



**SCOTTSDALE TRANSPORTATION COMMISSION
SPECIAL MEETING – TRANSPORTATION ACTION PLAN
Notice and Agenda**

Date: Thursday, July 8, 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 agenda items and non-agenda 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**
Special Meeting of the Transportation Commission – June 3, 2021
2. [Proposed Goals, Policies and Performance Measures](#) -----**Information and Discussion**
David Meinhart, Transportation Planning Manager
3. [System Preservation/Maintenance](#)-----**Information and Discussion**
David Meinhart, Transportation Planning Manager

4. [Transportation Commission Special Meeting Schedule](#)-----**Information and Discussion**
Review of remaining dates/times/planned topics for the special meeting schedule approved by the Transportation Commission on April 15, 2021 – David Meinhart, Transportation Planning Manager

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
SPECIAL MEETING**

Thursday, June 3, 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

ABSENT: Donald Pochowski

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Dave Meinhart, Transportation Planning Manager
Ratna Korepella, Transit Manager
Greg Davies, Senior Transportation Planner
Dan Worth, Executive Director Public Works

3. PUBLIC COMMENT

No public comments were received.

4. APPROVAL OF MINUTES

Corrections were made.

COMMISSIONER LALL MOVED TO APPROVE THE MINUTES OF THE SPECIAL MEETING OF THE TRANSPORTATION COMMISSION ON MAY 4, 2021 AS AMENDED. COMMISSIONER KOWAL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR IACOVO, VICE CHAIR ANDERSON, COMMISSIONERS KOWAL, LALL, MILLER AND YATES VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. TRANSPORTATION ACTION PLAN

Ratna Korepella, Transit Manager, provided an overview of the existing transportation system and available paratransit services as well as transportation system funding sources. Transit data is utilized to develop and build trips and routes. Public input and customer complaints, positive and negative feedback, are all taken into account. Ridership levels for bus routes was reviewed. Ridership indicates that 66 percent of trips into Scottsdale originate from Phoenix and 23 percent from Tempe. In addition, 54 percent of trips into Scottsdale are home to work trips, which emphasizes the important connection between these cities. For trolleys, 88 percent of usage is by Scottsdale residents. Bus stop maintenance challenges were discussed. There is a prioritization process for refurbishment, however, the intent is to reexamine the process and make improvements in the coming months, including moving from Blue Diamond enclosures to the standard City of Scottsdale enclosures as well as providing additional shade.

Commissioner inquired about the household survey. Ms. Korepella stated that the intent is to oversample transit-dependent, zero vehicle households. This is a small data set.

Commissioner asked about how the single City staff member handles maintenance of all bus stops, including issues that may arise due to the homeless population. Ms. Korepella acknowledged the challenges, particularly as there is currently no maintenance on the weekends, which has created challenges. The City plans to employ a contracting company to assume this work. There will be an afterhours number available for service.

Commissioner inquired as to how the contractor will address homeless concerns. Ms. Korepella stated the more often the bus stops are serviced, the fewer homeless issues will arise. Visibility of personnel is key to reducing issues related to homelessness.

Chair inquired as to the typical run time of 20 to 30 minutes between fixed route bus runs. Ms. Korepella stated that the 20 to 30 minute frequency was pre-COVID. During COVID, late night service was discontinued, however overall, frequencies remained the same. Funding plays a role in frequency. Another important factor is that Scottsdale is at the tail end of Phoenix Metro routes. Phoenix Metro notifies the City regarding necessary modifications to meet specific ADA requirements. There is a phased approach for more significant modifications.

Ms. Korepella discussed that the City must complete the National Transit Database annually in order to qualify for federal funding. The Transit Asset Management Plan monitors and measures transportation vehicle useful life. APC data is collected from clever devices to gather ridership information. Upcoming goals for the system including marketing, travel training and trolley branding.

In response to a question from Chair, Ms. Korepella stated that new routes are determined via a public feedback process. The City has the opportunity to make changes in April and October annually. Ms. Korepella continued with an overview of mid-term and long-term recommendations.

Commissioner referenced the 514 route to Fountain Hills, which is potentially to be eliminated in October and asked how Scottsdale is working with Fountain Hills generally on connectivity. Ms. Korepella stated that ridership between Mustang Transit Center to Fountain Hills has only been three to four riders at the most. In the past two years, conversations between the two cities have been occurring. In addition, Valley Metro has been conducting a study for Fountain Hills. The outcome of the study revealed that the segment between Mustang Transit Center to Fountain Hills is not performing. Scottsdale made the decision that it does not wish to fund the segment past Mustang Transit Center. Because Fountain Hills is planning other connectivity to Mesa, they agreed to run the service until October. Fountain Hills would like a new route through SR-87 and would express to several express routes.

Mark Melnychenko, Transportation & Streets Director, stated that Valley Metro has a number of service performance measures, such as on-time performance, which Scottsdale ties into. Scottsdale will be looking at performance measures specific to the City and which address the City's goals.

Commissioner suggested future discussion on new methods of circulation, including microtransit, for example. Mr. Melnychenko acknowledged that technology is evolving and staff will add verbiage on this suggestion. This can be included as a recommendation for mid- to long-term and be brought back to the Commission for review.

In response to a Commissioner question, Mr. Melnychenko stated that the BRT on Scottsdale Road is part of the regional Prop 400 extension and is a number of years out.

Greg Davies, Senior Transportation Planner, discussed changes with the pedestrian crossings in the active transportation systems. Typical crossing locations include intersections, physical barriers, grade crossings with high pedestrian and bike volumes. Justifications for enhanced crossings include regional connectivity, transit access and ADA access. Proposed changes include enhanced pedestrian crossing guidelines and this will be presented to the Commission in the near future. Types of enhanced crossings include: Bridge over, bridge under, HAWK, raised pedestrian, rectangular rapid flashing beacon, pedestrian refuge and tunnel. Existing and future enhanced crossing maps and lists were reviewed.

Commissioner requested an update on the tunnel connection at 124th Street and Shea. Mr. Davies stated that the City is working to get the underpass opened up. Litigation regarding the construction of the gabion wall on the north side is pending.

Chair asked when future crossings may be implemented. Mr. Davies stated that if they are included in the Transportation Action Plan as future enhanced crossings, they will have to be programmed and federal funds requested. The time frame would be estimated at five to ten years. Mr. Meinhart added that a key component is an implementation program, which includes prioritization with input from the Commission, the public and City Council prior to plan adoption.

Chair noted the underpass at Mayo Boulevard is not far from the underpass at Miller Road. She inquired about how the Mayo Boulevard underpass will work if bike lanes and sidewalks are added to the Miller Road underpass. Mr. Davies stated that the Mayo alignment is identified based upon the amount of activity in the area, centered off the Hayden Road Interchange and Loop 101. The Miller Road underpass will be about a half mile to the west. The purpose of the Mayo alignment is to provide a better, more direct connection to the path corridor at the northern reach of Indian Bend Wash along Pima Road.

Susan Conklu, Senior Transportation Planner, addressed sidewalks and accessibility. Existing sidewalk standards are drawn from the 2008 Transportation Master Plan and the Design Standards and Policies Manual as well as accessibility needs. Proposed changes to sidewalks include cross-sections to include landscape placement on north and west sides of streets as well as adjustments to sidewalk width. New policies include pedestrian access from neighborhoods, which support efforts to improve pedestrian access from neighborhoods to collector and arterial streets and activity centers, especially in corridors with existing planned transit service, by reducing average walk distances from nearby homes.

The ADA Transition Plan priority areas include:

- Civic Center
- Fashion Square
- Saguaro High School
- Scottsdale Healthcare Shea
- Scottsdale Healthcare Thompson Peak
- Coronado High School

There will be a renewed focus on access to transit stops, including providing connections between gaps.

Commissioner inquired as to media interest regarding Fashion Square. Dan Worth, Executive Director Public Works, surmised that media interest about sidewalks in the downtown area is tied to citizen comments regarding the condition and connectivity of sidewalks in the area. He recently had a discussion with a reporter and explained that many sidewalks in the area were built long ago and often do not have the desired width. There are challenges with sloping and ramps. Most of the system is actually on private property with narrow rights-of-way. A number of projects are scheduled, including four approved by voters in the 2019 bond election.

Commissioner commended staff for their idea of strategic tree placement.

Chair inquired as to any advantage of having an eight-foot sidewalk on one side of the street acting as a side path versus a six-foot wide sidewalk on the other. Ms. Conklu stated that in these areas, the City looks at having an unpaved trail on one side. Mr. Meinhart added that the concept is as a result of lower density, much lower level of commercial activity and very long distances between access points onto neighborhoods and onto the arterial network. The activity level does not warrant a minimum eight-foot sidewalk on both sides.

5. TRANSPORTATION COMMISSION SPECIAL MEETING SCHEDULE

Mr. Meinhart noted that three special meetings remain: July 8, 2021; August 4, 2021 and September 9, 2021. Topics were reviewed. Virtual public meetings will comment in late July/early August. Staff will be incorporating the Commission's input for draft plan review in August.

9. ADJOURNMENT

With no further business to discuss, being duly moved by Vice Chair Anderson and seconded by Commissioner Lall, the meeting adjourned at 7:29 p.m.

AYES: Chair Iacovo, Vice Chair Anderson, Commissioners Kowal, Lall, Miller 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: Proposed Goals, Policies and Performance Measures
Meeting Date: July 8, 2021

Action: Discussion - no action requested.

Purpose:

An important component of the Transportation Action Plan (TAP) is the development of goals, policies and performance measures. These concepts will help prioritize capital projects and make recommendations on system operations. Consistent with previous presentations on the proposed TAP, the concepts will support two focus points: emphasizing refinement of the existing transportation system over adding new infrastructure, especially if the new infrastructure will be difficult to implement at a reasonable cost, and emphasizing livable streets/community over rapid traffic throughput.

A draft set of goals, policies and performance measures have been prepared for each of the four modal elements in the TAP – Street, Transit, Bikeway, Trail and Pedestrian.

Street Element

Goals:

- 1) Emphasize traffic safety, livable streets and multi-modal community access over rapid traffic throughput.
- 2) Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.
- 3) Maintain and improve multi-modal circulation by: narrowing roadways, where appropriate; including alternative modes of transportation when widening roadways; using existing and future Intelligent Transportation Systems technology and access control to manage traffic flow; and, identifying major and minor intersections for capacity and safety improvements.
- 4) Provide a framework for the development of a transportation system for Scottsdale that is based on the complete streets concept, where streets are designed and constructed in a manner that supports comfortable usage by all travel mode types.
- 5) Minimize heat island effects by reducing existing pavement where traffic demand is less than previously planned and experimenting with paving technologies that reduce daytime heat absorption and nighttime heat radiation.

Policies:

- 1) Complete Streets: Provide sufficient right-of-way and design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for users of all types: pedestrians, mobility-assisted, bicyclists, transit vehicles and riders, equestrians, cars and trucks. Provide facilities and amenities that are recognized as contributing to complete streets, including: roadway and pedestrian-level street lighting; pedestrian and bicycle safety improvements; access

improvements in accordance with ADA; transit facilities accommodation, including but not limited to pedestrian access improvement to transit stops; street trees and landscaping; and street furnishings that are sensitive to the local context.

- 2) **Traffic Safety:** Collect, analyze and report on traffic collision data on a regular basis and develop remediation measures to address high frequency and high volume collision locations.
- 3) **Roundabouts:** Roundabouts shall be the first consideration for all intersections of one or two-lane-per-direction streets. Traffic signals should only be installed or remain if a traffic or budget analysis justifies their advantage.
- 4) **Roadway Restriping:** Improve on-street bicycle accommodation and bicycling 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.
- 5) **Neighborhood Traffic Management:** Protect Scottsdale's residential neighborhoods from excessive vehicle travel speeds and cut-through traffic volume.
- 6) **Truck Routes:** All planned four lane or larger streets are considered truck routes, unless noted as an exception. Neighborhood/local system routes will not be considered for truck route designations.
- 7) **Intelligent Transportation Systems (ITS):** Support the ITS strategic plan to coordinate signals, integrate freeway and arterial operations, improve traffic progression, reduce incident clearance times, and enhance special event traffic management. Also recognize the need to balance traffic flow with improved pedestrian, bicycle and transit flow on some corridors.
- 8) **Access Management:** Define acceptable levels of access for each roadway classification to preserve its function, including criteria for the spacing of signalized and unsignalized access points. Apply and enforce appropriate geometric design criteria and traffic engineering analysis to each allowable access point. Specific access management criteria shall be included in the City's *Design Standards & Policies Manual*, (DS&PM) which is updated on a regular basis and approved by the City's Design Review Board.
- 9) **Roadway Character Types:** Identify roadway corridors as either Urban, Suburban or Rural. Urban street areas are located in Old Town Scottsdale, where pedestrian activity is likely to be the highest and alternative modes of transportation are more likely. Suburban street areas are defined as areas where there is often separation between residential and commercial or employment uses. Generally, the suburban designation is for roadways south of Pinnacle Peak Road. Rural street areas are defined as desert or low density land uses areas where commercial and employment activities are more limited and equestrian activity is greater. Generally, the rural designation is for roadways north of Pinnacle Peak Road.
- 10) **Roadway Noise Abatement:** Roadway noise levels considered for mitigation shall be consistent with the Arizona Department of Transportation's 2017 Noise Abatement Requirements. The ADOT standards are required by Federal law (Code of Federal Regulations – 23 CFR 772) to match the Federal Highway Administration's noise standards. These standards consider noise abatement

when an increase of 15 decibels (dBA) in the model-predicted roadway noise levels over existing noise levels occurs and/or the predicted noise level is at or above 67 dBA.

Performance Measures:

- 1) Reduce citywide intersection and roadway segment collision rates, based on six-year moving average data.
- 2) Maintain existing streets to a citywide pavement condition index (PCI) of ____.
- 3) Maintain vehicular level of service (LOS) D or better at most signalized intersections, except in designated activity cores or urban roadway corridors where walkability, transit access, and aesthetic or right-of-way considerations are overriding.
- 4) Utilize Maricopa Association of Governments data to monitor average roadway travel times and assess the feasibility of mitigation strategies when a trip takes 30 percent longer in peak travel times than during non-peak times.
- 5) Target average daily traffic volumes on collector streets to no more than 7,500-9,000 vehicles per lane per day using 2040 forecasted volumes.
- 6) Target average daily traffic volumes on arterial streets to no more than 8,500-10,000 vehicles per lane per day using 2040 forecasted volumes.
- 7) Maintain a positive (excellent/good) rating of 70 percent or better in the National Community Survey for “Ease of Travel by Car.”

Transit Element

Goals:

- 1) Build a viable, cost effective, reliable public transportation alternative for all income levels and lifestyles. This coincides with the City of Scottsdale’s collection of unique character areas, each with varying needs. Effective transit service provides citizens, visitors, seasonal population and special events with transportation choices.
- 2) Develop routes to effectively serve major employment, commercial and retail uses, community and senior centers, schools and other activity centers throughout the City along with connections to the regional system.
- 3) Focus service on the transit-dependent population as well as those that choose to use the transit system for their transportation.
- 4) Continually monitor and improve programs as paratransit boundaries change to coincide with transit improvement the City provides.
- 5) Implement service and amenities to make the system more convenient to use and sustainable over time. Special consideration will be given to emerging technologies and infrastructure that improve service, mitigate the extreme heat and help reduce emissions.
- 6) Ensure that all transit assets including bus fleet, bus stops and park-and-ride facilities are in a state of good repair.
- 7) Link the city’s extensive active transportation network for pedestrians and cyclists directly to the public transit system.

- 8) Improve connections to the region’s expanding High-Capacity Transit system (Light Rail, Streetcar future Bus Rapid Transit) and provide convenient transfers to fixed service routes that link to other parts of the Valley.
- 9) Build upon the goals established in the 2035 General Plan and the overall goal of City Council to “Advance Transportation.” Provide transit investments that can be implemented with sustainable funding.
- 10) Maximize use of our existing transit facilities (transit centers, park-and-rides, bus stops) to strengthen connections to local, fixed route, express and other potential modes and provide needed amenities and parking for those utilizing the transit system.

Policies:

- 1) Service standards for Scottsdale’s local bus routes ensure 30-minute minimum frequency of service.
- 2) For the City’s bus system, the standard for local bus stops is placement at quarter-mile intervals.
- 3) National Transit Database quarterly reconciliation of required financial and system information for compliance.
- 4) Gather key transit system data through use of Automated Passenger Counters to analyze, measure and ensure the success of our system.
- 5) Review the bus route performance at the segment level in order to evaluate and implement the necessary changes for ensuring successful routes within the transit system.

Performance Measures:

- 1) *Bus boardings per revenue mile* is the number of passengers collected during one mile of scheduled revenue service (productivity).
- 2) *Bus boarding per revenue hour* is the number of passengers collected during one revenue hour of scheduled revenue service (productivity).
- 3) *On-time Performance* is based on whether trips are arriving at time points early, late or on time and determining service reliability for customers (productivity).
- 4) *Connectivity to transportation network* – Evaluation of the system on a quarterly basis to ensure convenient ties to and within the full city transportation network and links to the regional transit system (connectivity).
- 5) *Missed trips due to operational failures*. Reflects maintenance quality as well as loss in revenue service due to operational interruptions (reliability).
- 6) Maintain a positive rating of 60% or better in the National Community Survey for “Bus or Transit Services.”

Bikeway Element

Goals:

- 1) Build bicycle facilities that form a continuous and interconnected network with seamless connections to public transit, schools, neighborhoods, community destinations, and the regional

bicycle network. Special consideration will be given to emerging concepts and infrastructure that increase the comfort and confidence level of all riders from ages 8 to 80.

- 2) Implement education, encouragement and data collection programs to increase bicycle usage and improve bicycle safety.
- 3) Expand the network of on-street and off-street bicycle facilities to increase the amount of bicycling for all trip purposes.
- 4) Maintain and enhance the current bicycle transportation network to meet current design standards.
- 5) Achieve a Bicycle Friendly Community ranking of Platinum from the League of American Bicyclists (LAB).

Policies:

- 1) Construction Priorities: Completion and renovation of the three primary shared use paths (Arizona Canal/Cross Cut Canal, Central Arizona Project Canal, and Indian Bend Wash), followed by other paths that improve regional connectivity, will be prioritized for use of capital improvement funds and grant requests. Side paths should be incorporated into improvement plans for collector and arterial roadways.
- 2) Roadway Restriping: Improve on-street bicycle accommodation and bicycling 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.
- 3) 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.
- 4) Wayfinding: Implement a cohesive wayfinding system directing people to and along shared use paths and Neighborhood Bikeways and to community destinations.
- 5) Intelligent Transportation Systems (ITS): Identify and test solutions that balance traffic flow with improved bicycle mobility in key corridors.
- 6) Education: 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.
- 7) Safety and Enforcement: Inform the public (motorists, bicyclist, 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 bicycling. 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.

Performance Measures:

- 1) Reduce citywide per capita bicycle collision occurrences, based on six-year moving average data.

- 2) Maintain a positive (excellent/good) rating of 70 percent or better in the National Community Survey for “Ease of Travel by Bicycle.”
- 3) Percentage of residences within ½-mile network distance to a shared use path.
- 4) Mileage of completed shared use path.
- 5) Mileage of arterial and collector roadways with bike lanes.
- 6) Mileage of completed Neighborhood Bikeways.
- 7) Number of annual bicycle boardings on transit routes.

Trail Element

Goals:

- 1) Develop an effective and connected multi-modal transportation system with the integration of trails.
- 2) Actively work with neighborhoods, neighborhood associations and adjacent jurisdictions to coordinate all planned and existing links to the trail network.
- 3) Provide improved trail connectivity to the McDowell Sonoran Preserve, within neighborhoods and to access schools.
- 4) Support Scottsdale’s high aesthetic values and environmental standards when planning and constructing new trails.
- 5) Maintain and enhance the current trail network to meet current design standards and educate the public on trail network maintenance and protection of easements.

Policies:

- 1) Construction Priorities: Completion of connections to the McDowell Sonoran Preserve and completion of neighborhood trails where no sidewalks exist will be prioritized for use of capital improvement funds.
- 2) Access: Purchase public access, if necessary, and align trails where there is available access.
- 3) Obstructions to Access: Coordinate with landowner regarding the removal of the obstruction and require trail realignment by landowner is necessary.
- 4) Coordination with Undeveloped Land: Identify existing rights of way along parcel boundaries to build temporary trail, if necessary, and require developer to dedicate a public nonmotorized access easement and build the final trail when appropriate.
- 5) Easement Release: Trail easement release requests will require a Trail Impact Analysis.
- 6) Classification: Based on the context of the environment, four trail classifications will be used – primary, secondary, neighborhood and minimally improved/rugged.

Performance Measures:

- 1) Mileage of completed trails.

- 2) Mileage of rehabilitated trails per year.
- 3) Percentage of planned trail network constructed.
- 4) Percentage of population within ¼ mile network distance to trail.

Pedestrian Element

Goals:

- 1) Build and maintain pedestrian facilities that form a continuous and interconnected network with seamless connections to public transit, schools, neighborhoods, and community destinations.
- 2) Provide pedestrian amenities and promote land uses that enhance public spaces, neighborhoods, commercial, and employment areas.
- 3) Implement education, encouragement and data collection programs to increase walking and reduce the number and severity of pedestrian crashes.
- 4) Create and improve pedestrian access from neighborhoods to surrounding neighborhoods and transit routes.
- 5) Maintain and enhance the current pedestrian network to meet current design standards.
- 6) Provide pedestrian/cycling crossing enhancements, where appropriate.

Policies:

- 1) Construction Priorities: Completion of projects to address accessibility concerns, network gaps, school and/or transit access and reductions in neighborhood barriers will be prioritized for use of capital improvement funds.
- 2) Roadside Landscaping: Orient shade tree placement to maximize shade on the sidewalk during the summer months (west of sidewalk on north/south roads, north of sidewalk on east/west roads).
- 3) Roadway Restriping: Improve pedestrian comfort through striping changes that provide greater separation from vehicles through the installation of new bike lanes, wider bike lanes or buffered bike lanes.
- 4) Neighborhood Barriers: Reduce the length of continuous perimeter walls to encourage pedestrian connectivity to collector and arterial streets and shared use paths.
- 5) Pedestrian Crossings: Develop and utilize the *Guidelines to Identify Pedestrian Crossing Treatments* to support grade separations, pedestrian signals and other crossing enhancements.
- 6) Intelligent Transportation Systems (ITS): Identify and test solutions that balance traffic flow with improved pedestrian mobility in key corridors.
- 7) Safety: Work with public safety staff to improve enforcement of traffic laws related to pedestrians. Collect, analyze and report on pedestrian 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.

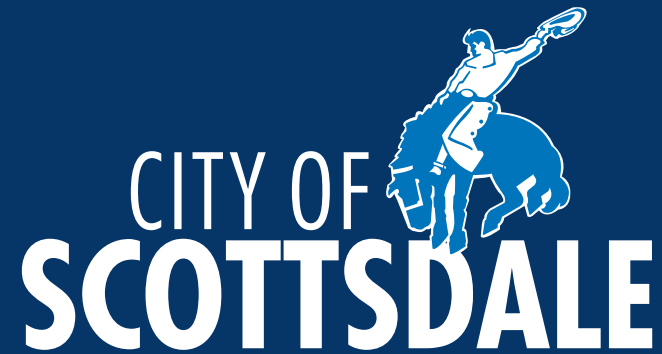
Performance Measures:

- 1) Reduce citywide per capita pedestrian collision occurrences, based on six-year moving average data.
- 2) Complete pedestrian improvements identified as Priority Areas in the ADA Self-Evaluation and Transition Plan Update within five years.
- 3) Maintain a positive (excellent/good) rating of 80 percent or better in the National Community Survey for “Ease of Walking.”
- 4) Percentage of arterial and collector roadway miles with sidewalks that meet current design standards.
- 5) Percentage of population within ¼ mile network walking distance to a collector or arterial street.

Next Steps:

A first draft of the TAP will be presented in August 2021.

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



Transportation Action Plan

Goals/Policies/Performance Measures

Transportation Commission
July 8, 2021

Modal Elements of the Transportation Action Plan



Transit

Streets



Bikeways

Preservation
Paving
Maintenance
Signals/streetlights

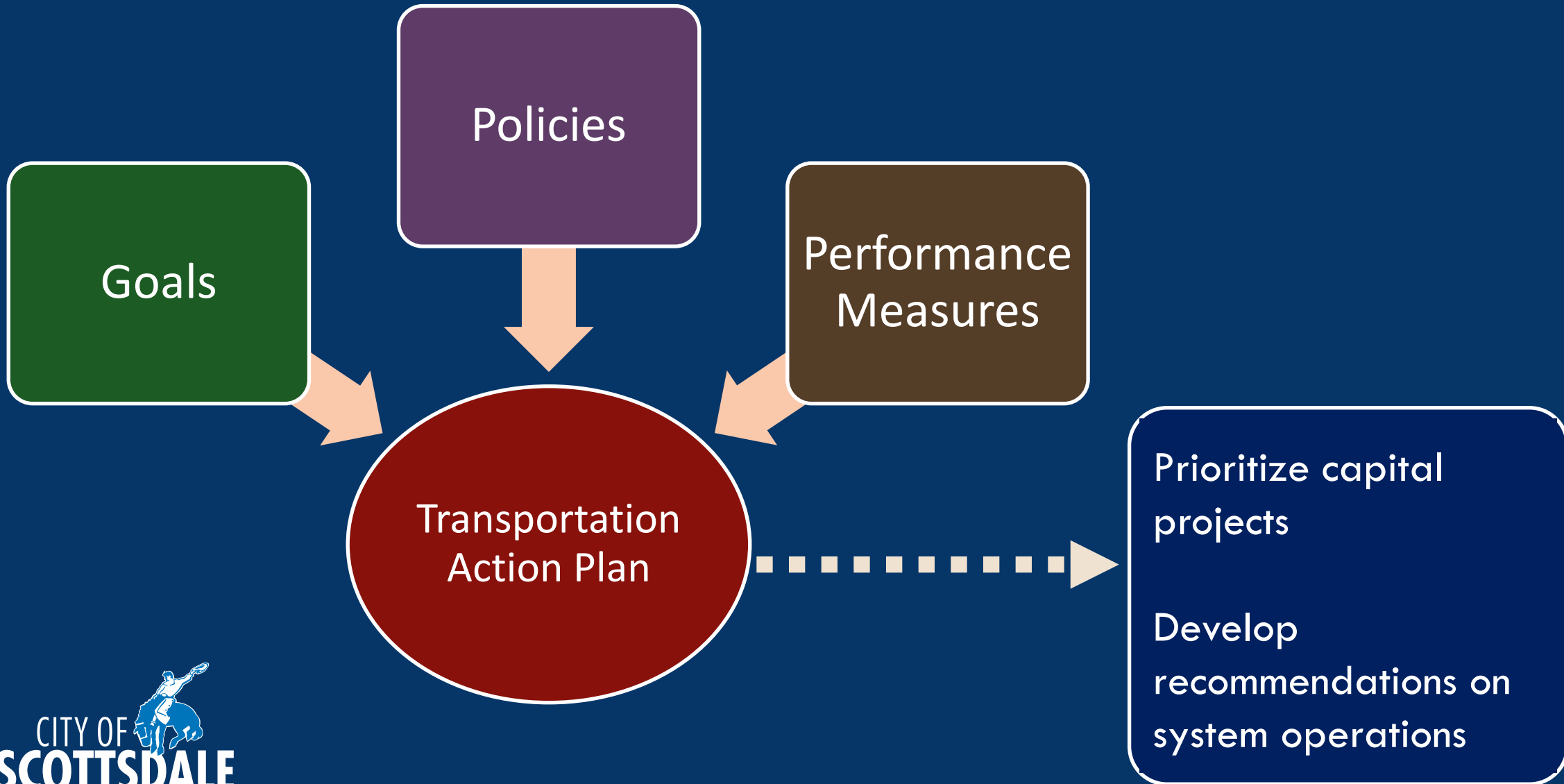


Trails

Pedestrians



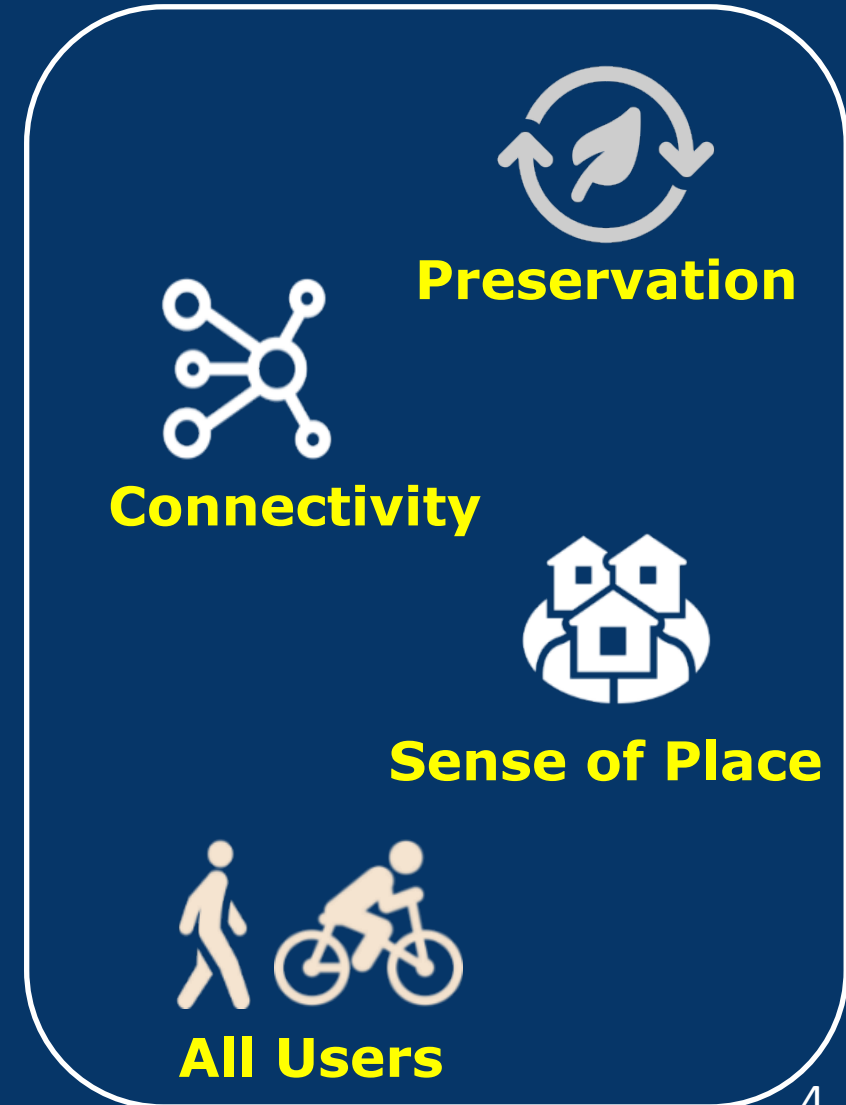
Components of the Transportation Action Plan



Focal Points of the Transportation Action Plan

- Refinement of the existing transportation system over adding extensive new infrastructure, especially if the new infrastructure will be difficult to implement at a reasonable cost; and
- Livable streets/community over rapid traffic throughput.

Note: The following TAP element summary pages have highlighted content in yellow that reflect these two focal points.



Goals

- Safety and livable streets
- Multi-modal connections
- Complete Streets
- Maintenance



Policies

- Complete Streets
- Traffic safety
- Access management
- Neighborhood traffic management
- Restriping

Streets



Performance Measures

- Reduce collision rates
- Level of service
- Traffic volumes

Goals

- Transportation alternative
- Effective routes
- Ridership
- Amenities
- State of good repair
- Regional connections

Policies

- Service standards
- Bus stops
- National Transit Database
- Automatic Passenger Counters

Performance Measures

- Boardings
- On-time performance
- Missed trips



Transit



Goals

- Interconnected network
- Encourage usage
- Maintain and expand on-street and off-street facilities
- Platinum ranking

Policies

- Construction priorities
- Restriping
- Neighborhood bikeways
- Wayfinding
- Education
- Safety and enforcement

Performance Measures

- Reduce collisions
- Mileage of completed facilities



Bikeways



Trails

Goals

- Multi-modal network
- Coordination
- Connectivity
- Standards
- Maintenance

Policies

- Construction priorities
- Access
- Undeveloped land
- Classification

Performance Measures

- Trails completed and upgraded
- Planned network constructed



Goals

- Continuous network
- Promote good development
- Programs to increase walking
- Improve access

Policies

- Construction priorities
- Roadside landscaping
- Restriping
- Neighborhood barriers

Performance Measures

- Reduce pedestrian collisions
- ADA priorities
- Sidewalks



Pedestrians

Discussion

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Dave Meinhart, Transportation Planning Manager
Subject: Transportation Action Plan
System Preservation and Maintenance
Meeting Date: July 8, 2021

Action: Discussion - no action requested.

Purpose:

In support of the proposed goals and policies, it is critical to recognize the role that preservation and maintenance of existing transportation system assets plays in formulating and implementing the Transportation Action Plan (TAP). Proposed Goal 2 in the Street Element provides a good example of this concept:

“Develop and manage the street network in a manner that places reliance on maintaining existing infrastructure and improving the efficiency of the existing system before adding new roadway capacity.”

Preservation and maintenance are also critical components of the Implementation Program that is being prepared as a part of the TAP, since there will always be a finite level of resources available to meet current needs, construct new infrastructure and/or add new services.

Information:

The major financial resources available for transportation are the City’s annual share of the State Highway User Revenue Fund (HURF), which is primarily generated through per gallon taxes on fuel and the 0.2% Transportation Sales Tax. The forecasted HURF revenue for Fiscal Year 2020-2021 (FY 21) was \$17.9 million, with limited growth (2.9% total) expected through 2025-2026. The forecasted 0.2% sale tax revenue for FY 21 was \$23.6 million, with average growth of 3% expected through 2025-26.

Both revenue sources have restrictions on their use. HURF expenditures must be tied to the operation, maintenance and improvement of roadways. Up to 50% of the 0.2% sales tax can be used for planning and operations-related transportation costs. The remaining 50% of the 0.2% sales tax is programmed for capital improvements.

There are numerous components that comprise the existing transportation infrastructure system. Pavement is the single largest component at 206.7 million square feet (4,744 acres). Other major elements include bridges/large culverts, drainage channels, alleys, dirt roads, sidewalks, paths, traffic signals, streetlights, fiber optics, buses, bus stops/shelters, landscaping and trails. Many of these elements also include support infrastructure such as signage and striping. The personnel necessary to ensure the system operates properly are another form of support infrastructure. In the following sections, an overview of the transportation system’s physical assets and the costs to preserve, maintain and operate them is provided.

Pavement/Striping/Signage/Concrete

As noted above, the City currently maintains 206.7 million square feet of street and alley pavement. Fifty percent of the pavement area is neighborhood streets, forty-five percent is arterials and collectors, four percent is commercial, and one percent is alleys. The street system also includes striping and signage that must be maintained and renovated/replaced on an ongoing basis. Also, sidewalk maintenance issues are funded out of the pavement-related operating budget, while new ramps that meet Americans with Disabilities Act (ADA) requirements are funded from the pavement overlay capital program.

The budget for pavement-related preservation, maintenance and capital renovation activities in FY 21 was \$13.1 million. This figure is further broken down to \$6.6 million in operating budget costs and \$6.5 million in capital improvement costs. Funding comes from two sources, HURF and the 0.2% sales tax.

The Transportation and Streets Department is currently working with a vendor to complete a citywide pavement condition assessment. Final results will be available later this year. Initial results show that local streets are, on average, in poorer condition than arterials and collectors. The pavement assessments are being converted into pavement condition index (PCI) values by roadway type and location. Early information from the study suggests that improvements in the existing citywide PCI would result in increased annual costs of approximately \$1 million/year or more for every one-point increase in the PCI.

Intelligent Transportation/Traffic Signals/Streetlights

Many intersections in Scottsdale are fully signalized, and a large portion of these are connected to the City's Intelligent Transportation System (ITS). In addition, most streets in areas not covered by Natural Area Open Space development requirements, generally south of the Thompson Peak Parkway east/west alignment, have a street lighting system.

The city is responsible for operation and maintenance of 318 traffic signals, 175 ITS cameras and 8,966 Streetlights. The operating budgets for these programs in FY 21 were \$1.9 million for traffic signals, \$923,000 for ITS and \$868,000 for streetlights. Funding for these programs comes from HURF.

Grading & Drainage/Bridges & Culverts/Sweeping/Dust Control

Due to the City's topography, drainage management is another critical component of the Transportation and Streets Department's operations and maintenance activities. The City has responsibility for 232 bridges and large culverts that are part of the Arizona Department of Transportation's Bridge Inspection Program. As has occurred recently with major renovations to the Goldwater Boulevard Bridge (\$7.2 million) and 68th Street Bridge (\$4 million), structures can occasionally require more than routine maintenance. The City also maintains 95 washes and drainage channels comprising 160 acres plus 9000 grates, catch basins, handrails, and guardrails.

To address airborne particulates, which is a major concern in the Phoenix region, the City has a street sweeping program that sweeps major streets twice per month, the Old Town/Entertainment District five times per week, residential streets once per month, shared use paths (57 miles) twice per month and provides service and maintenance requests when needed. Over 20,000 miles of sweeping occurs annually. The City also has a comprehensive dust control program on unpaved roads and shoulders.

This program includes dust palliative roads (29 miles), shoulders (76 miles), alleys (95 miles) and lots. Maintenance grading is also required on 8 miles of roads and 28 miles of shoulders that do not have dust palliative treatment due to lower traffic volumes.

Other activities in this section include weed control in alleys, storm response and cleanup, monsoon coverage, and non-storm emergency response to clear roads. The operating budgets for these programs in FY 21 was \$4 million. Funding comes from two sources, HURF and the 0.2% sales tax.

Transit

The City owns a fleet of buses for use on the trolley routes. Twenty-one vehicles are available for service, and the most recently acquired vehicles cost \$563,000 each. Through a combination of federal grants and regional Proposition 400 funding, the cost of vehicle acquisitions has not been an impact to the City's budget. If no replacement for Proposition 400 is enacted, the City is likely to be responsible for at least 20% of bus purchase costs beginning in 2026.

The City is currently responsible for the maintenance of 593 bus stops. Of this figure, 197 have bus shelters and another 50 have trash cans. The typical cost for a new shelter can now exceed \$40,000. The estimated annual cost for bus stop maintenance is \$180,000, which is funded by the portion of the 0.2% sales tax made available for operations.

Medians and Right of Way

Median and back of curb (right of way) landscaping is part of the City's standard cross section requirements for roadway projects. The landscaping also includes irrigation systems in most cases. Where medians are installed, they are typically 16-24' wide, depending on roadway classification.

In some master planned communities, the primary responsibility for landscape maintenance is taken on by the homeowner's association. Currently, the City is responsible for 27 million square feet (620 acres) of median and right of way landscaping. The budget for this program in FY 21 was \$1.9 million. The source of funds is the portion of the 0.2% sales tax that is set aside for transportation operations.

Paths and Trails

The shared use path system contains 129 constructed miles, including side paths in roadway corridors. Any regular concrete maintenance or sweeping costs are absorbed in operating budgets discussed previously. More extensive renovations to the path system are funded through the Bikeways CIP Y account or through a prioritized, standalone CIP project such as the newly approved Indian Bend Wash Path Phase I Renovation project.

The trail system contains 151 constructed miles. The City does not have operating budget identified for trails maintenance, since the majority of that responsibility rests with the adjacent property owners or homeowners associations. For trail renovations, funding has been available through the Trails CIP Y account.

Next Steps:

A first draft of the TAP and the Implementation Program will be presented in August 2021.

Contact: Dave Meinhardt, 480-312-7641, dmeinhardt@scottsdaleaz.gov



Transportation Action Plan

System Preservation and Maintenance

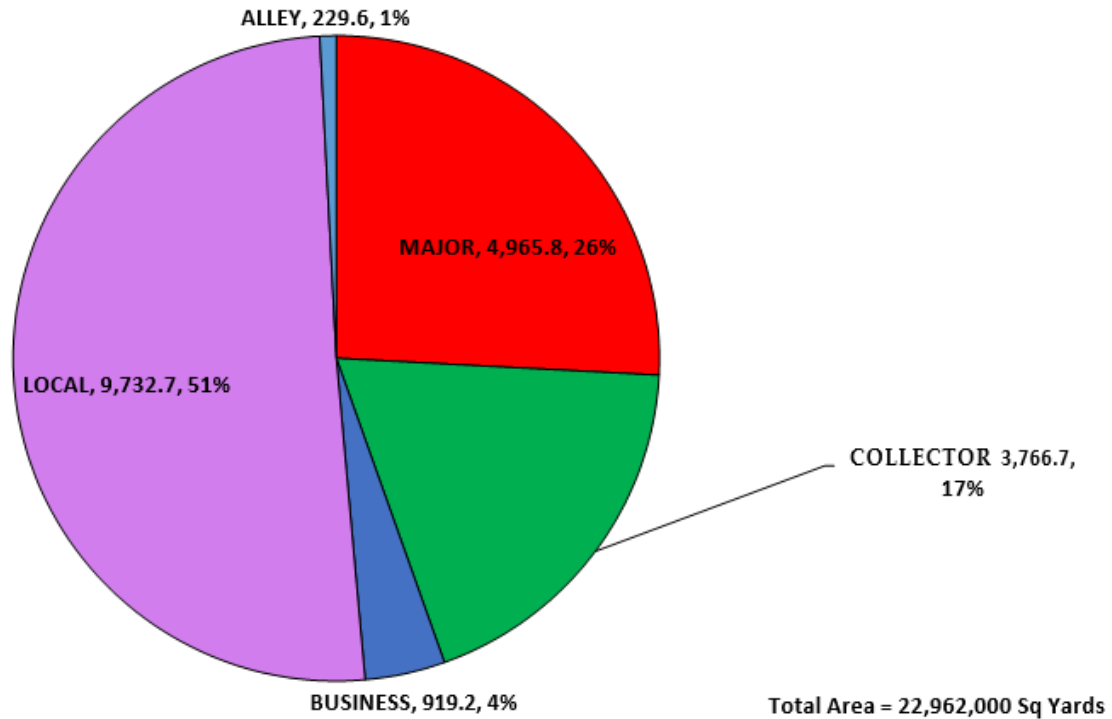
Transportation Commission
July 8, 2021

Major Revenue Sources

- State Highway User Revenue Fund (HURF)
 - Primarily from gas tax – 18 cents/gallon has not changed since 1990
 - Apportioned by population
 - \$17.9 million in 2020-21
 - Forecast to grow only 2.8% total through 2025-26
- 0.2% Transportation Sales Tax
 - Approved by voters as permanent sales tax in 1989
 - \$23.6 million in 2020-21
 - Forecast to grow 3% per year on average through 2025-26
 - Up to 50% may be used for operating costs

City of Scottsdale, AZ

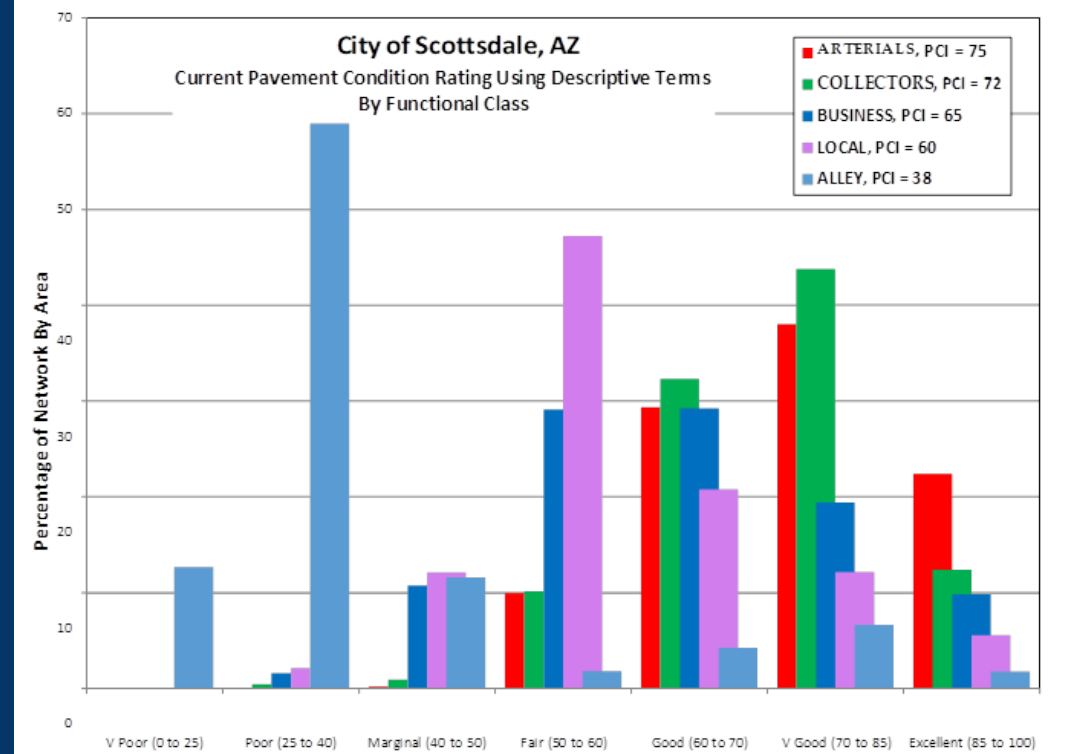
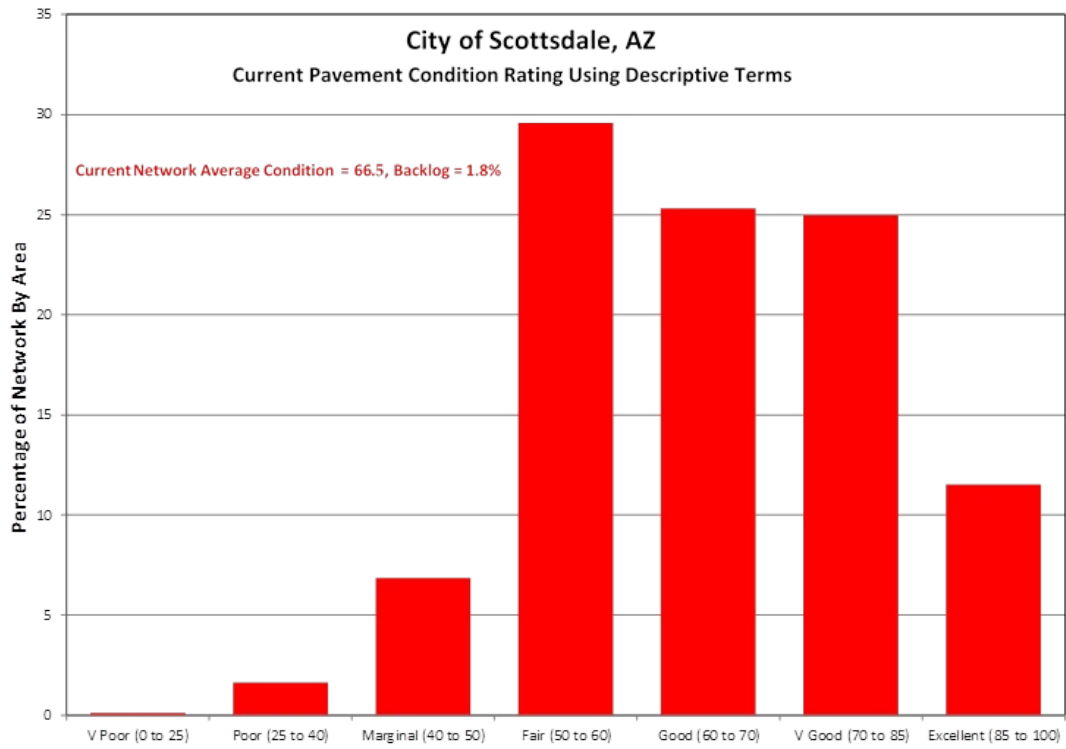
Functional Classification Distribution By Area (FunCL, 000's Sq Yds, %)



Paving



206 million square feet (4,744 acres)



Paving

Each one point PCI increase costs approx. \$1 million/year citywide

A Few Statistics to show the importance of Maintenance

- *9000 drainage assets*
- *232 bridges and large culverts*
- *318 traffic signals*
- *8,966 streetlights*
- *192 miles of bike lanes*
- *129 miles of shared use paths*
- *150 miles of non-preserve trails*
- *593 bus stops (197 sheltered)*

- 232 bridges and large culverts
- Inspect and maintain 9000 drainage assets and 95 washes/channels
- Storm Response and Cleanup
- Sweeping program, averaging 20,000 road miles annually
- Maintenance and Dust Control program including dust palliative
- Emergency Response program
- Median and right of way landscaping – 27 million square feet (620 acres)



Maintenance

- Traffic signals own and operate - 318
- ITS cameras -175
- Streetlights – 8966
- Signalized intersections with ITS connectivity - 283



Streetlights/ Traffic Signals

Paths/Trails

- 129 miles of paths
- 150 miles of trails



Before



After



Transit

- 21 buses
- 593 bus stops
- 197 bus shelters



Discussion



Special Meeting Calendar and Topics

Transportation Commission
July 8, 2021

Transportation Commission Remaining Special Meetings and Topics

- August 4, 2021 (4:00 PM-6:00 PM)
 - Implementation Plan
 - Draft Plan Review
- September 9, 2021 (5:15 PM-7:15 PM)
 - Draft Plan review