the Fire Department is required for all local streets. The request for closure or route restriction would also have to be approved by the Transportation Director and the Transportation Commission.

4.8. City of Scottsdale contacts those that signed the Neighborhood Traffic Management Interest Form.

4.9. Resident(s) and City of Scottsdale discuss options and jointly determine process to discover neighborhood desire. (See Section 6. INTERIM TREATMENTS/ALTERNATIVE MEASURES)

4.10. City of Scottsdale schedules initial neighborhood meeting. (Go to Section 4.13)

OR

4.11. Resident circulates and submits petition. (Go to Section 4.12)

4.12. **IF PETITION PROCESS IS SELECTED**

4.12.1. City of Scottsdale works with residents who signed the Neighborhood Traffic Management Interest Form to develop a proposed plan.

4.12.2. City of Scottsdale provides to resident(s): petition with proposed project plan on back, information packet which contains a fact sheet, and maps of affected area. (Notification Area is the same as Affected Area in this case)

4.12.3. City of Scottsdale will post proposed project notification signs at ends of street or entry to neighborhood with a project information page on the city's website.

4.12.4. Resident(s) circulate petition in affected area and return petition to City.

4.12.5. City of Scottsdale evaluates petition. Typically, 70% of the addresses within the affected area must indicate support for traffic calming devices. It is highly desirable to have 100% support from the neighbors adjacent to proposed devices.

A. Vacant homes or lots should not be included in the number of addresses within the affected area or be a part of the 70% requirement
B. Upon circulation of the petition, changes to the proposed plan may take place based upon feedback received. Once the petition has been completed, only minor changes to device locations can be made as

determined by the Transportation Department staff. For large scale changes which involve elimination or change of proposed devices, see section 25.

4.12.6. If support has been confirmed to be 70% or greater, the City of Scottsdale moves the project forward to conceptual design (Go to Section 4.14)

4.13. IF NEIGHBORHOOD MEETING PROCESS IS SELECTED

4.13.1. City of Scottsdale identifies and contacts preliminary notification area. (Affected Area is included within the Notification area).

A. Direct mailer to homes in notification area
B. City of Scottsdale posts meeting notification signs at ends of street or entry to neighborhood and a project informational page is created on the city's website.

4.13.2. City of Scottsdale facilitates initial neighborhood meeting. A minimum participation percentage equivalent to 10% of those homes in the notification area need to participate in the meeting.

A. City of Scottsdale identifies street(s) of concern and preliminary notification area.
B. Residents express their concerns.
C. City of Scottsdale explains neighborhood traffic management options.
D. Residents indicate if they desire traffic calming and discuss preferred options.
E. Establish Working Committee representing diversity of opinions as needed to guide evaluation and decision process (typically five to ten residents)

4.13.3. City of Scottsdale determines and obtains additional traffic data as necessary.

4.13.4. City of Scottsdale evaluates any new traffic data and input.

4.13.5. City of Scottsdale and Working Committee develop potential and conceptual traffic calming options based on traffic data, neighborhood characteristics, residents' desires, and Police and Fire Department requirements.

4.13.6. City of Scottsdale contacts notification area.

A. Mails out summary & invitation letter
B. Posts neighborhood traffic meeting signs on street.

4.13.7. City of Scottsdale facilitates second neighborhood meeting

A. City of Scottsdale summarizes traffic data and previous discussions.
B. City of Scottsdale discusses other considerations including pedestrian and bicycle travel.
C. City of Scottsdale with Working Committee explains possible and proposed traffic calming devices and reasons for their acceptability or unacceptability for street(s) of concern.
D. City of Scottsdale facilitates discussion, decisions and consensus for types and locations of traffic calming device installation.

4.13.8. City of Scottsdale revises plan and facilitates additional meetings to reach consensus. If the minimum participation percentage is met as described in Section 4.13.2, consensus is defined as being supported by at least two-thirds of those participating. This can be evidenced by feedback obtained at public hearings, emails, phone calls, etc.

4.14. PROJECT DESIGN

4.14.1. City of Scottsdale completes conceptual design, and sends out letter to notification area notifying residents of the proposed plan and requests final comments:

A. City of Scottsdale then finalizes review comments.

OR

B. Sets up meeting to discuss major issues if needed.

4.14.2. Plan is approved by the Transportation Director or designee. Projects estimated at a cumulative cost greater than $20,000 will be prioritized and approved by the Transportation Commission.

4.15. PROJECT PRIORITIZATION

4.15.1. Projects will be prioritized based upon the following factors in order of importance:

A. Number of speeding vehicles

B. Daily volume

C. Street is adjacent to a school or park, or serves as major pedestrian and bicycle route to a school.

D. Street has surrounding residential land use

4.15.2. Projects will be prioritized with all requests for projects and heard by the Transportation Commission twice a year unless otherwise specified by the Transportation Director.

4.16. PROJECT CONSTRUCTION

4.16.1. City implements design and constructs project. Changes in location of approved project elements may be necessary during the design phase. Requests from residents at this time to change or eliminate key elements of the approved project will need to be made to the Transportation Director. If the director determines it is a major change to the previously approved plan, the Transportation Commission will be notified. The Transportation Commission can then choose whether or not to re-consider the elements of the approved project.

4.16.2. City collects speed and volume data after a minimum of six months with project in place. City prepares an after study of the results. If data collected shows that the street would no longer meet qualifying project criteria as outlined in part 5, then the traffic calming project is deemed successful.

5. DEVICE REMOVAL OR MODIFICATION

5.1. Requests for removal can be made no earlier than 12 months after the project has been completed. The process to remove traffic calming devices shall be similar to the process that was implemented to have the devices installed. For example, if a petition was used for initial installation of a device, a petition should be used to remove the device. At a minimum, 10 residents must fill out the initial form describing the location, the devices and the request for removal. Exceptions can be made through the Transportation Commission.

5.2. Requests for modifications can be made at any time to the Transportation Department. The Traffic Engineering Manager shall have the discretion to modify the existing design of the device directly, or in the case of significant modification, the director may choose to go through a process similar to the process used for implementation to make a decision on significant modifications. Stormwater or drainage issues that arise from the installation of traffic calming devices on a roadway may also be considered as a reason for device modification or removal by the Traffic Engineering Manager.

5.3. Adverse impacts to neighboring streets may be considered by the Manager as a reason to consider device removal. This includes increased cut-through traffic or speeds on routes adjacent or parallel to street where traffic calming devices were installed.

6. INTERIM TREATMENTS/ALTERNATIVE MEASURES FOR STREETS THAT DO NOT QUALIFY FOR NTMP

6.1. Continue educational resources of the Speed Awareness Program including speed trailers, radar guns, meetings and newsletters.

6.2. Contact the Police Department and request enhanced enforcement such as patrols by the High Impact Traffic (HIT) Squad and deployment of photo enforcement vans.

6.3. Use enhanced signage and striping, such as the use of stop bars, bike lanes, parking areas, edge lines, crosswalks, speed limits signs or other traffic control devices as determined by the Traffic Engineering Manager in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and state law.

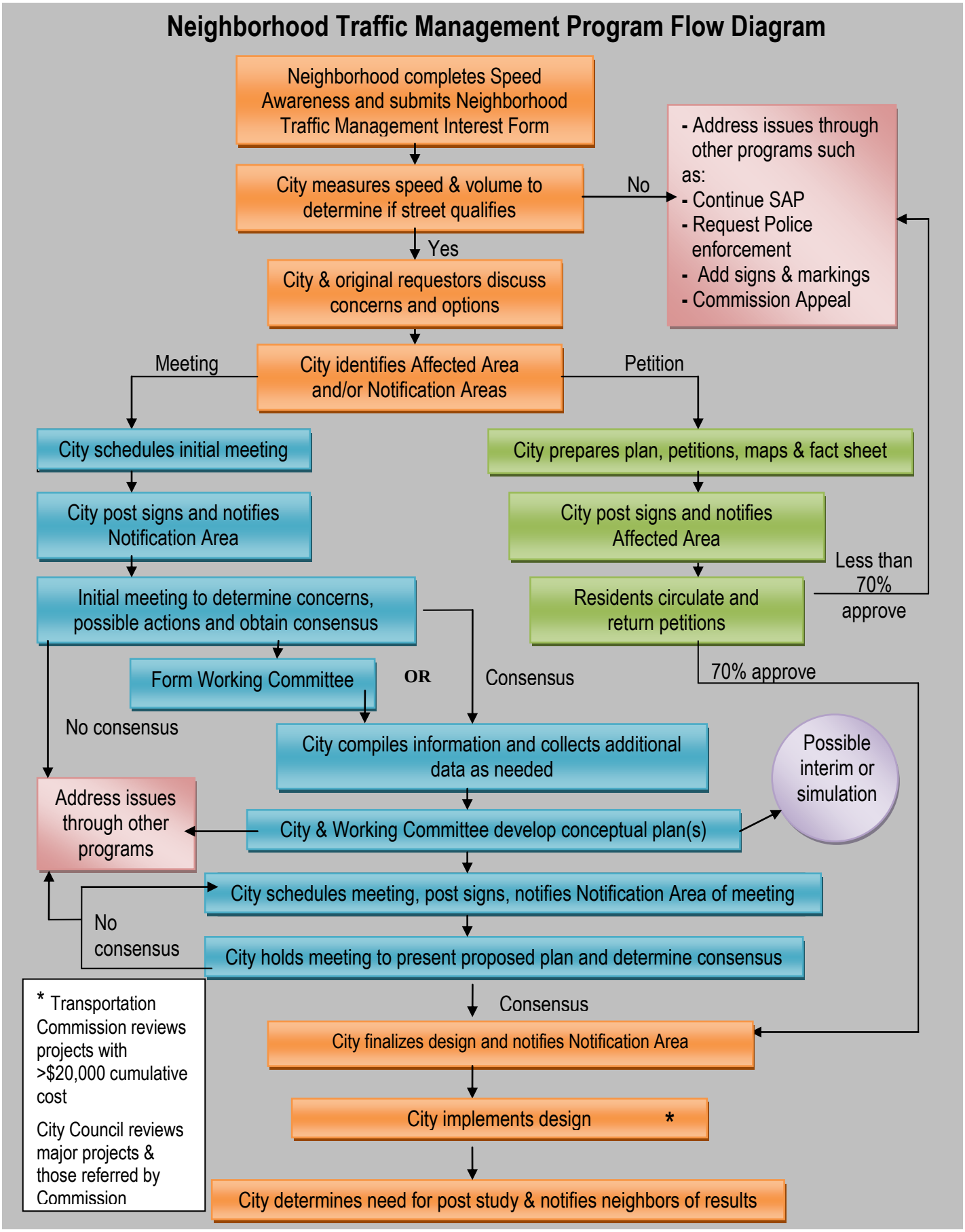
6.4. A project may move forward as an exception to the NTMP criteria upon approval from the Transportation Commission. The project will then move forward into the public support phase.

7. OTHER ISSUES

7.1. Alleys have a statutory speed of 15 mph and if paved are eligible for the Neighborhood Traffic Calming Program as outlined above. The criteria for alleys are at least 250 vehicles per day with at least 40% exceeding 20 mph and 20% exceeding 25 mph. Speed tables in alleys could be considered in both residential and commercial settings. Review and approval by the Fire Department and the Solid Waste Division of the Municipal Services Department is required.

7.2. Temporary or interim measures may be considered for neighborhoods when the process for permanent neighborhood traffic devices may require more than twelve (12) months.
7.3. Developers may be required to install traffic calming devices or participate in the Neighborhood Traffic Management Program for proposed development if directed by City staff as part of their development approval process. The review and approval of any traffic calming devices would conform to the standard NTMP design.
7.4. Private streets would be eligible for neighborhood traffic devices to be designed and constructed by owners of the street upon approval of the design by the City and the issuance of a permit. Typical review and approval would be by the Transportation Department, the Fire Department and the Police Department as well as any other departments that provide City services to the community making the request. Guidelines for the traffic calming approval on private streets are provided in the appendix.

Neighborhood Traffic Management Program Flow Diagram



Neighborhood Traffic Management Interest Form

RETURN TO:
Kathryn Kleinschmidt
Transportation Department
7447 E. Indian School Road, Suite 205
Scottsdale, Arizona 85251
Work: 480-312-7613, Fax: 480-312-4000
E-mail: kkleinschmidt@scottsdaleaz.gov

FROM: _____
ADDRESS: _____
PHONE NUMBER: _____
EMAIL: _____
DATE: _____

We the undersigned are interested in discussing neighborhood traffic management measures for the following street:
(Please submit a separate form for each street you are concerned about)
(Only one signature per household please)

Street Segment: _____ **from** _____ **to** _____

	NAME	ADDRESS	PHONE or EMAIL	SIGNATURE
1)				
2)				
3)				
4)				
5)				
6)				
7)				
8)				
9)				
10)				

SAP completed _____
TED received _____

Neighborhood Traffic Management Program (NTMP) Petition (TEMPLATE)

_____ Street:_____ to _____

The City of Scottsdale was contacted by residents of your neighborhood concerning traffic on _____ Street between _____ and _____. In order to proceed with installation of the proposed measures shown on the reverse of this petition, the Transportation Department has requested residents to document support for the installation via petition signatures. The cost of this installation is funded through the City's Neighborhood Traffic Management Program.

Signatures below must be those of either the property owner or property resident. Signer must be at least 18 years of age. Only one signature per property.

Petition signers acknowledge that the City has a Neighborhood Traffic Management Program procedure which is available for review on the City's website at www.scottsdaleaz.gov/traffic. By signing, those named below support the neighborhood traffic management plan for the area described on the reverse of this page. For additional information, please contact the City of Scottsdale Traffic Engineering Division at 480-312-7696, or Kathryn Kleinschmidt at kkleinschmidt@scottsdaleaz.gov, (480)312-7613.

	Signature	Name (print)	Address	Date
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

Petition Circulator:_____Address:_____

Petitions without map on reverse will not be accepted.

APPENDIX

HYPOTHETICAL EXAMPLES

AFFECTED AREAS AND NOTIFICATION AREAS

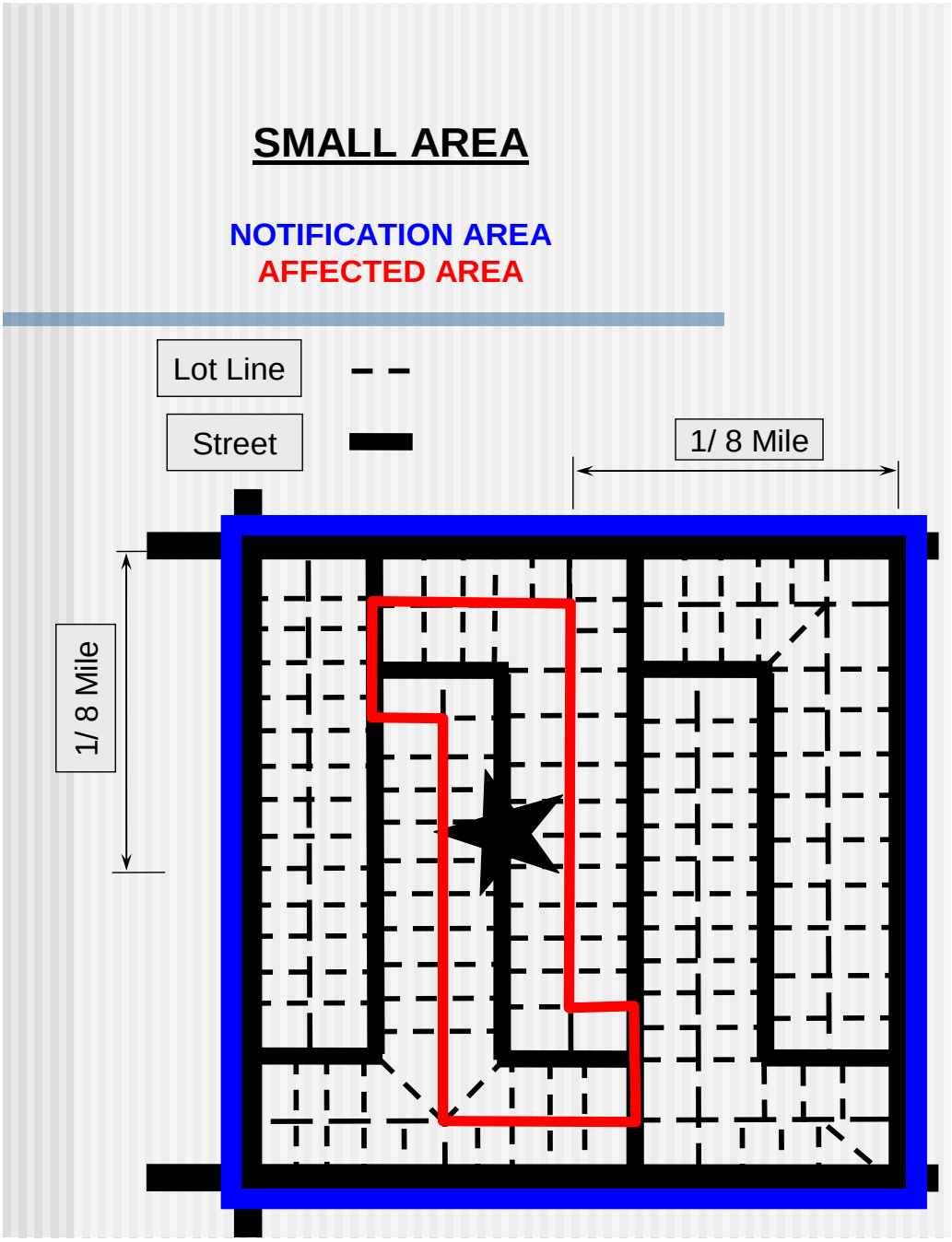
It is difficult to develop specific guidelines for the determination of the residents directly affected by a proposed traffic calming device or devices. Therefore, the City of Scottsdale has developed the concept of an ***affected*** neighborhood and a ***notified*** neighborhood. The residents and property owners in the affected neighborhood have a stronger voice in the determination of the need and type of traffic calming device. The residents and property owners in the notified neighborhood need to be aware of the proposed traffic calming devices so that their opinions can be considered in the discussions and decisions.

The following pages indicate hypothetical examples of neighborhoods requesting traffic calming devices and their resulting affected and notified areas. In general, shorter streets with few intersections require smaller affected and notified areas

HYPOTHETICAL EXAMPLE 1

SMALL AREA

The example on the following page shows a short neighborhood street with relatively few directly affected homes. The street is less than one-quarter mile long and terminates at an intersection at either end with no intermediate intersections. Hypothetically, one or more of the residents on this street requests traffic calming at the location indicated by the star. For this example, only the adjacent 31 homes would be directly affected. However, the residents of the one-quarter mile by one-quarter mile area – approximately 250 homes – should be notified of any proposed traffic calming device.


SMALL AREA
NOTIFICATION AREA
AFFECTED AREA
Lot Line
Street
1/ 8 Mile
1/ 8 Mile

HYPOTHETICAL EXAMPLE 2

MODERATE-SIZED AREA

The second example shows a neighborhood street that is approximately one-half mile long with four intersections. Hypothetically, one or more of the residents on this street requests traffic calming at the location indicated by the star. Residents of several more homes are potentially directly affected by this example compared to the first example – including residents on intersecting and parallel streets. For this example, approximately 150 homes would be included in the directly affected area. Residents of the neighborhoods of the area slightly larger than one-half mile by one-half mile area should be notified of any proposed traffic calming device. Approximately 400 homes are included in this notification area. This example also includes an institution that may or may not influence the traffic patterns on the street of concern, and therefore should be included in the notification area.

MODERATE-SIZED AREA

NOTIFICATION AREA
AFFECTED AREA

HYPOTHETICAL EXAMPLE 3

LARGE AREA

The third example shows a street of more than 1.5 miles in length. This street is typical of many streets planned and constructed in the 1950's and 1960's. It intersects with several major streets and also has several homes with driveways onto the street. Hypothetically, one or more of the residents on this street requests traffic calming at the location indicated by the star. For this example, approximately 60 homes would be directly affected, and approximately 1,000 or more residents of homes facing intersecting or parallel streets should be notified of any proposed traffic calming device. Furthermore streets of this type often include through traffic whose drivers should also be included in the discussions. This notification should occur through road signs similar to zoning case signs. Discussions and decisions for potential traffic calming devices on streets of this type would most likely involve working committees that would be composed of primarily residents in the affected area with some residents from the notified area and some residents representing through traffic.

LARGE AREA

NOTIFICATION AREA
AFFECTED AREA

CITY OF SCOTTSDALE
GUIDELINES FOR TRAFFIC CALMING APPROVAL ON PRIVATE STREETS

Below is the recommended process for review and approval of new traffic calming device installations on private streets within the City of Scottsdale.

1. HOA must submit aerial with locations and devices identified and construction details for devices to Transportation Department Staff
2. Must also submit review of HOA Board minutes approving need to install devices and/or newsletter which is distributed to homeowners to make them aware of project
3. Review of locations and devices must be completed by Fire, Transportation, and Storm Water. Comments should be received via written e-mail or memo to Transportation Department contact.
4. All comments will be compiled and sent to HOA so they can revise plan accordingly
5. Revised plans must be re-submitted back to Transportation Department either electronically or in person at office.
6. Revised plan will be sent around to Fire, Transportation, and Storm Water for one final look over and we will be able to then issue the permit.
7. Transportation Department contact will supply a letter stating it okay to get permit
8. The HOA's contractor should then go to the plan review counter at One Civic for a minimum encroachment permit. To get the permit, they will have to have a licensed contractor who has the insurance certificates on file (standard procedure).
9. Prior to beginning work the contractor will have to notify inspection services to follow-up with construction. Inspections will be minimal to assure that public infrastructure such as water valves and manhole covers are respected. This direction and contact number will be on the permit.

CITY OF SCOTTSDALE
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
TRAFFIC CALMING ADVANTAGES/DISADVANTAGES

ADVANTAGES OF TRAFFIC CALMING

Typically, traffic calming:

A. Substantially reduces the number of vehicles traveling more than 35 mph.
B. Noticeably reduces the number of vehicles traveling more than 30 mph.
C. Can noticeably reduce the number of vehicles traveling on a street.
D. Is present 24 hours-per-day, 365 days-per-year.

Traffic calming may:

A. Enhance neighborhood beauty.
B. Enhance neighborhood appeal.
C. Improve pedestrian travel.
D. Improve bicycle travel.
E. Increase driver awareness of adjacent residential neighborhood.
F. Improve driver, bicyclists, and pedestrian visibility.
G. Decrease vehicle noise.
H. Provide low level pedestrian lighting

DISADVANTAGES OF TRAFFIC CALMING

Traffic calming does not:

A. Eliminate all speeding.
B. Prevent all collisions.

Traffic calming may:

A. Delay emergency vehicle response.
B. Increase vehicle noise.
C. Create ponding of rainwater.
D. Result in debris accumulation.
E. Detract from neighborhood beauty.
F. Require removal of on-street parking.
G. May restrict driveway access.
H. May eliminate some turning movements.
I. May recommend lighting in areas where dark sky provisions apply

Traffic calming will affect immediately adjacent residents every time they drive to or from home.

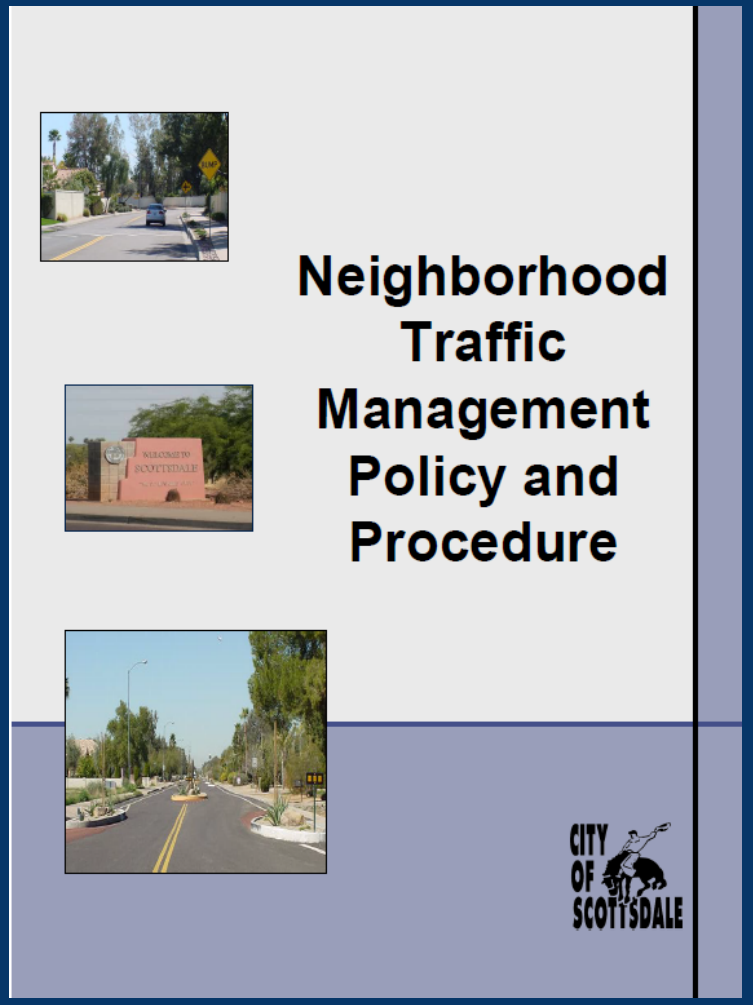
CITY OF SCOTTSDALE

Neighborhood Traffic Management Policy Update

Transportation Commission
April 15, 2021

Neighborhood Traffic Management Policy Background

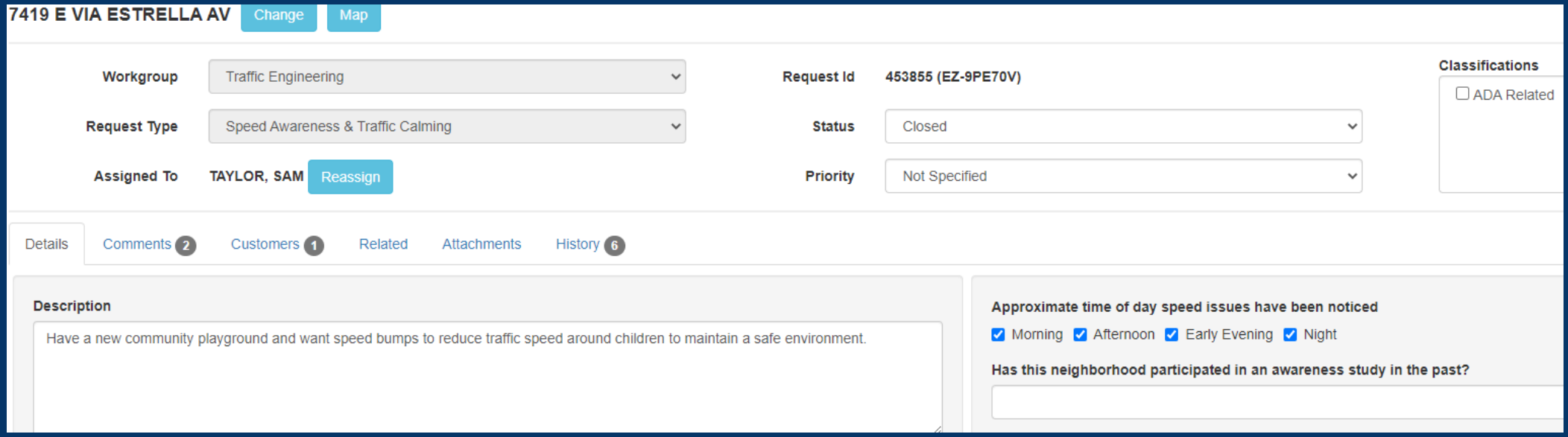
- Policy and procedure for installation of traffic calming devices (speed humps, speed cushions, chicanes, median islands, etc.)
- First Approved 2007
  - Response to high volume of requests
  - Established consistent decision-making process for the implementation of traffic calming projects through the city.
- Revised in 2010



CITY OF SCOTTSDALE

Recent Efforts – Response to Individual Requests

- Approximately 150 individual requests since June 2018.
- Each request is reviewed by staff.
- Citizens are contacted either through email or phone to discuss their request in relation to policy criteria and the Neighborhood Traffic Management Program (NTMP) process.



CITY OF SCOTTSDALE

Recent Efforts – Coordination with Scottsdale Police

- Modification of website and “Speed Awareness Program”
- Temporary photo enforcement
- Speed feedback trailer
- Motor officer patrol requests

CITY OF SCOTTSDALE

Recent Efforts – Signing and Striping Modifications

- Staff reviews each request and location for potential improvements in signing and striping such as:
  - Improving stop signs to increase visibility and compliance
  - Adding stop bars to improve visibility and compliance
  - Adding center lines along curves to reduce speed and potential for head on collisions
  - Adding kicker lines to improve sight distance
  - Adding bike lanes or shoulders to reduce lane width
  - Installing advanced warning signage
  - Installing additional speed limit signs

CITY OF SCOTTSDALE

Recent Efforts – Signing and Striping Modifications

CITY OF SCOTTSDALE

Recent Efforts – Speed Feedback Sign (SFS) Installations

- Agreement with HOAs
  - McCormick Ranch POA – 2 signs
  - Pinnacle Vistas III HOA – 2 signs
  - Legend Trail HOA – 2 Signs
- Installation of city purchased SFS:
  - Deer Valley/79th St – NB and SB
  - Alma School – NB and SB
  - Thompson Peak and Bell – SB Only
  - Shea and 78 – WB Only
  - Stagecoach Pass – EB and WB

CITY OF SCOTTSDALE

Recent Allocation of NTMP Funds

- FY 18-19
  - NTMP funds were redistributed towards funding the Drinkwater Bridge emergency repair.
- FY 19-20
  - Median Island at Camelback and 82nd St
  - Modification of speed hump on 84th St north of Shea
  - Purchase of 10 Speed Feedback Signs
  - Purchase of 5 radar traffic counters
  - Narrowed travel lanes and installed bikes lanes on:
    - Via Paseo del Sur, Via Paseo Del Norte, Arabian Trail, Via De Lago, Northern Avenue, Via de Belleza, Via Del Paraiso and Via Linda
- FY 20-21 (Current FY)
  - Resurfaced and restriped 86th Street between Chaparral and McDonald.

CITY OF SCOTTSDALE

Recent Allocation of NTMP Funds

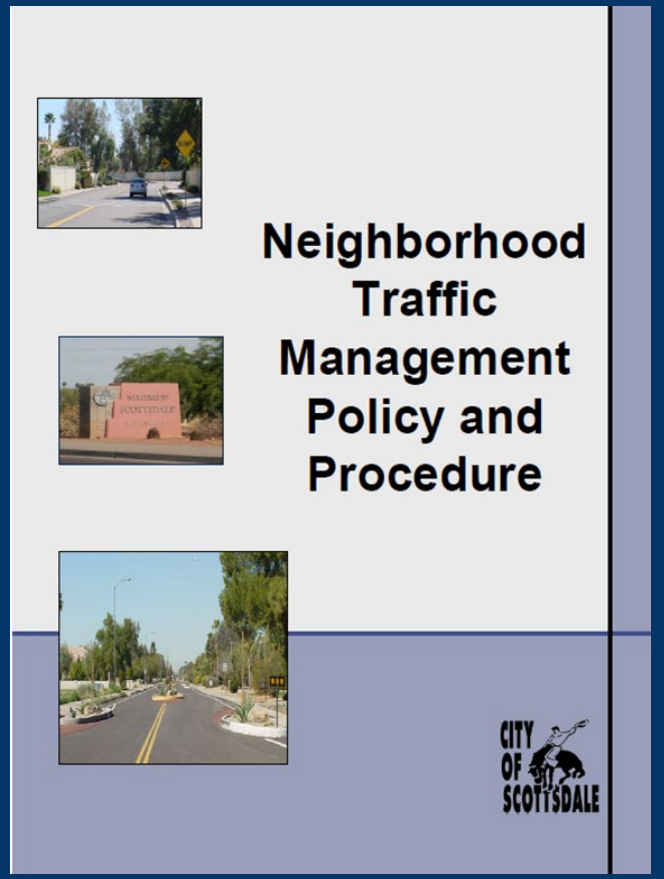
CITY OF SCOTTSDALE

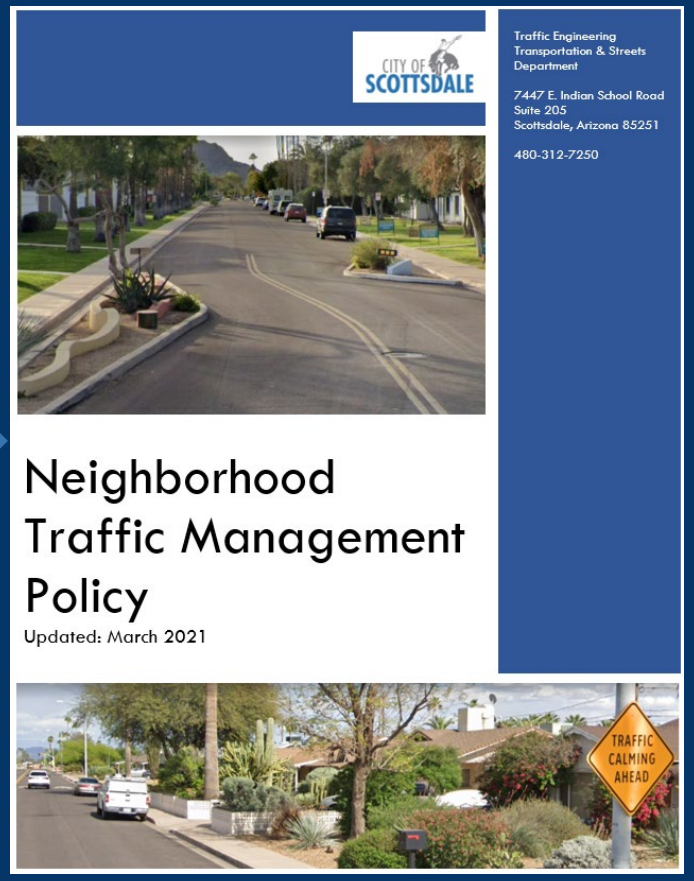
Recent Allocation of NTMP Funds

CITY OF SCOTTSDALE

Policy Updates – Format Change

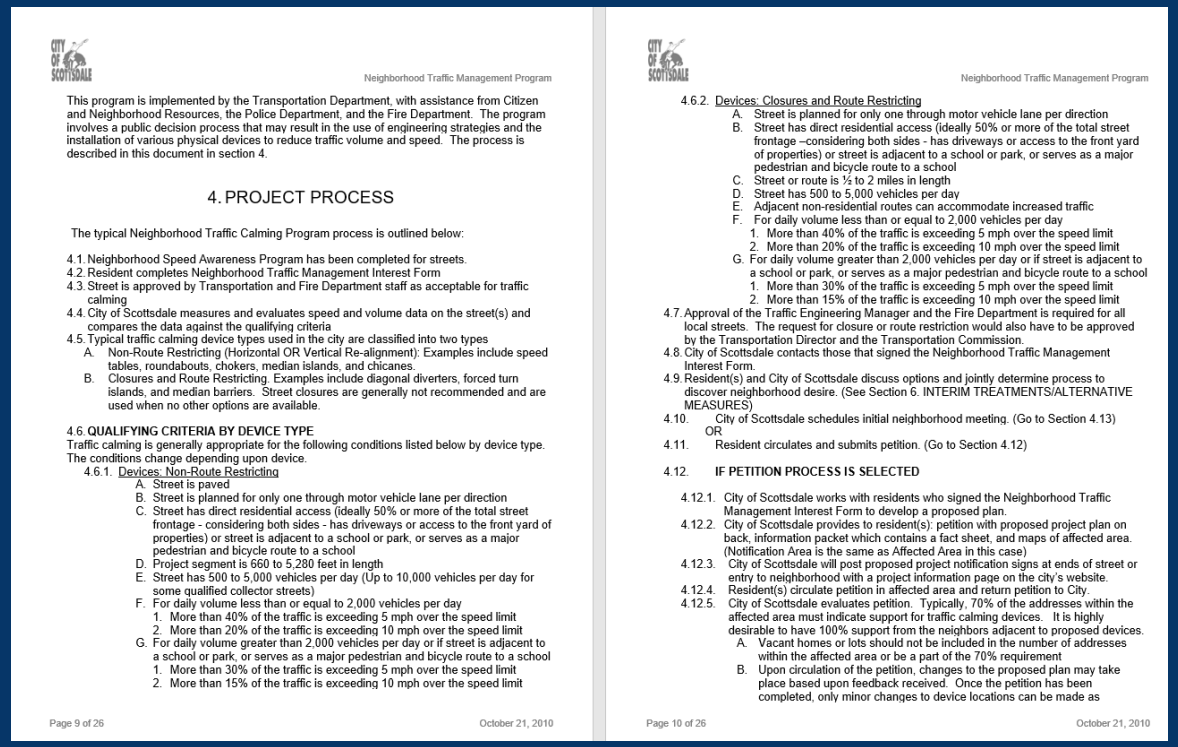
- 26 pages to 14 pages
- Updated headlines.
- Removed ambiguity in criteria.
- Simplified text for ease of understanding.





CITY OF SCOTTSDALE

Policy Updates – Format Change



Neighborhood Traffic Management Program

This program is implemented by the Transportation Department, with assistance from Citizen and Neighborhood Resources, the Police Department, and the Fire Department. The program involves a public decision process that may result in the use of engineering strategies and the installation of various physical devices to reduce traffic volume and speed. The process is described in this document in section 4.

4. PROJECT PROCESS

The typical Neighborhood Traffic Calming Program process is outlined below:

4.1. Neighborhood Speed Awareness Program has been completed for streets.
4.2. Resident completes Neighborhood Traffic Management Interest Form
4.3. Street is approved by Transportation and Fire Department staff as acceptable for traffic calming
4.4. City of Scottsdale measures and evaluates speed and volume data on the street(s) and compares the data against the qualifying criteria
4.5. Typical traffic calming device types used in the city are classified into two types
- A. Non-Route Restricting (Horizontal OR Vertical Re-alignment): Examples include speed tables, roundabouts, chokers, median islands, and chicanes.
- B. Closures and Route Restricting. Examples include diagonal diverters, forced turn islands, and median barriers. Street closures are generally not recommended and are used when no other options are available.

4.6. **QUALIFYING CRITERIA BY DEVICE TYPE**
Traffic calming is generally appropriate for the following conditions listed below by device type. The conditions change depending upon device.

4.6.1. Devices: Non-Route Restricting
- A. Street is paved
- B. Street is planned for only one through motor vehicle lane per direction
- C. Street has direct residential access (ideally 50% or more of the total street frontage - considering both sides - has driveways or access to the front yard of properties) or street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
- D. Project segment is 660 to 5,280 feet in length
- E. Street has 500 to 5,000 vehicles per day (Up to 10,000 vehicles per day for some qualified collector streets)
- F. For daily volume less than or equal to 2,000 vehicles per day
  1. More than 40% of the traffic is exceeding 5 mph over the speed limit
  2. More than 20% of the traffic is exceeding 10 mph over the speed limit
- G. For daily volume greater than 2,000 vehicles per day or if street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
  1. More than 30% of the traffic is exceeding 5 mph over the speed limit
  2. More than 15% of the traffic is exceeding 10 mph over the speed limit

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Neighborhood Traffic Management Program

4.6.2. Devices: Closures and Route Restricting
- A. Street is planned for only one through motor vehicle lane per direction
- B. Street has direct residential access (ideally 50% or more of the total street frontage –considering both sides - has driveways or access to the front yard of properties) or street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
- C. Street or route is ½ to 2 miles in length
- D. Street has 500 to 5,000 vehicles per day
- E. Adjacent non-residential routes can accommodate increased traffic
- F. For daily volume less than or equal to 2,000 vehicles per day
  1. More than 40% of the traffic is exceeding 5 mph over the speed limit
  2. More than 20% of the traffic is exceeding 10 mph over the speed limit
- G. For daily volume greater than 2,000 vehicles per day or if street is adjacent to a school or park, or serves as a major pedestrian and bicycle route to a school
  1. More than 30% of the traffic is exceeding 5 mph over the speed limit
  2. More than 15% of the traffic is exceeding 10 mph over the speed limit

4.7. Approval of the Traffic Engineering Manager and the Fire Department is required for all local streets. The request for closure or route restriction would also have to be approved by the Transportation Director and the Transportation Commission.
4.8. City of Scottsdale contacts those that signed the Neighborhood Traffic Management Interest Form.
4.9. Resident(s) and City of Scottsdale discuss options and jointly determine process to discover neighborhood desire. (See Section 6. INTERIM TREATMENTS/ALTERNATIVE MEASURES)
4.10. City of Scottsdale schedules initial neighborhood meeting. (Go to Section 4.13)
OR
4.11. Resident circulates and submits petition. (Go to Section 4.12)

4.12. **IF PETITION PROCESS IS SELECTED**

4.12.1. City of Scottsdale works with residents who signed the Neighborhood Traffic Management Interest Form to develop a proposed plan.
4.12.2. City of Scottsdale provides to resident(s): petition with proposed project plan on back, information packet which contains a fact sheet, and maps of affected area. (Notification Area is the same as Affected Area in this case)
4.12.3. City of Scottsdale will post proposed project notification signs at ends of street or entry to neighborhood with a project information page on the city's website.
4.12.4. Resident(s) circulate petition in affected area and return petition to City.
4.12.5. City of Scottsdale evaluates petition. Typically, 70% of the addresses within the affected area must indicate support for traffic calming devices. It is highly desirable to have 100% support from the neighbors adjacent to proposed devices.
- A. Vacant homes or lots should not be included in the number of addresses within the affected area or be a part of the 70% requirement
- B. Upon circulation of the petition, changes to the proposed plan may take place based upon feedback received. Once the petition has been completed, only minor changes to device locations can be made as

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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM - STEP BY STEP

Step 1 – Contact the city.
The resident must initiate contact with the city, either by submitting an online ScottsdaleEZ request or by directly contacting the Transportation and Streets Department.

Step 2 – Discuss concerns and potential solutions with city staff.
A member of city staff will reach out to the resident to acquire more details about the concern and discuss potential solutions and policy criteria.

Step 3 – Collect signatures on Letter of Interest Form and submit to the city.
If city staff indicates that initial criteria for traffic calming are met and the resident wishes to pursue permanent or semi-permanent traffic calming, the resident must submit a completed Letter of Interest Form (see page 10) to staff to initiate a formal study of traffic conditions. The Letter of Interest Form must include signatures from at least 10 current residents or property owners or from at least 50% of the residents or property owners along the street section under consideration for traffic calming.

Step 4 – Review traffic data.
Once city staff collects and processes the traffic data, they will send a formal email documenting the outcome of the data collection and whether it meets policy criteria for the requested traffic calming device(s).

Step 5 – Initiate a neighborhood petition.
If the street segment meets policy criteria, city staff and the resident work together to create a concept plan, define the affected and notification areas, and create a petition form. The resident will then be responsible for acquiring signatures from a minimum of 70% of the addresses within the affected area and 100% of the addresses within 50 feet of proposed traffic calming devices. Refer to the petition process section on page 8 for more details.

Step 6 – Obtain Transportation Commission approval for construction of the project.
The final step requires approval from the city of Scottsdale's Transportation Commission. City staff will prepare a presentation of all relevant information related to the project and request approval for construction of the project from the commission. Construction will be completed at no direct cost to the resident.

CITY OF SCOTTSDALE

Policy Updates – Website and Speed Awareness

- Previously two separate webpages. (SAP and NTMP)
- Changed to one webpage and refers details to the policy document.
- Speed Awareness Program incorporated into the NTMP.

CITY OF SCOTTSDALE

Policy Updates – Speed and Volume Criteria

Proposed Volume and Speed Criteria		
Traffic Calming Device	**Volume Criteria (vpd)**	**Speed Criteria**
Vertical Realignment	500 to 3,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.
Horizontal Realignment	500 to 3,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.
Speed Feedback Sign	More than 1,000 vpd	30% 5 mph or more above Speed Limit. 15% 10 mph or more above Speed Limit
Route Restrictions	500 to 2,000 vpd	40% 5 mph or more above Speed Limit. 20% 10 mph or more above Speed Limit.

Existing Volume and Speed Criteria		
Traffic Calming Device	**Volume Criteria(vehicles per day)**	**Speed Criteria**
Vertical Realignment	500 to 3,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.
Horizontal Realignment	500 to 3,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.
Speed Feedback Sign	N/A	N/A
Route Restrictions	500 to 2,000 vpd	40% More than 5 mph above Speed Limit. 20% More than 10 mph above Speed Limit.

CITY OF SCOTTSDALE

Policy Updates – Speed Feedback Sign Criteria and Conditions

Speed Feedback Sign Criteria and Conditions

- The street has 1,000 or more vehicles per day.
- The following two speed conditions must be met:
  - At least 30% of traffic travels at speeds of 5 mph or more above the speed limit.
  - At least 15% of traffic travels at speeds of 10 mph or more above speed limit.
- Conditions where a speed feedback sign is not appropriate:
  - Speed feedback signs should not be installed on a significant horizontal or vertical curve.
  - Solar speed feedback signs should not be installed in areas with low sunlight.
- Speed feedback signs are considered semi-permanent solutions and may be relocated after a period of three years if they are deemed to be ineffective.
- The use of speed feedback signs is subject to the availability of Neighborhood Traffic Management program funds, and locations will be determined by priority if sufficient funds do not exist.
- Due to the high visibility of speed feedback signs, effort shall be made to locate the sign where it creates the least impact to surrounding property owners. Before installation all property owners within visual proximity of the proposed sign location shall be notified. If staff receives concerns, then a determination will be made as to whether the sign should be relocated or not installed.

CITY OF SCOTTSDALE

Other Policy Updates

- Removed the neighborhood meeting approval process as substitute for petition.
- Changed review of traffic calming on private streets to be facilitated by the one stop shop.
- Clarified distinction between the three P's of the NTMP (Policy, Program, Procedure) – The **Policy** document describes criteria and process for the **Program**
- Condensed goals and objectives.

CITY OF SCOTTSDALE

Other Policy Updates

- Simplified different process sections into one step-by-step section from a resident's perspective.
- Removed Project Construction, Interim Treatments, and Other Issues Sections.
- Removal of the NTMP flow diagram.
- Removed $20,000 min. cost limit for commission presentation, changed to "if petition process has been completed".
- Shortened descriptions of notification and affected areas.

CITY OF SCOTTSDALE

Requested Action:

Approval of the updated Neighborhood Traffic Management Policy document presented by staff.

CITY OF SCOTTSDALE

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**

From: **Kiran Guntupalli, Principal Engineer**

Subject: **Pedestrian Hybrid Beacon Installations**

Meeting Date: **April 15, 2021**

ITEM IN BRIEF

Action: Information and Discussion

Purpose:
Presentation and discussion outlining the process and criteria used to determine when the Traffic Engineering staff decide to install pedestrian hybrid beacons (PHBs). The presentation will include a list of the current operating PHBs in the city of Scottsdale, the locations where PHBs are currently in design, those that are ready to be constructed or are currently being constructed.

Background:
Over the past years there have been several requests to install a traffic signal for pedestrians crossing improvements. But per the Manual on Uniform Traffic Control Devices (MUTCD), the threshold for pedestrian volumes is much higher for a pedestrian signal to be warranted. One of the more recent engineering devices that has helped improve pedestrian safety at uncontrolled intersections is the pedestrian hybrid beacon (PHB). The city of Tucson developed the first pedestrian hybrid beacons, which were originally referred to as HAWKs, in the late 1990s. The HAWK acronym stands for “High intensity Activated crossWalK.” The PHB is a traffic control device that is used to control traffic and assist pedestrians in crossing a street or highway at a marked crosswalk. These are not considered traffic signals, and they are typically installed at locations that do not meet traffic signal warrants. After a trial evaluation period the PHBs were first included in MUTCD in the 2009 Edition.

City of Scottsdale first installed a HAWK beacon on Chaparral Road between Hayden Road and 78th Street in 2008. Since that time there have been eight other PHBs installed to improve safety and accessibility for pedestrians.

Operation:
The HAWK crossing provides a protected pedestrian crossing and is as simple to use as a pushing a button.

1. The HAWK is normally in an “off” position until it is activated by someone wanting to cross a busy street.

2. When pedestrians wish to cross the street, they push a button, and the signal begins with a flashing yellow light that warns drivers approaching the crosswalk to slow down.
3. The flashing yellow light is followed by a solid yellow light, telling drivers to prepare to stop.
4. The signal then changes to a solid red for the drivers to stop at the stop bar, and the pedestrian gets a walk signal.
5. The solid red signal converts to a flashing red after a few seconds, allowing drivers to proceed when safe to do so.

Figure 1

Evaluation Process:

The locations that are considered for PHB installation are typically identified by Traffic Engineering staff or through requests from city residents for an enhancement to an existing crossing. Once identified, the study locations are assigned to a Traffic Engineer and a Traffic Engineering Technician for observations and evaluation.

The location is evaluated based on the Pedestrian Improvement Guidelines developed by Traffic Engineering staff, which is based on national standards, literature research, and City of Scottsdale experiences with enhanced pedestrian crossings. PHB's are one of several devices that are used to provide increased safety for uncontrolled pedestrian crossings. The type of enhanced crossing or other mitigation measure is based on following criteria:

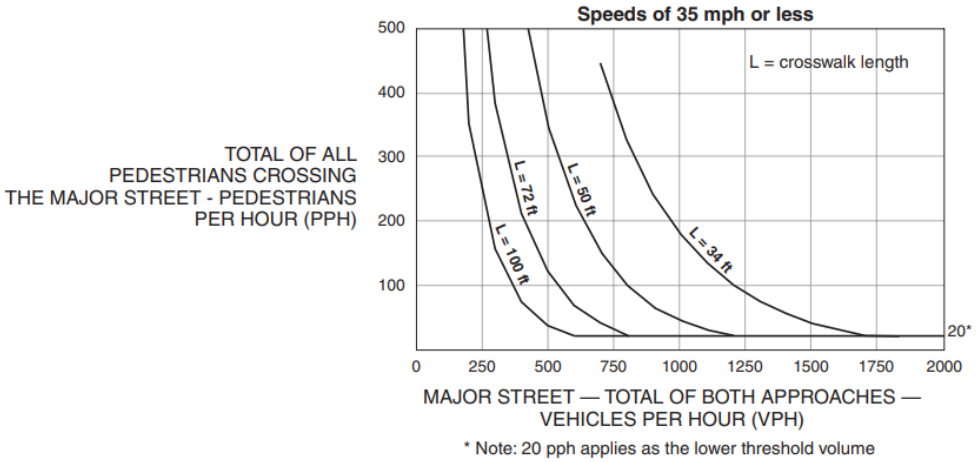
- The MUTCD contains guidelines for pedestrian hybrid beacons that utilize automobile traffic, pedestrian traffic, automobile speeds, and pedestrian crossing distance. PHBs may be installed where the crossing volume is as low as 20 pedestrians per hour, depending on the crossing distance, automobile traffic volume, and engineering judgment.

- Rectangular Rapid Flashing Beacons (RRFBs) are small rectangular yellow flashing lights that are deployed with pedestrian crossing warning signs. They are typically actuated by a pedestrian push button and flash in a strobe-like manner for a predetermined amount of time, to allow a pedestrian to cross the roadway, before going dark. RRFBs are warning devices and do not create a legal requirement for a vehicle to stop when they are flashing. Currently, there are no MUTCD warrants to install RRFBs, so engineering judgment should be used prior to their installation.

- The City also utilizes pedestrian refuge islands (typically on low volume, low speed streets) to improve pedestrian safety. These allow the pedestrian to cross the street one approach at a time, provide a safe refuge area in the street, and provide more visibility for the pedestrian. These may include marked crosswalks or not, depending upon the conditions.

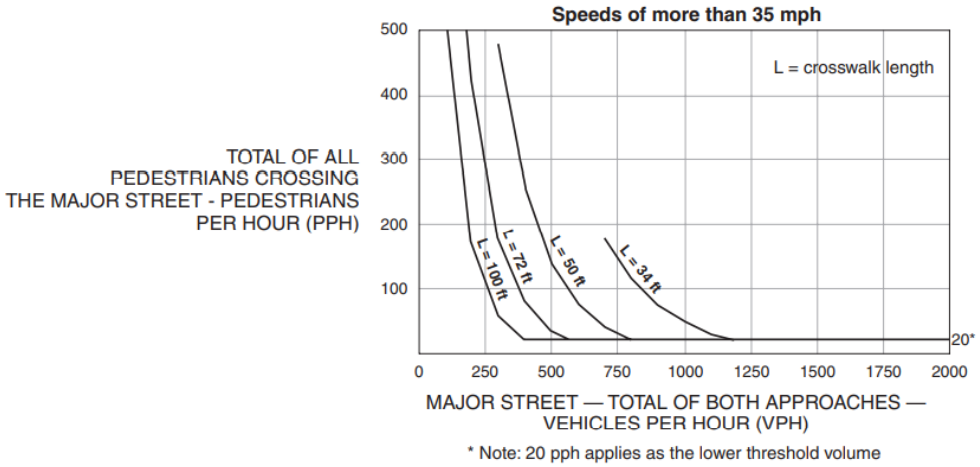
MUTCD Guidelines:
The MUTCD contains the following figures that are used to determine whether the pedestrian and vehicular volume meet the guidelines for consideration of a PHB:

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



* Note: 20 pph applies as the lower threshold volume

Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



* Note: 20 pph applies as the lower threshold volume

The MUTCD recommends, but does not require, that PHBs be located at least 100 feet from an intersection. Ideally PHBs are not located within 660 feet of another controlled crossing to allow for driver recognition and minimize disruption to traffic flow. When activated, the PHB provides signal indications for the main road, but does not notify vehicles on the side street that a pedestrian is in the crosswalk and that traversing the crosswalk is prohibited (when the indication is steady red) or must be treated as a stop sign (when the light is flashing red). To help promote adequate sight distances for pedestrians and motorists, on-street parking should be restricted within 100 feet of the crossing for approaching traffic and 20 feet from the crossing on the departure side. Where installed on a roadway with coordinated signals, the MUTCD recommends the PHB be coordinated with the other signals.

Installations:

The City of Scottsdale has installed PHBs at the following locations:

- Chaparral Road between Hayden Road and 78th Street
- Pima Road and Jomax Road
- Pima Road and Dixileta Drive
- Scottsdale Road between Greenway-Hayden Loop and Butherus at the Scottsdale Quarter.
- Chaparral Road just west of Miller Road (Arizona Canal crossing)
- McDonald Road just east of Cattletrack Road (Arizona Canal crossing)
- Northsight Boulevard south of Frank Lloyd Wright Boulevard

The following are more recent PHB installations that are currently in operation:

- *Scottsdale Road and Palm Lane (Figure 2):*
  The intersection of Scottsdale Road and Palm Lane was identified as a location with high potential for pedestrian safety improvement through internal staff review and as part of a MAG Local Agency Safety Study that concluded in June 2019. As a result of these studies, it was recommended that a pedestrian hybrid beacon be constructed to provide a safe and controlled location for pedestrians to cross

Scottsdale Road traveling east or west at this location. With a developer contribution and a Maricopa Association of Governments (MAG) Road Safety Program contribution, a PHB was installed at this location and was activated on November 24, 2020.

Figure 2

- *Indian Bend Road and McCormick Stillman Railroad Park (Figure 3):*
  An item was presented before the commission on a study to improve the pedestrian crossing options on Indian Bend Road adjacent to the McCormick-Stillman Railroad Park on March 23, 2019. Based upon the study's findings, it was also recommended that a pedestrian hybrid beacon be designed and installed at the eastern park driveway on the east leg of the intersection. The design and installation of PHB was completed and activated on February 9, 2021.

Figure 3

PHBs that are currently under construction:

- *Hayden Road north of Princess Boulevard (Figure 4):*
  The design of PHB on Hayden Road north of Princess Boulevard was recently completed and a contract was issued to construct. A portion of the construction is a developer contribution. The installation is currently underway and is expected to be activated in late April 2021.

Figure 4

PHBs that are currently in design:

- *Camelback Road and Saddlebag Trail:*
  This was identified as a location of priority in the 2018 Traffic Volume and Collision summary report and Scottsdale staff were successful in securing a grant for installation through the MAG Road Safety Program funding. The construction of this project is expected to begin in the summer of 2021.
- *Thomas Road and 86th Street:*
  This location was identified through a citizen request and met the criteria for HAWK installation. The construction of this project is also expected to begin in summer of 2021.
- *Highland Avenue west of Scottsdale Road:*
  Currently RRFB's are operating at this location. The development of a vacant site at the Scottsdale Fashion Square is expected increase the number of pedestrian crossings at this location. Therefore, the developer is stipulated to construct a PHB as part of offsite improvements.

Staff Contact: Kiran Guntupalli, 480-312-7623, KGuntupalli@ScottsdaleAZ.gov

CITY OF SCOTTSDALE

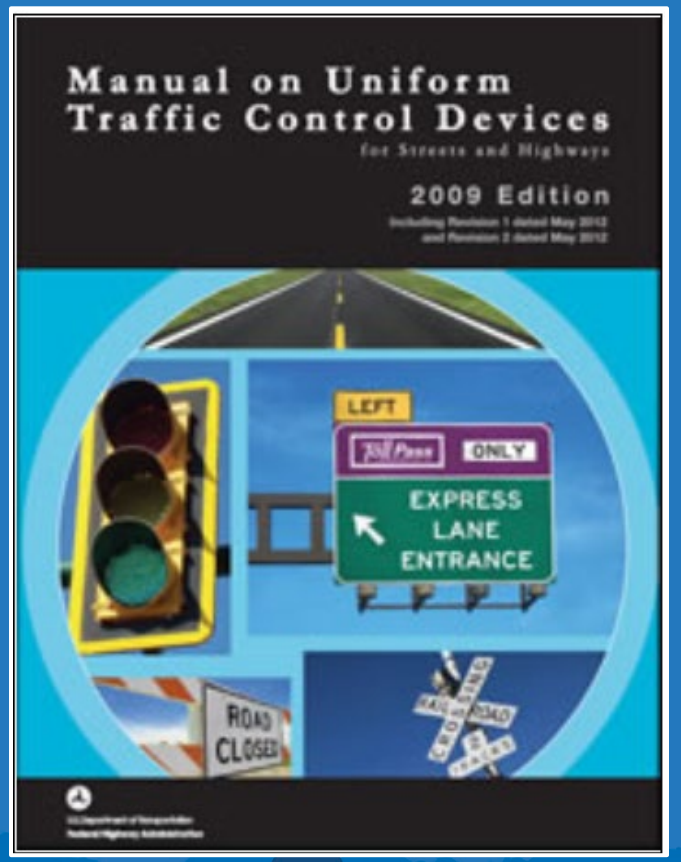
Pedestrian Hybrid Beacons

Transportation Commission

April 15, 2021

History

- Manual on Uniform Traffic Control Devices (MUTCD)
- Pedestrian Hybrid Beacon (PHB) – Research/ First Implementation
- Scottsdale's Installation



CITY OF SCOTTSDALE

Evaluation Process for Installation

- MUTCD Guidelines for PHB Installation
- Other Alternatives
  - Rectangular Rapid Flashing Beacons
  - Pedestrian Refuge Islands

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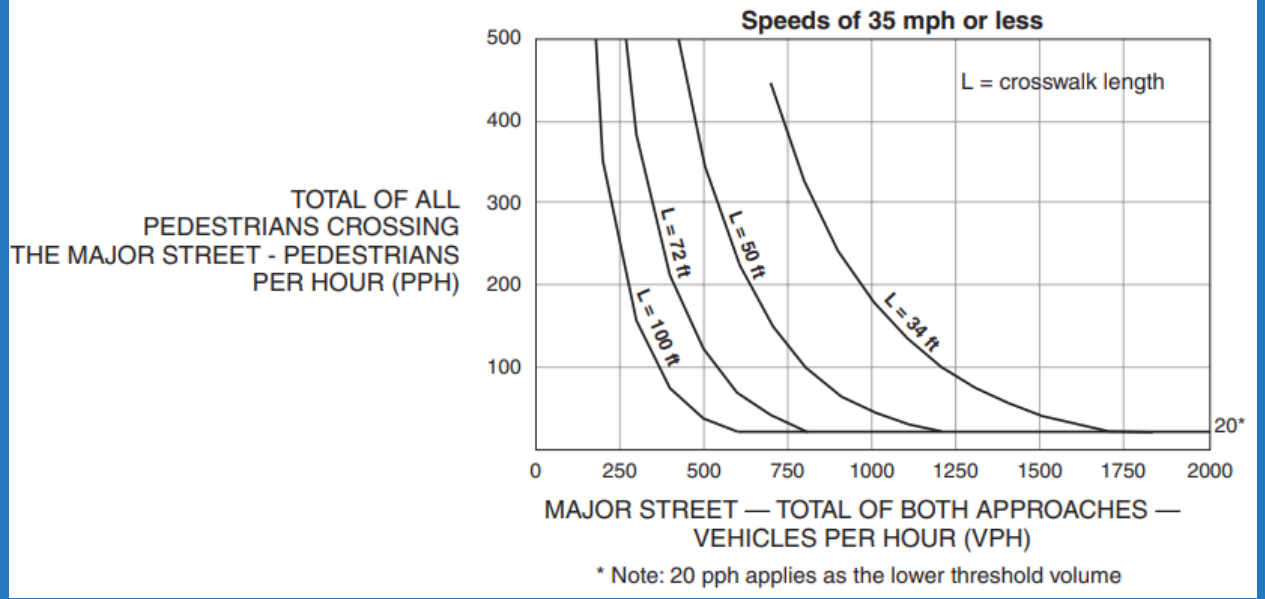
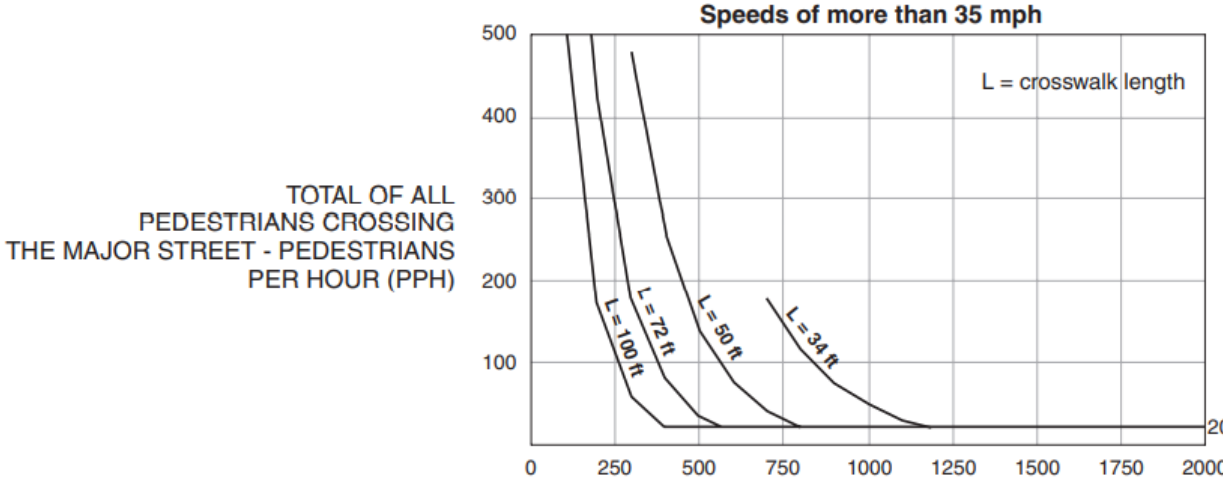
Pedestrian Hybrid Beacon – MUTCD Guidelines

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



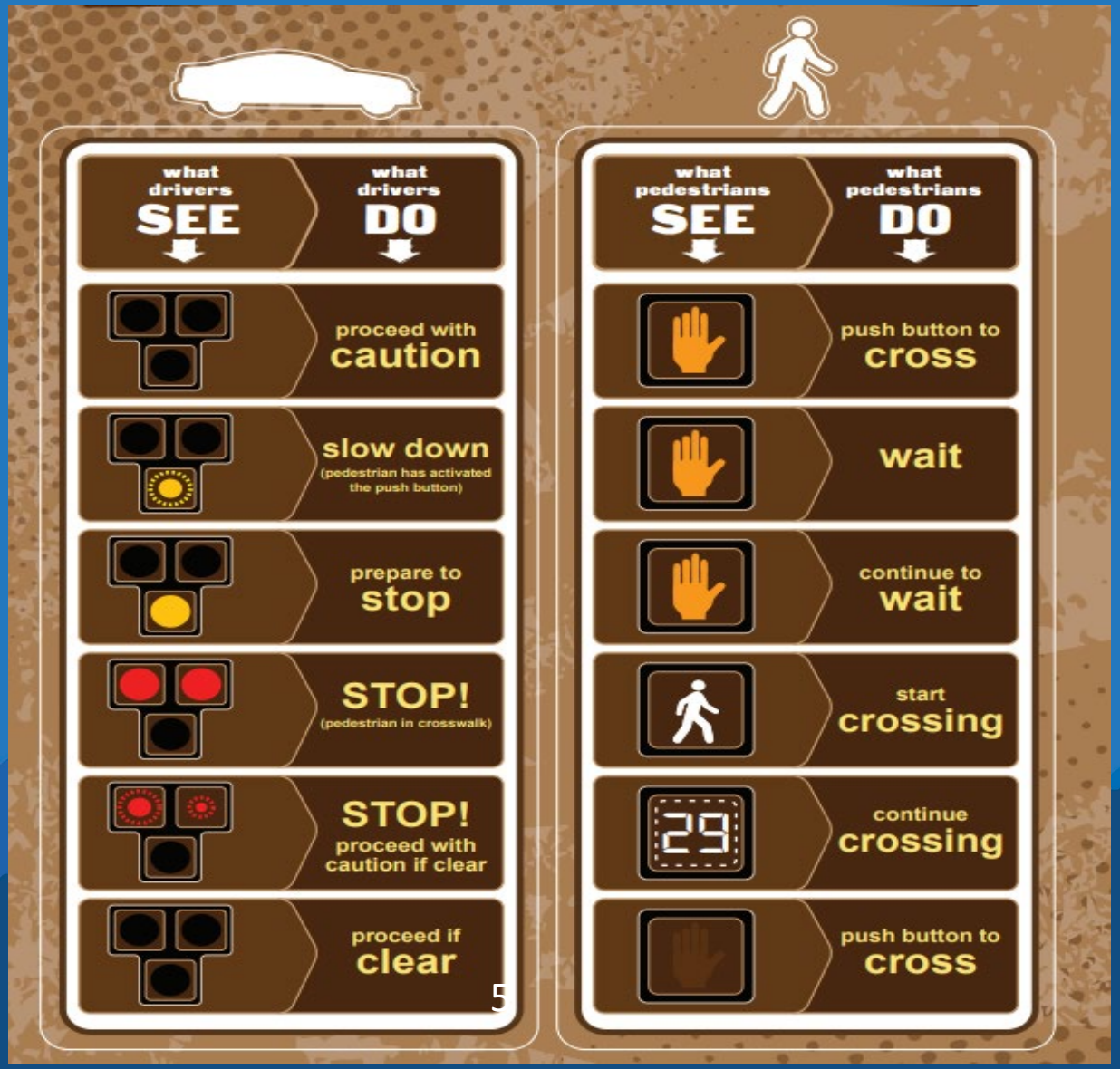
* Note: 20 pph applies as the lower threshold volume

Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



* Note: 20 pph applies as the lower threshold volume

PHB Functionality



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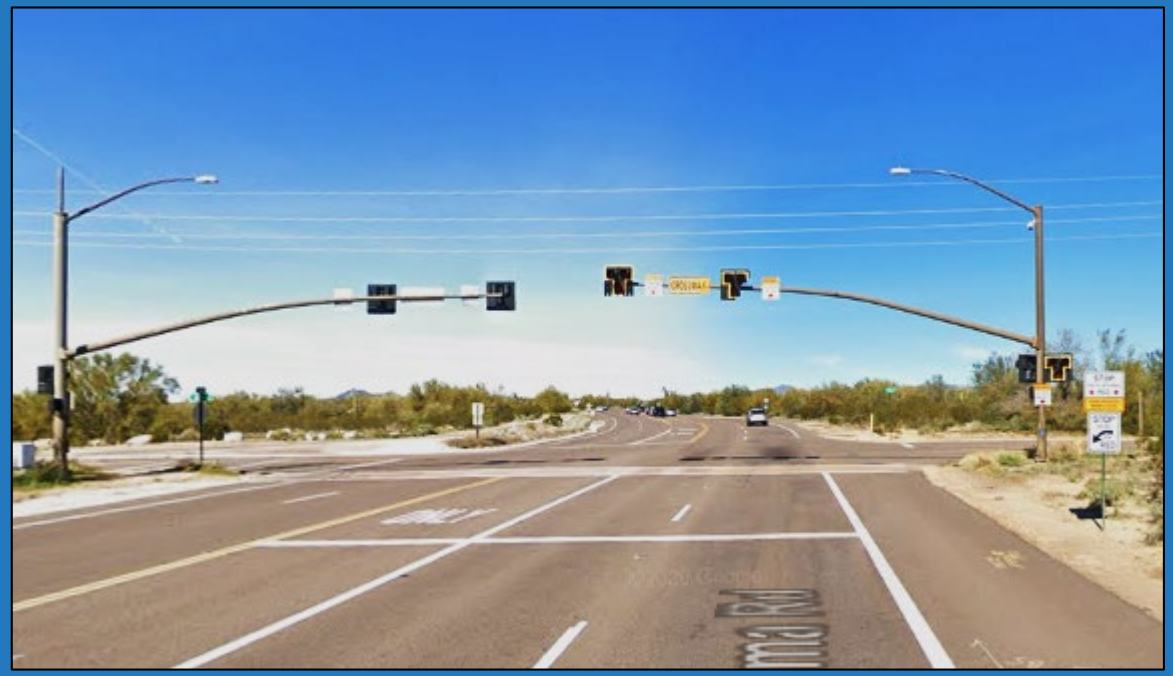
Pedestrian Hybrid Beacon Installations

- Chaparral Road between Hayden and 78th Street

Pedestrian Hybrid Beacon Installations

Pima Road and Jomax Road

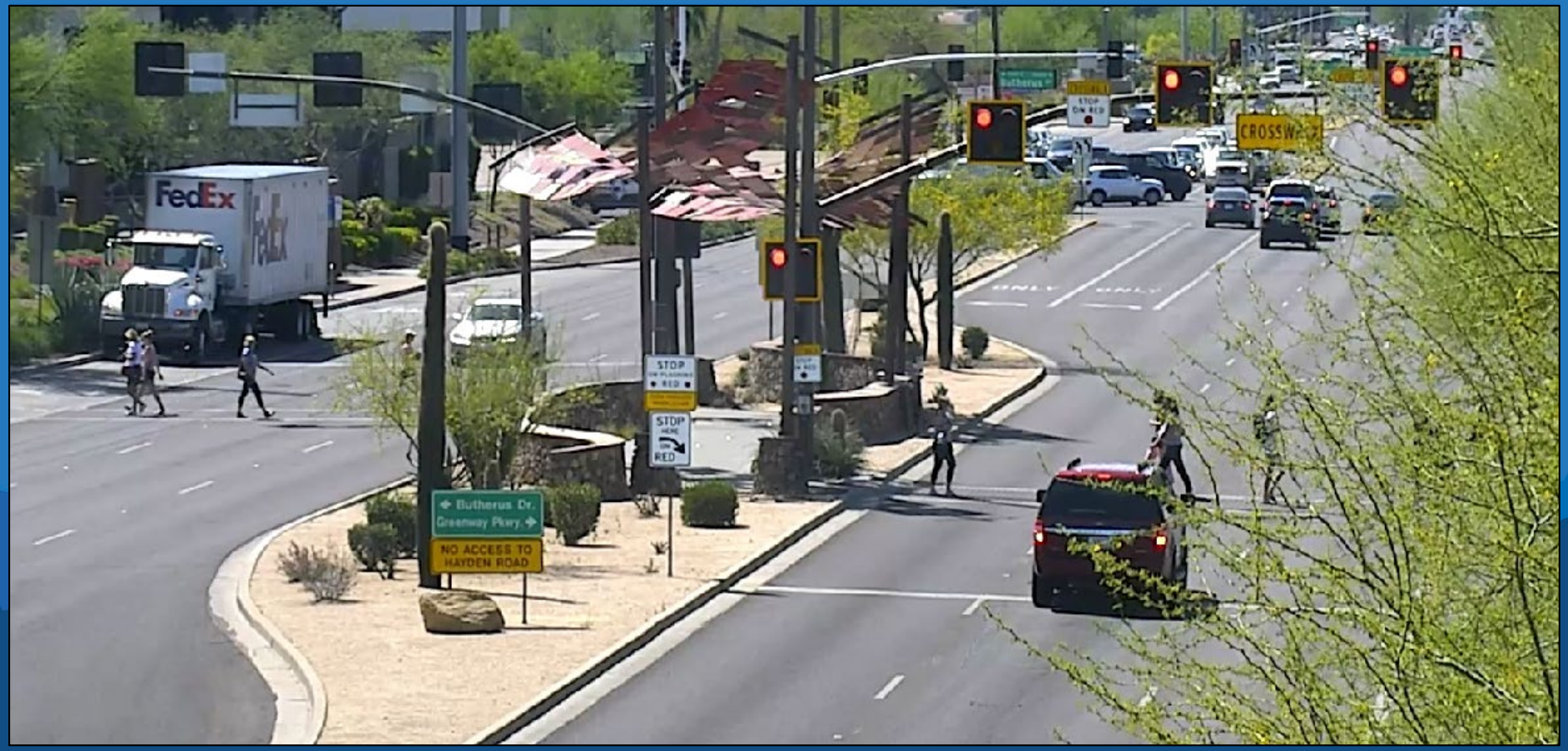


Pima Road and Dixileta Drive

CITY OF SCOTTSDALE

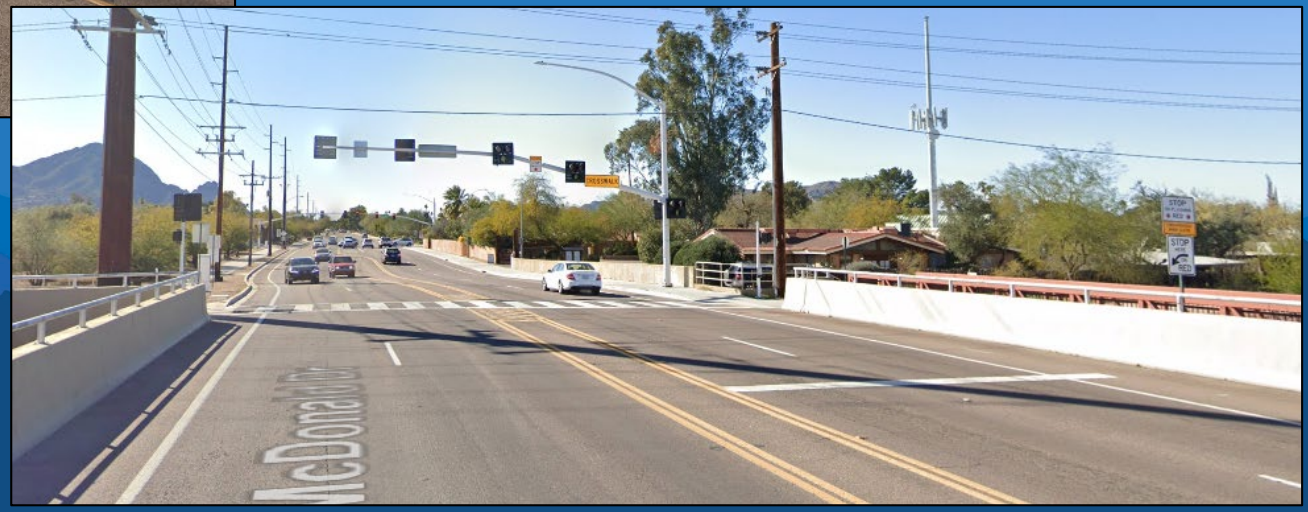
Pedestrian Hybrid Beacon Installations

- Scottsdale Road between Greenway/Hayden Loop and Butherus at the Scottsdale Quarter.



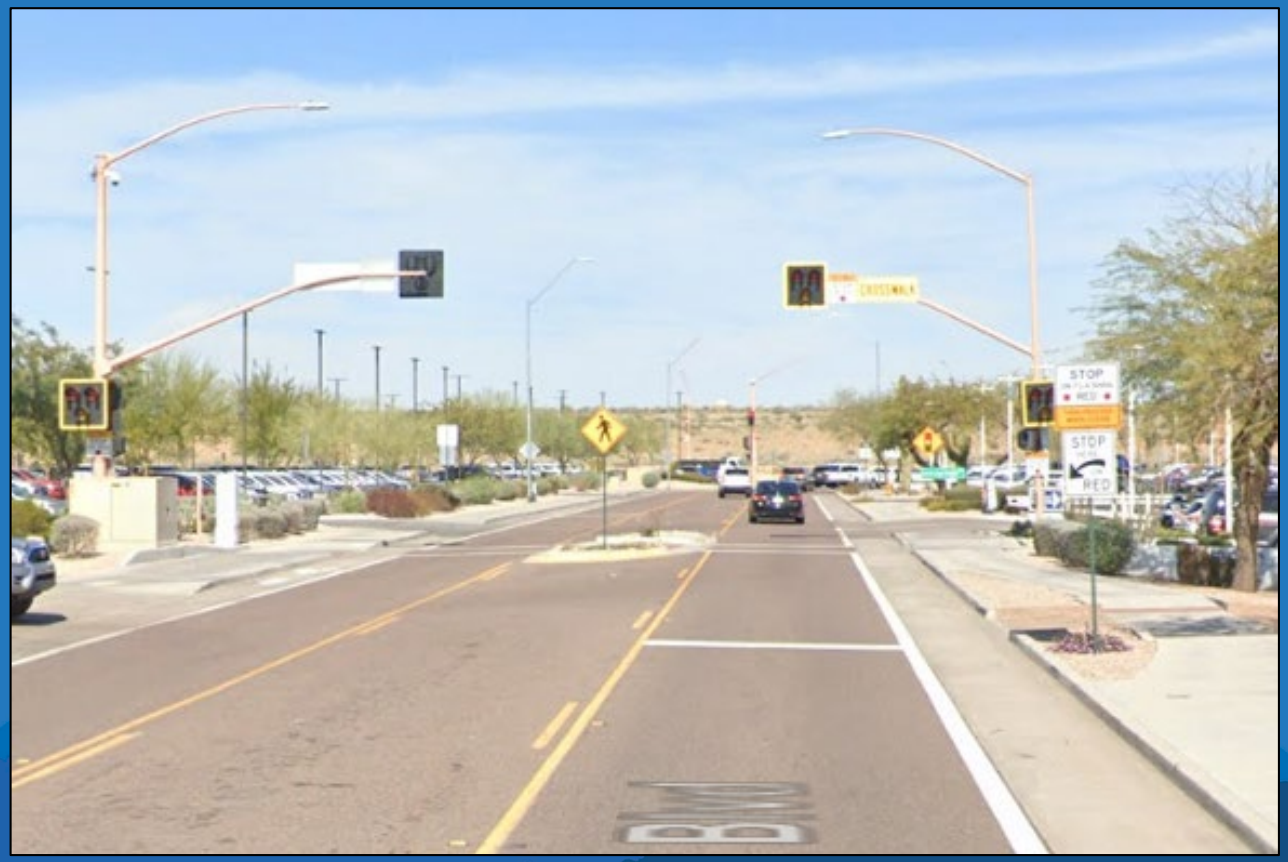
Pedestrian Hybrid Beacon Installations

- Chaparral Road just west of Miller Road (Arizona Canal crossing)



- McDonald Road just east of Cattletrack Road (Arizona Canal crossing)

Pedestrian Hybrid Beacon Installations



Northsight Boulevard south of Frank Lloyd Wright Boulevard

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New Installations

- Scottsdale Road and Palm Lane

New Installations

- Indian Bend Road and McCormick Stillman Railroad Park

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PHB – Under Construction

Hayden Road north of Princess Boulevard

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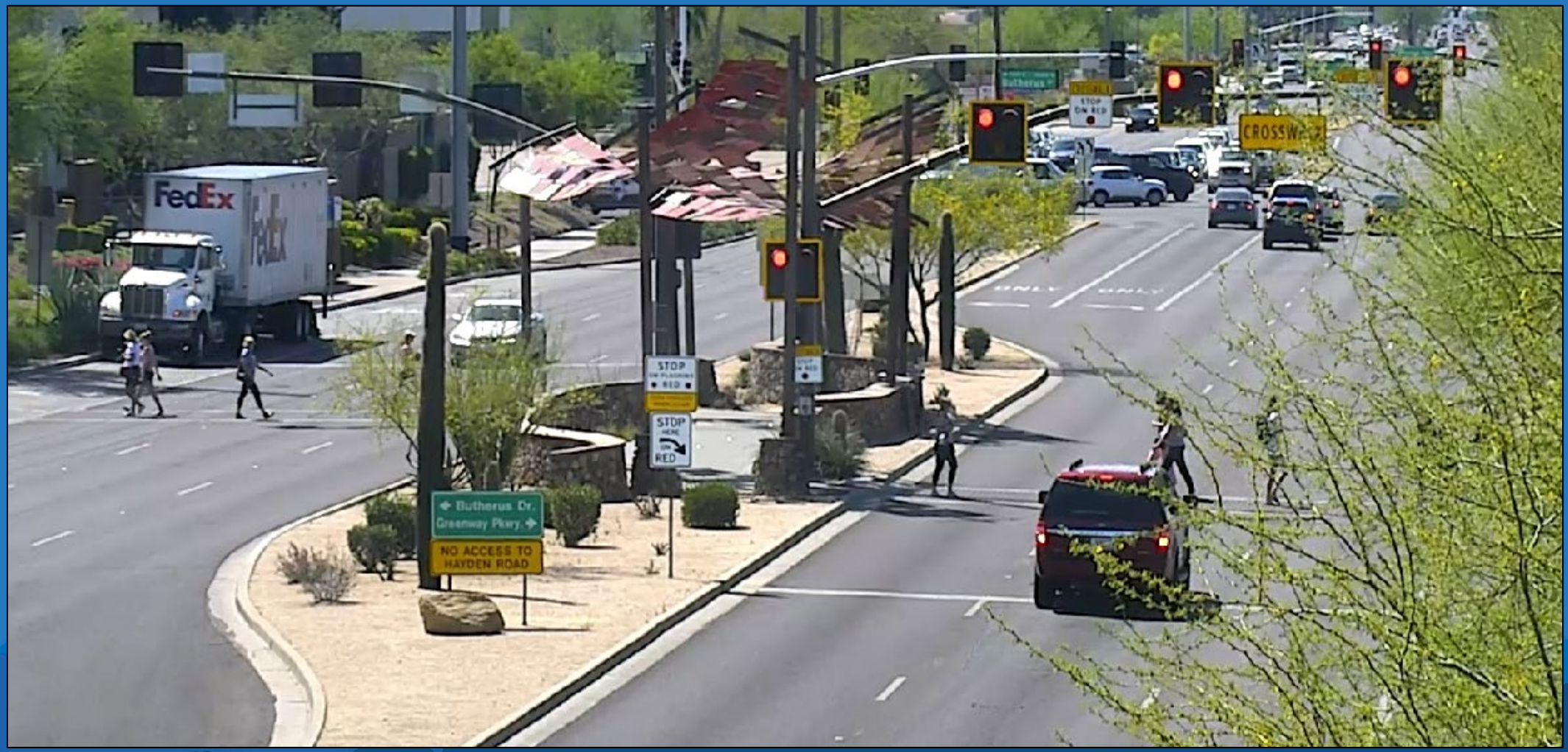
PHBs – In Design

- Camelback Road and Saddlebag Trail
- Thomas Road and 86th Street
- Highland Avenue west of Scottsdale Road

Questions?



Thank you!

CITY OF SCOTTSDALE

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Mark Melnychenko, Transportation and Streets Director**
Subject: **Operating Budget and Capital Improvement Plan for Fiscal Year 2021/22**
Meeting Date: **April 15, 2021**

Action: Review and approve final recommendations for the Fiscal Year 2021/22 Operating Budget and Capital Improvement Plan.

Purpose:
Present the recommended Transportation and Streets Department operating budget and capital projects for inclusion in the City Council's FY 2021/22 Operating Budget and 5-Year Capital Improvement Plan.

Information:
Every spring the City Council adopts a new operating budget and five-year Capital Improvement Plan (CIP). Only the first year of the CIP is funded, with the following four years serving as a forecast of future capital project budget needs.

Operating Budget:
The Mayor and City Council set the direction for staff related to the forthcoming budget by establishing broad goals for the organization to serve as a basis for decision-making. The City Council reviews key features of the City Manager's proposed budget. The budget development process culminates in the spring with the Mayor and City Council holding public budget hearings. The Mayor and City Council are ultimately responsible for the review of the proposed budget, tentative budget adoption (mid-May) and final adoption of the budget (early June). All City Council budget discussions are open to the public for comment and are broadcast on CityCable 11 and the city's web page.

To initiate the budget process, the City Council typically reviews citizen input, citizen board and commission feedback, financial policies, citizen survey results and the most current financial forecast. They discuss broad organizational goals, priorities, constituents' suggestions and expectations for Scottsdale. Then division directors and senior management staff update city financial policies, plans, programs and management strategies to outline how the city will achieve the broad goals. It is within this framework that the city staff formulates the proposed operating budget.

In the early winter the divisions submit their proposed operating budget requests to the Budget Department. Funding recommendations go through a lengthy public comment and refinement process. The discussions focus on the city's five-year financial plans, and how the divisions' operating budgets address citizens' priorities and City Council's broad goals. Next, a series of required public budget hearings are held, and the City Council adopts the budget and property tax levy consistent with the City Charter and state law. In July, city staff implement the operating budget and are accountable for budgetary control throughout the fiscal year.

Ongoing monitoring of the City's financial performance is required monthly by the City Charter. Written budget to actual expenditure variance reports must be submitted monthly by all city divisions.

The two primary sources funding the City's operating budget for the Transportation and Streets Department are the City's allocation of the Arizona Highway User Revenue tax and the 0.2 percent of privilege tax for transportation improvements. The City Manager's budget recommendations for these two funding sources are shown below in the following two tables.

Budget by services – 0.2% Transportation Sales Tax

Adopted 2020/21	Forecast 2020/21	Service	Proposed 2021/22	$ Change Fav/ (Unfav) vs. FY21 Adopted	Forecast 2022/23	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26
$0.3	$0.3	Transp. Planning	$0.5	$0.2	$0.6	$0.6	$0.6	$0.6
1.7	1.5	Transit Op/Trip Reduction	1.6	0.0	1.7	1.7	1.8	2.2
4.6	3.9	Trolley Expenses	3.9	(0.7)	4.1	4.3	4.5	4.7
0.2	0.2	Emergency Response	0.2	0.0	0.2	0.2	0.2	0.2
0.5	0.5	Alley Maintenance	0.6	0.2	0.6	0.7	0.7	0.7
0.5	0.5	Transportation Admin	0.8	0.2	0.8	0.8	0.8	0.9
2.7	2.6	Other City Services	3.1	0.4	2.8	2.9	3.0	3.0
$10.5	**$9.6**	**Total**	**$10.7**	**$0.2**	**$10.8**	**$11.2**	**$11.6**	**$12.3**

Budget by services – Highway User Tax (HURF)

Adopted 2020/21	Forecast 2020/21	Service	Proposed 2021/22	$ Change Fav/ (Unfav) vs. FY21 Adopted	Forecast 2022/23	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26
$2.4	$2.4	Grading & Drainage	$3.2	$0.7	$3.3	$3.4	$3.5	$3.6
1.1	1.0	Street Cleaning	1.3	0.2	1.4	1.4	1.5	1.5
5.0	4.8	Asphalt & Maintenance	4.8	(0.1)	5.0	5.1	5.3	5.4
0.2	0.2	CIP Advance Planning	0.3	0.1	0.3	0.3	0.3	0.3
1.4	1.4	Traffic Engineering	1.5	0.1	1.5	1.6	1.6	1.7
0.9	0.9	Intelligent Transp Systems	0.9	0.0	0.9	1.0	1.0	1.0
1.9	1.5	Traffic Signals	2.2	0.3	2.3	2.4	2.4	2.5
0.9	0.7	Street Light Maintenance	1.3	0.4	1.1	1.1	1.1	1.2
1.6	1.6	Signs & Markings	1.7	0.1	1.7	1.8	1.9	1.9
$15.4	**$14.5**	**Total**	**$17.1**	**$1.7**	**$17.4**	**$18.0**	**$18.6**	**$19.2**

5-Year CIP:
The first step in the annual CIP process, per State law, is the re-budgeting of projects not completed during the current fiscal year, unless they have been terminated or deferred by the City Council. The second step is determining whether existing projects have appropriate budgets and whether new sources of funding (grants, developer contributions, etc.) have become available to reduce the use of City funds. After these steps have been taken, a combination of projects that have been previously reviewed but not funded and new project concepts are identified for consideration and prioritization.

The primary sources of funding for transportation capital projects are 50% of the City's 0.2% Transportation Privilege Tax, the Regional 0.5% Transportation Sales Tax (Proposition 400), and Federal grants. Each year the Transportation CIP is adjusted to match the funding levels programmed by the Maricopa Association of Governments (MAG) in their Arterial Life Cycle Program (ALCP).

Scottsdale voters passed Question 1 in November 2018, which authorized the City to collect an additional 0.1% Transportation Privilege Tax for a period of 10 years. The priority use of this temporary funding source is to ensure the availability of the 30% local match required for ALCP roadway corridor improvements.

The Transportation and Streets Department's project priorities were reviewed at the Transportation Commission's November 2020 meeting. Since last November, a citywide review process culminated in a recommendation to the City Manager. The City Manager's recommendation is then presented to the City Council as part of the proposed budget, which considers the input of the department and the Transportation Commission.

The City Manager's recommendations are provided below through a series of tables.

Recommendations:
Table 1 includes standalone, non-ALCP transportation projects recommended for re-budgeting to allow for their completion. These projects are not requesting funding changes in Fiscal Year (FY) 2022-2026.

Table 1: Existing Projects for Re-Budget (project total)

PROJECT	DESCRIPTION	YEAR	COST
68th: Indian School to Thomas	Bike lanes (grant)	2022	$0.9M
Indian Bend Wash at Chaparral	Underpass (grant)	2022	$2.1M
Old Town Pedestrian Improvements	Sidewalks, ADA access, path link	2022	$3.5M
McDowell Road: 64th to Pima	Bike lanes, ADA access (grant)	2022	$4.6M
Osborn Road Complete Street	Bike/ped and roundabout (grant)	2022	$3.7M
Thomas Road: 56th to 73rd	Bike lanes, ADA access, signals (grant)	2020	$4.8M
Dynamite: Pima to 136th	Turn lanes and bike lane gaps	2022	$1.7M
Illuminated Street Signs	Scottsdale Road corridor	2022	$1.2M
ITS Infrastructure/Network	Video detection/upgrades (grant)	2022	$3.5M
Shared-Use Path Signage	Path wayfinding	2022	$0.8M
Buffered Bike Lane Installation	Buffered bike lanes on various streets	2023	$1.2M
Slurry/Milling Unpaved Alleys	Paving dirt alleys	2024	$1.2M

Table 2 includes projects to be re-budgeted at the amounts programmed in MAG's FY 2021 Arterial Life Cycle Program (ALCP). In Table 2, projects along Pima Road that are in the process of becoming part of the Salt River Pima Maricopa Indian Community's federal grant project are shown in *italics*.

Table 2: ALCP Projects for Re-budget (project total)

PROJECT	DESCRIPTION	YEAR	COST
Shea Blvd: Loop 101 to 136th	Multiple intersections, ITS	2021	$14.2M
Pima: Pinnacle Peak to Happy Valley	6-lane complete street	2022	$25.0M
Happy Valley: Pima to Alma School	4-lane complete street	2022	$18.0M
Scottsdale: Jomax to Dixileta	4-lane complete street, roundabout	2022	$23.8M
Pima: Krail to Chaparral	*4-lane complete street (SRPMIC grant)*	*2022*	*$18.6M*
Pima: Via Linda to Via de Ventura	*Intersection and landscaping (SRPMIC)*	*2022*	*$1.9M*
Pima: Chaparral to Thomas	*4-lane complete street (SRPMIC grant)*	*2024*	*$9.6M*
Pima: Thomas to McDowell	*Design (SRPMIC grant)*	*2023*	*$0.5M*
Hualapai: Hayden to Pima	4-lane complete street	2023	$10.7M
Frank Lloyd Wright/Loop 101	Diamond interchange	2023	$2.2M
Raintree/Loop 101	Modify existing interchange	2023	$7.5M
Pima: Happy Valley to Jomax	6-lane complete street	2023	$22.2M
Carefree Highway	4-lane complete street	2024	$11.4M
Pima: Dynamite to Las Piedras	4-lane complete street	2024	$20.2M
Scottsdale: Dixileta to Carefree	4-lane complete street	2025	$16.9M
Pima: Jomax to Dynamite	6-lane complete street	2025	$11.7M
Pima: Las Piedras to Stagecoach	4-lane complete street	2026	$25.9M
Scottsdale: Thompson Peak to Pinnacle	6-lane complete street (Phase II)	2026	$8.7M
Scottsdale: Pinnacle Peak to Jomax	4 to 6-lane complete street	2026	$2.6M
Hayden/Loop 101	Interchange improvements	2026	$5.8M

Table 3 includes projects prioritized for re-budgeting at a revised level due to increased costs, decreased costs or the potential for new revenue sources.

Table 3: Projects Recommended for Budget Adjustments

PROJECT	DESCRIPTION	Change
Legacy Boulevard: Hayden to Pima * Delete per master plan change	4-lane road through Water Campus	-$17.6M
Redfield Road: Scottsdale to Hayden * Decreased cost estimate	3-lane minor collector; bike lanes	-$0.4M
Raintree Drive: Scottsdale to Hayden * Savings from Redfield Road	Minor/major collector; roundabouts	+$0.4M
Hayden/Miller: Pinnacle Peak to Happy Valley * Scope change to add bridge	4-lanes; all-weather bridge at Rawhide Wash	+$8.2M
Pima Road: Dynamite to Las Piedras * Decreased to match ALCP budget	4-lane arterial; path/trail	-$0.2M
Scottsdale: Thompson Peak to Pinnacle Peak Phase II * Timing delay to match ALCP	6-lane complete street; path/trail	$0.0M
Scottsdale: Pinnacle Peak to Jomax * Timing delay to match ALCP	4 to 6-lane complete street; path/trail	$0.0M
Goldwater Underpass @ Scottsdale Rd. * Timing delay to match grant	Bike pedestrian/underpass	$0.0M

Table 4 identifies the projects that are recommended for funding through the FY 2022-2026 Capital Improvement Program. The list includes:

- Recurring projects that address capital maintenance needs though FY 2025/26;
- Recurring projects that are smaller in scale (typically <$250,000) and can be designed and built in two fiscal years or less through FY 2025/26; and,
- New standalone projects (shown in **bold**).

Table 4: Recommended Projects for Continued or New Funding

PROJECT	DESCRIPTION	1-YR COST	5-YR COST
Trolley Vehicle Purchase	**Replacement vehicles; no City funds**	**-**	**$8.1M**
Pavement Overlay Program	Pavement restoration	$6.55M	$32.75M
Traffic Signal Construction	Replacements/upgrades/new signals	$0.30M	$1.50M
PM-10 Dirt Road Paving (grant project)	**Pave low volume roads**	**-**	**$4.73M**
ADA Transition Plan Implementation	Ramps, driveways, bus stops, gaps	$0.30M	$1.50M
Old Town Streetlight Replacements	**Replacement w/consistent type (3-yrs)**		**$3.15M**
Traffic Signal Const. (annual increase)	**Replacements/upgrades/new signals**	**$0.30M**	**$1.50M**
Streetlight Replacements	Equipment/upgrades	$0.20M	$1.00M
Pavement Overlays - Alleys	**Renovate City-owned locations**	**$0.50M**	**$2.50M**
Roadway Capacity/Safety Improvements	Turn bays, crossings	$0.90M	$4.50M
Transit Stop Improvements	Replacement and new shelters/pads	$0.30M	$1.50M
Bikeways Program	Path repair, gaps, striping	$0.40M	$2.00M
Neighborhood Traffic Mgmt. Program	Trafic calming devices and striping	$0.20M	$1.00M
Sidewalk Improvements	Repairs, gaps	$0.20M	$1.00M
Trail Improvement Program	Install and/or renovate unpaved trails	$0.20M	$1.00M
IBW Path Renovation - Phase I	**Replace sections of 40-yr. old path**	**-**	**$2.12M**
Goldwater/Highland Intersection	**Roundabout, ped access, drainage**	**-**	**$2.95M**
98th St. north of McDowell Mtn. Ranch Rd.	**Complete half street next to WestWorld**	**-**	**$1.33M**

Next Steps:
The proposed FY 2021-22 Operating Budget and CIP will receive public and City Council review prior to adoption of the Tentative Budget and CIP in May 2021.

Contacts: Mark Melnychenko, 480-312-7651, mmelnychenko@scottsdaleaz.gov
Dave Meinhart, 480-312-7641, dmeinhart@scottsdaleaz.gov

CITY OF SCOTTSDALE

Operating Budget Recommendations Fiscal Year 2021-2022

Transportation Commission
April 15, 2021

Transportation Fund Forecast Summary ($ millions)

	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
Beginning Balance	**$16.1**	**$23.4**	**$17.9**	**$20.6**	**$22.8**	**$24.6**
Revenues	**$42.8**	**$42.5**	**$43.5**	**$44.4**	**$45.5**	**$46.7**
Transfers In	**$1.8**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
Total Sources	**$44.6**	**$42.5**	**$43.5**	**$44.4**	**$45.5**	**$46.7**
Expenditures	**$25.3**	**$27.5**	**$28.0**	**$29.2**	**$30.1**	**$31.8**
Transfers Out	**$11.9**	**$20.5**	**$12.7**	**$13.1**	**$13.4**	**$13.8**
Total Uses	**$37.2**	**$48.0**	**$40.7**	**$42.3**	**$43.7**	**$45.6**
Ending Balance	**$23.4**	**$17.9**	**$20.6**	**$22.8**	**$24.6**	**$25.7**

CITY OF SCOTTSDALE

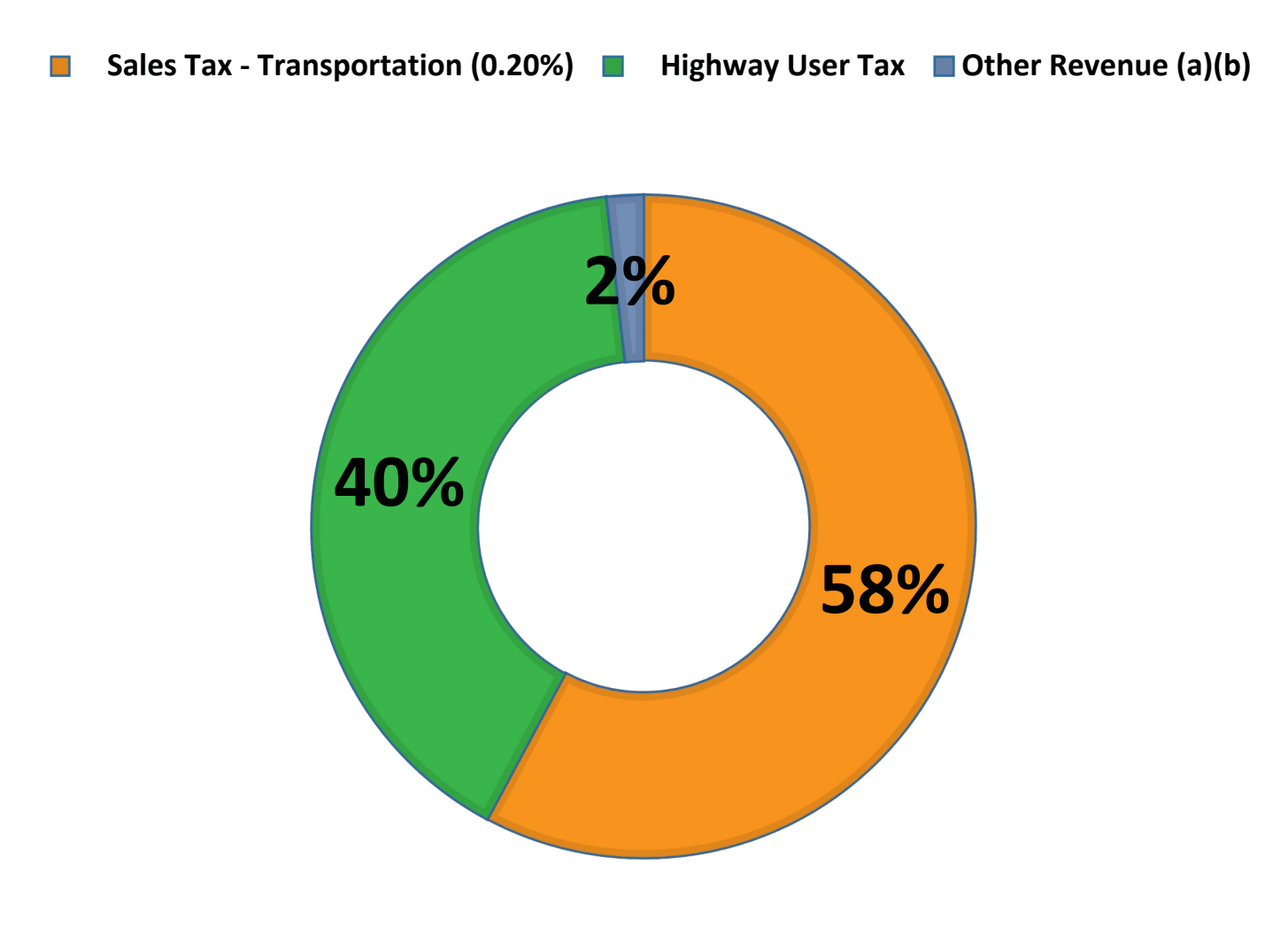
Rounding differences may occur.

Budget Process Summary

- Mayor and City Council set the direction for staff related to the budget through broad organizational goals serving as a basis for decision-making.
- The City Council reviews key features of the city manager's proposed budget.
- The budget development process culminates in the spring with the Mayor and City Council holding public budget hearings.
- The Mayor and City Council are ultimately responsible for the review of the city manager's proposed budget, tentative budget adoption (mid-May) and final adoption of the budget (early June).
- Monthly monitoring of the city's financial performance is required.

CITY OF SCOTTSDALE

FY 2021/22 Transportation Fund Sources - $42.5 million



The two primary sources funding our Operating Budget for the Transportation and Streets Department are the City's allocation of the:

- Arizona Highway User Revenue tax and
- 0.2 percent of privilege tax for transportation improvements.

Budget by Services – 0.2% Transportation Sales Tax

Adopted 2020/21	Forecast 2020/21	Service	Proposed 2021/22	$ Change Fav/ (Unfav) vs. FY21 Adopted	Forecast 2022/23	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26
$0.3	$0.3	Transp. Planning	$0.5	$0.2	$0.6	$0.6	$0.6	$0.6
1.7	1.5	Transit Op/Trip Reduction	1.6	0.0	1.7	1.7	1.8	2.2
4.6	3.9	Trolley Expenses	3.9	(0.7)	4.1	4.3	4.5	4.7
0.2	0.2	Emergency Response	0.2	0.0	0.2	0.2	0.2	0.2
0.5	0.5	Alley Maintenance	0.6	0.2	0.6	0.7	0.7	0.7
0.5	0.5	Transportation Admin	0.8	0.2	0.8	0.8	0.8	0.9
2.7	2.6	Other City Services	3.1	0.4	2.8	2.9	3.0	3.0
$10.5	**$9.6**	**Total**	**$10.7**	**$0.2**	**$10.8**	**$11.2**	**$11.6**	**$12.3**

Rounding differences may occur.

CITY OF SCOTTSDALE

Budget by Services – Highway User Tax (HURF)

Adopted 2020/21	Forecast 2020/21	Service	Proposed 2021/22	$ Change Fav/ (Unfav) vs. FY21 Adopted	Forecast 2022/23	Forecast 2023/24	Forecast 2024/25	Forecast 2025/26
$2.4	$2.4	Grading & Drainage	$3.2	$0.7	$3.3	$3.4	$3.5	$3.6
1.1	1.0	Street Cleaning	1.3	0.2	1.4	1.4	1.5	1.5
5.0	4.8	Asphalt & Maintenance	4.8	(0.1)	5.0	5.1	5.3	5.4
0.2	0.2	CIP Advance Planning	0.3	0.1	0.3	0.3	0.3	0.3
1.4	1.4	Traffic Engineering	1.5	0.1	1.5	1.6	1.6	1.7
0.9	0.9	Intelligent Transp Systems	0.9	0.0	0.9	1.0	1.0	1.0
1.9	1.5	Traffic Signals	2.2	0.3	2.3	2.4	2.4	2.5
0.9	0.7	Street Light Maintenance	1.3	0.4	1.1	1.1	1.1	1.2
1.6	1.6	Signs & Markings	1.7	0.1	1.7	1.8	1.9	1.9
$15.4	**$14.5**	**Total**	**$17.1**	**$1.7**	**$17.4**	**$18.0**	**$18.6**	**$19.2**

Rounding differences may occur.

CITY OF SCOTTSDALE

Approved Budget Packages (non-FTE)

	IMPACT	One-Time/ Ongoing
Road Widening Attachment	$65,662	One-Time
Pilot LED Streetlights Conversion	$200,000	One-Time
Street Light Maintenance Material Cost Increase	$244,000	Ongoing
Equipment for new FTE (Traffic Engineering Analyst)	$50,172	Both
TOTAL	**$559,834**	

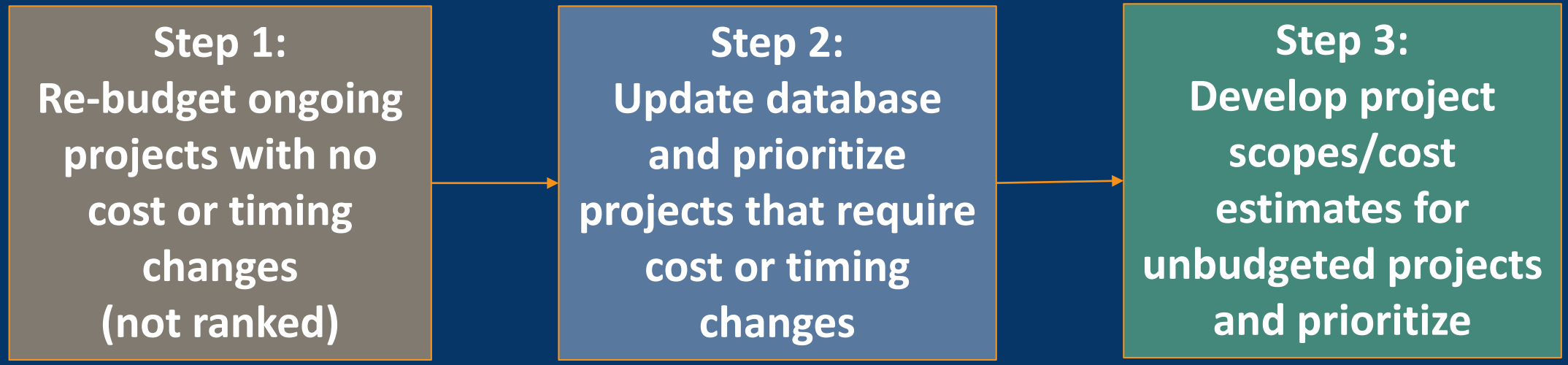
CITY OF SCOTTSDALE

CITY OF SCOTTSDALE

Capital Improvement Plan Recommendations Fiscal Year 2021-2022

Transportation Commission
April 15, 2021

Public Works Division CIP Prioritization Process



- January/March 2021 – review by City Manager's Executive Team
- April/June 2021 – review and adoption by City Council

Existing Transportation Projects for Re-Budget in FY 22

- 12 non-Arterial Life Cycle Program (ALCP) projects
  - 6 projects include grant funds
- 20 ALCP projects

CITY OF SCOTTSDALE

Table 1: Existing Projects for Re-Budget (project total)

PROJECT	DESCRIPTION	YEAR	COST
68th: Indian School to Thomas	Bike lanes (grant)	2022	$0.9M
Indian Bend Wash at Chaparral	Underpass (grant)	2022	$2.1M
Old Town Pedestrian Improvements	Sidewalks, ADA access, path link	2022	$3.5M
McDowell Road: 64th to Pima	Bike lanes, ADA access (grant)	2022	$4.6M
Osborn Road Complete Street	Bike/ped and roundabout (grant)	2022	$3.7M
Thomas Road: 56th to 73rd	Bike lanes, ADA access, signals (grant)	2020	$4.8M
Dynamite: Pima to 136th	Turn lanes and bike lane gaps	2022	$1.7M
Illuminated Street Signs	Scottsdale Road corridor	2022	$1.2M
ITS Infrastructure/Network	Video detection/upgrades (grant)	2022	$3.5M
Shared-Use Path Signage	Path wayfinding	2022	$0.8M
Buffered Bike Lane Installation	Buffered bike lanes on various streets	2023	$1.2M
Slurry/Milling Unpaved Alleys	Paving dirt alleys	2024	$1.2M

CITY OF SCOTTSDALE

Table 2: ALCP Projects for Re-budget (project total)

PROJECT	DESCRIPTION	YEAR	COST
Shea Blvd: Loop 101 to 136th	Multiple intersections, ITS	2021	$14.2M
Pima: Pinnacle Peak to Happy Valley	6-lane complete street	2022	$25.0M
Happy Valley: Pima to Alma School	4-lane complete street	2022	$18.0M
Scottsdale: Jomax to Dixileta	4-lane complete street, roundabout	2022	$23.8M
Pima: Krail to Chaparral	*4-lane complete street (SRPMIC grant)*	*2022*	*$18.6M*
Pima: Via Linda to Via de Ventura	*Intersection and landscaping (SRPMIC)*	*2022*	*$1.9M*
Pima: Chaparral to Thomas	*4-lane complete street (SRPMIC grant)*	*2024*	*$9.6M*
Pima: Thomas to McDowell	*Design (SRPMIC grant)*	*2023*	*$0.5M*
Hualapai: Hayden to Pima	4-lane complete street	2023	$10.7M
Frank Lloyd Wright/Loop 101	Diamond interchange	2023	$2.2M
Raintree/Loop 101	Modify existing interchange	2023	$7.5M
Pima: Happy Valley to Jomax	6-lane complete street	2023	$22.2M
Carefree Highway	4-lane complete street	2024	$11.4M
Pima: Dynamite to Las Piedras	4-lane complete street	2024	$20.2M
Scottsdale: Dixileta to Carefree	4-lane complete street	2025	$16.9M

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Table 2 (continued): ALCP Projects for Re-budget (project total)

PROJECT	DESCRIPTION	YEAR	COST
Pima: Jomax to Dynamite	6-lane complete street	2025	$11.7M
Pima: Las Piedras to Stagecoach	4-lane complete street	2026	$25.9M
Scottsdale: Thompson Peak to Pinnacle	6-lane complete street (Phase II)	2026	$8.7M
Scottsdale: Pinnacle Peak to Jomax	4 to 6-lane complete street	2026	$2.6M
Hayden/Loop 101	Interchange improvements	2026	$5.8M

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Table 3: Projects Recommended for Budget Adjustments

PROJECT	DESCRIPTION	Change
Legacy Boulevard: Hayden to Pima * Delete per master plan change	4-lane road through Water Campus	-$17.6M
Redfield Road: Scottsdale to Hayden * Decreased cost estimate	3-lane minor collector; bike lanes	-$0.4M
Raintree Drive: Scottsdale to Hayden * Savings from Redfield Road	Minor/major collector; roundabouts	+$0.4M
Hayden/Miller: Pinnacle Peak to Happy Valley * Scope change to add bridge	4-lanes; all-weather bridge at Rawhide Wash	+$8.2M
Pima Road: Dynamite to Las Piedras * Decreased to match ALCP budget	4-lane arterial; path/trail	-$0.2M
Scottsdale: Thompson Peak to Pinnacle Peak Phase II * Timing delay to match ALCP	6-lane complete street; path/trail	$0.0M
Scottsdale: Pinnacle Peak to Jomax * Timing delay to match ALCP	4 to 6-lane complete street; path/trail	$0.0M
Goldwater Underpass @ Scottsdale Rd. * Timing delay to match grant	Bike pedestrian/underpass	$0.0M

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Table 4: Recommended Projects for Continued or New Funding

PROJECT	DESCRIPTION	1-YR COST	5-YR COST
Trolley Vehicle Purchase	Replacement vehicles; no City funds	-	$8.1M
Pavement Overlay Program	Pavement restoration	$6.55M	$32.75M
Traffic Signal Construction	Replacements/upgrades/new signals	$0.30M	$1.50M
PM-10 Dirt Road Paving (grant project)	Pave low volume roads	-	$4.73M
ADA Transition Plan Implementation	Ramps, driveways, bus stops, gaps	$0.30M	$1.50M
Old Town Streetlight Replacements	Replacement w/consistent type (3-yrs)		$3.15M
Traffic Signal Construction (annual increase)	Replacements/upgrades/new signals	$0.30M	$1.50M
Streetlight Replacements	Equipment/upgrades	$0.20M	$1.00M
Pavement Overlays - Alleys	Renovate City-owned locations	$0.50M	$2.50M
Roadway Capacity/Safety Improvements	Turn bays, crossings	$0.90M	$4.50M
Transit Stop Improvements	Replacement and new shelters/pads	$0.30M	$1.50M
Bikeways Program	Path repair, gaps, striping	$0.40M	$2.00M
Neighborhood Traffic Mgmt. Program	Trafic calming devices and striping	$0.20M	$1.00M
Sidewalk Improvements	Repairs, gaps	$0.20M	$1.00M
Trail Improvement Program	Install and/or renovate unpaved trails	$0.20M	$1.00M
IBW Path Renovation - Phase I	Replace sections of 40-yr. old path	-	$2.12M
Goldwater/Highland Intersection	Roundabout, ped access, drainage	-	$2.95M
98th St. north of McDowell Mtn. Ranch Rd.	Complete half street next to WestWorld	-	$1.33M

- Requested Action:

  Recommend that the City Council approve the Transportation and Streets Department's proposed Fiscal Year 2021-22 Operating and Capital Improvement Budgets

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TENTATIVE FUTURE AGENDA ITEMS

Rev.3-24-2021

TRANSPORTATION COMMISSION

MEETING DATE: May 20, 2021 **REPORTS/PRESENTATIONS DUE May 13**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes April 15, 2021
- **Miller Road Bridge and Flood Control Project.....Presentation and Discussion**
  Update on the Miller Road Bridge and Flood Control Project – David Meinhart, Transportation Planning Manager
- **70th Street Neighborhood Bikeway Study .....Presentation, Discussion and Possible Action**
  Presentation of the 70th Street Neighborhood Bikeway study findings – Susan Conklu, Senior Transportation Planner
- **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: June 17, 2021 **REPORTS/PRESENTATIONS DUE June 10**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes May 20, 2021
- **Old Town Bicycle Master Plan ..... Action**
  Presentation of the Old Town Bicycle Master Plan recommendations – Susan Conklu, Senior Transportation Planner
- **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

FUTURE ITEMS:

- **Impact on Parking.....Presentation and Discussion**
  Latest parking study, Walter Brodzinski, Right-Way Supervisor
- **November 2018 Sales Tax Projects.....Presentation and Discussion**
  Status of Projects funded by November 2018 Additional Sales Tax
- **Assist Business' during CIP Construction.....Presentation and Discussion**
  Discussion on working with local business' during Capital Improvement Projects – Dave Lipinski, City Engineer
- **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.
- **Pedestrian Crossing Policy ..... Action**
  Draft policy for Commission review – Sam Taylor, Traffic Engineer
- **Median Opening Analysis.....Presentation and Discussion**
  Reviewing data for "pork Chop" median openings compared to standard median openings – David Smith, Traffic Engineer Senior
- **New Project Development .....Presentation and Discussion**
  Project development and how it ties in with Transportation – Phil Kercher, Traffic Engineer & Ops Manager
- **Vacant Land .....Presentation and Discussion**
  Impact on areas and traffic with new buildings created – Phil Kercher, Traffic Engineer & Ops Manager

- **Study and Results from Truck Platooning .....Presentation and Discussion**
  Update on Study and Results from Truck Platooning
- **Sidewalk Conditions.....Presentation and Discussion**
  Update condition of sidewalks within the city
- **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 – Greg Davies, Transportation Planner Senior or David Meinhart, Transportation Planning Manager
- **Downtown Trolly.....Presentation and Discussion**
  Update on trolly usage – Ratna Korepella
- **General Plan Update.....Presentation and Discussion**
  Update on general plan – Erin Perreault
- **Bus Ridership and the Transit System.....Presentation and Discussion**
  Update on bus ridership and the Transit System – Ratna Korepella
- **Transportation Action Plan ..... Action**
  Presentation of the Transportation Action Plan recommendations - presented by David Meinhart
- **Transit System Evaluation Recommendations..... Action**
  Presentation of the Transit Plan Evaluation Recommendations – Ratna Korepella
- **Bicycle and Related Devices Ordinance..... Action**
  Presentation of the amended Bicycle and Related Devices Ordinance – Susan Conklu, Senior Transportation Planner
- **Clever Devices Application on buses.....Presentation and Discussion**
  Discussion of the status of the Clever Devices application that will provide computer aided dispatch a vehicle locator system
- **Update on MAG Prop 400E .....Presentation and Discussion**
  Update on MAG Prop 400E – MAG staff
- **Research Performed on Cool Pavement.....Presentation and Discussion**
  Presentation on research performed on cool pavement and locations where it is used around Scottsdale – ASU Professor Kamil Kaloush, PhD, MS, BS
- **Pilot Locations of Cool Pavement.....Presentation and Discussion**
  Discussion on potential high impact pilot locations – Shayne Lopez, Paving Manager
- **Approval and Funding Process of Projects Related to the Transportation Action Plan…Presentation and Discussion**
  Discuss the approval and funding process of projects related to the Transportation Action Plan– David Meinhart, Transportation Planning Manager

PATHS & TRAILS SUBCOMMITTEE

MEETING DATE: June 1, 2021 **REPORTS DUE May 25, 2021**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes of April 6, 2020
- **Arizona Canal Public Art……..Information**
  Update on the proposed public art along the Arizona Canal Path – Susan Conklu, Senior Transportation Planner
- **Path Counter Data…….Information**
  Update on the path counter data for pedestrians and bicyclists – Susan Conklu, Senior Transportation Planner
- **Green Bike Lane Markings…….Information**
  Overview of green markings in bike lanes – staff
- **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
  Planner

MEETING DATE: August 3, 2021 **REPORTS DUE July 27, 2021**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes of June 1, 2021
- **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

MEETING DATE: October 5, 2021 **REPORTS DUE September 28, 2021**

- **Approval of Meeting Minutes ..... Action**
  Approval of Regular meeting minutes of August 3, 2021
- **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:

- **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
- **Scooters ..... Presentation and Discussion**
  Update on Scooter Regulation – Susan Conklu, Senior Transportation Planner
- **Wayfinding..... Presentation and Discussion**
  Update on Wayfinding – Susan Conklu, Senior Transportation Planner
- **Vision Zero..... Presentation and Discussion**
  Information on Vision Zero (Tempe) – Susan Conklu, Senior Transportation Planner
- **Equestrian Connectivity ..... Presentation and Discussion**
  Panel – 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