



**SCOTTSDALE TRANSPORTATION COMMISSION  
Notice and Agenda**

**Date: Thursday, March 16, 2023**

**Time: 5:15 P.M.**

**Location: Kiva – City Hall**

**3939 N. Drinkwater Boulevard**

**Scottsdale, AZ 85251**

**Call to Order**

**Roll Call**

Don Anderson, Vice-Chair	Mary Ann Miller, Commissioner
Pamela Iacovo, Chair	Kerry Wilcoxon, Commissioner
Karen Kowal, Commissioner	Emmie Cardella, Commissioner
B. Kent Lall, Commissioner	

**One or more members of the Transportation Commission may be attending the meeting by telephone, video, or internet conferencing, pursuant to A.R.S. §38-431(4)**

**Public Comment**

Spoken comment is being accepted on both agendized and non-agendized items. Request to speak forms must be submitted to staff in-person before the start of the meeting.

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

- [Approval of Meeting Minutes](#)----- Discussion and Action**  
Regular Meeting of the Transportation Commission – February 16, 2023
- [Sensagrate Pilot Project: Monitoring Pedestrian Conflicts at the Scottsdale and Camelback Intersection](#)----- Presentation and Discussion**  
Discuss Sensagrate Pilot Project in Scottsdale and how the results can be utilized – Darryl Keeton, Sensagrate
- [Introduction of the new Transportation Planning Manager](#)-----Information**  
Inform the Transportation Commission of the new Transportation Planning Manager and give a brief introduction – Mark Melnychenko, Transportation & Streets Director

4. [Update on Grant Applications, Status and Awards](#)-----**Information**  
An update on current and past grant applications/statuses and awards including Blue Zone – Nathan Domme, Transportation Planning Manager
  
5. [Bicycle Friendly Communities Application Process](#) -----**Presentation and Discussion**  
Information on the Bicycle Friendly Communities application – Susan Conklu, Senior Transportation Planner
  
6. [Projects and Programs Update](#) ----- **Information**  
A continuing overview of the Transportation & Streets Department programs and activities – 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 Kyle Lofgren at 480-312-7637. Requests should be made 24 hours in advance, or as early as possible, to allow time to arrange the accommodation. For TYY users, the Arizona Relay Service (1-800-367-8939) may also contact Kyle Lofgren at 480-312-7637.



**DRAFT SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**Thursday, February 16, 2023  
Kiva-City Hall  
3939 N. Drinkwater Boulevard  
Scottsdale, Arizona 85251**

**CALL TO ORDER**

Chair Iacovo called the regular meeting of the Scottsdale Transportation Commission to order at 5:16 p.m.

**ROLL CALL**

**PRESENT:** Pamela Iacovo, Chair  
Don Anderson, Vice Chair  
Karen Kowal  
Kerry Wilcoxon  
Emmie Cardella

**ABSENT:** Mary Ann Miller  
B. Kent Lall

**STAFF:** Susan Conklu, Senior Transportation Planner  
Mark Melnychenko, Transportation & Streets Director  
Cristina Lenko, Public Information Officer  
Kiran Guntupalli, Principal Traffic Engineer  
Kyle Lofgren, Office Manager  
Greg Davies, Senior Transportation Planner  
Phil Kercher, Traffic Engineer & Ops Manager

**PUBLIC COMMENT**

There were no spoken comments, however, two written comments were submitted and included in the agenda packet.

## **1. APPROVAL OF MINUTES**

Chair Iacovo called for changes to the minutes. One correction was made.

VICE CHAIR ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION OF JANUARY 19, 2023 AS AMENDED. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **2. ELECTION OF OFFICERS**

COMMISSIONER KOWAL MOVED TO NOMINATE PAMELA IACOVO TO CONTINUE AS CHAIR. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

CHAIR IACOVO MOVED TO NOMINATE DON ANDERSON TO CONTINUE AS VICE CHAIR. COMMISSIONER WILCOXON SECONDED THE MOTION, WHICH CARRIED 5-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON AND COMMISSIONERS CARDELLA, KOWAL AND WILCOXON VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

## **3. TRAFFIC ENGINEERING UPDATES**

Kiran Guntupalli, Principal Traffic Engineer, gave a presentation updating the Commission on Traffic Engineering's programs and work efforts by discussing the evaluation and decision-making process used for programs and projects.

A overview was provided of the traffic engineering project process:

- Step 1: Input
  - Resident input
  - Traffic Volume and Collision manual
  - Traffic Management Center reports
  - Development projects
  - School officials and resource officers
  - Special events
  - Construction projects
  - Staff observations
  
- Step 2: Analysis
  - Road safety assessments
  - Traffic control studies
  - Traffic impact and mitigation analysis report review
  - Barricade plan review
  - School operations observations

- Capital improvement project
  - Neighborhood meetings
- Step 3: Design and construction
- Traffic signal design/modification
  - Traffic control changes: Signing/markings
  - Development case stipulations
  - Capital improvement projects
  - Approved barricade plans
  - Special event management
  - Construction projects
  - Traffic calming device installation
  - Signal phasing and timing changes

In response to a Commissioner question, Mr. Guntupalli stated that traffic counts have not yet been completed to determine whether the striping done in the area of the Corriente Condominiums have helped to slow traffic. Commissioner further commented that if effective, this could be a low cost countermeasure to be used in other appropriate locations. Commissioner inquired as to the process that occurs after completion in order to measure effectiveness. Mr. Guntupalli stated that for proven countermeasures such as installation of speed cushions and speed feedback signs, after-studies are not typically conducted.

In response to a Commissioner question, Mr. Guntupalli stated that before school begins each year, traffic technicians are in the field to ensure that all school signage is in place and crosswalks are in good condition.

Chair referred to step two, analysis, and asked whether a weighting system is used in the analysis. Mr. Guntupalli stated that staff typically follows the manual on uniform traffic control devices as well as other relevant reference material, including state and local guidelines and standards.

Mr. Guntupalli discussed Road Safety Assessments (RSAs), which are defined as: A formal assessment of the safety performance of an existing or planned road segment or intersection. In Scottsdale, these are carried out by an independent multidisciplinary RSA team. This team consists of engineers, technicians, operations staff, and enforcement personnel. A review of road safety assessments for the current year was provided.

Commissioner asked whether RSAs are held internally or released to the public. Mr. Guntupalli stated that the RSA generates one of three countermeasures and is utilized by staff for implementation: Short term, mid term and long term. Long-term countermeasures typically have a significant cost and may include the development of a capital improvement project. Mid-term countermeasures can be handled in the existing budget, however, they still require design and implementation phases. Short-term countermeasures include items such as signage changes, striping, or installation of an additional signal head. They are funded under standard operating expenses. Phil Kercher, Traffic Engineer & Ops Manager, added that the public is not typically notified, unless there is a submission of a public records request.

Mr. Guntupalli provided an overview of pedestrian improvement projects:

- In design
  - Miller Road and Earll Drive
  - Miller Road and Jackrabbit Trail
  
- In construction/complete
  - Mountain View Road at Loop 101 path crossing
  - Camelback Road sidewalk
  - PHB at Camelback Road and Saddlebag Trail

#### **4. TRAIL MAINTENANCE PUBLIC OUTREACH PROGRAM**

Cristina Lenko, Public Information Officer, gave a brief background of the Trail Maintenance Outreach Plan, which consists of 153 miles of existing non-Preserve trails, City right-of-way and easements. A trail maintenance communication plan is currently in development. The previous inventory was completed in 2012 and the current inventory was completed in July, 2022. City code dictates the property owner's responsibility for trail maintenance. Trail elements in the Transportation Action Plan (TAP) include public education about easements and maintenance responsibilities associated with the trail network, trail obstruction policies and performance measures for mileage of rehabilitated trails. The Trail Maintenance Outreach Plan includes participation by Code Enforcement, Citizen Services, Scottsdale Video Network and the City Attorney's Office.

A breakdown of inventory by ownership is as follows:

- 63 percent: HOAs and commercial properties – 2,800 parcels
- 21 percent: Individual property owners – 425 parcels
- 16 percent: City-owned or public agency properties – 175 parcels

Ms. Lenko reviewed a list of other City workgroups and entities who have received similar presentations on the Trail Maintenance Outreach Plan. Input from all groups was included in the updated Plan. A trail maintenance link has also been created on the City's website, which allows residents to report trail condition concerns. It will also assist staff with tracking and evaluating plan effectiveness. Other education outreach includes trail maintenance video, newsletter articles for HOAs and neighborhood associations, articles in the Scottsdale Update, social media posts and presentations to local realtor associations. Opportunities to promote annual trail maintenance and cleanup include Earth Day, Keep America Beautiful, National Trails Day, National Cleanup Day and Make a Difference Day. The City is scheduling a maintenance and cleanup campaign immediately following monsoon season. Feedback from the City Attorney's Office and City boards and commissions led to the development of a trail maintenance pilot program. This will include notification to property owners whose trails require maintenance. Participants will be invited to a Meet the Planner Tailgate Meeting in the neighborhood. A questionnaire will collect feedback on the program. Another pilot program will target HOAs and commercial properties. Feedback from all groups will be used in the final version of the Plan.

## **5. ELECTRIC BICYCLES, SCOOTERS AND SIMILAR DEVICES**

Susan Conklu, Senior Transportation Planner, provided a brief history and background of devices in the City. Revised regulations governing use of the devices was presented to City Council on January 19, 2021.

The proposed regulations included:

- Prohibit riding on sidewalks in Transportation Safety Zone
- Usage times
- Parking of devices
- Permission of underage users
- Fees

Staff also proposed a draft licensing ordinance for providers with a fee based on total number of devices. Mayor Ortega and City Council members expressed concerns regarding sidewalk restrictions, parking restrictions, hours of operation for rental devices and minimum age restrictions. Ultimately, City Council directed staff to revise the proposed regulations.

The following outline shows progress and events since that time:

- 2021 Transportation Commission and Paths & Trails Subcommittee updates
- Regular meetings with device sharing companies and coordinating by email
- Evaluating operations and Scottsdale EZ requests
- Listening to public feedback
- Monthly meeting with cities in region and Arizona State University
- Five companies operating in Scottsdale – e-bikes and scooters
- Paths & Trails Subcommittee update February 7, 2023

Steps include:

➤ Short-term

- Website updated to educate the public on regulations
- Monthly meetings with companies and regular email communications
- Restricted areas map revised
- Temporary restrictions during “Super Season”
- Working with Police Department staff and the owner companies

➤ Mid-term

- Device dashboard for City staff
- Will show locations or rental e-bikes and scooters in real time by company and device type
- Devices that are out of compliance
- Automatic notifications through Scottsdale EZ

- Public outreach strategies
- Long-term: Work with City Attorneys on code updates
  - Minor language updates to match the State of Arizona
  - Sidewalk riding restrictions in Old Town
  - Requiring parking in bike racks or designated areas
- Next steps
  - Continue to monitor and evaluate the program
  - Regularly meet and correspond with companies and City staff
  - Take further action or make additional recommendations to the Paths & Trails Subcommittee, Transportation Commission and City Council as needed

In response to Commissioner question, Ms. Conklu confirmed that there currently are no fees to companies operating the vehicles. The proposed fees would be enacted, should licensing be required through ordinance enactment. In addition, there is currently no requirement for companies to provide ridership data. However, the dashboard being developed by City will include a wider range of data collection in conjunction with the companies' cooperation in providing device ID information.

Commissioner inquired as to the volume of devices in service. Ms. Conklu stated that this data has not been collected recently. However, most Scottsdale companies are operating fewer devices than in the early days of operation. There are approximately 200 to 250 at this time. This is in stark contrast to the 4,000 bikes operating in the City in the past. Commissioner surmised that it would be feasible to request companies to provide monthly statistics on the number of vehicles and their utilization.

Chair asked whether the scooters have markings for nighttime use. Ms. Conklu said that State requirements are for a white headlight visible from a minimum distance and a rear reflector.

## **6. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

The following agenda items were identified:

- Presentation by Sensagrate
- Pavement cut ordinance

## **7. ADJOURNMENT**

With no further business to discuss, being duly moved by Commissioner Wilcoxon and seconded by Commissioner Kowal, the meeting adjourned at 6:39 p.m.



AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Cardella and Wilcoxon  
NAYS: None

SUBMITTED BY:

eScribers, LLC

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

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Kiran Guntupalli, Principal Traffic Engineer  
**Subject:** Sensagrate Pilot Project Update – Scottsdale Road and Camelback Road Intersection  
**Meeting Date:** March 16, 2023

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## **Action:**

Information and Discussion regarding Sensagrate pilot installation at Scottsdale and Road Camelback Road intersection.

## **Purpose:**

The purpose of the presentation is to provide an update regarding Sensagrate pilot project installation from a consultant to assess the pedestrian movements on roads, sidewalks, and curbside utilization. Previously, the city did not have methods to collect pedestrians counts 24 hours/7 days a week and analyze the data for the desired locations. The pilot project installation at the subject location is helping us obtaining the data on pedestrian and crash activity at the intersection and capture near miss collision information at this intersection.

## **Background:**

According to the City of Scottsdale's *2020 Transportation Action Plan* Scottsdale Road is classified as a Major Collector and has a posted speed limit of 40 miles-per-hour (MPH) north of intersection and 30 miles-per-hour (MPH) south of the intersection. Camelback Road is classified as a Minor Arterial and is four lanes wide (two lanes eastbound and two westbound). Due to the unique character Camelback Road has a variable speed limit, regularly posted at 35mph and it reduces to 25mph east of the intersection over the weekend evenings due to the activity of Camelback Road. The Scottsdale Road and Camelback Road intersection is a four-legged signalized intersection with dual left-turn lanes on the northbound, southbound, and eastbound approaches, and a single left-turn lane on westbound approach. The left-turn phasing is protected only on all approaches.

The intersection of Scottsdale Road and Camelback Road is a unique location and has been a focus of City Council and staff due to high pedestrian activity and proximity to the activity centers. A Sensagrate pilot installation was completed at the intersection and this installation will provide following information

- Provide counts for vehicles, pedestrians, and cyclists.
- Apply data to improve planning and designing of roadways, including infrastructure investments and enforcement efforts.
- Provide safety data analytics for pedestrian and cyclist movements and frequency of use along roadways to prevent collisions and fatalities.
- Identify the causes of near-miss collisions and actual collisions to improve pedestrian and cyclist safety and to inform city planners and traffic engineers in the design of safety improvements and facility upgrades.



**Figure 1: Scottsdale Road and Camelback Road intersection**

**Sensagrate Scope and Study Update**

SensaVision includes a software license and subscription to the web application. It provides real-time data collection using off-the-shelf LiDAR (light detection and ranging), radar, and video camera sensors and the project will focus on data collection and analysis of pedestrian, cyclist, and vehicle counts and safety assessments to target lifesaving interventions. The data collected will include traffic flow, vehicle and pedestrian counts, pedestrian movements, near-miss collision detection between pedestrians, cyclists, and vehicles, and congestion analysis to improve traffic flow.

The installation of equipment was completed in September 2022. Sensagrate representative will be presenting the findings at this meeting.

**Attachments:**

Attachment A: The City of Scottsdale Pedestrian Safety Report March 2023

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Staff Contact: Kiran Guntupalli, 480-312-7623, [kguntupalli@scottsdaleaz.gov](mailto:kguntupalli@scottsdaleaz.gov)

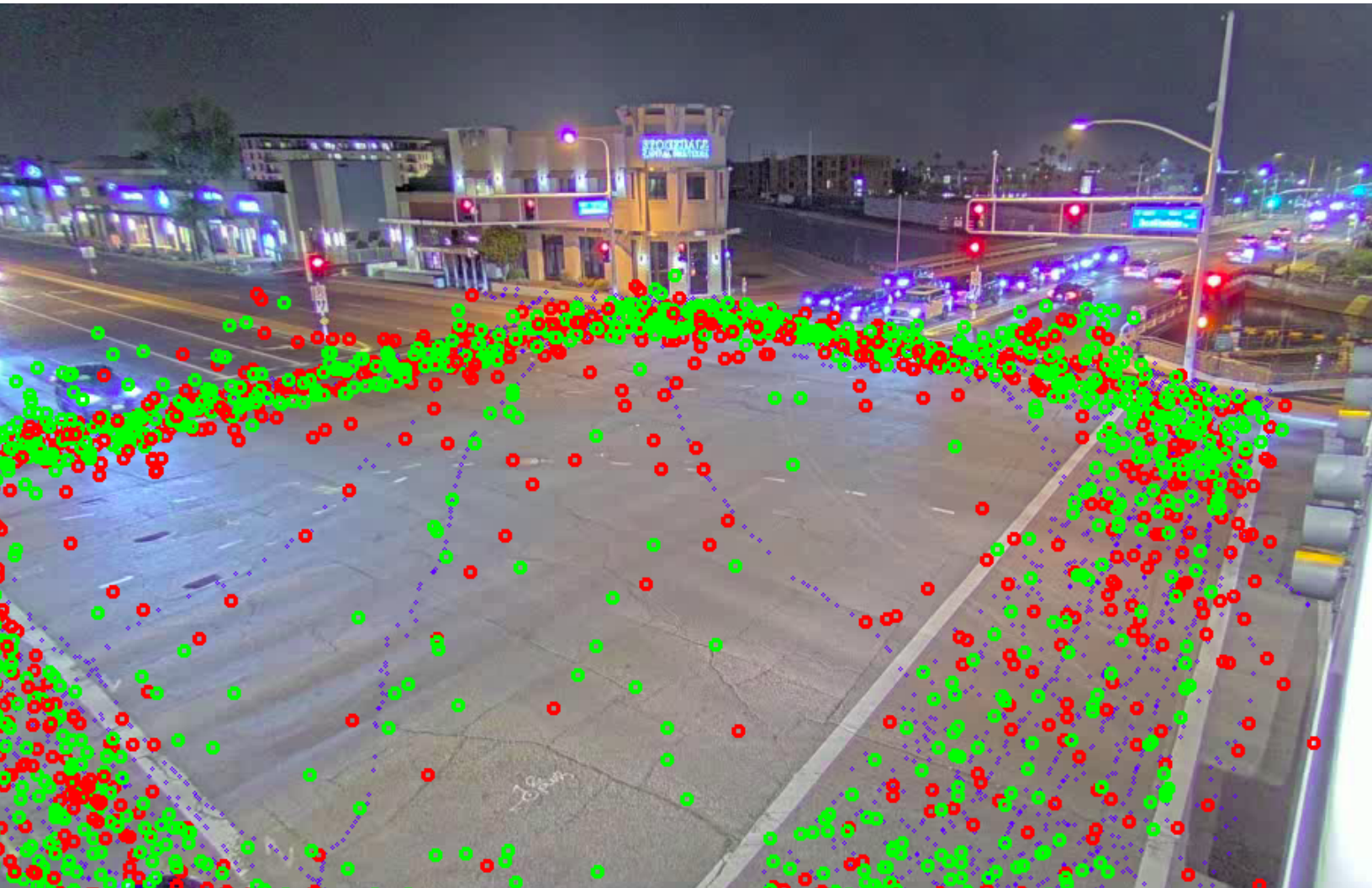
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# SENSAGRATE

## The City of Scottsdale Pedestrian Safety Report March 2023

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## Demos

- [Scottsdale Traffic and Safety Analysis](#)
- [Scottsdale Pedestrian Safety Analysis](#)

## About Sensagrate’s SensaVision Solution

Sensagrate monitors pedestrian behavior to collect roadway data to assist Traffic Engineers in planning safer and smarter roads, improve autonomous transportation solutions, and enhance mobility applications. SensaVision provides real-time data collection using off-the-shelf LiDAR (light detection and ranging), radar, and video camera sensors to detect and track pedestrians, vehicles, cyclists, and other mobility and non-mobility users. The sensors connect to an internet of things (IoT) edge device to process the sensor data in real-time using computer vision (perception) detection and tracking software. The software is developed from deep learning algorithms using 2D and 3D data to identify objects in real-time and at night. The system collects roadside sensor data to identify engagement between pedestrians and vehicles. A single fully integrated smart city solution has applications not only for pedestrian safety, curbside monitoring, and traffic flow management that enables the readiness of vehicle-to-everything communications and adaptive signal control.

## Project Scope and Objectives

The City of Scottsdale Department of Transportation (DOT) wants to collect data on pedestrian counts and safety by assessing the movements on roads, sidewalks, and curbside utilization. The city can use the data and analytics to understand pedestrian safety, plan capital projects, and design planning.

Project 1.A will include deploying at one signalized intersection.

- Location: Intersection Deployment - Scottsdale Rd and Camelback Rd.
- Use Cases:
  - Pedestrian counts
  - Pedestrian movements
  - Near-miss collisions involving pedestrians
- Objectives
  - Understand the counts and risks of pedestrians, cyclists, and other mobility road users' vehicle engagement.
  - Data can be used to support obtaining capital projects and development.

Sensagrate monitors pedestrian behavior to collect roadway data to assist Traffic Engineers in planning safer and smarter roads. SensaVision provides real-time data collection using off-the-shelf LiDAR (light detection and ranging), radar, and video camera sensors to detect and track pedestrians, vehicles, cyclists, and other mobility and non-mobility users.

### Data Date Ranges

We set up two cameras facing southbound and westbound traffic. The data reported are from each camera's field of view.

- September 14, 2022, to October 09, 2022
- December 14, 2022, to January 02, 2023
- January 10, 2023, to February 18, 2023

## Pedestrian Safety Analysis

To perform the pedestrian analysis, we identified counts of pedestrians and their movements at the intersection including the crosswalk waiting area, time in the crosswalk, and assessing safety using near-miss collision analysis. It was critical to identify if pedestrians were experiencing any safety concerns.

This data helps understand the correlation between real-life crashes and near-miss collisions to help validate the overall traffic safety trends. Real-time analytics allows for a short time frame to proactively assess an intersection's health and safety versus waiting for patterns to emerge over 1 to 5 years.

## Counts

During the data collection period, we counted 29,276 pedestrians in the southbound facing camera and 38,064 pedestrians in the westbound facing camera. We identified that the following days had the highest daily volume in this order. We observed that the daily traffic volume counts are the same for vehicles and cyclists.

- |              |             |            |
|--------------|-------------|------------|
| 1. Friday    | 4. Monday   | 6. Tuesday |
| 2. Saturday  | 5. Thursday | 7. Sunday  |
| 3. Wednesday |             |            |

Image 1: Pedestrian Counts Day Totals

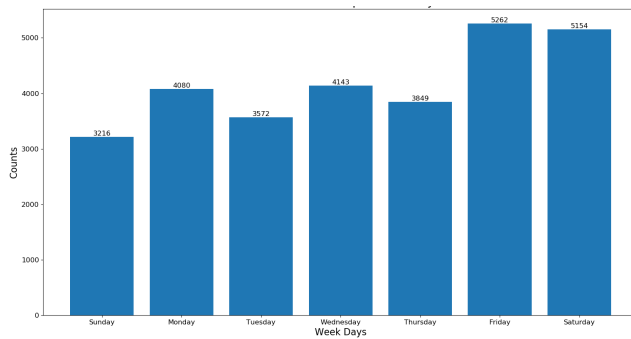
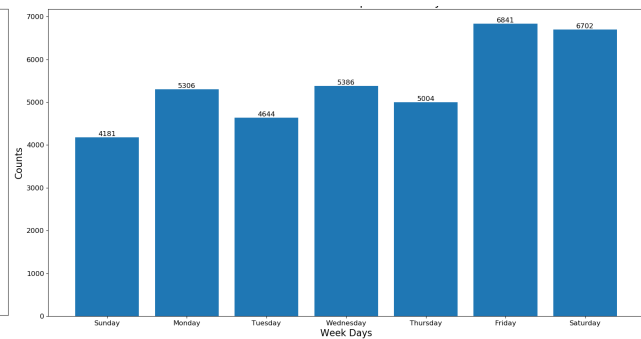


Image 2: Pedestrian Counts Day Totals

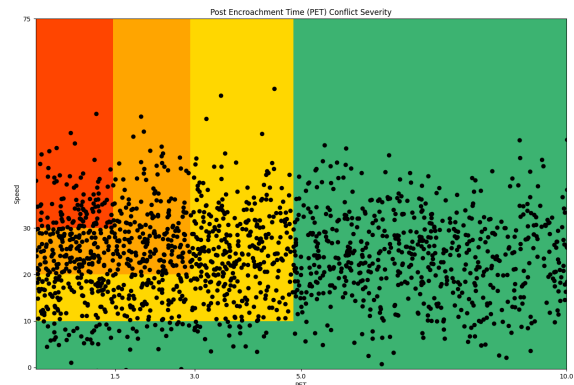


## Near-Miss Collision Analysis

SensaVision processes near-miss collision analysis with two different algorithms: Post-Encroachment Time (PET) and Time to Collision (TCC). Near-miss analytics assess roadway conditions and identify data to predict the spots where the next injury or death is most likely.

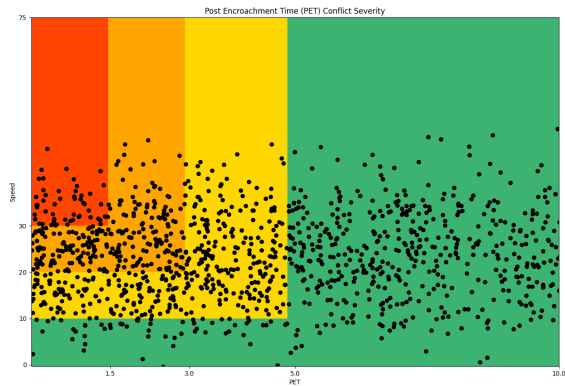
PET is between two road users with a time difference between the first road user leaving a common spatial zone and a second user entering the zone.

We detected 2,664 PET near-miss collisions in the westbound (WB) camera, with 252 involving pedestrians. Of the 252 PET near-misses with pedestrians, thirty-three (33) were severe near-misses. We measure severe PET near-misses as a vehicle going above 30 miles per hour (mph) with a severity rating of 0 to 1.5. Of the 33 severe PET near-misses, nine (9) (or 0.34% of total PET near-misses) involved vehicles above 30 mph. *Image 3: PET Conflict Severity Charts*



We detected 1,830 PET near-miss collisions in the southbound (SB) camera, with 321 involving pedestrians. Of the 321 PET near-misses with pedestrians, thirty-eight (38) were severe near-misses. Of the 38 severe PET near-misses, five (5) (or 0.27% of total

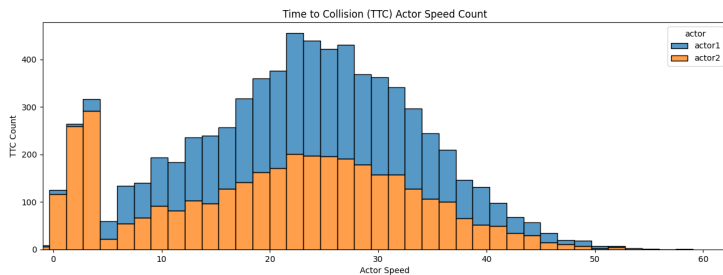
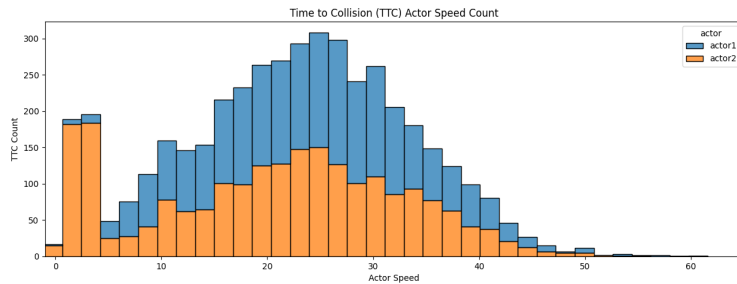
PET near-misses) involved vehicles with speeds above 30 mph. *Image 4: PET Conflict Severity Charts*



The next near-miss we assess is TCC. TCC is defined as the estimated time for the occurrence of a collision between road users assuming no new external force is introduced to avert the collision within the estimated time frame. This algorithm is similar to rear-end collision prevention technology in vehicles.

We detected 3,719 TTC near-miss collisions in the westbound camera, with 514 involving pedestrians. Of the 252 TTC near-misses with pedestrians, fifty-eight (58) were severe TTC near-misses. We measure severe

TTC near-misses as a vehicle going above 30 miles per hour (mph) with a severity rating of 0.0 to 0.6. Of the 58 severe TTC near-misses, twelve (12) (or 0.32% of total TTC near-misses) were at vehicles above 30 mph. *Image 5: PET Conflict Severity Charts.*



We detected 2,225 TTC near-miss collisions in the southbound camera, with 361 involving pedestrians. Of the 361 TTC near-misses pedestrians, forty-two (42) were severe TTC near-misses. Of the 42 severe TTC near-misses, seven (7) (or 0.27% of total TCC near-misses) were at vehicles

above 30 mph. *Image 6: PET Conflict Severity Charts*

We compared the total PET and TCC near-misses to total pedestrian counts per hour. We observed the top 5 times of average pedestrians are 10 PM, 11 PM, 9 PM, 12 AM, and 1 AM. The top 2 PET events occurred at 11 PM and 12 AM. We observed the same pattern in the TCC analytics. The second-highest PET and TCC events occurred between 8 AM and 3 PM. *Image 7: PET and Pedestrian Counts (SB)*

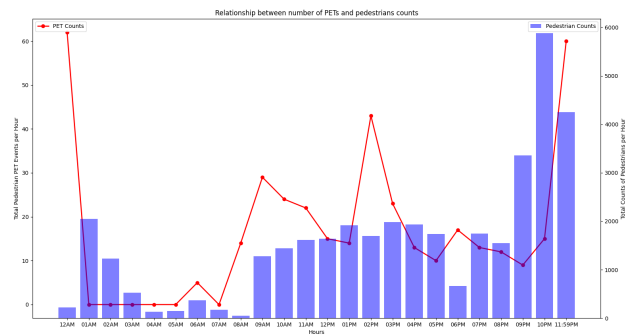
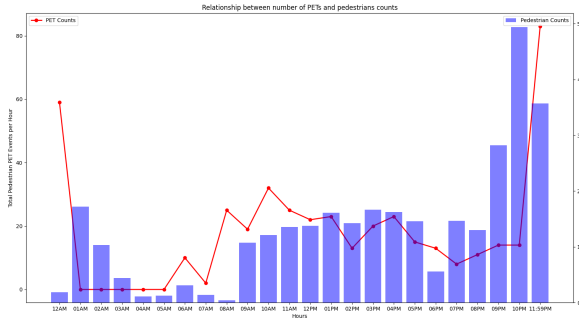




Image 8: PET and Pedestrian Counts (WB)

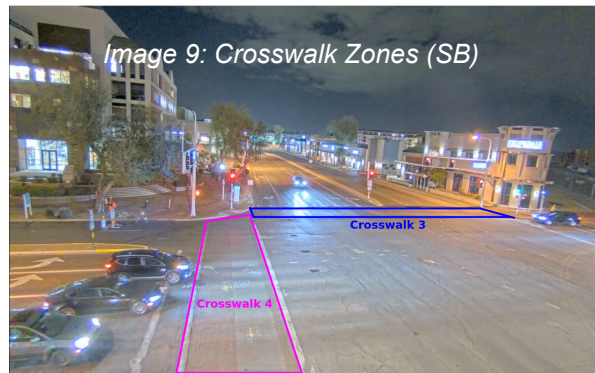
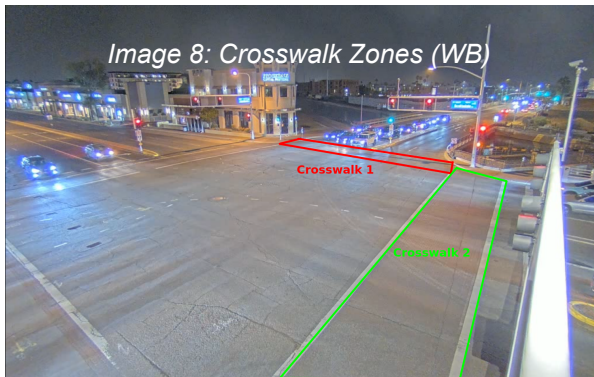


## Behavior Analysis

During the data collection period, we analyzed the behavior of the time it takes for pedestrians to wait at the crosswalk, time to cross the crosswalk, and near-misses between pedestrians and other mobility objects on the road.

## Crosswalk Zone Analysis

In Images 8 and 9 Crosswalk Zones, we observed when a pedestrian enters a crosswalk and exits and identified how many seconds it takes to cross. Also, we observed near-misses between pedestrians and vehicles (this includes vehicle-to-vehicle, vehicle-to-cyclist, and other mobility and non-mobility users). The average crosswalk times per zones are as follows:



- Crosswalk 1: 17.2 seconds
- Crosswalk 2: 14.5 seconds

- Crosswalk 3: 18.9 seconds
- Crosswalk 4: 15.5 seconds

## Crosswalk Wait Times

Further, we measured the pedestrian wait times at crosswalks. We reviewed three corners and observed the peak waiting times in seconds:

Waiting Zone 1: 23.9

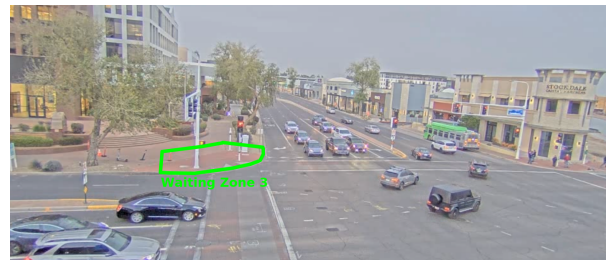
Waiting Zone 2: 21.9

Waiting Zone 3: 20.1

Image 10: Waiting Zones (WB)



Image 11: Waiting Zones (SB)



Understanding these behaviors and patterns can assist in improving pedestrian accommodation at signalized crossings for pedestrian crosswalk signal timing, increase pedestrian clearance intervals, integrate into automated signal control, and assist with improving safety in road designs.

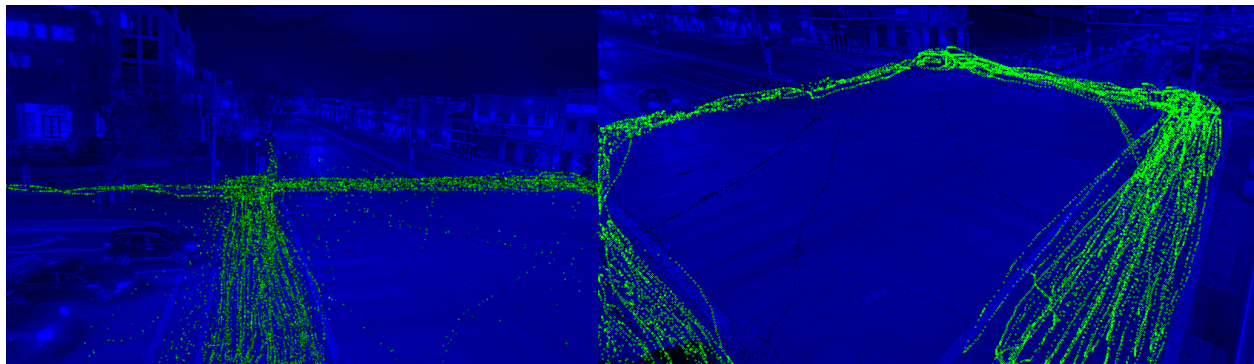
### **Pedestrian Tracking Behavior Heat Map**

The SensaVision solution tracks the movements of all objects within the sensors' field of view. To understand the movements and behaviors of pedestrians, we took their position and tracking information and overlaid it into the images of the cameras.

The images below illustrate the paths and directions pedestrians take at the intersection. We use this to assess the common and unique behaviors of pedestrians on a heat map to see the common path areas taken by pedestrians. The color representation with more points will be red, orange, and yellow. The darker the color represents the common trajectory paths. We identified not all paths are in the crosswalk; during late times in the early morning, with no vehicles, people would cross diagonally at the intersection.

*Image 12: Pedestrian Path Heat Map (SB)*

*Image 13: Pedestrian Path Heat Map (WB)*

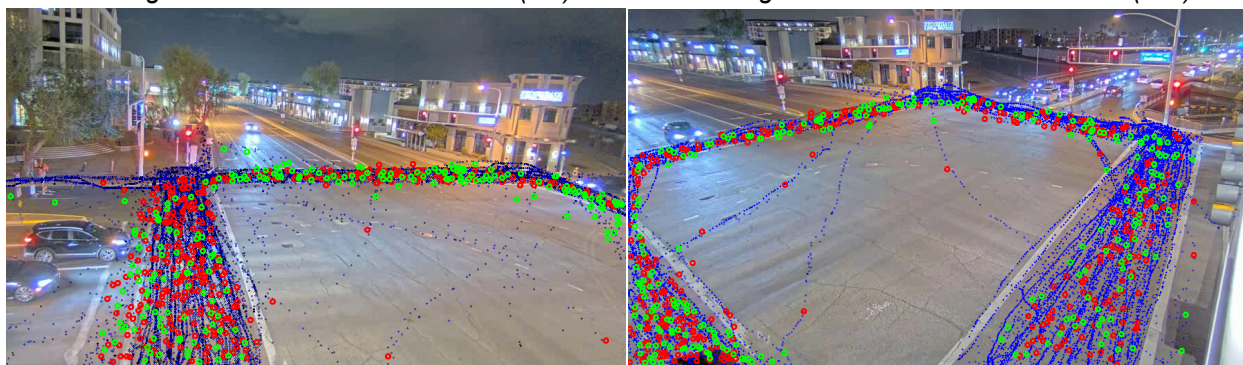


### **Pedestrian Near-Misses Map**

In this image, we overlaid the near-miss events of PET and TCC and show where they occur with the pedestrian trajectory data. With the trajectory paths and near-misses, you can identify locations of high-density near-misses.

*Image 14: Pedestrian Near-Misses (SB)*

*Image 15: Pedestrian Near-Misses (WB)*





# SENSAGRATE

City of Scottsdale SensaVision  
Pedestrian Safety

# Project Scope and Objectives

The City of Scottsdale Department of Transportation (DOT) wants to collect data on pedestrian counts and safety by assessing the movements on roads, sidewalks, and curbside utilization. The city can use the data and analytics for planning capital projects and design planning for development.

Project 1.A will include deploying at one signalized intersection.

- Location: Intersection Deployment - Scottsdale Rd and Camelback Rd. Refer to the Design and Location pdf file for the site of the deployment.
- Use Cases:
  - Pedestrian counts
  - Pedestrian movements
  - Near-miss collisions involving pedestrians
- Objectives
  - Understand the counts and risks of pedestrians, cyclists, and other mobility road users' engagement with vehicles.
  - Data can be used for supporting obtaining capital projects and development.





**SENSAGRATE**

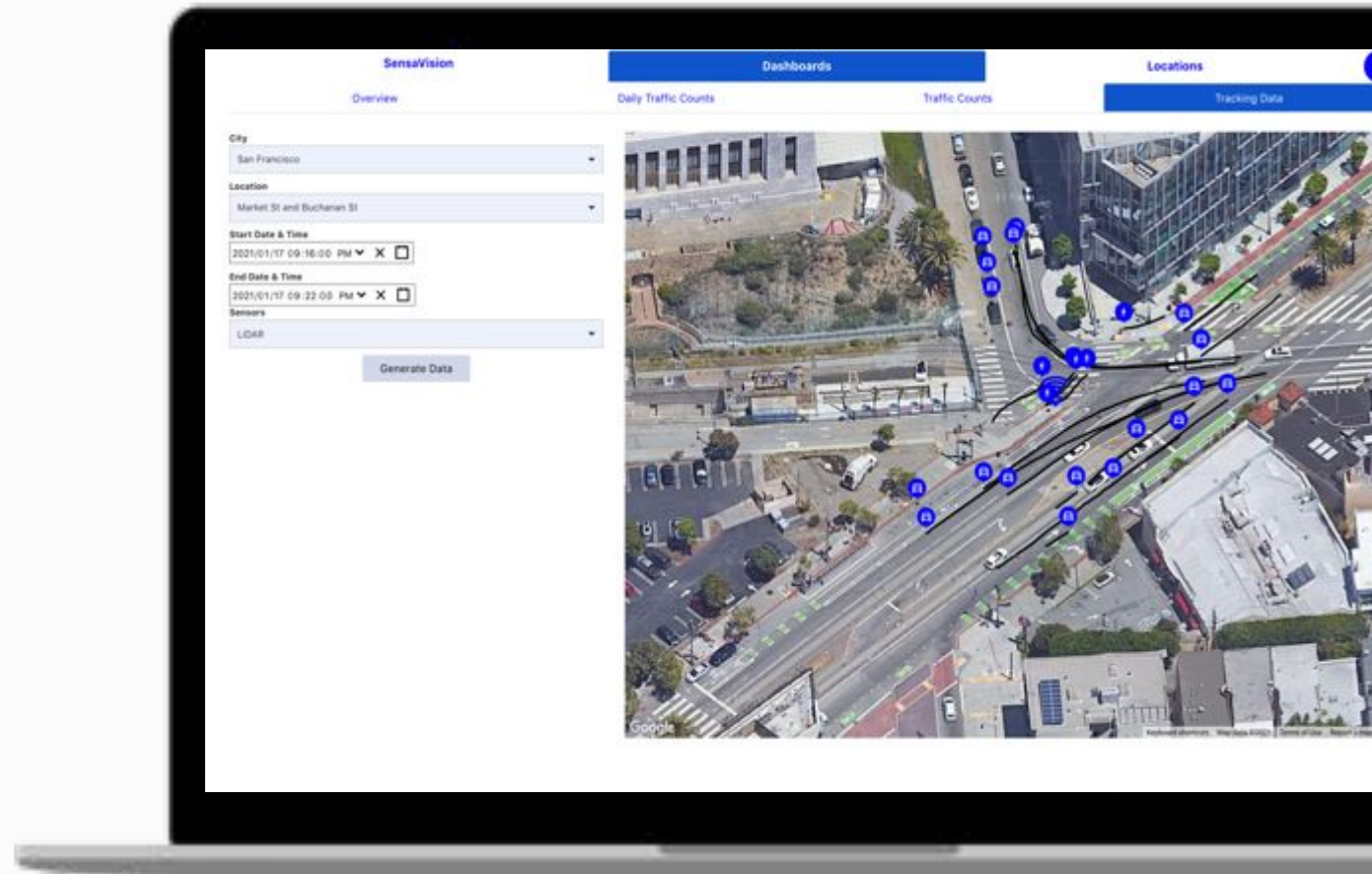
**SENSAVISION**

**REAL-TIME TRAFFIC AND ROADWAY SAFETY  
DATA PLATFORM**

# The Solution

*“Proactively Advancing Safer and Smarter Roads.”*

Sensagrate is an AI and IoT software platform that provides real-time data and data analytics as a service.



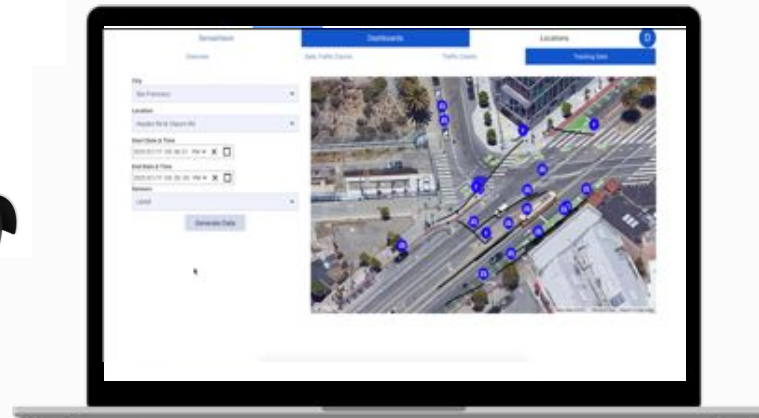
A LOOK AT

## The Solution SensaVision™

*“Proactively Advancing Safer and Smarter Roads.”*

Sensagrate is an AI and IoT software platform that provides real-time data and data analytics as a service.

- Out-of-the-Box Solution
- Sensors: LiDAR, Camera, and Radar
- SensaVision Computer Vision Software
- SensaVision Web App with Predictive Analytics
- Sensor Fusion and Open Edge IoT
- API Integration
- Installation and Technical Support



# SensaVision Software

- Real-time processing of video cameras using our computer perception software
- Object detection, classification, and tracking
- Agnostic solution that works on any camera
- Comes with a simple GUI interface for setting up and configuring event management zones and polylines
- Analyzes real-time roadway traffic and safety data
- Data shared in raw feeds or processed JSON format.
- Record data and capture events
- Collect data at intersections, beyond intersections, mid-block, highways, parking lots, and other locations





# **The City of Scottsdale Pedestrian Safety Analysis**

**September 2022 to February 2023**

# Data Date Ranges

We set up two cameras facing southbound and westbound traffic. The data reported is from each cameras field of view.

- September 14, 2022 06:32 PM to October 09, 2022 02:03 AM
- December 14, 2022 09:58 PM to January 02, 2023 11:31 AM
- January 10, 2023 03:19 PM to February 18 (2023) - 01:23 PM



Scottsdale Rd and Camelback Rd

# Safety Demo

[Click Here to Watch Demo](#)



# Traffic Demo

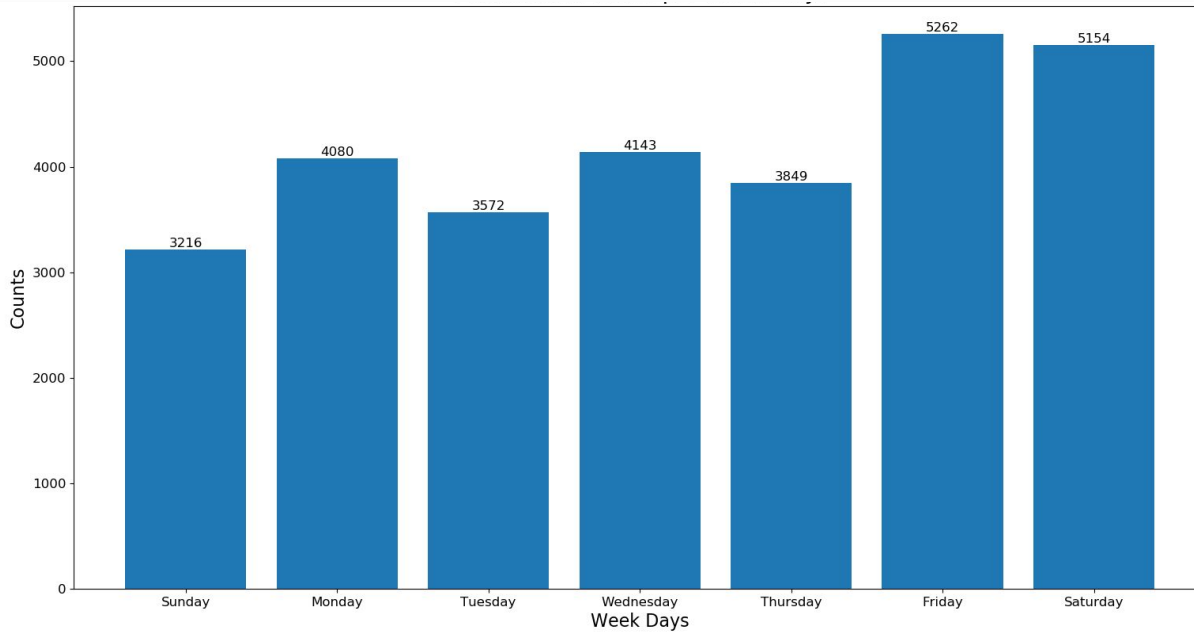
[Click Here to Watch Demo](#)



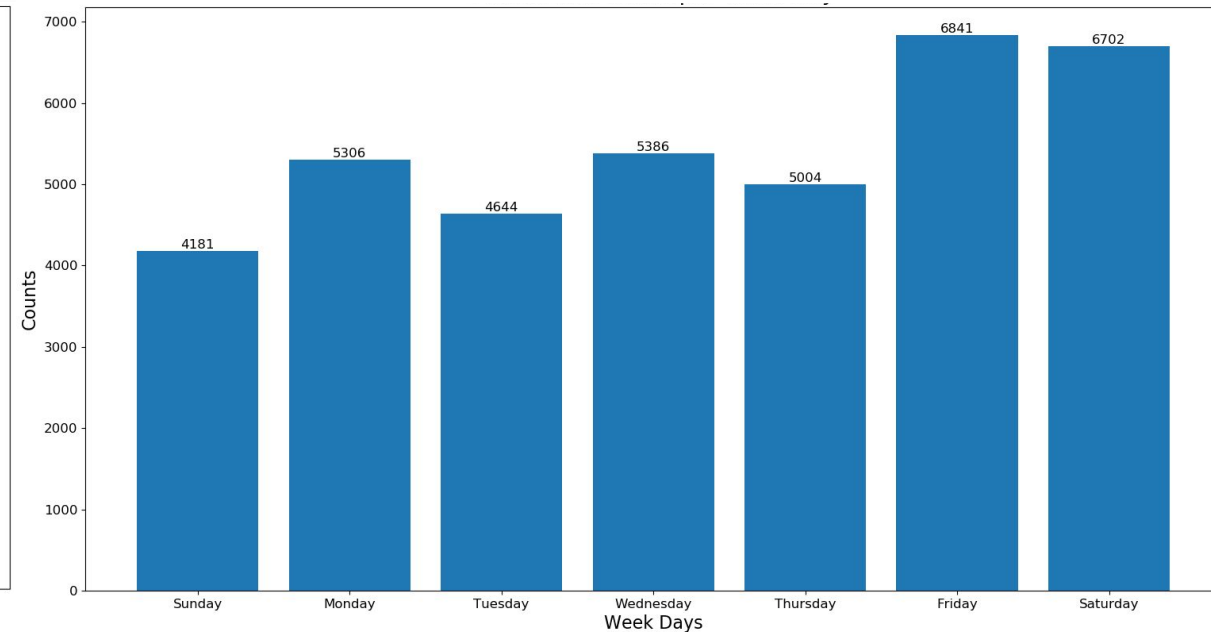
# Total Counts of Pedestrians

Total counts of detected pedestrians during data collection period (per camera).

### Southbound Traffic



### Westbound Traffic

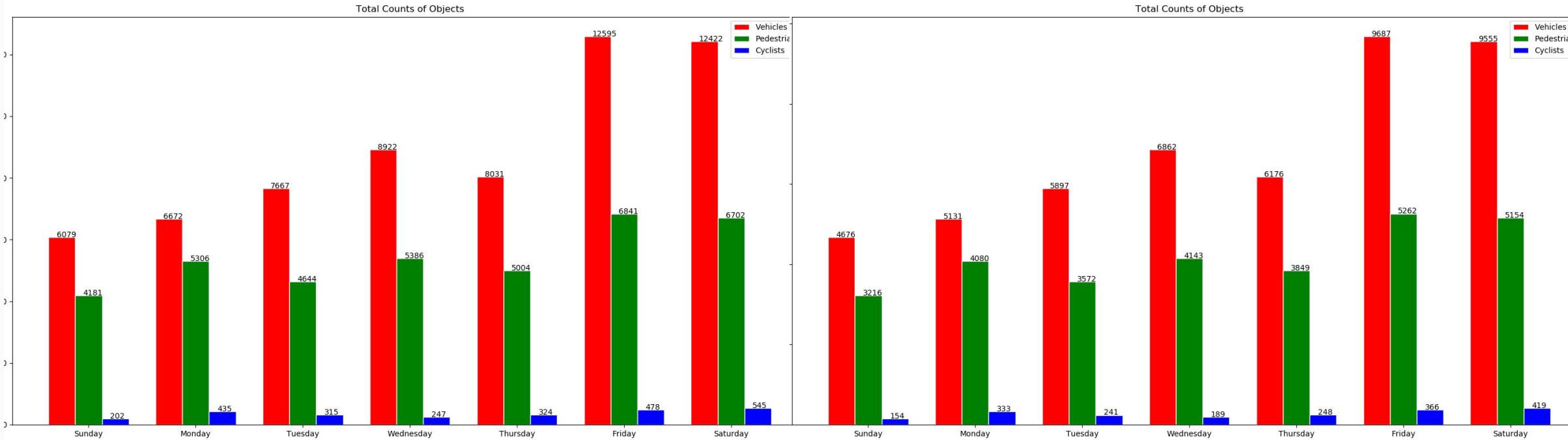


# Total Counts of Pedestrians, Cyclists, and Vehicles

Total counts of detected pedestrians, cyclists, and vehicles during data collection period (per camera).

## Southbound Traffic

## Westbound Traffic



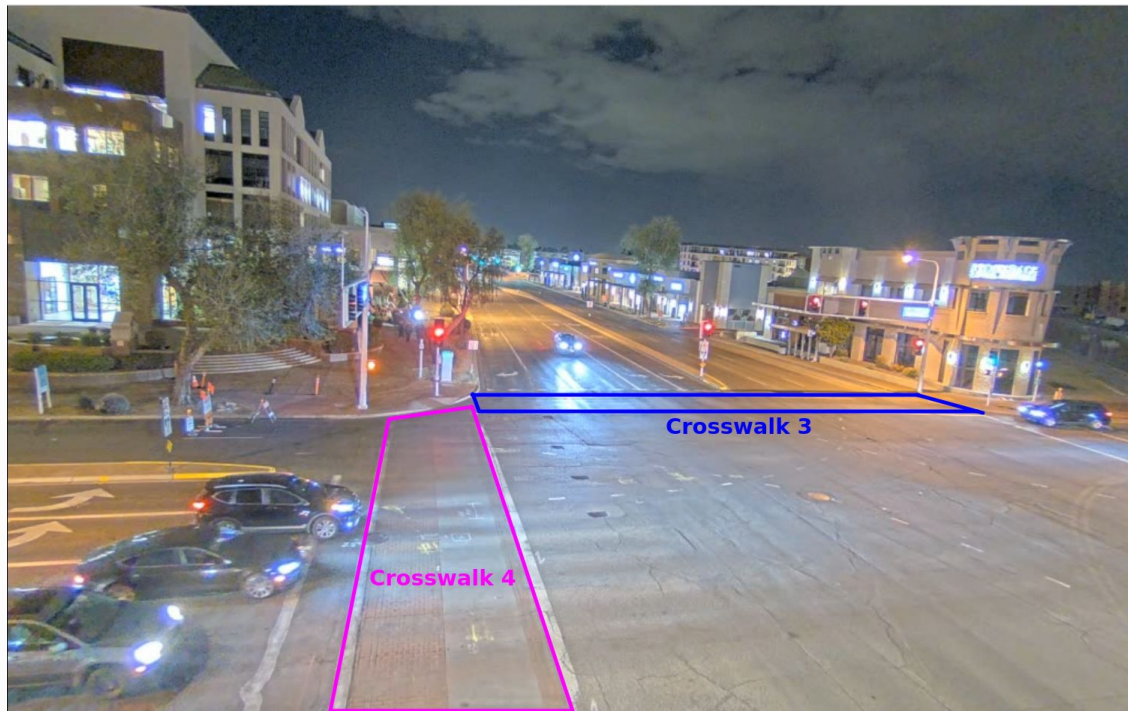
Total Counts Per Day - All

# Intersection Analysis Approach

## CROSSWALKS

During the period of data collection we analyzed the behavior of the time it takes for pedestrians to cross the crosswalk and near-misses between pedestrians and other mobility objects on the road.

**Southbound Traffic**

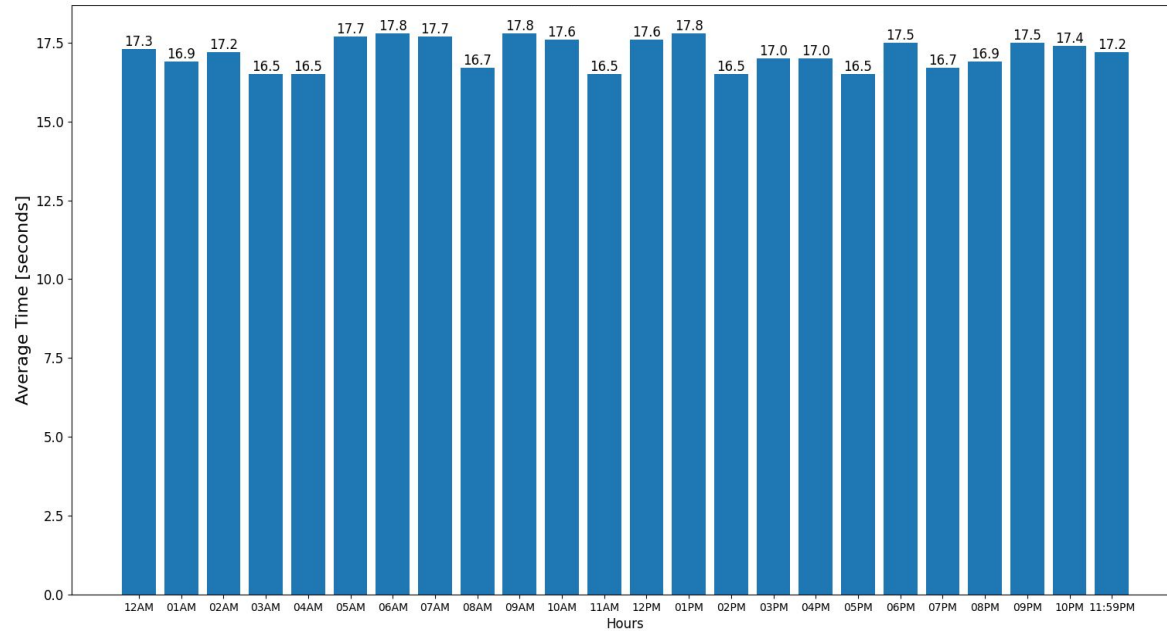


**Westbound Traffic**

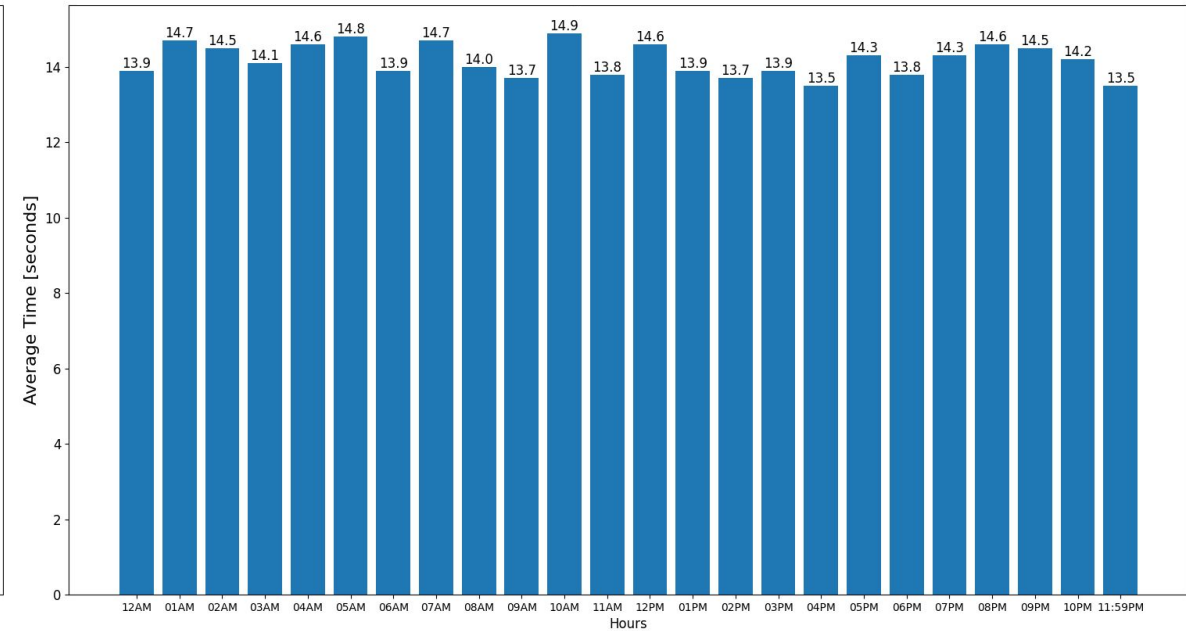


# Crosswalk Crossing Times

## Crosswalk 1 Crossing Time Per Hour



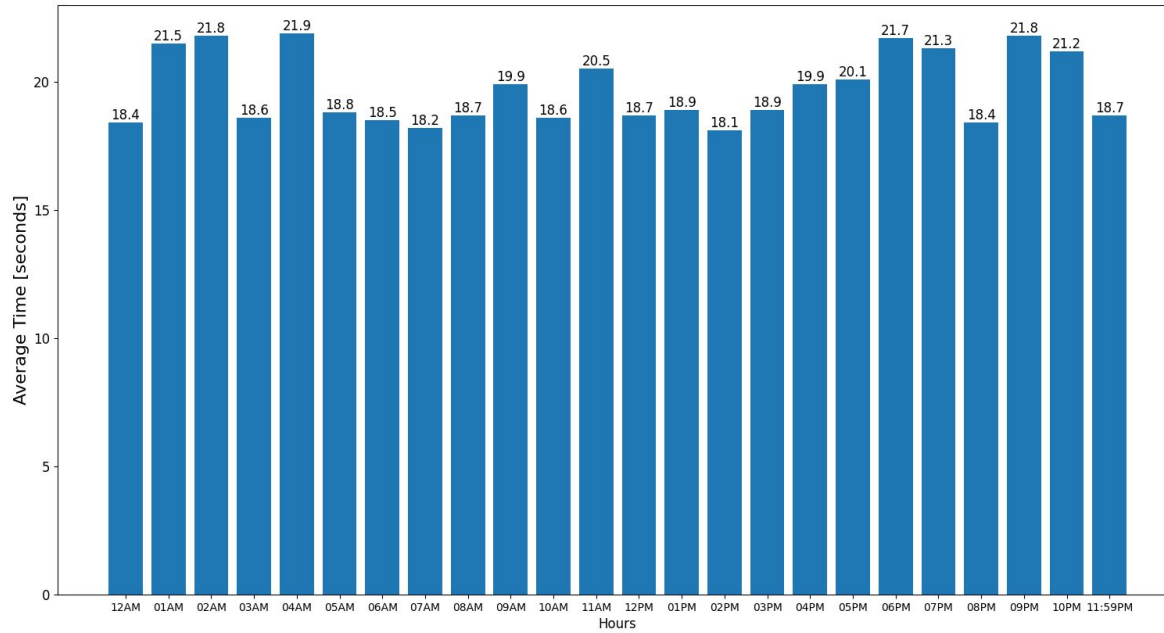
## Crosswalk 2 Crossing Time Per Hour



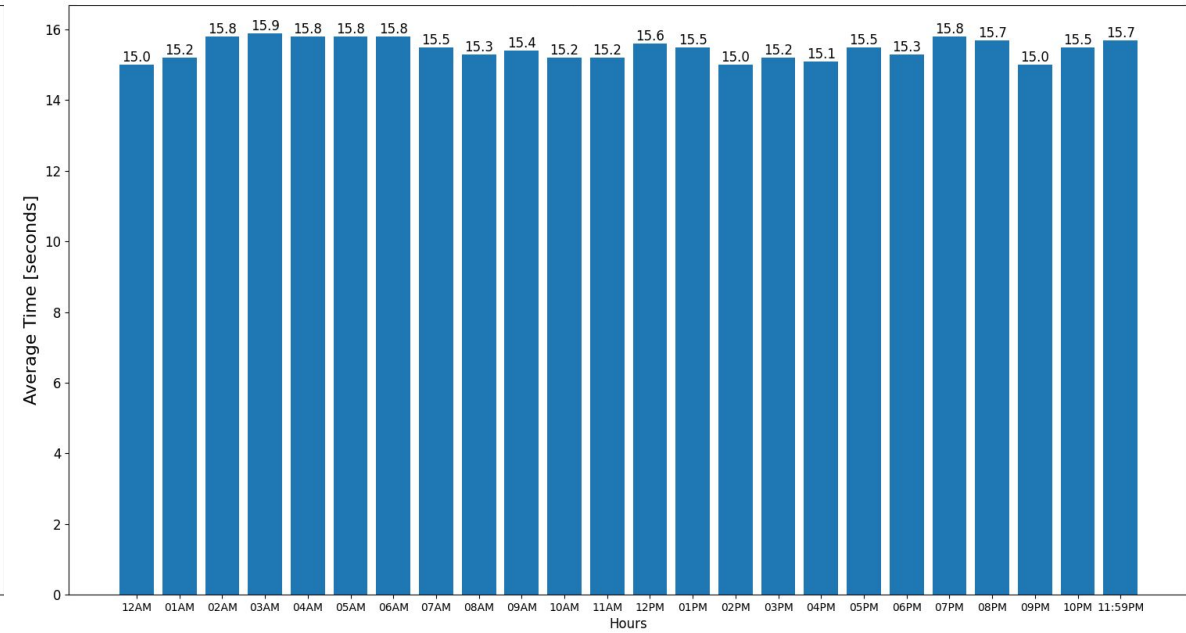


# Crosswalk Crossing Times

## Crosswalk 3 Crossing Time Per Hour



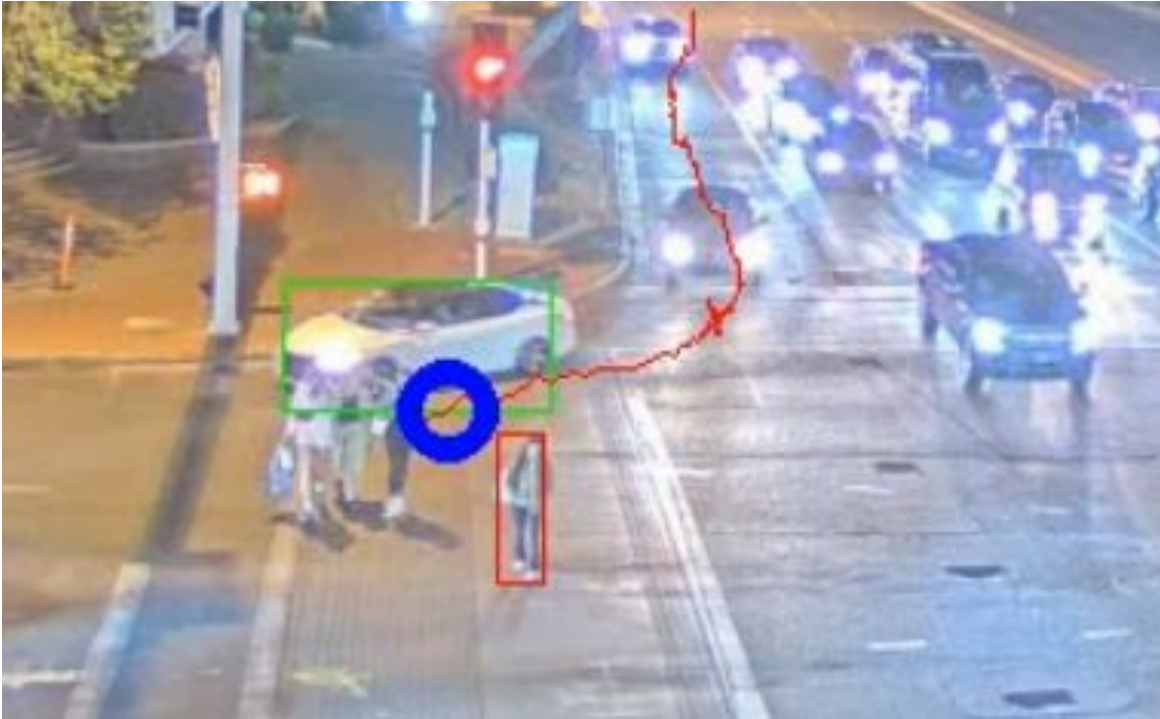
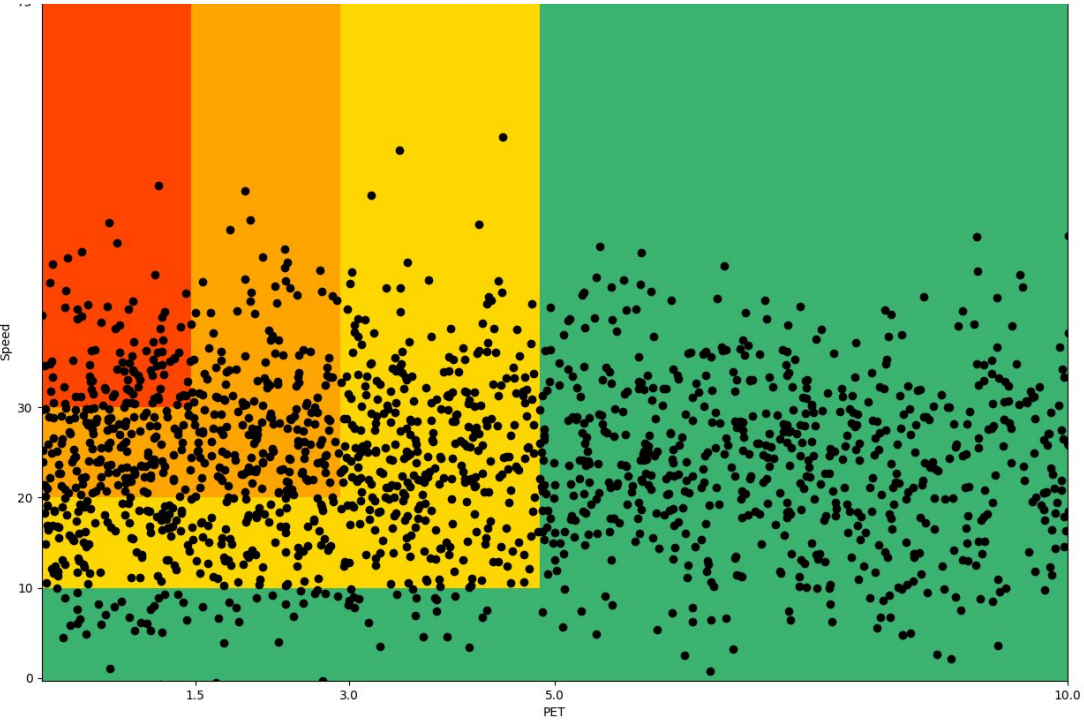
## Crosswalk 4 Crossing Time Per Hour



# Post-Encroachment Time (PET)

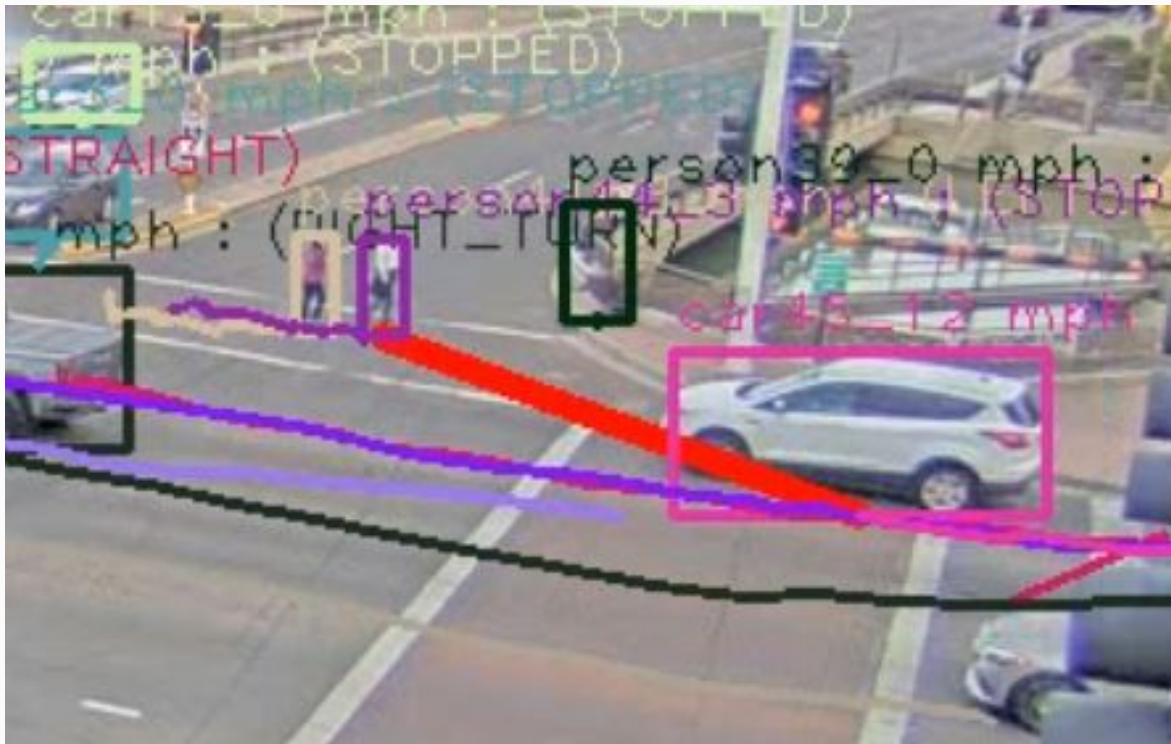
PET between two road users is defined as the the time difference between the first road user leaving a common spatial zone and a second user arriving entering the zone.

Southbound Traffic

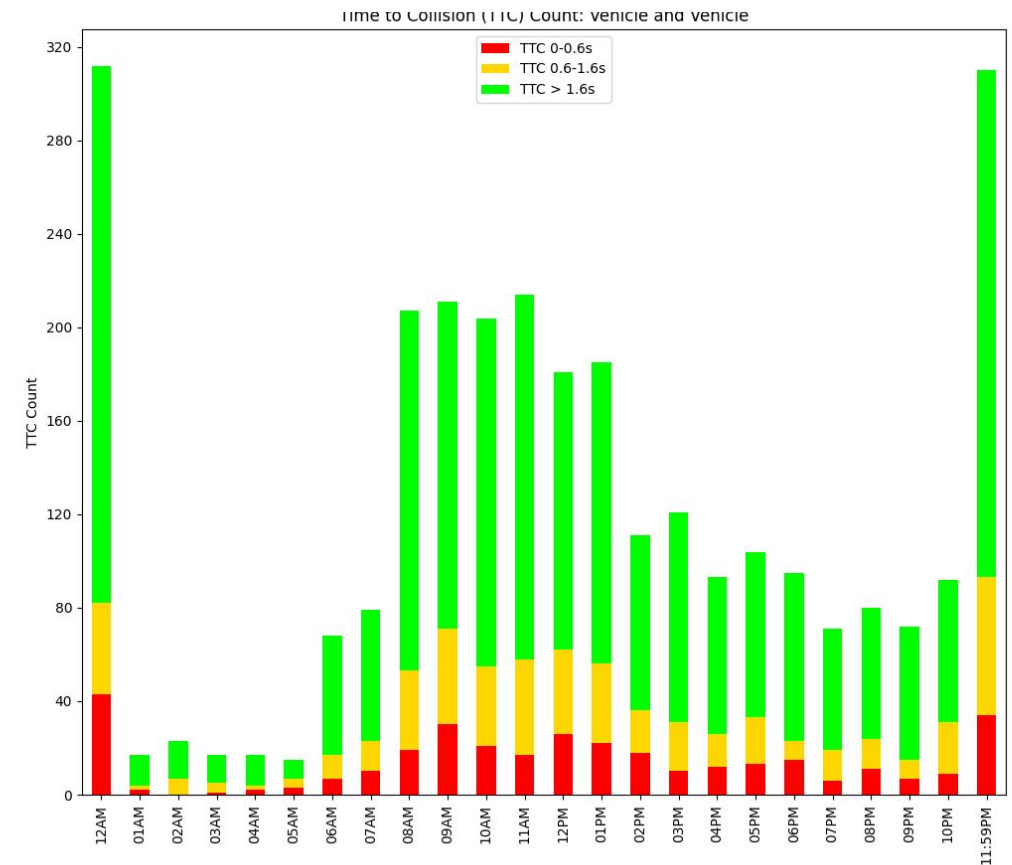


# Time to Collision (TTC)

Given the history of distance, velocity and acceleration of two road users within a spatial ROI (region of interest), TTC is defined as the estimated time for the occurrence of a collision between the road users assuming no new external force is introduced to avert the collision within the estimated time frame.



Westbound Traffic



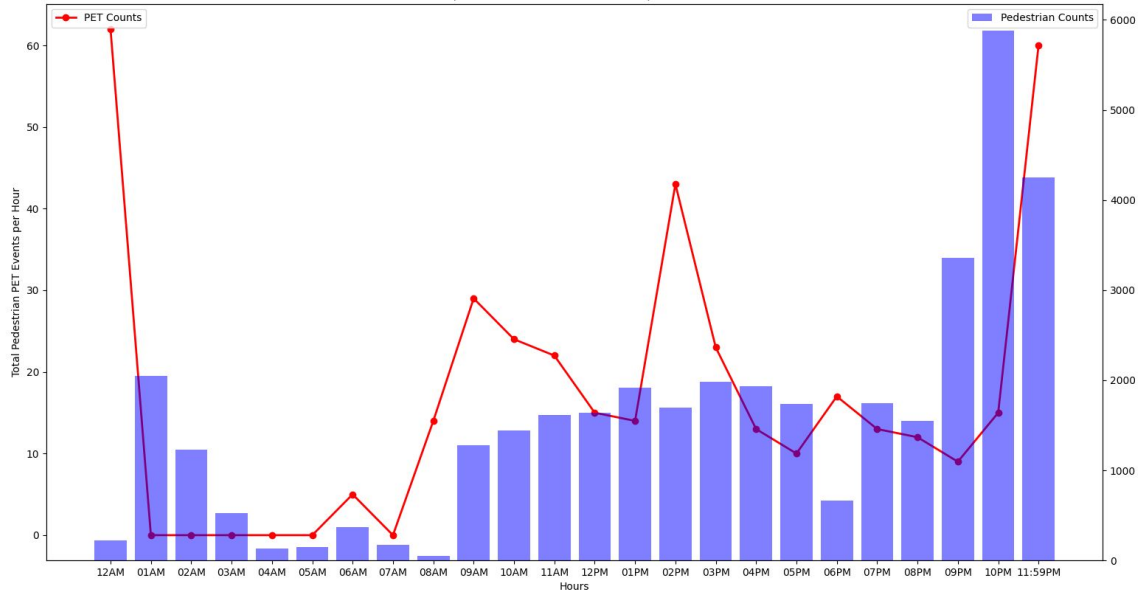
# Total PET Near-Miss to Total Pedestrians

This near-miss analysis assessed the correlation between the total PET near-misses to the total counts of pedestrians observed during the time period per hour.

Near-Miss Counts Per Day and Per Hour

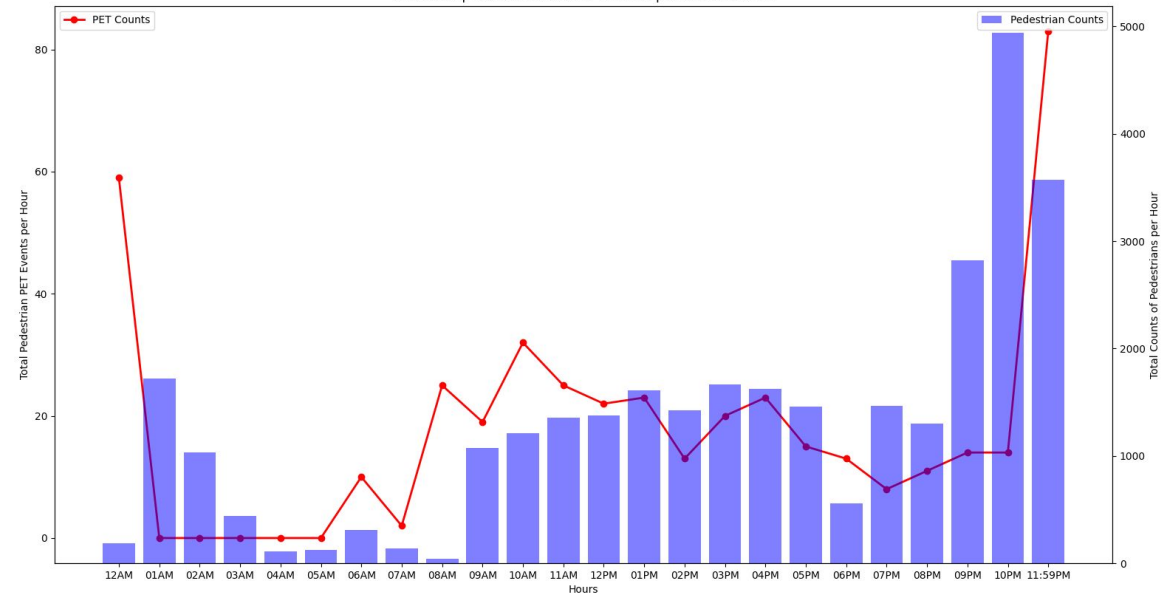
## Southbound Traffic

Relationship between number of PETs and pedestrians counts



## Westbound Traffic

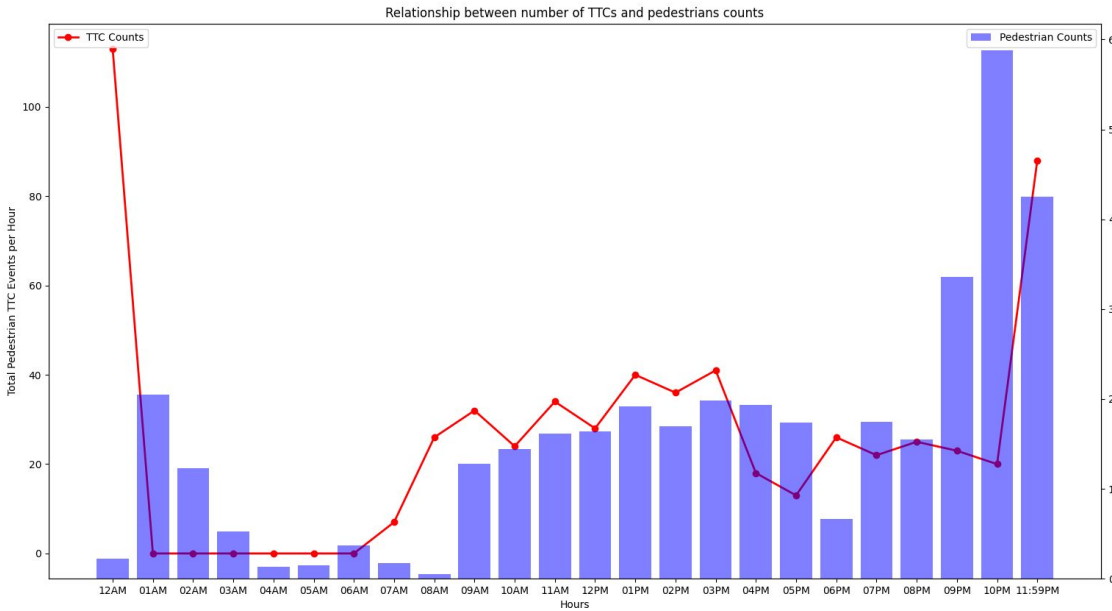
Relationship between number of PETs and pedestrians counts



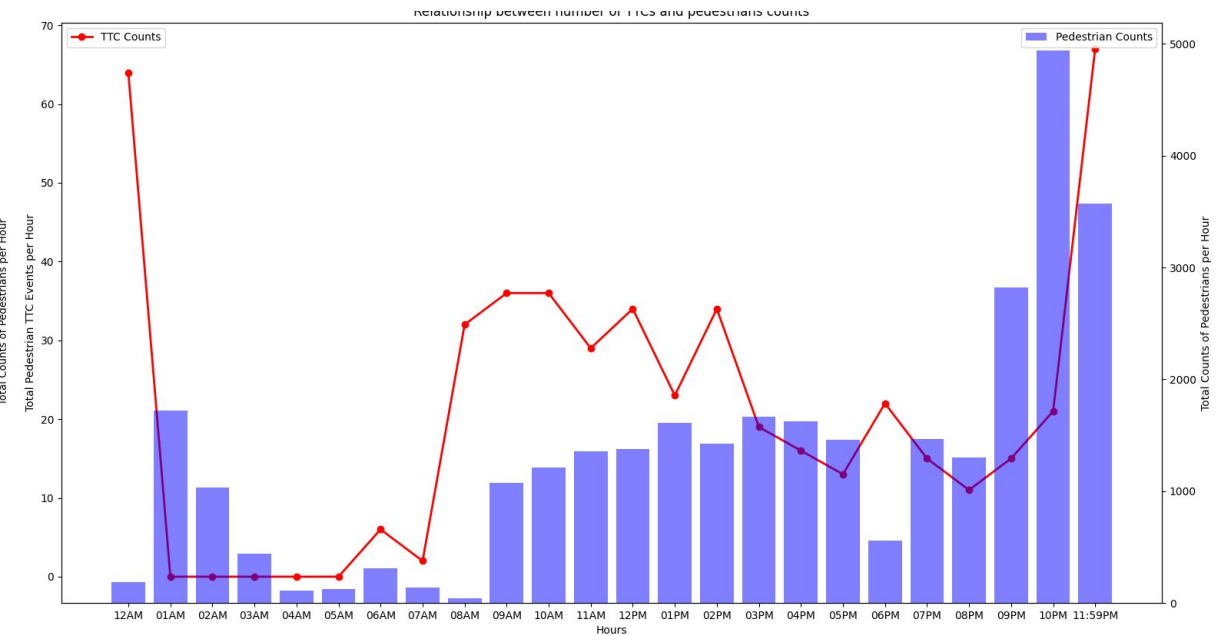
# Total TTC Near-Miss to Total Pedestrians

This near-miss analysis assessed the correlation between the total TTC near-misses to the total counts of pedestrians observed during the time period per hour.

## Southbound Traffic



## Westbound Traffic

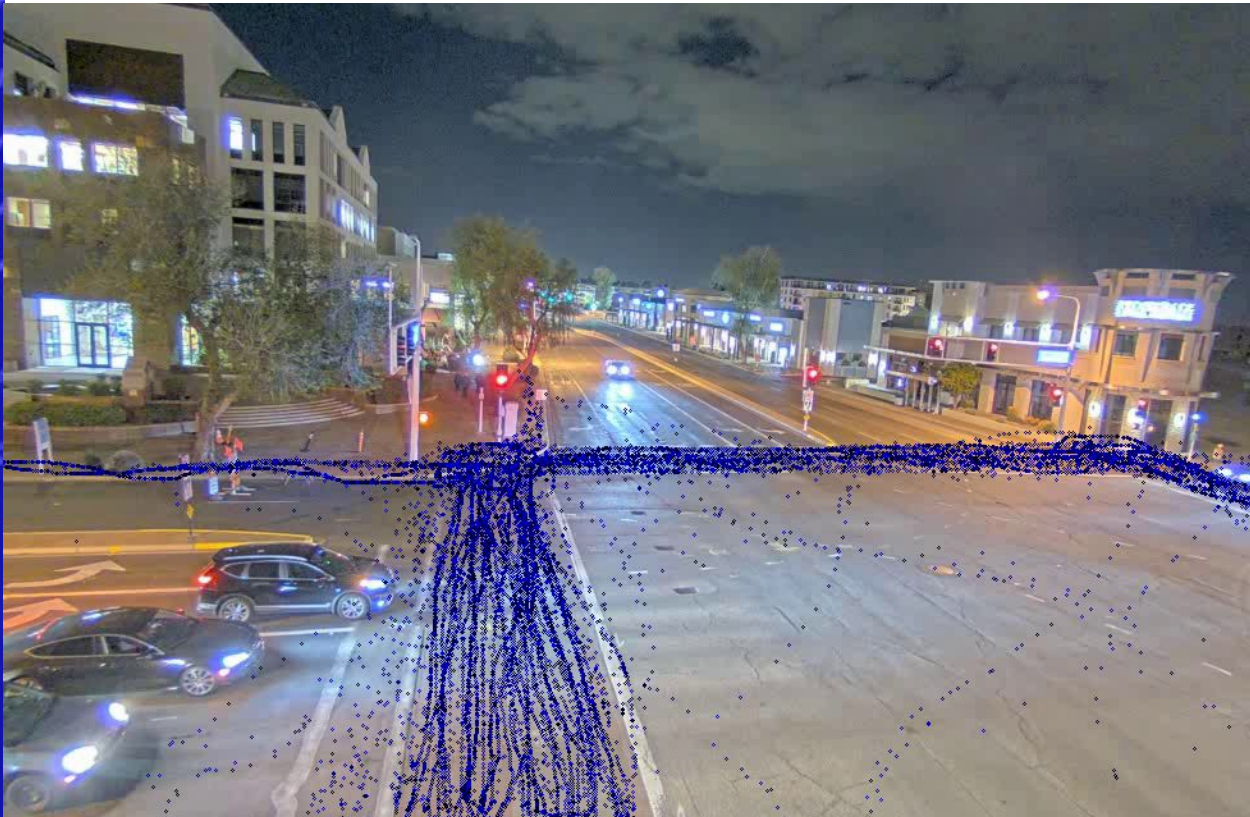


# Pedestrian Trajectory Behavior Map

In this image, we overlaid the trajectory data to a camera image to illustrate the paths and directions pedestrians take at the intersection. We use this to assess the common and unique behaviors of pedestrians. As you can see, not all paths are in the crosswalk.

**Southbound Traffic**

**Westbound Traffic**

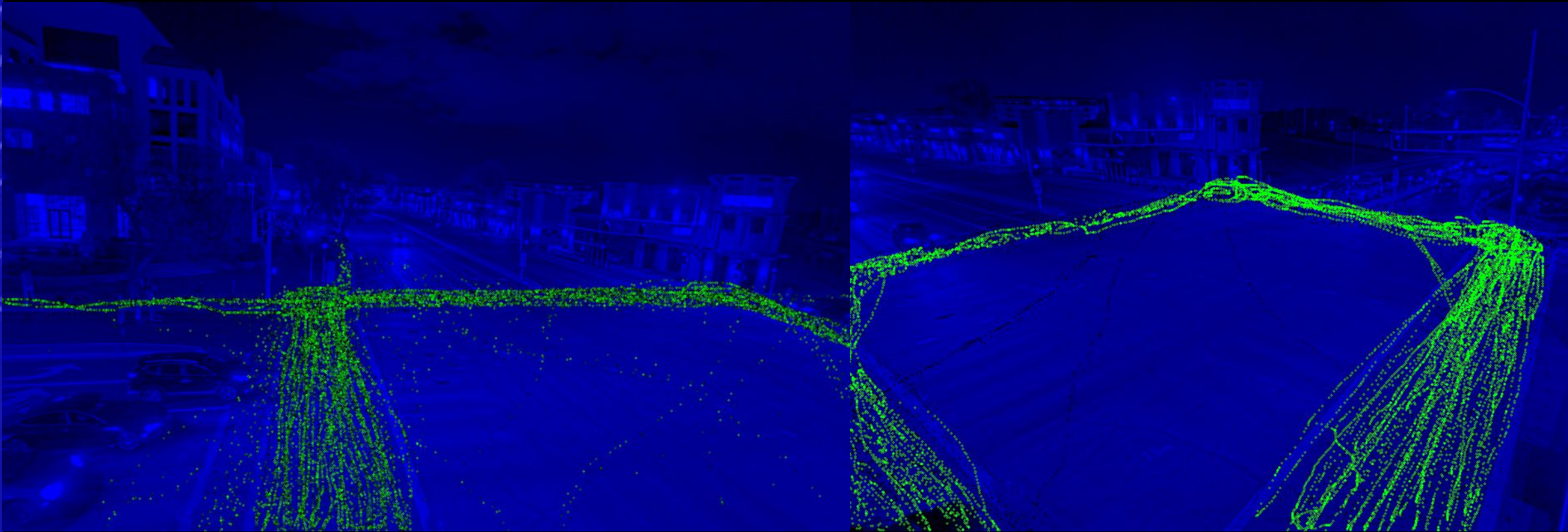


# Pedestrian Tracking Behavior Heat Map

This image shows the same trajectory paths but in heat map to see the common path areas taken by pedestrians.

Southbound Traffic

Westbound Traffic



Red: TTC  
Green: PET

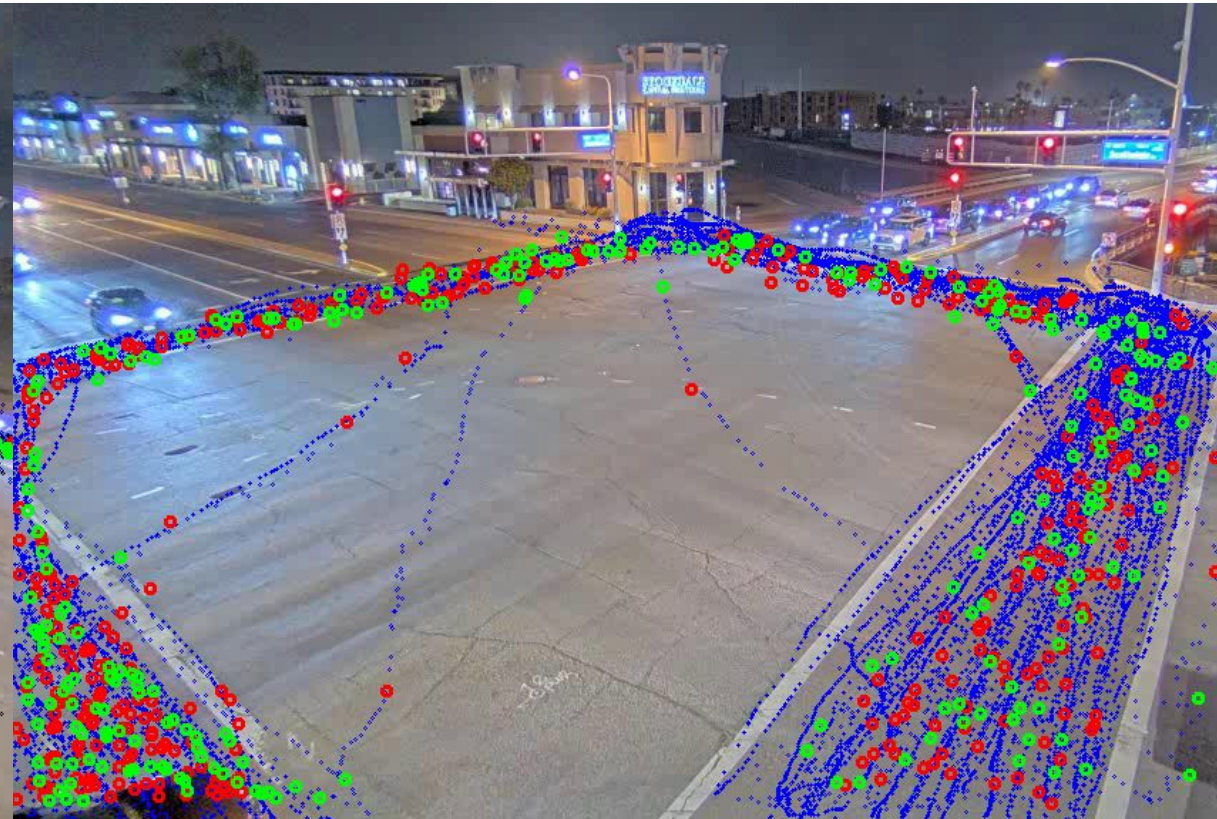
Scottsdale Rd and Camelback Rd

# Pedestrian Near-Misses Map

In this image, we overlaid the near-miss events of PET and TTC and show where they occur with the pedestrian trajectory data.

Southbound Traffic

Westbound Traffic





# Project Next Steps

- Deploy Phase 2
- Present in Summer 2023 with consistent data
  - Demonstrate full solution
  - Show data from Phase 2
  - Provide enhanced detailed and predictive analytics on pedestrian safety in the corridor include Phase 2



# Q&A



# THE FUTURE OF SMARTER AND SAFER ROADS



**Darryl Keeton, Founder and President**



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linkedin.com/company/sensagrate



Scottsdale, AZ 85257

# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Nathan Domme, Transportation Planning Manager  
**Subject:** Update on Grant Applications, Status and Awards  
**Meeting Date:** March 16, 2023

## ITEM IN BRIEF

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**Action:** Presentation and discussion

### Purpose:

Provide an update on recent grant applications, results from recent grant applications both regional and federal, and an overview of the Blue Zone Award and partnership moving forward.

### Background:

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

Maricopa Association of Governments	
Grant	Call For Projects
MAG Design Assistance	May/June
MAG Road Safety Program (RSP)	September
Highway Safety Improvement Program (HSIP)	September
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	August
Air Quality Programs (PM-10 Certified Street Sweepers and PM-10/PM-2.5 Paving of Unpaved Roads)	August
Transportation Alternatives Program	August

Federal Grants – U.S. Department of Transportation	
Grant	Call For Projects
Rebuilding American Infrastructure with Sustainability and Equity (Raise)	Feb
Safe Streets and Roads for All (SS4A)	Sept

The list above includes the grants that the city of Scottsdale applies for regularly. They are annual grants that staff routinely identifies projects that best fit the criteria for the application. Staff bases recommendations for grant applications on the community's needs as well as the competitiveness of the project to win the grant.

## Outcome of 2022 Grant Applications

Grant	Grant	Outcome
Central Arizona Project Canal/100 <sup>th</sup> Street Path	MAG DA	Awarded
64 <sup>th</sup> St Thomas and Indian School Intersections Study	MAG DA	Awarded
Scottsdale Street Safety Action Plan	DOT SS4A	Awarded
McDowell Road: Scottsdale Rd to Hayden Rd	MAG RSP	Not Awarded
Hayden Road and Indian Bend Road	MAG RSP	Not Awarded
Legacy Blvd – Reatta Wash Bridge Expansion	MAG HSIP	Not Awarded
2 <sup>nd</sup> Street RAISE Grant	DOT RAISE	In Process

In 2022, the city of Scottsdale Transportation and Streets department applied for seven grants. We were successful on three applications and still awaiting news regarding the RAISE Grant. Two of the awarded grants were from the MAG Design Assistance Program, and one was from the federal Safe Streets for All Program.

### Current Active Grant Funded Projects

The city currently has ten active grant-funded transportation projects. These projects come from many different types of grants and provide unique projects to the city that we would not be able to fund if not through a grant. Several projects provide Design and Planning assistance to determine the needs of several of our corridors. The rest are providing various connection and safety improvements to our network.

### 77<sup>th</sup> Street Access Improvements

The City of Scottsdale was awarded HUD Economic Development Initiative/Community Project Funding Grant (EDI-CPF) to provide an access point to the community to improve emergency access during extreme rain events. This grant is for \$1.8 million dollars and will provide a neighboring community with a needed connection.

### Blue Zone Award

The City of Scottsdale, through a partnership with HonorHealth, was awarded a Blue Zone Project. This project will focus on improving the liable environment of Scottsdale by looking to create economic vibrancy, environmental quality, and public health. The goal is to achieve a healthy community through the environment we all live in. Over the next several months, HonorHealth will form a steering committee, hire local staff and develop a Scottsdale-specific blueprint for community transformation to help our residents live better, longer lives.

---

**Staff Contact:** Nathan Domme, 480-312-2732, [ndomme@scottsdaleaz.gov](mailto:ndomme@scottsdaleaz.gov)

# Update on Grant Applications, Status and Awards

Transportation Commission  
March 16, 2023

# What Grants Provide Us

- Provides additional funding
- Allows for us to develop projects unlikely to be done with regular funding
- Leverage our funds
- Allows faster implementation of the project
- More innovative on the project

# AVAILABLE GRANTS

## Maricopa Association of Governments

Grant	Call For Projects
MAG Design Assistance	May/June
MAG Road Safety Program (RSP)	September
Highway Safety Improvement Program (HSIP)	September
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	August
Air Quality Programs (PM-10 Certified Street Sweepers and PM-10/PM-2.5 Paving of Unpaved Roads)	August
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## Federal Grants – U.S. Department of Transportation

Grant	Call For Projects
Rebuilding American Infrastructure with Sustainability and Equity (Raise)	Feb
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# Outcome of 2022 Grant Applications

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Legacy Blvd – Reatta Wash Bridge Expansion	MAG HSIP	Not Awarded
2 <sup>nd</sup> Street RAISE Grant	DOT RAISE	In Process

# PROCESS FOR SELECTING PROJECTS AND GRANTS

- Identify grant opportunities and their timeline
- Identify criteria for the grant
- Look at list of future projects
- Staff review and select project based on project need and ability to score high on the grant
- Aid other city departments with grant applications requested and related to transportation

# RECENTLY COMPLETED GRANT FUNDED PROJECTS

- Old Town Bicycle Master Plan
- 70<sup>th</sup> St Neighborhood Bikeway Study
- Dirt Road Paving
- Camelback and Saddlebag HAWK
- Scottsdale Rd and Palm HAWK
- McDowell Road Bike Lanes

**SCOTTSDALE 70TH STREET NEIGHBORHOOD BIKEWAY STUDY**

**Executive Summary and Regional Significance Report**  
May 2021

TIP ID: N/A  
MAG Contract Number: SCT-2020-DA-001  
TRACS Number: N/A  
Project Name: Scottsdale 70th Street Neighborhood Bikeway Study  
General Limits: 70th Street: Continental Drive to 2nd Street (Approximately 2.5 Miles)

Prepared For:

**City of Scottsdale**  
7447 E Indian School Rd,  
Scottsdale, Arizona 85251  
Susan Conkku  
(480) 312-2308, SConkku@Scottsdaleaz.gov

**Maricopa Association of Governments**  
302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003  
Jason Stephens  
(602) 452-9004, jstephens@azmag.gov

Prepared By:

**Harrington Planning + Design**  
3116 South Mill Avenue, Suite 305  
Tempe, Arizona 85282  
Jason Harrington  
(480) 250-0116, jason@harringtonplanningdesign.com

With Support From:

**T.Y. Lin International Group**  
60 East Rio Salado Parkway, Suite 501  
Tempe, Arizona 85281

**TRB**  
Traffic Research & Analysis  
3844 East Indian School Road  
Phoenix, Arizona 85018



**Old Town**  
SCOTTSDALE

**OLD TOWN SCOTTSDALE  
BICYCLE MASTER PLAN**

PREPARED BY:

**Y&K**  
ENGINEERING, LLC

**WERK**  
Landscape Design

# ACTIVE GRANT FUNDED PROJECTS

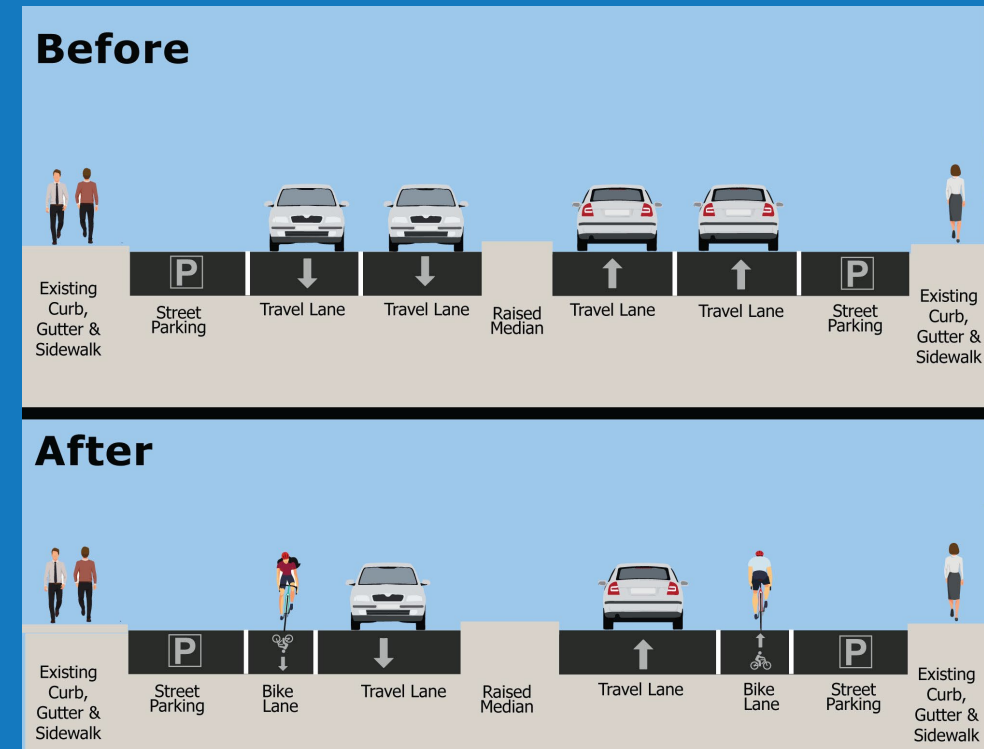
Project	Grant	Grant Funding
68 <sup>th</sup> St Complete Street Project	CMAQ/TAP	\$1,485,936
Thomas Rd Complete Street Project	CMAQ	\$3,681,972
Osborn Road Complete Street Project	TAP	\$3,209,483
Indian Bend Wash Underpass at Chaparral Road	CMAQ	\$2,495,904
Goldwater Blvd Bike and Pedestrian Underpass	CMAQ	\$2,352,421
PM-10 Dirt Road Paving	CMAQ	\$3,856,200
64 <sup>th</sup> and Indian School/ 64 <sup>th</sup> and Thomas	DA	\$150,000
Safety Action Plan	SS4A	\$300,000
CAP Canal Path from Northsight to Scottsdale	CMAQ	\$2,700,000
77 <sup>th</sup> Street Access Improvements	HUD EDI-CPF	\$1,800,000

# 68<sup>th</sup> Street and Thomas Road Projects

- Project is located on 68<sup>th</sup> Between Indian School and Thomas and Thomas between 73<sup>rd</sup> and 56<sup>th</sup> Streets
- MAG CMAQ Grant
- 68<sup>th</sup> St - \$1.5 million request with \$90,000 local match and \$340,000 in additional local funding
- Thomas Rd - \$3.7 million request with \$1.1 million match

## Improvements

- Complete Street Improvements
- Bike lanes
- Protected Pedestrian crossing
- Turning Lanes for improved Traffic Flow



# Indian Bend Wash Underpass at Chaparral Road

- Project is located on Chaparral Rd and Hayden Rd Intersection
- MAG CMAQ Grant
- \$2.5 Million was awarded with \$1 million local match

## Improvements

- Underpass Bicycle and Pedestrian Connection under Chaparral Road.

# Goldwater Blvd Ped and Bicycle Underpass

- Project is located on Scottsdale Rd at Goldwater Blvd
- MAG CMAQ Grant
- \$2.4 Million was awarded with \$680,000 local match

## Improvements

- Underpass Bicycle and Pedestrian Connection under Goldwater Blvd



# Osborn Road Complete Street

- Project is located on Osborn Rd between Scottsdale Rd and Hayden roads Rd
- MAG CMAQ Grant
- \$3.2 Million was awarded with \$1.8 Million local match and \$2.8 additional Local Funding.

## Improvements

- Sidewalks, Improvement Crossings, Roundabout





# 64<sup>th</sup> Street Intersections

- Project is located at the intersections of 64<sup>th</sup> and Thomas and 64<sup>th</sup> and Indian School
- MAG Design Assistance
- \$150,000 awarded with no local match.

## Improvements

- Identify Solutions for more efficient pedestrian and bike crossing while on the multiuse path or connecting to multiuse path



# Safe Streets and Roads for All (SS4A) Grant

- Scottsdale Street Safety Action Plan submitted in September 2022
  - Will improve multimodal traffic safety by significantly reducing roadway fatalities and serious injuries. A comprehensive, safe systems approach utilizing the 5 E's (engineering, evaluation, education, enforcement, and equity) will guide safety improvements for people using all modes, especially the most vulnerable users.
- We were awarded \$300,000

# 77<sup>th</sup> Street Access Improvements

- Project is located on 77<sup>th</sup> St
- Awarded by U.S. Department of Housing and Urban Development Economic Development Initiative/Community Project Funding Grants (EDI-CPF).
- Awarded \$1.8 Million.
- **Proposed**
- An additional connection to the communities to improve emergency access during extreme rain events



# RECENTLY APPLIED FOR GRANTS

- RAISE GRANT FOR 2<sup>ND</sup> St Complete Street
- RAISE projects are rigorously reviewed and evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

# RAISE Grant Application

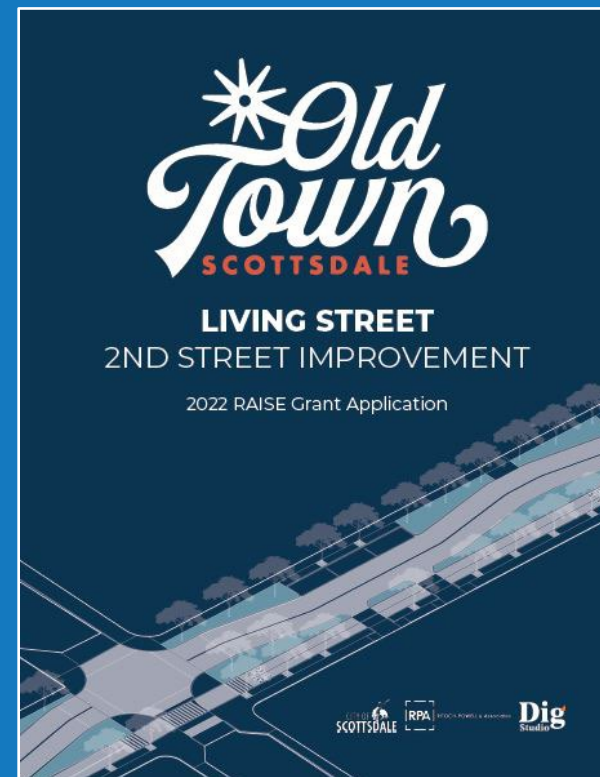
- Project is located on 2<sup>nd</sup> Street from 75<sup>th</sup> St. to Goldwater Blvd.
- Submitted to U.S. Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- \$14.5 million request with \$4.8 million local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

## Existing

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

## Proposed

- Wider sidewalks, a protected two-way bicycle cycle track, traffic calming strategies, sustainable landscaping, manmade and natural shade, traffic signal improvements and pedestrian lighting.



# Blue Zones Project Awarded

City of Scottsdale has a partnership with HonorHealth to launch a Blue Zones Project.

Blue Zones helps communities live better and longer by improving their environment through:

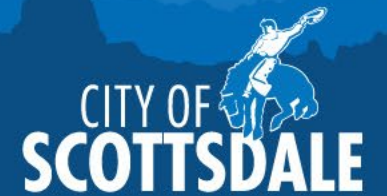
- economic vibrancy,
- environmental quality, and
- public health

The goal is to make our community more livable, walkable, and bikeable.

Over the next several months, HonorHealth will form a steering committee, hire local staff and develop a Scottsdale-specific blueprint for community transformation to help our residents live better, longer lives.



**Thank you. Questions?**



# SCOTTSDALE TRANSPORTATION COMMISSION REPORT



**To:** Transportation Commission  
**From:** Susan Conklu, Senior Transportation Planner  
**Subject:** Bicycle Friendly Community Application  
**Meeting Date:** March 16, 2023

## ITEM IN BRIEF

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**Action:** Information and Discussion

**Purpose:** Provide an update on the 2023 Bicycle Friendly Community application.

### Background:

The League of American Bicyclists (LAB) offers the Bicycle Friendly America program for communities, states, universities, and businesses as a tool to make bicycling available for transportation and recreation. The Bicycle Friendly Community Program (BFC) provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. These communities welcome cyclists by providing safe accommodations for cycling and encouraging people to bike. Increasing the safety and comfort of bicycling improves public health, the environment, quality of life, and economic development.

The BFC application provides a comprehensive picture of a community by asking questions across five categories often referred to as the Five "Es": Engineering, Education, Encouragement, Equity (formerly Enforcement), and Evaluation & Planning. To be considered for an award, a community must demonstrate achievements in each of the five categories through the application process. Application review includes evaluation from LAB staff and feedback from local cyclists and advocates. Then one of the following awards is issued (from highest to lowest level): Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention. The designated award is held by each entity for four years, after which the application process is repeated. This ensures continual improvements and achievements for biking.

The City of Scottsdale entered the BFC program at the Silver level in 2005 and was notably the first community without a university or college to reach that level. Scottsdale was awarded Silver again in 2007. In 2011, Scottsdale was awarded Gold, which was a goal of the 2008 Transportation Master Plan. In 2015, Scottsdale was again awarded Gold. The 2015 LAB designation announcement included two other communities in the region with Mesa moving up to Silver and Tempe moving up to Gold.

Transportation staff submitted an application to LAB on August 8, 2019. The application included two attachments giving a PowerPoint overview of our program and the results of Scottsdale's public internet survey on bicycling in June and July 2019. Scottsdale received 123 responses to this survey. In September 2019, LAB conducted its own public survey of biking in Scottsdale and solicited feedback from local cyclists and advocates, which assisted with their evaluation of our application. On November 21, 2019 LAB announced the Bicycle Friendly Community Award Designations for fall 2019. Scottsdale was again awarded Gold level and received a Report Card (Attachment A). The Report Card includes Key Steps to Platinum.

### Update:

On April 26, 2022, the Transportation Action Plan (TAP) was adopted by City Council. The Bikeway Element of the TAP includes a goal, policies and performance measures related to the Bicycle Friendly Community program:

#### **Bikeway Element Goal (B-06)**

Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB).

#### **Bikeway Element Policy B-02**

**Roadway Restriping:** Improve on-street bike accommodation and bicyclist and pedestrian comfort through striping changes that consider historic and forecasted motor vehicle traffic, center turn lane



requirements, existing pavement width and existing lane widths. This restriping protocol will typically be applied when roadways are being treated through standard pavement preservation applications and will incorporate buffered bike lanes where feasible.

**Bikeway Element Policy B-03**

**Neighborhood Bikeways:** Develop Neighborhood Bikeways on low-volume, low-speed roadways to be used by a wide range of bicyclist abilities. Improvement options should consider traffic calming and enhanced roadway crossings.

**Bikeway Element Policy B-04**

**Wayfinding:** Implement a cohesive wayfinding system directing people to and along shared use paths and Neighborhood Bikeways and to community destinations.

**Bikeway Element Policy B-06**

**Education and data collection:** Promote bicycling's benefits for health, recreation, transportation, and tourism. Evaluate bicycle usage counts on the network to establish trends and prioritize outreach and improvements.

**Bikeway Element Policy B-07**

**Safety and Enforcement:** Inform the public (motorists, bicyclists, and pedestrians) about bicycle, vehicle and pedestrian operation on streets and paths. Work with public safety staff to improve enforcement of traffic laws related to biking. Collect, analyze, and report on bicycle collision data on a regular basis and develop remediation measures to address high-frequency and high-volume collision locations. Support Safe Routes to School programs. Support the use of grade separated crossings at barriers such as freeways and arterial roadways and along large drainageways.

**Bikeway Element Performance Measure B-04**

Mileage of completed shared use paths.

**Bikeway Element Performance Measure B-05**

Mileage of arterial and collector roadways with bike lanes.

**Bikeway Element Performance Measure B-06**

Mileage of completed Neighborhood Bikeways.

**Bikeway Element Performance Measure B-08**

Annual counts from permanent counters, mobile counters, and third-party vendors.

Scottsdale's next Bicycle Friendly Community application is up for renewal by August 30, 2023. In preparation for the new application, Transportation staff attended webinars from the League of American Bicyclists on the new questions. Staff also coordinated a Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs.

**Next Steps:**

The application preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission. Transportation staff will present an update to the Paths and Trails Subcommittee on June 6, 2023.

**Attachments:**

Attachment A: Scottsdale's 2019 Report Card from the League of American Bicyclists

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**Contacts:** Susan Conklu, 480-312-2308, [sconklu@scottsdaleaz.gov](mailto:sconklu@scottsdaleaz.gov)



# SCOTTSDALE, AZ

## TOTAL POPULATION

246,000

## POPULATION DENSITY

1,340

## TOTAL AREA (sq. miles)

184.5

# OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Scottsdale
High Speed Roads with Bike Facilities	36%	36%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	16%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	10%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 41K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4.5/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4.1/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4.1/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.4/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5.9/10

## KEY OUTCOMES

	Average Platinum	Scottsdale
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	13.6%	0.95%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	100	641
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	0.4	5.24



## KEY STEPS TO PLATINUM



» Continue to expand and improve Scottsdale's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities.

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» Expand bicycle education opportunities for adults by offering more educational opportunities per year. Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in

your community, allowing you to expand cycling education for youth and adults, deliver Bicycle Friendly Driver education to motorists, and have more experts available to assist in encouragement programs. Visit [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart) for more information.

» Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers as a way to further encourage ridership.

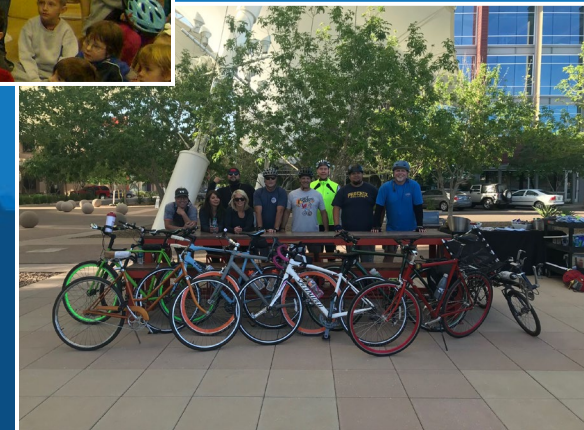
» Adopt a local comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

# Bicycle Friendly Community Update

Transportation Commission  
March 16, 2023

# League of American Bicyclists (LAB)

- The Bicycle Friendly Community (BFC) program recognizes municipalities that actively support cycling and encourage residents to use bicycles for transportation and recreation
- Comprehensive look at the city's achievements in all of the "5 Es":
  - Engineering
  - Education
  - Encouragement/ events
  - Equity (formerly Enforcement)
  - Evaluation and Planning
- Measurable goals for continuous improvement
- Provides best practices and resources
- Clear comparisons to peer cities
- Can help city compete for grant
- Can act as a tool for economic development



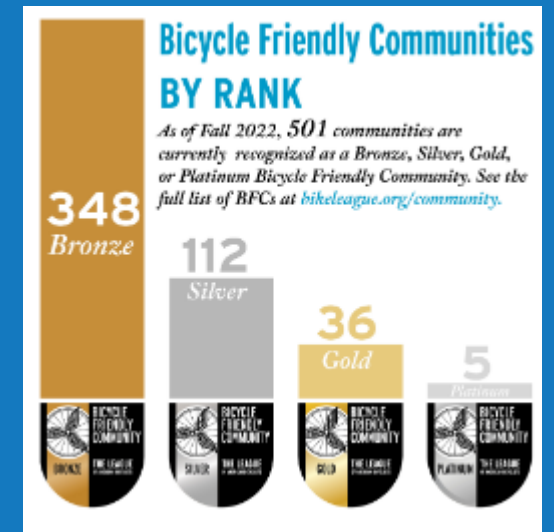
# League of American Bicyclists (LAB)

- An award of Diamond, Platinum, Gold, Silver, Bronze, or Honorable Mention status is designated for four years
- Scottsdale awarded Silver level in 2005
  - First community without a university or college to reach Silver level
  - Achieved Silver again in 2007
- Awarded Gold level in 2011, 2015, and 2019
  - Receive feedback from LAB – Report Card
  - Public input for applications
  - Local reviewers help LAB evaluate applications



# Bicycle Friendly Communities

- Since 2015
  - the same 5 Platinum Communities
    - Boulder, Fort Collins, Davis, Portland, and Madison
  - Added 10 Gold communities totaling 34
    - Totaling 34 communities
  - Added 116 new communities to the Program
    - Totaling 488 communities
  - Around 80% of the Gold and Platinum communities have a major college campus
    - *Scottsdale was first community without a major college campus to reach silver and gold*



# Update

- Scottsdale's Report Card from LAB was received in December 2019
  - Key Steps to Platinum
  - Report Cards from other communities provide ideas for improvements

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY	Average Platinum	Scottsdale
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Total Bicycle Network Mileage to Total Road Network Mileage	80%	16%
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CATEGORY SCORES		
<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4.5/10	
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<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4.1/10	
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3.4/10	
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5.9/10	
KEY OUTCOMES		
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	Average Platinum	Scottsdale
	13.6%	0.95%
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<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	0.4	5.24

# Update

- 2022 Transportation Action Plan Bikeway Element
  - Goal B-06 Achieve a Platinum-level Bicycle Friendly Community certification from the League of American Bicyclists (LAB)
  - Policy B-02, B-03, B-04, B-06, B-07
  - Performance Measure B-04, B-05, B-06, B-08



# Key Steps to Platinum Level

- Continue to expand and improve Scottsdale's low-stress on-road bike network ... that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities.
- Expand bicycle safety education to be a routine part of education for students of all ages.
- Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.



# Key Steps to Platinum Level (Cont'd)

- Expand bicycle education opportunities for adults
- Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community
- Use the framework of the Bicycle Friendly Business program to engage with more local businesses, agencies, and organizations to promote cycling to their employees and customers as a way to further encourage ridership.
- Adopt a local comprehensive road safety plan or a Vision Zero policy to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians.
- Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.



# Additional Goals 2020-2023

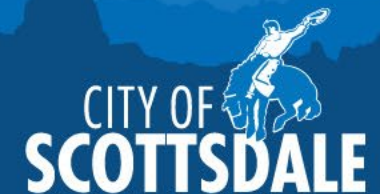
- **ENGINEERING**
  - Increase total bikeway mileage on arterial and collector roads
  - Improve biking into and within Old Town
  - Complete bike lanes on Dynamite Boulevard
  - Implement Path Wayfinding Signage
- **EDUCATION**
  - Bicycle safety for children K-12
  - Bike 101 Community Classes for adults

# Additional Goals 2020-2023

- ENCOURAGEMENT/ EVENTS
  - Hold signature bike events – Open Streets Event, expand Bike Month events
- EQUITY
  - Police Bike/Ped Safety Outreach – expand current program
  - Enforce new state law on handheld devices while driving
  - Sharing the Road and Path messaging
- EVALUATION AND PLANNING
  - Better bicyclist counts – install counters
  - Gap analysis of bikeways, including those that access transit stops
  - Old Town Bicycle Master Plan
  - Update the Transportation Master Plan

# Next Steps

- Scottsdale's next Bicycle Friendly Community Application will be by August 30, 2023
- May/June 2022:
  - Webinars from the League of American Bicyclists on the new questions.
  - Teams meeting with colleagues from the Platinum level communities of Boulder and Fort Collins, Colorado to gain important knowledge on their programs.
- Preparation will include input from the public, Paths and Trails Subcommittee, and Transportation Commission



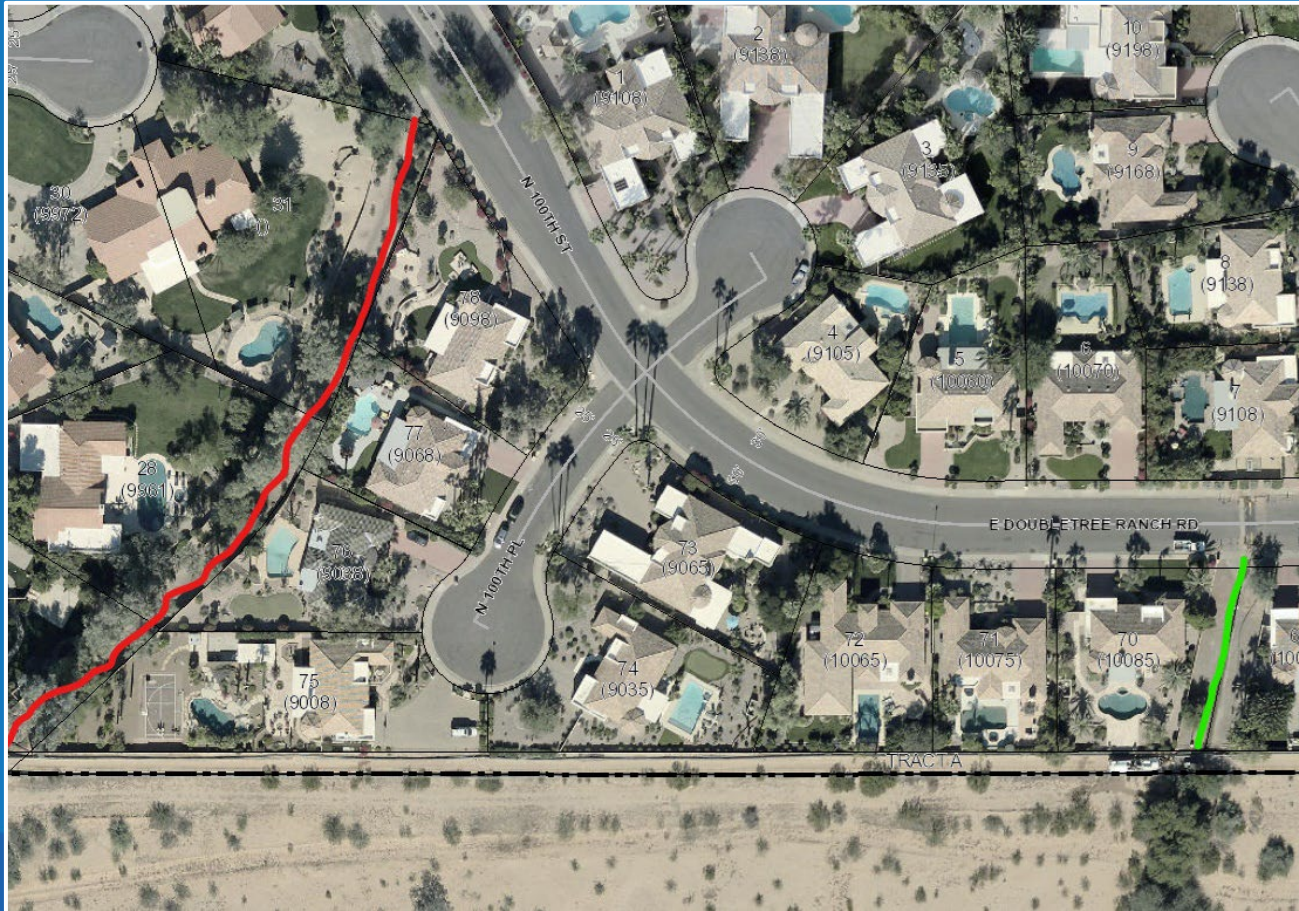
# Bicycle Friendly Community Update

Transportation Commission  
March 16, 2023

# Projects and Programs Update

Transportation Commission  
March 16, 2023

# Salt River Pima Maricopa Indian Community - Drainage



## CITY OF SCOTTSDALE PUBLIC IMPROVEMENTS

### SCOTTSDALE & SRPMIC JOINT WASH FLOWLINE MAINTENANCE

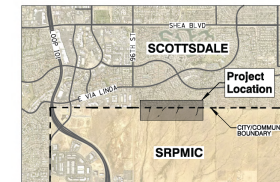
#### SCOPE OF WORK STATEMENT

**PROJECT BACKGROUND:**  
The City of Scottsdale (City) has performed a topographic survey of four wash locations along the City boundary with the Salt River Pima Maricopa Indian Community (Community). Three of the four washes surveyed show flowline slopes that were negative, and thus caused water to back up.

**PROJECT OBJECTIVES:**  
The objective of the project is to clean out vegetation from the washes and regrade them to have positive drainage.

**PROJECT SCOPE:**  
The City proposes to remove brush, small trees, and other vegetation that is within the limits of the existing wash flowlines. Once the brush has been removed, grading will be performed to establish a positive flowline, and the limits of a new 6 foot wide flat bottom ditch with 4:1 side slopes. Once a positive slope has been established, a transition will be graded to tie into the existing wash grades.

**PROJECT BOUNDARIES:**  
The actual boundaries will be determined in the field during grading activities based on the conditions and grades at the time of work. Approximate limits of grading have been estimated based on the topographic survey, and are presented in the attached sketches.



Vicinity Map  
N.T.S.

SHEET INDEX		
Sht. No.	Dwg. No.	Description
1	G1	COVER SHEET
2	KP1	KEY PLAN
3-7	PP1-PP4B	PLAN & PROFILE

ENGINEERING COMMUNICATIONS MANAGER (BY LICENSURE)	DATE
BUILDING OFFICIAL (OR DESIGNEE)	DATE
ENGINEER	
ENGINEERING FIRM LOGO & ADDRESS GOES HERE	

City of Scottsdale approved plans shall be kept on the job site at all times during the course of construction.

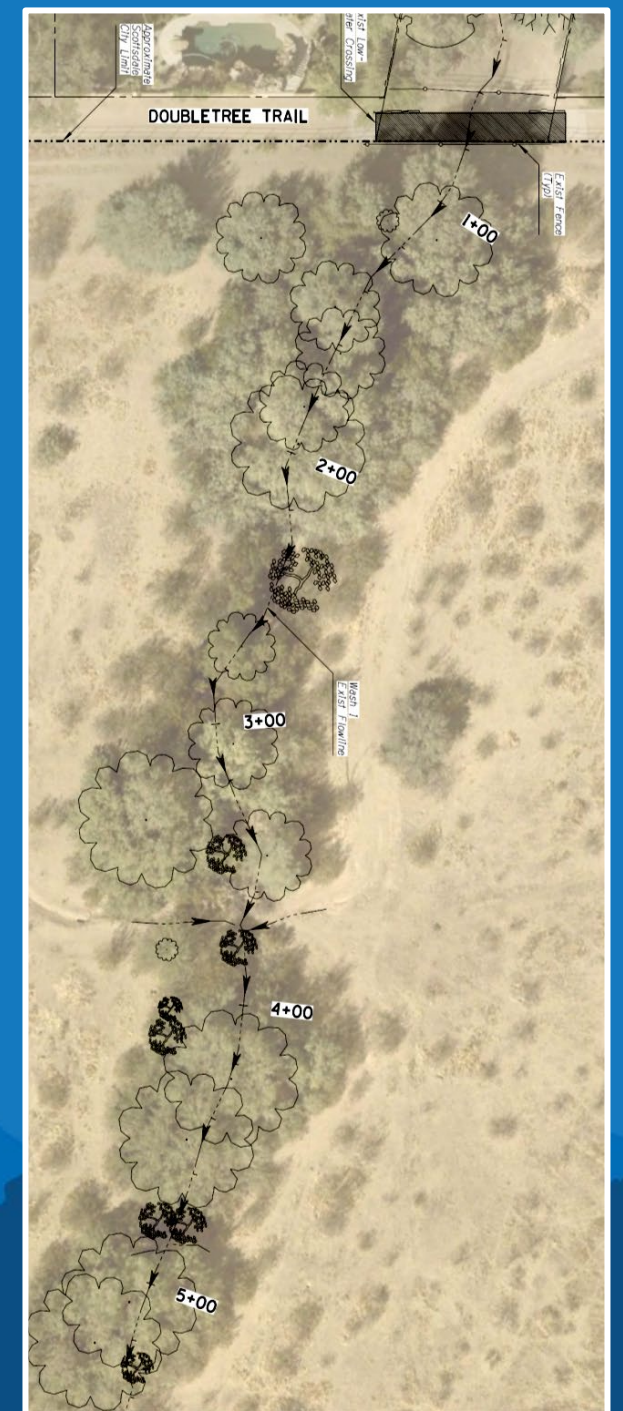
SCOTTSDALE & SRPMIC  
JOINT WASH FLOWLINE MAINTENANCE

DR/STAFF APPROVAL NO.

PLAN REVIEW NO.



# Salt River Pima Maricopa Indian Community - Drainage



# Scottsdale Ranch Improvements

Before



After



NEC Lakeview Dr / 104th Way

# Continuing Homeless Issue



Staff is exploring ways to help address this ongoing concern.

# Street Operations – West World

Work beyond just street maintenance

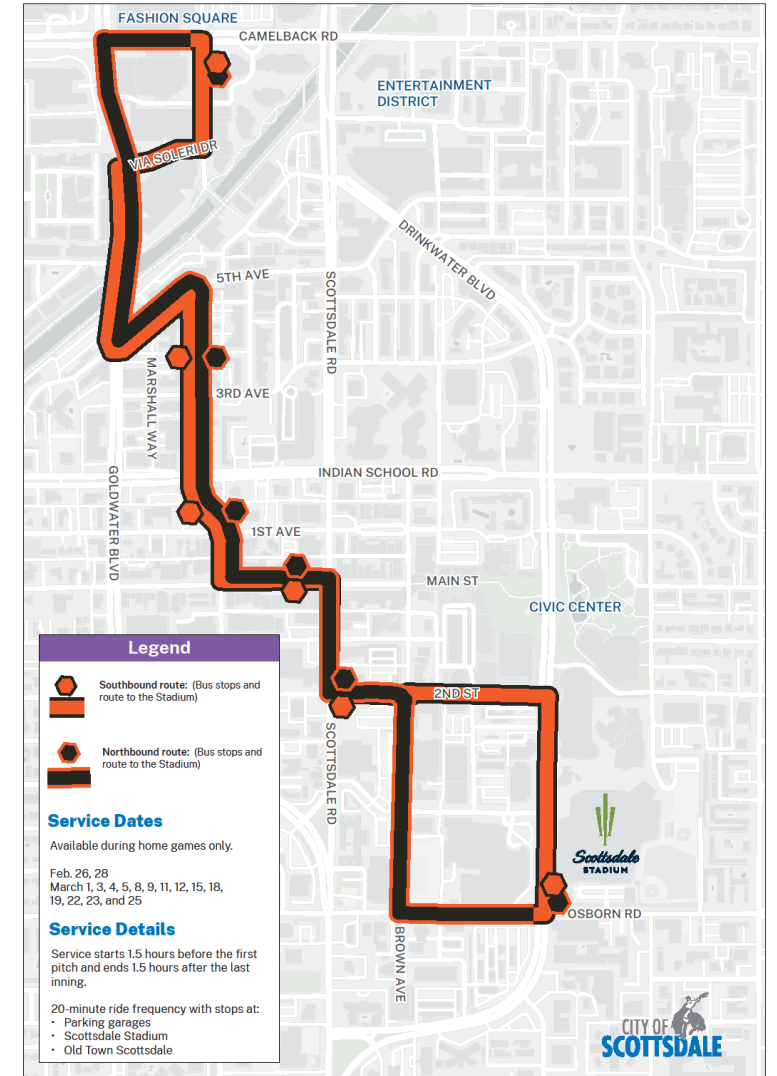


# Spring Training Trolley Route



## TROLLEY STOPS HERE | RIDE FREE

### Spring Training Free Trolley Service Scottsdale Stadium & Old Town



# Senior Expo



# Upcoming Transportation & Streets Events

## Bike Month

### **Ride to Read**

Saturday, April 1

9:30 – 11:00 a.m.

*Family-friendly 1-mile bike ride  
from Mountain View Park to Mustang Library*

### **Cycle the Arts**

Sunday, April 16

8:30 a.m. - Noon

*4 and 13-mile bike tours of the city's public  
art collection - rides start at Scottsdale Center for the Arts*

### **Bike to Work**

Thursday, April 27

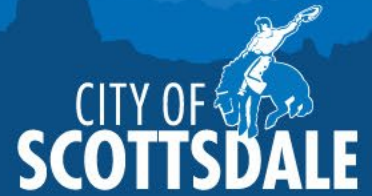
6:30 – 9:00 a.m.

*Various locations*



# Upcoming Transportation & Streets Events

Scottsdale Earth Day Celebration  
Saturday, April 22 | North Corporation Yard





# Thank you. Questions?



# TENTATIVE FUTURE AGENDA ITEMS

Rev.03-02-23

\*All Items Subject to Change\*

## TRANSPORTATION COMMISSION

### MEETING DATE: April 20, 2023

### REPORTS/PRESENTATIONS DUE April 13

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes March 16, 2023*
- **Paratransit Update**.....**Presentation and Discussion**  
*Update Paratransit including Cab Connection, Ride-Choice, and Dial-a-Ride programs – Tom Young, Valley Metro and Joan Freeman, Transportation Representative*
- **Transit System Update**.....**Presentation and Discussion**  
*Update on the primary items associated with the transit system post-Covid era – Ratna Korepella, Transit Manager*
- **Bus Stop Lighting**.....**Discussion**  
*Discuss future plans to light bus stop shelters – Brendan Wagner, Transit Operations Coordinator*

### MEETING DATE: May 18, 2023

### REPORTS/PRESENTATIONS DUE May 11

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes April 20, 2023*
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**  
*Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager*
- **Bus Stop Signage**.....**Discussion and Action**  
*Adding bus stop signage with bus shelter closure times – Ratna Korepella, Transit Manager*
- **Linking the Five-Year Paving Plan to Restriping Efforts**.....**Presentation and Discussion**  
*Discussion around linking the five-year paving plan and restriping along with the Transportation Action Plan (TAP) – Ed Padron, Street Operations Manager*
- **CIP Update**.....**Information**  
*Update on capital improvement projects – Nathan Domme, Transportation Planning Manager*

### MEETING DATE: June 15, 2023

### REPORTS/PRESENTATIONS DUE June 8

- **Approval of Meeting Minutes** ..... Action  
*Approval of Regular meeting minutes May 18, 2023*
- **Transportation Commission Summer Schedule** ..... Action  
*Decision on the 2023 Summer Meeting schedule for the Transportation Commission*
- **Construction Mitigation Plan**.....**Presentation and Discussion**  
*Follow up on the initial presentation from staff – Walt Brodzinski, Right-of-Way Manager*
- **Roundabout Education**.....**Information**  
*Discuss benefits of Roundabouts and how success is evaluated – Phil Kercher, Traffic Engineer & Ops Manager*
- **Bicycle and Pedestrian Count Data**.....**Information**  
*Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager*

### MEETING DATE: July 20, 2023

### REPORTS/PRESENTATIONS DUE July 13

- TBD...

**MEETING DATE: August 17, 2023**

**REPORTS/PRESENTATIONS DUE August 10**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes June 15, 2023*
- **Arterial Life Cycle Program Fiscal Year 2023-2024 Update** ..... **Information**  
*Updates on the changes for fiscal year 2023-2024 – Greg Davies, Senior Transportation Planner*
- **Shea and 124<sup>th</sup> Street Underpass** ..... **Information**  
*Update on underpass – Susan Conklu, Senior Transportation Planner*
- **Bus Stop Signage Updates**..... **Discussion and Action**  
*Follow up from initial presentation from staff – Ratna Korepella, Transit Manager*
- **Small Cell Wireless Facilities**..... **Presentation and Discussion**  
*Presentation on the issues associated with small cell wireless facilities on signals poles in North Scottsdale and the next steps to address them - Hong Huo, Traffic Engineer Principal*

**MEETING DATE: September 21, 2023**

**REPORTS/PRESENTATIONS DUE September 14**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes August 17, 2023*
- **Pavement Cut Ordinance**..... **Presentation and Discussion**  
*Presentation of a draft ordinance that guides developers, utilities, and city projects on restoring asphalt after pavement cuts in our street network – Ed Padron, Street Operations Manager*

**FUTURE ITEMS:**

**INFORMATION ITEMS**

- **Review of Travel Demand Patterns**..... **Information**  
*Information on how travel demand patterns effects roadway improvements – Kiran Guntupalli, Principal Traffic Engineer*
- **Update on Cool Paving Results** ..... **Information**  
*Information on the results from Cool Paving – Ed Padron, Street Operations Manager*
- **Fiscal Impact of Distracted Driving** ..... **Information**  
*Information on the fiscal impact that distracted driving has on Transportation and Street Operations decisions – Mark Melnychenko, Transportation & Streets Director*
- **Update on Traffic Safety** ..... **Information**  
*Information on traffic safety as it relates to pedestrian and automobiles in the city of Scottsdale – Kiran Guntupalli, Principal Traffic Engineer*

**TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Smart City**..... **Presentation and Discussion**  
*Discussion on the City’s participation in Smart City applications as well as ITS strategic plan and ITS vehicle detection – Hong Huo, Traffic Engineer Principal*
- **Expanding Maintenance Needs**..... **Presentation and Discussion**  
*Maintenance of current infrastructure – Mark Melnychenko, Transportation & Streets Director*
- **2022 Traffic Volume and Collision Manual**..... **Presentation and Discussion**  
*Summarize the information in the recently published 2020 Traffic Volume and Collision Manual – Kiran Guntupalli, Traffic Engineer Principal and Parker Murphy, Traffic Engineer*
- **No Engine Braking Ordinance Update**..... **Presentation and Discussion**

Discuss the recently approved no engine braking ordinance and its application -Phil Kercher, Traffic Engineering and Ops Manager and Walt Brodzinski, Right-of-Way Manager

- **Leading Pedestrian Interval Policy**.....**Presentation and Discussion**  
Discuss Leading Pedestrian Interval Policy and how the city applies it – Hong Huo, Traffic Engineer Principal

## **PATHS & TRAILS SUBCOMMITTEE**

**MEETING DATE: April 4, 2023**

**REPORTS/PRESENTATIONS DUE March 28**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes of February 7, 2023*
- **Federal Highway Administration’s Safety Countermeasures**.....**Information**  
*Update on the FHWA’s new safety countermeasures for pedestrians and bicycles – Nathan Domme, Transportation Planning Manager*
- **Bicycle Friendly Communities Application Process** .....**Presentation and Discussion**  
*Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*
- **Other Transportation Projects and Programs Status**.....**Information**  
*A continuing overview of projects/programs – Susan Conklu, Senior Transportation Planner*

**MEETING DATE: June 6, 2023**

**REPORTS/PRESENTATIONS DUE May 30**

- **Approval of Meeting Minutes** ..... **Action**  
*Approval of Regular meeting minutes of April 4, 2023*
- **Bicycle and Pedestrian Count Data**.....**Information**  
*Follow up from initial presentation from staff at the two-year mark – Nathan Domme, Transportation Planning Manager*
- **Bicycle Friendly Communities Application Process Update**.....**Presentation and Discussion**  
*Information on the Bicycle Friendly Communities Application – Susan Conklu, Senior Transportation Planner*
- **Other Transportation Projects and Programs Status**.....**Information**  
*A continuing overview of projects/programs including Bike Month recap – Susan Conklu, Senior Transportation Planner*

### **FUTURE ITEMS:**

#### **INFORMATION ITEMS**

#### **TRANSPORTATION & STREETS DEPARTMENT ACTIVITIES**

- **Path and Trail Gap Analysis** ..... **Presentation and Discussion**  
*Information on gaps in the citywide path and trails network – Greg Davies, Senior Transportation Planner*
- **Pavement Restriping** ..... **Presentation and Discussion**  
*Information on the coordination of re-paving and re-striping – Nathan Domme, Transportation Planning Manager*
- **Wayfinding Signage** ..... **Information**  
*Update on the wayfinding signage – Susan Conklu, Senior Transportation Planner*
- **Updates from Neighboring Cities and Towns**..... **Information**  
*Updates from Neighboring Cities such as Tempe, Phoenix, Mesa, and Paradise Valley on connectivity projects with Scottsdale – Guest Speakers*

## Lofgren, Kyle

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**From:** WebServices  
**Sent:** Sunday, March 5, 2023 10:46 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Renee Rule  
**Address:** 9906 E Ironwood Dr, Scottsdale, AZ 85258  
**Email:** rrule4@gmail.com  
**Phone:**

**Comment:**

Dear Transportation Commission Members: I am writing as a native and lifelong Scottsdale resident to express my support for the ideas behind the city's Transportation Action Plan 2022. I was not aware of the plan until just a few moments ago, having come from a rather frightening comment section on a Nextdoor post someone made about the street reclassification plans (e.g., road narrowing/lane reducing). What I mean by frightening is that the comments were unhinged, fully or partially not based in reality, conspiratorial, and fear-mongering with ideas such as "they're going to take our cars away!" and "public transit means more criminals." Seeing these sorts of sentiments is really discouraging and disappointing. I don't want to live in a place where ideas such as those I mentioned above set precedent and policy. I want to live in a place where evidence- and experience-based research and expert recommendations guide us forward, as a general concept. More specifically, with regard to transit, I was thrilled to see the ideal of "from prioritizing cars to Prioritizing People" on the TAP webpage. This is exactly what I am, and many other people my age (young) are, looking for in a city. Honestly, I didn't expect as bold of a principle from this city, even though I would have loved to have expected it—and I am happy to have been proven wrong. I very much look forward to seeing the TAP 2022 continue to be implemented. And with that implementation, I hope to see the health, safety, and quality of life improvements that those of us who share values like mine and, apparently, the Transportation Department hold know to expect from these changes. I sincerely hope that the Transportation Commission and the city's Transportation Department will stay true to the TAP which has so pleasantly surprised me and exceeded what I would have realistically expected from this city. I will close with a brief quote from the great urban planner Jan Gehl: "My work is not anti-car but pro-people." Thank you for your time. Renee Rule

## Lofgren, Kyle

---

**From:** WebServices  
**Sent:** Wednesday, March 15, 2023 4:10 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Joseph Boncher  
**Address:** 11316 E. Appaloosa Place Scottsdale, AZ 85259  
**Email:** [jboncher@boncherwales.net](mailto:jboncher@boncherwales.net)  
**Phone:** (847) 833-7512

**Comment:**

End the "Road Diet" plans. We need MORE auto driving lanes, not less, especially with the proposed apartments which will only clog the streets further.

## Lofgren, Kyle

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**From:** WebServices  
**Sent:** Wednesday, March 15, 2023 4:25 PM  
**To:** Conklu, Susan; Lofgren, Kyle; Melnychenko, Mark  
**Subject:** Transportation Commission Public Comment

**Importance:** High

**Name:** Mary Boncher  
**Address:** 11316 E. Appaloosa Place Scottsdale, AZ 85259  
**Email:** marybbw@gmail.com  
**Phone:** (312) 804-0663

**Comment:**

**TO THE CITY COUNCIL: End the "Road Diets".** Scottsdale had been known previously for having a wonderful roadway system.....multiple lanes to move the traffic effectively. With the addition of 10,000 more apartments to be built (which in itself is a travesty for the image of Scottsdale), we need more traffic lanes, not less. It's called "common sense". Unfortunately, that virtue seems to be running short for the past few years. Quit destroying a beautiful city to accommodate personal agendas (kickbacks?) of certain City Council members.

## Lofgren, Kyle

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**From:** Schwandt, Melanie on behalf of Code Enforcement Mail  
**Sent:** Thursday, March 16, 2023 11:36 AM  
**To:** Transportation And Streets Administration  
**Subject:** FW: Street narrowing.

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**From:** Janik, Betty <BJanik@Scottsdaleaz.gov>  
**Sent:** Thursday, March 16, 2023 11:23 AM  
**To:** Code Enforcement Mail <CodeEnforcement@scottsdaleaz.gov>  
**Subject:** Fw: Street narrowing.

See below. Can you help Joe Zimmerman with this situation?

CW Betty Janik

---

**From:** Joe Zimmerman <[joezimmerman52@gmail.com](mailto:joezimmerman52@gmail.com)>  
**Sent:** Thursday, March 16, 2023 10:57 AM  
**To:** City Council <[CityCouncil@scottsdaleaz.gov](mailto:CityCouncil@scottsdaleaz.gov)>  
**Subject:** Re: Street narrowing.

**⚠ External Email: Please use caution if opening links or attachments!**

Councilman Graham, thank you for your response and understanding this situation.

Councilwoman Caputi, thank you for responding concerning short term rentals. We understand that the city's hands are tied - to a point. However, we have a STR directly across the street from us that continually goes against the occupancy ordinance set by the city. If this ordinance was better regulated, the resulting problems with bachelor parties, drunk people, noise, and the use of the property for business use with over 60 people at the property (which we just recently complained about and were told that there was no violation????), would all disappear. It's very discouraging when ordinances are put in place (looks good on paper), but nothing is done to enforce the ordinance.

Thank you for listening to my concerns. I am hoping that the occupancy ordinance will be enforced by the code department and we can get our neighborhoods back to being neighborhoods.

Joe Zimmerman

On Tue, Mar 14, 2023 at 12:27 PM Joe Zimmerman <[joezimmerman52@gmail.com](mailto:joezimmerman52@gmail.com)> wrote:

Please, let's stop wasting time and money on reconfiguring perfectly functional streets. With all the new apartments scheduled to be built, as well as the many other needs the city faces, narrowing a road that will eventually need to be widened again to accommodate future traffic needs is not helping traffic nor the budget. People who wish to ride bicycles are riding them now. People who wish to ride the trolley are riding the trolley now, Spending time and money on changing streets will not increase the use of either of these activities. Please take into consideration that during rush hour no one who is driving will be happy with less car lanes.

Please, let's move on to bigger problems within the city such as the disastrous short-term rental issue. Our neighborhoods are disappearing due to the number of short-term rentals that have been allowed to exist. The oversight of the city's code enforcement related to short-term rentals is minimal at best.



Thank you for taking these ideas into consideration.

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