SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: **Transportation Commission**
From: **Madeline Clemann, Transit Supervisor**
Reed Kempton, Principal Transportation Planner
Subject: **Transit Program Overview**
Transportation Master Plan Update
Transit Element Draft 1
Goals
Goal 1 Draft 1
Meeting Date: **November 15, 2012**

ITEM IN BRIEF

Action: Information to the Commission

Purpose:

The purpose of this briefing is to present an overview of the City's transit programs and services, and to present the Transit Element Draft 1 and Goal 1 Draft 1 for the comprehensive document.

An updated Goals list is included. Each goal has been titled and some policies have been moved to better align with the goal they support. Focusing Goal 2 on Complete Streets prompted moving several planning related policies from Goal 2 to Goal 5: Plan for the Future. A complete reorganization of the policies will be provided with the comprehensive document in December and January.

The Implementation Plan Draft 1 will be presented in December and January. Public open house meetings on the comprehensive document will begin in February 2013.

Background:

The City of Scottsdale has provided public transit services since the 1970s. The first program provided rides for seniors and disabled individuals using six contracted sedan vehicles. That program cost an estimated $70,000 annually. The City's transit program has grown over time and now consists of seven services with an estimated annual operating cost of $11.5 million ($7.2 million funded by the City directly and $4.3 million funded through the Proposition 400 regional transportation sales tax), and an additional $27 million capital program to be completed by 2015.

Transit Programs:

The seven transit services consist of:

- 11 Valley Metro Bus Routes (9 Local/ 2 Express)
- 3 Trolley Circulator Routes, (3 with Free Service)
- 2 Seasonal Trolley Routes Link Visitors to Events
- Cab Connection - Personalized Taxi Vouchers
- East Valley Dial A Ride door to door service
- 7 Capital Improvement Projects
- City Employee Trip Reduction

Five employees implement the programs employing a philosophy of collaboration internally and externally, providing “trademark” customer service and striving continuously to improve transit services and facilities.

Valley Metro Bus Routes – the eleven bus routes that serve Scottsdale consist of two north south routes (72, 81) and seven east-west routes (17, 29, 41, 50, 106, 154, 170). In addition two express routes provide service into downtown Phoenix and between Tempe and Scottsdale Airpark. The five year productivity of the Valley Metro System is shown in Table 1 and illustrates the effects of the service changes that have been implemented during the past five years as cities throughout the region reduced transit services to bring costs in line with funding revenues during the economic downfall.

Scottsdale’s service was reduced by 40 percent over the four year period either directly by reductions we initiated, or by reductions other cities initiated. A fare increase was implemented in FY 09 for the first time in over ten years. (An additional fare increase is currently scheduled by RPTA to take effect in March 2013). These changes in the overall system during those years reduced the convenience of, and access to, transit service valley wide. The changes resulted in a reduction in transit ridership and the amount of fares produced as some riders switched to less costly, more accessible transportation such as carpooling and biking. System productivity decreased in FY 09 due to the fare increase and service reductions, increased in FY 10, then decreased again in FY 11 as a result of additional service reductions.

In addition to service and fare changes, the cost of service increased as new operator contracts were negotiated by various operators In FY’s 10, 11 and 12. The contract cost per mile also increased when the region agreed to include vehicle capital replacement costs to the formula beginning in FY 12. The increase in fuel prices in FY 10 again increased operating costs. The combined changes affect the system performance data (cost per mile of service, cost per passenger, and the ratio of fares to gross operating cost).

Table 1: Valley Metro 5-Year Productivity Summary

TOTAL SCOTTSDALE SERVICE[1]	FY 09	FY 10	FY 11	FY 12	FY 13
Phoenix Contract	$2,084,870	$1,901,570	$1,920,648	$2,143,512	$2,009,857
RPTA/Tempe contract	$5,002,705	$3,661,644	$1,739,608	$1,094,412	$924,747
PTF (Prop 400) Service	$3,959,431	$3,214,686	$4,078,300	$4,034,150	$3,514,940
TOTAL FIXED ROUTE COST	$11,047,006	$8,777,900	$7,738,556	$7,272,074	$6,449,544
Revenue Miles	2,185,397	1,683,281	1,571,899	1,325,428	1,320,131
Boardings	2,156,876	1,699,402	1,424,148	1,643,774	1,700,220
Boardings per Mile	0.99	1.01	0.91	1.24	1.29
Fare Revenue	$1,692,745	$1,567,466	$1,571,610	$1,521,467	$1,474,336
Cost per Mile	$5.05	$5.21	$4.92	$5.49	$4.89
Cost per Boarding	$5.12	$5.17	$5.43	$4.42	$3.79
Fare Recovery Ratio[2]	15.3%	17.9%	20.3%	20.9%	22.9%

[1] Trolley Circulator information not included, service costs are net of fares. Estimated costs based on contract estimates and reconciliation for RPTA service in FY 09-11.
[2] Fares as a percent of gross operating cost.

Service productivity for the portion operated by the RPTA appears to be increasing slightly, while the service operated by the City of Phoenix is declining. This difference is reflective of different contract costs for each provider, Scottsdale's landscape, and our status as an importer of employees from other cities. The long and narrow shape of Scottsdale makes the north-south RPTA operated routes very long and contributes to a higher operating cost due to the high mileage, as well as low fare revenues due to the limited number of ridership generators along portions of these routes (e.g., the Route 72 between Chaparral Rd. and Shea Blvd. or Route 81 on 94th Street between Shea Blvd. and Raintree Rd.). Unlike some cities whose workforce lives and works in that city, much of Scottsdale's workforce using transit travels from Tempe, Chandler, and Phoenix into our city and their fare for the trip into Scottsdale is credited to their city of origin. These factors together impact the amount of fare revenues that can be credited to Scottsdale and the overall productivity of the system.

Overall during the past three years since the rise in gas prices and the elimination of the more unproductive segments of the system in Scottsdale, productivity has increased slightly overall on the City's portion of the system. In the coming year if gas prices continue to fall and the fare is increased in March 2013, productivity may decrease slightly.

One recent effort that has been made by Valley Metro to improve customer service and attract riders is an information technology improvement made to the Valley Metro

system this year known as NextRide. This phone based system allows a rider to call or text the posted bus stop number they are waiting at. Actual arrival time for the next two vehicles is sent back to the phone. This system is not currently available for the trolley vehicles; however, in July 2013 the trolley vehicles will be added and the scheduled vehicle arrival time will be given. In July 2014, when the new vehicles are all operating, the information for trolley vehicles will be given the actual arrival time.

Scottsdale Trolley Circulator System: The Trolley circulator system has grown from a single route to a system of three all year routes and two seasonal routes. Table 2 summarizes the productivity information for the system.

Table 2. Trolley Circulator System 5-year Productivity Summary

Trolley	FY 09	FY 10	FY 11	FY 12	Estimated FY 13
Contract Cost	$3,278,602	$2,754,917	$2,509,816	$2,502,659	$2,560,000
Fuel[1]	$260,904	$253,304	$372,269	$570,759	$559,117
Total Service Cost	$3,539,506	$3,008,221	$2,882,085	$3,073,418	$3,119,117
Vehicle Service Hours	51,334	41,269	54,669	54,857	57,810
Boardings	559,521	611,306	902,033	961,659	990,509
Boardings per Hour	10.9	14.8	16.5	17.5	17.1
Cost per Vehicle Service Hr.	$63.87	$66.76	$45.91	$45.62	$44.28
Cost per Boarding	$5.86	$4.51	$2.78	$2.60	$2.58

The increase in FY 10 productivity resulted from the change in frequency on the Downtown Route from 10 to 15 minutes, and the increase in ridership on the Miller Rd. Route, which began fare-free service under Scottsdale's contractor in FY 10. The cost per boarding for both systems has reduced over the last five years as service changes were made that improved efficiency, while contract rates remained the same. In FY 13, the service cost for the Trolley system is nearly flat and ridership is estimated to increase.

Time points for each bus stop are being developed for the Trolley system. The time points will be entered into the Valley Metro NextRide system and Google. This will make schedule time information available for riders using the NextRide system. The actual real time arrival time will be available when the new vehicles arrive with Geosynchronous Positioning Satellite (GPS) installed.

Title VI is the Civil Rights Act of 1964 and prohibits discrimination based on race, color, national origin, or Limited English Proficiency (LEP). The Act applies to all services that are federally funded. To ensure that federal agencies promote and enforce nondiscrimination as one way of achieving the overarching objective of environmental justice (fair distribution of the adverse impacts of, or burdens associated with, federal programs, policies, and activities), transit agencies receiving Federal funding for programs are required to submit Title VI reports to the FTA every three years. As a

subrecipient of Federal Transit Administration (FTA) funding for the Trolley System the City of Scottsdale submitted its first report in FY 12. The report summarized an analysis of the impacts of the route changes made during the previous three years, and examined City practices for providing information to users. Through the evaluation process, several needed improvements were identified and changes were implemented to strengthen our Trolley System.

- The following policy statement was developed for Scottsdale: "The City of Scottsdale operates its programs including the provision of transit services, without regard to race, color, national origin, age, language, religion, sex, income, or disability".
- A process and forms for reporting acts of discrimination was developed and posted on the City website.
- A system was developed, using the City's Call Center, to handle forms submitted to report acts of discrimination or calls regarding the need for information from non English speaking individuals.
- Stickers were posted in each vehicle with the policy statement and reference information to the Call Center and the FTA's website.

In addition, the Trolley brochures were translated into a total of four non English languages by ASU students – Spanish, French, Russian, and Chinese. These languages were chosen after it was discovered that the Scottsdale population is composed of 350-500 households that speak each these languages and speak very little if any English. The brochures have been very well received. Staff originally printed 200 of each brochure, and we are now in the third printing. A business card was also created to hand out. The card has the city policy and contact information on one side in English, and on the other side another language.

Trip Reduction Program: This program is a federally mandated regional program managed by Maricopa County for employment sites with 50 or more employees. The City's program covers all facilities and contains the following elements:

- 81 Employee Bus Passes
    - 16 days per month, then personal use allowed
- 2 Online Carpool Match Programs – City/Maricopa Co.
- 28 Employee Carpool/Vanpool Spaces
- 89 Employee Carpool Passes
- Van Pool Subsidy Program (1 vanpool)
    - $45 per vanpool participant
- Flexible Work Schedules
    - Estimated 35% of workforce
- Telecommuting

Capital Projects

The Capital Improvement Project (CIP) list for transit is composed of the following eight projects. The project and the date of presentation to the Transportation Commission is in parenthesis to the right of the project name.

Shelter/Solar Light Installation: Presented to the Commission at the 8/19/10 meeting, this project is the one ongoing project. The City has approximately 250 existing bus shelters at its 600 bus stops. In 2011 a new city standard shelter was designed by City staff. The new shelter design includes:

- Modular Seating (365 day Shade)
- Modular Components
- Recycled Metal
- Air circulation with Visibility/Security
- Completely Accessible
- Anti Graffiti Powder Coating
- Solar Lighting (for light deficient locations)

Fifteen of the shelters have been installed, some of which can be seen along Indian School Rd., Thomas Rd., and Frank Lloyd Wright Blvd. Another 15 shelters will be partially or completely installed by June 2013.

Vehicle Replacement: The City is in the process of purchasing replacement vehicles for all 21 trolleys and buses during the next two years. This item was presented to Commission at the 12/15/11 and 2/16/12 meetings. The vehicles, which are anticipated to begin delivery in late 2013, are being acquired through the Regional Transit Planning Authority (RPTA), and will have the following characteristics:

- Low Floor Design w/Wheel Chair Ramps
- Trolley Painted Exterior – All Vehicles
- Downtown Vehicles w/Trolley Interior
- Rest of Fleet w/Bus Interior
- Fuel Efficient Biodiesel/Hybrid Powertrain
- Geosynchronous Positioning Satellite (GPS)
- Vehicle Management System (VMS)
- Automatic Vehicle Annunciator (AVA)
- Automatic Passenger Counters (APC)
- Estimated Cost $14 Million

North Scottsdale Park and Ride: This 275 space parking facility (with 170 covered spaces) is the City's first dedicated Park and Ride facility. An overview of the project was given to the Commission on 9/16/10. Updates on the construction bidding process

have also been provided. Construction is scheduled for completion in April 2013. The project characteristics include:

- Solar Panels - Electricity for Facility Use
- Cool Pavement – Pervious Concrete
- Low Water Landscaping, Storm Water Harvesting
- Easily Accessible ADA Parking and Circulation
- Recycled Materials
- Accommodates 3 Transit Routes (72, 154, 511)
- Estimated Cost $7 Million ($5 Million ARRA)

Mustang Park and Ride and Transit Center: This project builds elongated bus bays in the vicinity of the Mustang Library, and leases up to 250 spaces at the Shopping Center directly west of the library across 90th Street. The Transit Center part of the project will provide easily accessible ADA parking next to the transit bays incorporates the new standard shelter and low water landscaping. The Center will serve four transit routes when completed, 81, 106, 511, and 514. The program cost is estimated to be $3.5-4 million and a project overview was presented to the Commission on 6/21/12. Design is currently 60 percent complete.

Thomas Road Streetscape: The Loloma Transit Center was closed in FY 11 and the remaining $1.7 million FTA equity was transferred to the Thomas Rd. project. The construction bid package is now under development. The Transit, bicycle and pedestrian improvements include:

- New Transit Shelters
- Bicycle Lanes
- Improved Pedestrian Access

The project coincides with Hayden Rd./Thomas Rd. intersection improvements and was presented to Commission on 2/17/11 and 8/23/11)

ASU/Skysong Transit Center: This project makes transit improvements in the vicinity of the McDowell Rd./Scottsdale Rd. intersection. Final design is nearly complete. The improvements include:

- On Street Transit Bays Adjacent to the ASU Technology Center
- Adheres to Scottsdale Rd. Streetscape Design Elements
- Utilizes the Streetscape Shelter Design
- Includes Bicycle and Pedestrian Improvements in the General Vicinity
- $ 1.7 – $2 Million (Estimated)

Scottsdale Rd. Enhanced Corridor Service: The first phase of a study for this service began February 2010 as an Alternatives Analysis. The purpose of the project was to explore the potential to provide a faster, more convenient and reliable transit service for the corridor on Rural Rd./Scottsdale Rd. from the light rail starter line to Shea

Boulevard, slightly over 11 miles. Presented on 1/20/11 to the Commission, the study was to identify a preferred transit investment for implementation by 2016. A second study phase, which focuses on the type of service and amenities that can be provided with the available proposition 400 funding is just beginning and will be presented separately.

Total Transit Program Costs

The City's FY 13 cost for all operational elements of the transit program is shown in Table 3 below:

Table 3. Transit Program City Costs: FY 13 Operating and FY 13-16 Capital

Program Element	Cost
Fixed and Express System	$ 2,935,000
Trolley System	$3,120,000
Cab Connection	435,000
Trip Reduction	28,000
EVDAR	278,000
Staffing	330,000
Total Operating Costs	**$ 7,126,000**
Additional FY 13-16 Capital Projects	$27,000,000

Upcoming Transit Events

During the next three years, the scheduled and potential events that may occur are as follows:

- Jan. 2013 Express Route 514 Schedule Change
- Jan. 2013 Procure Trolley Operations Contract
- March 2013 Regional Fare Increase
- June 2013 Complete Construction of 15 Shelters with Solar Lighting
- July 2013 Trolley Routes Added to Google Maps, and to NextRide with Scheduled Arrival Time
- July 2014 Possible Cab Connection Smart Card Technology
- July 2015 Trolley Routes Added to with NextRide Actual Arrival Time
- FY 13 Transportation Master Plan Update Completion

Key Considerations:

Transportation Master Plan Update – Transit Element Draft 1

This is the final modal element for the Transportation Commission to review prior to seeing a comprehensive document organized by goals.

The Transit Element of the Transportation Master Plan incorporates information on new projects and services as well as a plan for new services in the future for areas such as

the Airpark and priority corridors for service increases should sustainable funding sources become available. The following information at a minimum will be incorporated:

- Transit Shelter Design
- Scottsdale Rd. Enhancements
- Quieter More Accessible Transit Vehicles
- Smart Card Applications
- Regional Express Route Philosophy Change
- Park and Ride Facility Philosophy
- Neighborhood and Business Transit Coverage
- Park Once Philosophy
- Bike–Ped–Complete Streets-Transit Emphasis
- Transit IT Relationship
- New Vehicle Equipment
- Introduces HCT Transition

Transportation Master Plan Update – Goals

The goals have been titled and slightly modified. The prior wording is shown in *(italics)*.

Goal 1

Provide a Safe Transportation Network

Provide a safe and secure transportation network that will reduce injuries and move towards the elimination of deaths from transportation-related causes, protect neighborhood livability, promote public health, and support the function of commercial areas.

(Provide a safe and secure transportation network that will reduce injuries and deaths from transportation-related causes, protect neighborhood livability, promote public health, and support the function of commercial areas.)

Goal 2

Build Complete Streets

Design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for everyone.

(Design and continuously improve multi-modal transportation corridors to enhance movement of people, goods, and services.)

Goal 3

Protect Neighborhoods

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

(No change)

Goal 4

Increase System Efficiency

Use Transportation Demand Management (TDM) techniques to reduce traffic congestion, improve air quality, shorten the length, and frequency of automobile trips, enhance the environment, and enrich our quality of life.

(Reduce the length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.)

Goal 5

Plan for the Future

Expand and enhance a transportation network that provides safe and inviting access to all Scottsdale destinations. Ensure that all projects are environmentally sensitive to our desert, mountains, scenic corridors, and neighborhoods while meeting the high expectations of residents, visitors, and businesses.

(Carefully plan for future circulation expansion.)

Goal 6

Keep High Values

Maintain Scottsdale's high aesthetic values and environmental standards in the city's transportation system.

(No change)

Goal 7

Cooperate with Neighboring Communities

Actively work with adjacent jurisdictions and quasi-governmental agencies to coordinate all planned and existing regional links for streets, transit, paths, trails, and ITS networks.

(Actively work with adjacent jurisdictions and quasi-governmental agencies to coordinate all planned and existing regional links for streets, transit, paths, and trails.)

Goal 8

Enhance Neighborhood Mobility

Work with schools and neighborhoods and promote opportunities to satisfy their different mobility needs.

(No change)

Goal 9

Provide Universal Access

Create a transportation system that complies with the Americans with Disabilities Act and provides accessibility to all users.

Create a transportation system that complies with the 2010 ADA Standards for Accessible Design and provides accessibility to all users.

Goal 10

Invest Wisely

Focus investments on improvements which add long-term value and minimize life cycle costs.

(No change)

Goal 11

Manage the Right of Way

Effectively and efficiently manage and coordinate activities that occur within the public ROW in a way that enhances safety, coordinates multiple activities, protects existing infrastructure, and preserves mobility.

(No change)

Attachment 1: Transit Element Draft 1

Attachment 2: Related Documents

Attachment 3: Goal 1 Draft 1

Staff Contact: Madeline Clemann, 480-312-2732, mclemann@scottsdaleaz.gov ,
Reed Kempton, 480-312-7630, rkempton@scottsdaleaz.gov

5 TRANSIT ELEMENT

1.0 INTRODUCTION

The Transit Element is one component of the City of Scottsdale's multi-modal *Transportation Master Plan*, and was developed in support of the adopted City of Scottsdale *General Plan* with public input throughout the planning process.

Goal 1

Provide a Safe Transportation Network

Provide a safe and secure transportation network that will reduce injuries and move towards the elimination of deaths from transportation-related causes, protect neighborhood livability, promote public health, and support the function of commercial areas.

Policy 1.10

Develop advanced communication technologies by integrating Intelligent Transportation Systems (ITS) into the transportation infrastructure and vehicles to improve accuracy, timeliness, and availability of real-time travel information to the public.

Performance Measures

PMTransit 1.10.1 Number and percentage of transit vehicles with signal priority technology

Support

Intelligent transportation systems can be defined as the integration of advanced communications technologies into the transportation infrastructure and vehicles. ITS encompass a broad range of wireless and wire line communications-based information and electronics traffic management technologies, including traffic signals, computers, integrated software systems, graphics, video walls, fiberoptic cable, closed circuit TV cameras, and vehicle detectors. ITS is used to communicate with vehicles, coordinate signals, integrate freeway and arterial operations, improve traffic progression, reduce incident clearance times, improve bus progression, and enhance special event traffic management.

Related Documents

S21, U28

Policy 1.11

Develop and implement comprehensive and proactive safety, education, and

enforcement programs for bicyclists, pedestrians, equestrians, motorists, and transit users.

Performance Measures

PMTransit 1.11.1	Number of broadcasted programs
PMTransit 1.11.2	Number of outreach activities
PMTransit 1.11.3	Number of participants

Support

Education programs begin with the selection of a key message and the target audience. Target audiences could include children, adults, vehicle drivers, children walking to school, transit riders, or elderly persons and Parent Teacher organizations. Identifying the target audience will also help identify the appropriate means of communication, which could be media buys, printed materials, radio buys, or other means.

Pedestrians could be educated on how to use crosswalks, how to use a pedestrian actuated signal, the meaning of pedestrian signal indications, how to use a shared use path, and other safe walking behaviors. Bicyclists could be shown how to safely ride in traffic and use bike lanes, shared use paths, and how to share trails with equestrians. Motorists could learn how to share the road with pedestrians, bicyclists, and equestrians. Bus riders can be trained to safely enter and exit vehicles and bicyclists trained to safely load bicycles on transit vehicles.

Other education efforts should target city staff and elected officials, along with members of city boards and commissions, to keep them informed about recent advances and best practices in pedestrian planning and facility design.

Related Documents

U13, U14, U19, A8, A10

Goal 2

Build Complete Streets

Design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for everyone.

Policy 2.1

Include facilities for equestrians, pedestrians, bicyclists, motorists, and transit users on all streets where those users are an expected component of the traffic mix.

Performance Measures

PMTransit 2.1.1 Number of miles of complete streets

PMTransit 2.1.2 Percentage of arterial streets considered “complete”

PMTransit 2.1.3 Percentage of collector streets considered “complete”

Support

A complete street provides comfortable, safe, and convenient access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street. The complete streets policy ensures that the entire ROW is designed and operated to enable safe access for all users.

Scottsdale recognizes that there is a need for flexibility as all streets are different and user needs will be balanced. All road projects should result in a complete street appropriate to local context and needs. This policy will apply to both new and retrofit projects, including design, planning, maintenance, and operations for the entire ROW.

Components that may be found on a complete street include:

- Sidewalks, paths, and trails
- Bike lanes
- Frequent crosswalks
- Wide shoulders
- Medians
- Bus pullouts

- Special bus lanes
- Raised crosswalks
- Audible pedestrian signals
- Sidewalk bulb-outs
- Shade
- Transit shelters and lighting

Insert map showing complete streets

Related Documents

S39, M12, N2, S65, U6

Policy 2.2

Provide continuous and integrated systems of mobility and access between employment, mixed-use centers, schools and residential development by coordinated planning between city and private development.

Performance Measures

PMTransit 2.2.1 Review and evaluate development plans for multimodal transportation options

Support

Good site design for transit operations will enhance safe and convenient access for pedestrian and bicycle transit users, and help increase transit vehicle travel time. Important considerations for pedestrian friendly site design include:

- Connections to neighborhoods and surrounding areas.
- Easy-to-identify building entrances.
- Building fronts located along streets rather than set back behind parking lots.
- Convenient and safe access to transit and adjacent sidewalks.
- Accessible routes of travel to and from the site, as well as throughout the site.

Related Documents

I2, U11, W1

Policy 2.3

Ensure that intermodal connections are functional, convenient, and uninterrupted for movement between different transportation modes.

Performance Measures

PMTransit 2.3.1 Identify intermodal connections needing improvement

PMTransit 2.3.2 Number of intermodal connections improved

Support

All trips begin and end with walking, even for those who use a vehicle for the majority of their trip. The locations where pedestrians transition from walking to another mode of transportation should be functional, convenient, and provide uninterrupted routes of travel.

Parking Lots

- Pedestrian access points should be clearly identified with striping, delineation of walking zones, and provision of walkway medians and islands.
- Drop-off and pick-up zones should be clearly identified and separate from the flow of vehicles (W2).
- Landscaping and shade
- Well lit pedestrian routes

Transit Stations, Park and Ride facilities, and Bus Stops

- Accessible sidewalks
- Accessible transit vehicles
- Clear accessible route unimpeded by furniture, bike racks, etc.
- Well-lit shelters and seating
- Trash receptacles
- Real-time passenger information
- Drop-off zone (Kiss & Ride)

Bicycle storage areas

- Secure bike racks

- Clear accessible route unimpeded by racks or bicycles

Related Documents

F2, P1, W2

Policy 2.4

Recognize the diversity of neighborhoods throughout the city and their different mobility and access needs.

Performance Measures

PMTransit 2.4.1 Identify neighborhoods and determine their internal and external modal connections.

PMTransit 2.4.2 Percentage of neighborhoods connected to the citywide street network by paved streets

PMTransit 2.4.3 Percentage of neighborhoods connected to the citywide sidewalk network by sidewalks

PMTransit 2.4.4 Percentage of neighborhoods connected to the citywide trail network by unpaved trails

PMTransit 2.4.5 Percentage of neighborhoods connected to the citywide pathway network by paved paths

PMTransit 2.4.6 Percentage of neighborhoods within walking distance of a bus or trolley route

Support

The City of Scottsdale has a long history of using area-based plans to provide policy and program direction for certain areas of the city. The city's first comprehensive General Plan was completed in 1961, and several other policy plan processes followed in the 1980s.

Quality design and application of facility and amenity standards will create comfortable and attractive pedestrian spaces and will reinforce Scottsdale's community character and vision. In areas where many pedestrians are expected, wide sidewalks, street furnishings, and shade structures should be provided. In areas where fewer pedestrians are expected, a basic sidewalk character should be preserved to provide for mobility. In some rural areas, an

unpaved trail could function as a sidewalk.

Scottsdale's typical roadway cross sections reflect the geographic character types of rural, suburban, and urban. Refer to the Streets Element for cross section details.

A study by the Mineta Transportation Institute (M25) provided three important points about how far people were willing to walk to access transit facilities.

- Pedestrians walk considerably farther to access rail stations than commonly assumed with an average distance of 0.47 miles.
- Pedestrians believe that their primary consideration in choosing a route is minimizing time and distance.
- Secondary factors influencing route choice are safety, attractiveness of the route, sidewalk quality, and the absence of long waits at traffic lights.

Use of Multiple Transportation Modes

The choice of mode is not necessarily an exclusive one. People typically use multiple modes of transportation. An AARP study (A1) showed that people were basically grouped into four clusters: drivers only, ride sharers only, drivers who walk, and ride sharers who walk. Seventy-two percent of respondents over 75 years exclusively use one mode of transportation. More than half of older respondents only drive, and about one in five only ride share. However, slightly more than one in four (28%) respondents walk as well as drive or ride share. One in five older respondents drives and walks, and another one in 12 both ride shares and walks.

Respondents who depend solely on ride sharing have the least mobility; on average, non walking ride sharers have 2.4 outings per week. Other respondents have more than three outings per week on average: ride sharers-walkers (3.2 outings); drivers (3.3 outings), and drivers who also walk (3.5 outings). As age increases, the percentage of respondents who only drive declines substantially. However, the percentage of older respondents who drive and walk declines slightly. With increasing age,

there is a noticeable decline in driving with a concomitant increase in ride sharing

Related Documents

A1, M25 S4, S5, S6, S7, S8, S9, S11, S12, S22, S24, S26, S27, S28, S29, S30, S33, S36, S37, S38, S39

Policy 2.6

In maturing neighborhoods explore retrofitting of aging infrastructure, redesign of streets, and connections for non motorized traffic and transit to augment livability and safety.

Performance Measures

PMTransit 2.6.1 Number and location of streets needing improvements

PMTransit 2.6.2 Annual increase in infrastructure retrofits

Support

Many of Scottsdale's neighborhoods were approved and constructed prior to the Americans with Disabilities Act of 1990 (ADA). Over the years, there were a number of design guidelines and best practices documents generated by the United States Access Board leading up to the approval of the *2010 ADA Standards for Accessible Design* by the Department of Justice (U3).

As neighborhoods mature, their infrastructure should be evaluated for compliance with the ADA. This evaluation should include a review of curb ramps, sidewalk widths, and accessible routes to neighborhood destinations and local transit services.

Related Documents

S35, U3,

Policy 2.8

Recognize and support the Scottsdale Airport as an integral mode of transportation.

Performance Measures

PMTransit 2.8.1 Number of transit routes within walking distance of employment buildings

PMTransit 2.8.2 Number of transit boardings and de boardings in the area

Support

Scottsdale Airpark was established in 1966 and developed to its current success through 40 years of supporting land use programs and policies implemented by the City of Scottsdale. The Greater Scottsdale Airpark is not only a destination for employees, but visitors, shoppers, and local residents as well. Currently the airport/airpark area is the second largest employment center in the valley. The diversity of travelers to/from this area requires a complete, integrated circulation network connecting local and regional destinations. A successful circulation system will fulfill the needs of pedestrians and bicyclists, make transit a highly desirable and efficient mode of travel, and continue to provide excellent access to and from the Loop 101 Freeway system.

The goals identified in the 2011 Mobility Chapter of the 2011 Greater Airpark Character Area Plan include (S69):

- Strengthen transit in the Greater Airpark as the primary means of reducing vehicular traffic congestion, minimizing parking constraints, promoting environmental stewardship, and, as a result, improving regional air quality.
- Holistically manage the supply of existing and future parking in the Greater Airpark.
- Improve vehicular traffic circulation in the Greater Airpark.
- Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.
- Maintain and enhance use of the Greater Airpark trail and path system.
- Enhance pedestrian and bicyclist access and activity for Greater Airpark residents, visitors, and employees.
- Promote sustainable transportation options that meet the needs of the current and future Greater Airpark community.

Related Documents

S28, S69

Policy 2.9

Provide appropriate pedestrian facilities on all roadways with transit routes.

Performance Measures

PMTransit 2.9.1 Percent of bus stops that are shaded

PMTransit 2.9.2 Percent of bus stops that do not meet ADA requirements.

Support

Historic transportation data demonstrate that while the number of people who use walking as their sole mode of transportation to work is declining, this decline is more than compensated for by the number of people using public transportation. Pedestrians often arrive to transit stops by walking, and are pedestrians again after de-boarding the transit vehicle. More pedestrians will be encouraged to use transit by providing a more extensive range of amenities near transit stops.

Related Documents

A2, U3

Goal 3

Protect Neighborhoods

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

Policy 3.1

Manage access to and from regional corridors to protect the mobility of these corridors; and design citywide networks to balance access with mobility to further protect neighborhoods from regional or citywide traffic.

Performance Measure

PM 3.1.1 Number of neighborhoods reviewed to determine if access management techniques could improve existing conditions

PM 3.1.2 Number of access management projects in design and construction

PM 3.1.3 Provide quiet transit vehicles that can infiltrate neighborhoods with reduced vehicle noise

Support

Access management seeks to limit and consolidate access along major roadways while providing access to businesses and residential developments along the roadway.

Benefits of access management include the following:

- Improved safety for drivers accessing properties or traveling in a through-travel lane
- Reduction of traffic congestion and delay
- Improved safety for pedestrians and bicyclists

The older the transit fleet becomes, the more neighborhood noise complaints transit staff receives. Newer vehicles using alternative fuels such as CNG, Electric, or Electric Hybrid run quieter than engines using only diesel.

Related Documents

B5, S35, S39, S40

Policy 3.2

Design neighborhood street layouts that reduce speeding and noise, provide distributed opportunities for local travel, and create an environment where the neighborhood can flourish.

Performance Measure

PM 3.2.1 Number of development plans reviewed to ensure that local street designs comply with all appropriate guidelines and strive to create great neighborhoods.

PM 3.2.2 Maintain appropriate Transit vehicle speed in neighborhoods

Support

A neighborhood street is more than a transportation facility that allows occupants automobile access to their homes. It provides a visual setting, a pedestrian and bicycle circulation system, a meeting place for residents, and may even be used as a play area by children.

The following principles are identified in *Residential Streets* (A13):

- Street planning should relate to overall community planning.
- Traffic in residential areas should be kept to a minimum to reduce noise, congestion, and hazards to pedestrians.
- The street is an important component of overall residential community design. Properly scaled and designed streets can create more attractive communities and can contribute to a clearly defined sense of place.
- Street design standards should permit flexibility in community design. They should allow street alignments to follow natural contours and preserve natural features or to respond to other design objectives such as the creation of more intimate urban- or village-scaled streetscapes.
- The amount of paved area should be kept to a minimum to reduce construction and maintenance costs, storm water runoff, and heat buildup.

- Streets can serve social functions such as meeting places and centers of community activity. Children often use low-traffic streets as play areas.
- Different streets have different functions and need to be designed accordingly.
- Transit speed in neighborhoods can be monitored and measured.

Related Documents

A13, A39

Policy 3.3

Partner with neighborhoods to develop solutions that alleviate negative effects of regional and citywide transportation networks.

Performance Measures

PM 3.3.1 Number of neighborhoods with traffic calming devices

PM 3.3.2 Number of neighborhoods applied for the NTMP process

PM 3.3.3 Number of neighborhoods approved for NTMP process

Support

The City of Scottsdale Neighborhood Traffic Management Program (NTMP) uses education, enforcement, and engineering to try to improve neighborhood quality of life by improving driver compliance with traffic laws in neighborhoods. It provides an opportunity for broad-based citizen participation to develop safe, effective strategies to effectively address neighborhood concerns.

The goals of the NTMP include:

- Minimize the negative impacts of traffic in neighborhoods through the ongoing monitoring and improvement of the overall transportation system.
- Work to ensure that proposed land uses, and their associated travel demands, do not negatively impact surrounding/adjacent residential neighborhoods.

- Protect Scottsdale's residential neighborhoods from "unwanted" vehicle traffic - defined as either:
    - Excessive vehicle travel speeds
    - Vehicles with an origin and destination outside the neighborhood
- Excessive vehicle traffic volumes.
- Increase the access, safety, comfort, and quality of life of nonmotorized travelers such as pedestrians and bicyclists on and adjacent to neighborhood streets.
- Balance reduction of travel speeds and traffic volumes, with maintenance of short emergency vehicle response times.
- Resolve the traffic concerns of a neighborhood without negatively affecting other citizens and neighborhoods.
- Provide the opportunity for broad-based citizen participation as an essential element in the development of a safe, effective Neighborhood Traffic Management Program.
- Provide prompt initial response to each request, open and regular communication with the neighborhood as to project status, and expeditious resolution of neighborhood concerns.

Related Documents

S35

Policy 3.4

Provide dedicated open space and buffering in roadway design to protect neighborhoods.

Performance Measures

PM 3.4.1 Miles of roadways with existing scenic corridor and buffered roadway easements.

PM 3.4.2 Number of roadway projects on scenic or buffered corridors

PM 3.4.3 Number of development plans reviewed for compliance with required open space, buffered areas, and scenic corridors

Support

Throughout Scottsdale, roadways have been designated scenic roadways through the *General Plan* since 1976, and have been further defined through *Scenic Corridor Design Guidelines* adopted by the Development Review Board in 2003. The *General Plan* Open Space and Recreation Element designates Scenic Corridors and Buffered Roadways.

The scenic corridors were developed:

- To preserve or restore the natural desert setting along the roadway
- To buffer the landowners from adverse affects of adjacent roadway traffic
- To provide travelers with views of nearby mountains, washes and other natural features
- For connectivity of pedestrian, equestrian and bicycle ways buffered from traffic by a desert setting
- To support our economic tourism industry's image by providing passages displaying our lush Sonoran Desert

Existing Scenic Corridors are:

- Scottsdale Road (north of the CAP Canal)
- Pima Road (north of the Loop 101 Freeway)
- Dynamite Boulevard
- Shea Boulevard
- Carefree Highway
- Cave Creek Road

Existing Buffered Roadways include:

- Via Linda
- Frank Lloyd Wright Boulevard
- Hayden Road through the Airpark
- Thompson Peak Parkway
- Happy Valley Road
- Lone Mountain Road
- Desert Mountain Parkway

- Bell Road

Related Documents

S10, S20, S44, S56

Policy 3.5

Preserve reasonable emergency access through neighborhoods, balancing the potential for neighborhood street restriction including, but not limited to, traffic calming, street narrowing, and speed humps, with emergency accessibility.

Performance Measures

PM 3.5.1 Number of NTMP projects unable to be completed due to concerns of emergency personnel.

PM 3.5.2 Number of development projects reviewed to ensure access for emergency services

Support

The overriding goal of traffic calming should be to improve pedestrian and bicycle safety without severely limiting vehicle travel or significantly affecting emergency response. The objective is not to block vehicle traffic, but to slow it down and keep it flowing more smoothly, especially through intersections.

Focus on solutions with minimal impacts on emergency response. (L5)

Never view traffic calming as a piecemeal response to each successive complaint. It should always be comprehensive, considering the safety issues and solutions throughout a neighborhood or corridor. Traffic calming programs must always include all affected parties, including residents, emergency responders, motorists, and non motorized users of the street.

Related Documents

C2, L5, L6, L7, S39

Policy 3.6

Work to ensure that proposed land uses and their associated travel demands do not

negatively impact surrounding/adjacent residential neighborhoods.

Performance Measure

PM 3.6.1 Number of development projects reviewed for potential negative impacts to surrounding or adjacent residential neighborhoods.

PM 3.6.2 Number of Transportation Impact and Mitigation Analysis documents reviewed for each impact category.

Support

A traffic impact analysis is a study which assesses the effects that a particular development's traffic will have on the transportation network in the community. These studies vary in their range of detail and complexity depending on the type, size, and location of the development. Traffic impact studies should accompany developments which have the potential to impact the transportation network. They are important in assisting public agencies in making land use decisions. These studies can be used to help evaluate whether the development is appropriate for a site and what type of transportation improvements may be necessary. (E1)

Traffic impact studies help communities to:

- Forecast additional traffic associated with new development, based on accepted practices.
- Determine the improvements that are necessary to accommodate the new development.
- Assist communities in land use decision making.
- Assist in allocating scarce resources to areas which need improvements.
- Identify potential problems with the proposed development which may influence the developer's decision to pursue it.
- Allow the community to assess the impacts that a proposed development may have.
- Help to ensure safe and reasonable traffic conditions on streets after the development is complete.

- Reduce the negative impacts created by developments by helping to ensure that the transportation network can accommodate the development.
- Provide direction to community decision makers and developers of expected impacts.
- Protect the substantial community investment in the street system.

All proposed projects will fall into one of three categories for purposes of transportation impact and mitigation analysis based upon their impact to the city's transportation system.

- Insignificant traffic impacts
- Localized impacts
- Significant impacts

Related Documents

E1, S39

Policy 3.7

Utilize the Roadway Noise Mitigation Policy to address and manage noise in areas associated with major roadway corridor improvements.

Performance Measure

PM 3.7.1 Number of projects evaluated for noise mitigation

PM 3.7.2 Number of projects resulting in noise mitigation

Support

The City of Scottsdale Roadway Noise Abatement Policy was adopted by City Council on April 5, 2011. It comes from a perspective that the city will work to do no harm to the livability of its neighborhoods when completing roadway capital projects. The city may mitigate noise increases as a result of any roadway corridor improvement project that is intended to increase motorized vehicular capacity, other than regular pavement maintenance or roadway overlay activities.

Roadway corridor improvements include:

- Addition of travel lanes
- Addition of turn lanes at three or more intersections
- Realignment that moves the roadway closer to noise sensitive uses
- Access management devices that limit existing turning movements in the corridor by twenty percent (20%) or more.

A noise study will be completed for these roadway projects to determine if noise mitigation is warranted and what type of noise mitigation is most appropriate. The City of Scottsdale will use guidelines in the document to determine the need, feasibility, and reasonability of noise abatement or reduction measures. The city will not mitigate for noise from commercial or industrial uses.

Related Documents

S70

Policy 3.8

Install noise-dampening surfaces on all major and minor arterials located in noise-sensitive land use areas when these roadways are widened or when resurfacings are undertaken.

Performance Measure

PM 3.8.1 Miles of arterial streets using rubberized asphalt or other noise dampening technology

Support

Rubberized asphalt is currently the most effective roadway surfacing material for reducing traffic noise. It has been used for more than 20 years to resurface highways and city streets in Arizona when pavement surfaces reach their normal life expectancy. While it helps reduce the disposal of used tires, it has also been recognized for its reduction of traffic noise. Noise readings have shown the rubberized asphalt generally reduces tire noise by an average of four decibels.

Related Documents

A15

Goal 4

Increase System Efficiency

Use Transportation Demand Management (TDM) techniques to reduce traffic congestion, improve air quality, shorten the length and frequency of automobile trips, enhance the environment, encourage more efficient use of existing parking facilities, reduce parking demand, shift travel to non-SOV modes, and enrich our quality of life.

Policy 4.1

Improve personal security for people walking, bicycling, or using transit facilities.

Performance Measures

PMTransit 4.1.1 Evaluate crime statistics and their relationship with transportation facilities

PMTransit 4.1.2 Work with Public Safety officials to develop solutions, including but not limited to infrastructure, that help mitigate safety concerns

Support

Personal security refers to freedom from risk of assault, theft, and vandalism. Such risks can discourage walking, cycling, and transit travel. These problems can be addressed through various programs and design strategies that increase security. These can include Neighborhood Watch and community policing programs, special police patrols (including police on foot and bicycles), pedestrian escorts, and monitoring of pedestrian, bicycle, transit, and park & ride facilities. (L10)

Related Documents

E2, L10, V6

Policy 4.2

Expand the use of flextime, compressed work weeks, and staggered shifts.

Performance Measures

PMTransit 4.2.1 Number of city employees using alternative work hours to meet fixed route transit schedules

Support

Alternative work schedules are typically implemented as part of a trip reduction program. Employers work with managers and employees to develop suitable policies and practices. Informal Alternative Work Scheduling is common at many worksites, so an official policy may simply formalize and support existing practices.

Related Documents

M18, M29, M30, V4, V6

Policy 4.4

Integrate bicycling with public transit.

Performance Measures

PMTransit 4.4.1 Number of two and three bike racks on transit buses.

PMTransit 4.4.2 Number of bike racks on trolley vehicles.

PMTransit 4.4.3 Number and percentage of bus stops with bicycle parking facilities.

Support

Bicycling integrates well with public transit. Transit is most effective for moderate- and long-distance trips on busy corridors, while cycling is effective for shorter-distance trips with multiple stops. Combining transit and cycling can provide a high level of mobility comparable to automobile travel.

A transit stop normally draws riders within a 10-minute (a half-mile) walking distance. At a modest riding speed a cyclists can travel three or four times that distance in the same time, increasing the transit catchment area about ten-fold. Bicycle access tends to be particularly important in suburban areas where densities are moderate and destinations are dispersed (B6) Several strategies for integrating cycling and transit are described below.

Bikes on Transit

Transit vehicles can carry bicycles, with bike racks mounted on buses or by carrying them inside (often only during off-peak periods). This

allows a bicycle to be used at both ends of the journey, and helps cyclists who experience a mechanical failure, unexpected bad weather, or sudden illness. It also allows cyclists to pass major barriers, such as rivers, freeways, or canals. The Phoenix Transit System was the first in the nation to install front mounted bike racks on all buses. To date most transit agencies accommodate bikes using racks on the front of the vehicle for two or three bicycles (depending on the vehicle design). As bicycle use has increased over time some agencies are now equipping transit buses with racks also on the rear of the vehicle.

Bicycle Storage at Transit Stops

It is important to provide good bicycle parking at transit stops and transportation terminals. Commuters who leave high-quality bicycles at a transit stop all day require a high level of security and are willing to pay for it, although simpler bike racks may be adequate for many cyclists, so a mix of lockers and racks may be appropriate.

Bicycle Access to Transit Stations

Bicycle access to transit can be improved by providing paths, bike lanes, and road improvements that make it easier to ride to transit stations and terminals. Maps that illustrate the best cycling routes between terminals and common destinations are also helpful.

Bikes on Taxis

Taxi improvements may include special provisions to accommodate bicycles, providing cyclists with an important fallback option when they have medical or mechanical problems.

Bike Sharing System

Bike sharing systems are automated bicycle rental systems designed to provide efficient mobility for short, utilitarian, urban trips. They often have stations at public transit stations.

The implementation of bike sharing systems is a fairly new concept to US cities. The largest and most successful is Washington DC /

Arlington County's Capital Bikeshare, which provides over 1,670 bikes at more than 175 stations. Nice Ride, based out of Minneapolis, Minnesota, is the second largest bike sharing system in the US providing 1,300 bikes at 145 stations. The majority of the bike share systems in use today have been funded through grants, public taxes, subsides, and corporate sponsorships.

Related Documents

B6, V6 C3, N6

Policy 4.11

Evaluate the use of commuter financial incentives to encourage the use of alternative commute modes.

Performance Measure

PMTransit 4.11.1 Number of City employees participating in Bus Card Plus Program

PMTransit 4.11.2 Number of City vanpools

PMTransit 4.12.2 Number of City carpool participants

Support

Commuter Financial Incentives include the following:

Employee Parking Pricing

Companies could charge for parking at their parking lots or eliminate existing subsidies for off-site employee parking

Parking Cash Out

Commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes (S72).

Travel allowances

A financial payment provided to employees instead of parking subsidies. Commuters can use this money to pay for parking or for another travel mode.

Transit and rideshare benefits

Provide free or discounted transit fares to employees.

Company travel reimbursement policies

Reimburse bicycle or transit mileage for business trips when these modes are comparable in speed to driving, rather than only reimbursing automobile mileage.

Commuter financial incentives can be prorated according to how much employees use alternative modes. For example, employees who drive twice a week would receive 60% of the full Parking Cash Out allowance.

Related Documents

S72, V6

Policy 4.12

Manage parking so that it contributes to sustainable transportation practices, increases land use efficiencies, and provides convenient modal choices.

Performance Measures

PMTransit 4.12.1 Number of Park & Ride lots and spaces by route

PMTransit 4.12.2 Institute paid parking in downtown Scottsdale;

Support

Parking management can contribute to sustainable transportation practices as well as land use efficiencies and can make modal choice more convenient.

- Develop thresholds for the inclusion of parking structures versus parking lots and the design and aesthetics of each type of facility.
- Recognize that city funding for the construction of public parking garages will be considered as a business support function and not a transportation enhancement.
- Include incentives for carpool/park and ride spaces in City Ordinance.

Related Documents

S39

Policy 4.16

Use information technologies to improve transportation system efficiency.

Performance Measures

PMTransit 4.16.1 Number and percentage of transit vehicles with real-time information technology on board

PMTransit 4.16.2 Number and percentage of bus stops with real-time travel information available for users

Support

Transit priority treatments are intended to increase the speed and reliability of the existing transit system through modest capital improvements. Transit priority treatments include:

Transit Signal Priority

Transit signal priority is a technology that allows buses to communicate with an approaching traffic signal via a transponder to provide additional green light time for the bus. Transit signal priority can be used to increase the speed and reliability of transit in high demand corridors.

Queue Jumps

Queue jumps allow buses, or other forms of transit, to bypass known congestion points by giving transit exclusive ROW. It can be combined with transit signal priority to give green light time to transit prior to general purpose traffic.

Business Access and Transit Lanes

Business access and transit lanes are restricted lanes that are reserved for transit as well as autos making turns to access businesses. Business access and transit lanes usually exist in the right curb lane but can also be designed to exist in the left median lane.

HOV Priority

HOV Priority refers to strategies that give priority to High Occupant Vehicles including transit buses, vanpools, and carpools. HOV priority is a major component of many regional TDM programs. The Arizona Department of

Transportation allows 2+ vehicle occupants, motorcycles, or alternate fueled vehicles to use HOV lanes during morning and afternoon commuting hours. HOV Priority includes:

- The use of HOV lanes during peak commuting hours.
- High Occupancy Toll (HOT) lanes. These are HOV lanes that also allow low occupancy vehicles if they pay a toll.
- Busways or special lanes dedicated to transit buses
- Queue-jumping lanes (other vehicles must wait in line to enter a highway or intersection, but HOVs enter directly).
- Intersection controls that give priority to HOVs. For example, a traffic light might be set to stay green for several extra seconds if that allows a bus to avoid stopping (currently used by emergency vehicles in Scottsdale).
- Streetscape changes to favor High Occupant Vehicles, such as improved bus stops and bus pullouts.
- Preferred parking spaces or parking fee discounts provided to rideshare vehicles.
- Special benefits to HOV riders, often included in Commute Trip Reduction programs.

Related Documents

S21, U28, V6

Policy 4.17

Encourage the use of alternate travel modes during special events.

Performance Measures

PMTransit 4.17.1 Number of events accessible by fixed route transit

PMTransit 4.17.2 Number of events using special shuttles

PMTransit 4.17.3 Number of people using special shuttles to access events

Support

Special Event Transportation Demand Management encourages the use of alternative travel modes to occasional events that draw large crowds; such as

festivals, games, and fairs; or when construction projects or disasters create temporary transportation problems. This can reduce traffic and parking problems, improve safety and security, reduce stress, and improve transportation options, particularly for non drivers.

Special Event TDM includes many specific strategies to improve transportation options, manage transportation resources, and communicate with the traveling public. These can include:

- Special transit, shuttle, and ridesharing services. In some cases it may be appropriate to incorporate the cost of transit service or a special shuttle bus into event admission fees, so participants can use these services at no extra cost.
- Use marketing to promote transportation options before the event takes place to help people make early decisions on which route to take, where to park, and how to reach the event.
- Priority to emergency, service, freight and High Occupant vehicles in traffic and parking.
- Produce a Multi-Modal Access Guide, which concisely describes how to reach an event, highlighting efficient modes such as bicycling, ridesharing, and transit. This information can be incorporated into event invitations and publicity.

Related Documents

V6

Policy 4.18

Emphasize live, work, and leisure relationships in land use decisions that reduce per capita automotive trips and integrate alternative modes including, but not limited to, pedestrian paths, equestrian trails, cyclist routes, and transit.

Performance Measures

PMTransit 4.18.1 Number of development plans reviewed

PMTransit 4.18.2 Number of city projects reviewed

Support

Transportation and land use planning decisions interact. Transportation planning decisions affect land use development, and land use conditions affect transportation activity. These relationships are complex, with various interactive effects.

Land use patterns affect accessibility, people's ability to reach desired services and activities, which affects mobility, the amount, and type of travel activity (L9). Different land use patterns have different accessibility features. Urban areas have more accessible land use and more diverse transportation systems, but slower and more costly automobile travel. Suburban and rural areas have less accessible land use and fewer travel options but driving is faster and cheaper per mile. These factors can significantly affect travel activity. Central location residents typically drive 2040% less and walk, cycle, and use public transit two to four times more than they would at a suburban location, and they drive 20-40% less than they would in a rural location. However, there are many variations among these categories. Suburban and rural villages can incorporate features such as sidewalks, bike lanes, and land use mixing that increase accessibility and transportation diversity. As a result, there are many degrees of accessibility and multimodalism. (L8)

Related Documents

L8, L9

Policy 4.19

Support the formation of Transportation Management Associations (TMA) in areas of the city which have the need and capacity for utilizing this tool. Assist interested citizens with technical support and start-up grants from city, regional, or state funds.

Performance Measure

PMTransit 4.19.1 Number of active TMAs in Scottsdale

PMTransit 4.19.2 Number of transit passes issued through TMA's

Support

Transportation Management Associations (TMAs) are nonprofit, member-controlled organizations that provide transportation services in a particular

area, such as a commercial district, mall, medical center, or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support. Currently, the Scottsdale Zoning Ordinance does not incentivize or support the formation of TMA's, and private business employee transit use and TMA activity is monitored by County government. Scottsdale could choose to be more involved in TMA formation if the zoning ordinance were to be changed to incentivize it as is the case in other communities.

TMAs provide an institutional framework for TDM Programs and services. They are usually more cost effective than programs managed by individual businesses. TMAs allow small employers to provide Commute Trip Reduction services comparable to those offered by large companies. They avoid problems that may be associated with government-run TDM programs, since they are controlled by members.

Transportation Management Associations can provide a variety of services that encourage more efficient use of transportation and parking resources. Those may include:

- Access Management
- Commute Trip Reduction
- Commuter Financial Incentives
- Flextime Support
- Freight Transportation Management
- Guaranteed Ride Home Services
- Marketing and Promotion
- Parking Management and Brokerage
- Pedestrian and Bicycle Planning
- Rideshare Matching and Vanpool Coordination
- Shared Parking Coordination
- Shuttle Services
- Special Event Transportation Management

- Telework Support
- Tourist Transportation Management
- Transit Improvements
- Transportation Access Guides
- Wayfinding and Multimodal Navigation Tools

Transportation Management Associations can support efforts to create more accessible and resource efficient land use patterns. TMAs can provide parking management and brokerage services that result in more efficient use of parking resources. This can reduce the need to expand parking capacity, reduce the total amount of land that must be paved in an area, and allow for more compact development. For example, a church may allow its parking spaces to be used by a nearby restaurant on Saturday nights in exchange for use of the restaurant's parking on Sunday mornings. This results in more efficient use of parking resources, and allows employers with successful Commute Trip Reduction programs to recoup their costs by leasing excess parking spaces.

Transportation Management Associations can increase transportation options, provide financial savings to businesses and employees, reduce traffic congestion and parking problems, and reduce pollution emissions. They are an important strategy for creating more efficient land use patterns. These benefits can be large because traffic and parking costs tend to be particularly high in commercial and industrial areas where most TMAs exist. Parking and road facility savings often repay TMA operating costs.

Scottsdale contains several areas that might benefit from a district-specific approach to transportation demand management through the use of TMAs. These include the airpark, healthcare campuses, and Downtown where there is a combination of residential, employment, retail, and entertainment uses.

Using grant funding for staff resources, one of the region's first TMAs was formed in the late 1980s to serve Scottsdale area businesses. More recently, TMAs throughout the metropolitan area were staffed by the Regional Public

Transportation Authority's (RPTA) regional Rideshare staff. Although typically city-assisted, TMAs could be formed as independent non profit corporations. Other organizations or entities, such as chambers of commerce or local business groups, could serve as parent organizations for a TMA. Often, TMA membership is open to any interested party in a given district or area, but usually includes major employers.

The goals of a TMA should be relevant to the problems of the district, such as maintaining or improving employee access, improving mode choice and mode split among commuters, or reducing demand for parking. Typically, the goals of the TMA would be to reduce congestion, improve employee recruitment/retention, and alleviate parking issues through strategies that reduce reliance on SOV travel. A TMA could provide informational materials and public information events, support localized shuttle service, organize car pools, provide bike-to-work and walk-to-work incentives, rideshare incentives, transit pass subsidies, and regional/local advocacy.

Related Documents

V6

Policy 4.20

Create and maintain a comprehensive facilities inventory by developing a GIS database for existing streets, transit facilities, sidewalks, paths, trails, and related features.

Performance Measure

PMTransit 4.20.1 Update existing conditions maps for all transportation facilities on a regular schedule.

Support

Knowing what facilities are in place is an important component of any planning activity. The inventory and associated database must include enough details to provide an accurate reflection of existing conditions. The inventory will be used to identify gaps in the system, substandard facilities,

and safety concerns. The information will be used to help develop CIP projects. The data will help predict future conditions of the system.

Related Documents

S71

Policy 4.26

Develop a transit circulator network that improves transit accessibility from neighborhoods and businesses to fixed route transit.

Performance Measures

PMTransit 4.26.1 Analyze business and neighborhood connections to fixed route transit

PMTransit 4.26.2 Document underserved areas for future new routes

Support

The City's Trolley System provides a network that connects neighborhoods and businesses to the fixed route transit system. The City is a net importer of employees, meaning Scottsdale businesses rely on transit and vehicle infrastructure to provide employees methods of transport jobs. The Trolley system provides a valuable transportation source for connecting residents to jobs in Scottsdale as well as employees traveling by regional fixed route transit into the city to jobs not located along the fixed routes.

Related Documents

Policy 4.27

Improve transit stops with seating, shade, bicycle storage, lighting, and more detailed route information.

Performance Measures

PMTransit 4.27.1 Number of transit stops with partial and complete passenger amenities

PMTransit 4.27.2 Number of transit stops with adequate pedestrian lighting

Support

Providing transit stops with adequate passenger amenities can oftentimes be

the deciding factor in personal transit mode choice. Transit stops with appropriate amenities portray a positive image to riders, add to the convenience of using public transit, heighten the perception of safety, and add a level of attractiveness to the system as a whole, which reaches the end goal of increasing ridership. The City of Scottsdale uses a standard bus shelter kit that includes a bus shelter, seating, trash receptacle, bicycle rack, and signage. Other amenities, including the provision of vertical shade elements should also be considered as technology and funding becomes available. The City has implemented, with great success, a large number of these bus shelter kits over the past few years. In addition, bus shelters that have unique features or design (often artist designed) have been used in certain areas of the City, such as Downtown and Shea Boulevard. Bus shelters in the City of Scottsdale are located based on bus frequency, ridership, bus operational requirements, pedestrian safety, passenger comfort, and right-of-way availability. Maintenance at stops (such as shelter cleaning or trash disposal) should be provided commensurate with the level of activity occurring at the stop. It is recommended that the location of future bus shelters consider the following:

- Bus shelters be prioritized for the highest ridership bus stop locations, which are often along the highest ridership bus routes at the one-mile arterial intersections;
- South facing bus shelters are a higher priority than north facing bus shelters.
- Scottsdale is a narrow city with transit connections primarily oriented to the west for east/west bus routes;
- Shade is at a premium in the late afternoon. Creating shade in the afternoon is of more importance than the morning, especially for north/south bus shelters.
- The existing bus shelter kit does lack in the provision of shade for north/south bus routes in the afternoon;

- Shade and passenger comfort needs to be the highest priority in the design of future bus shelters. Many of the artist designed bus shelters fall short in these areas; careful design considerations must be given to shade and passenger comfort, as well as ADA requirements for all bus shelters, including those not using the standard bus shelter design.
- Enhanced bus shelters need to be considered for the Route 72 along Scottsdale Road given existing and future service and ridership

  In Scottsdale's climate where temperatures exceed 90 degrees part of the year, providing passengers with shelters while they wait can increase and improve ridership. Trash bins at transit stops help manage litter and decrease visual blight while bicycle storage adds to the convenience of using transit. Well lit stops increase the rider's perception of a safe environment and detailed route information advertises the availably of the transit service.

Related Documents

C4

Policy 4.28

Provide connections to local and regional destinations through a mix of transit services that may include, but are not limited to, fixed route and express bus service, neighborhood circulators, paratransit, and HCT.

Performance Measures

PMTransit 4.28.1 Number of transfer points between circulator, fixed, express and HCT routes

PMTransit 4.28.2 Number of paratransit and cab connection riders that transfer to circulator, fixed, express, and HCT routes

Support

A complete transit system employs a variety of alternative modes and options for the user. It is not uncommon for a transit user to transfer from one mode to another: express to local or circulator. Transfers within a 15 minute wait are best, but service frequency from mode to mode and route to route may not

result in usable transfers. As service frequency improves Valleywide, transfer time will be reduced and ridership will grow.

Passengers value their time, and long wait time for a transit vehicle can become very frustrating for users, and adds to their total trip time, especially if the wait for the next bus is over 15 minutes. National transit ridership studies indicate reducing the time between buses, frequency, is key to improving transit ridership.

Service frequency verses service coverage is an issue that balances the trade-offs between providing higher quality service on a fewer number of streets (more frequency) versus lower quality service on a wider range of streets (greater coverage). Most of the existing transit service in Scottsdale is located on major arterials, with the highest concentration found in the southern and central portions of the City where the highest population and land use densities are located.

It is the approach of this Transit Element to focus on providing frequency before coverage. The reasoning is as follows:

- Frequency has the opportunity to create more total ridership than coverage.
- Frequency has the opportunity to attract more new riders than coverage.
- Frequency can be more cost-effective than coverage creating potentially less capital investment. There is no funding source that is exclusively dedicated for transit in Scottsdale so transit improvement s need to be as cost-effective as possible.
- Scottsdale's north/south configuration and unique geography create obvious transit corridors that need frequency improvements. These same geographic features provide barriers to improving coverage elsewhere.
- Frequency facilitates transfers better than coverage. It is easier to transfer between bus routes if they are operating at a higher frequency.

Related Documents

T4

Policy 4.32

Provide transit service that is user-friendly and attractive to daily users and occasional users, such as visitors.

Performance Measures

PMTransit 4.32.1 Provide transit information at public offices, libraries, senior and neighborhood centers, the Convention and Visitors Bureau, the City website, and the regional Valley Metro website.

PMTransit 4.32.2 Provide maps and brochures on circulator vehicles, including brochures in multiple languages.

Support

Passengers need to feel that transit services are user friendly and attractive. In addition to land use planning, safety, accessibility, and connectivity, readily available system information is key to making a system user friendly and achieving ridership increases.

Related Documents

F7

Policy 4.34

Actively market transit services and educate consumers to increase ridership and fare revenues.

Performance Measures

PMTransit 4.34.1 Increase Transit Marketing

Support

Marketing transit service to increase awareness and increase ridership is highly advocated by the Federal Transit Administration. Use of federal funding for transit marketing is allowed and encouraged. Marketing efforts range from broad public information campaigns to programs tailored to individual

markets or services. Many transit agencies use marketing to inform the public of fare changes, schedule/frequency adjustments and informational improvements including the addition of new technology, A good example of a successful marketing program was the 2002 Olympics. During planning of the Winter Olympics in 2002, it was determined that the event would caused an overall increase in economic activity in and around Salt Lake City and increased congestion. A marketing campaign was initiated to encourage local residents to use transit rather than driving. increase in UTA's ridership in 2002 was attributed to the marketing effort despite the economic recession that occurring in 2001–02.

Related Documents

T5

Goal 5

Plan for the Future

Expand and enhance a transportation network that provides safe and inviting access to all Scottsdale destinations. Ensure that all projects are environmentally sensitive to our desert, mountains, scenic corridors, and neighborhoods while meeting the high expectations of residents, visitors, and businesses.

Policy 5.3

Maintain expansion options for existing and potential network needs in order to efficiently serve the community's future mobility needs.

Performance Measures

PMTransit 5.3.1 Review all abandonment requests for potential loss of access for transportation facilities

PMTransit 5.3.2 Review all release of easement requests for potential loss of access for transportation facilities

PMTransit 5.3.3 Review all development projects to ensure that appropriate transportation facilities are constructed and sufficient right-of-way or easements are provided for future facilities

PMTransit 5.3.4 Percentage of planned corridors with ROW in place for future facilities

PMTransit 5.3.5 Percentage of existing corridors with ROW in place for future facilities

Support

When acquiring public rights-of-way for street improvement or expansion projects, include the area necessary to provide for all transportation facilities. Do not abandon rights-of-way or release easements that could be used for future access.

During the development process:

- Acquire the right-of-way necessary for buildout of roadway, including bicycle facilities, paths, trails and transit facilities based on the future

functional classification of the roadway system.

Related Documents

S39, S69

Policy 5.9

Improve and expand the transit system.

Performance Measures

PMTransit 5.9.1 Percent of population and employment within 0.4 miles of transit

PMTransit 5.9.2 Households within five miles of park-and-ride lots or major transit centers

PMTransit 5.9.3 Share of population with good transit-job accessibility (100,000+ jobs within 45 minutes).

PMTransit 5.9.4 Number of households within a 30-minute transit ride of major employment centers.

PMTransit 5.9.5 Percentage of work and education trips accessible in less than 30 minutes transit travel time.

PMTransit 5.9.6 Percentage of workforce that can reach their workplace by transit within one hour with no more than one transfer.

PMTransit 5.9.7 Number of boardings on fixed route, express bus, and shuttles.

PMTransit 5.9.8 Number of bicycle boardings on fixed route, express bus, and shuttles.

Support

Transit accessibility reflects the relative convenience of transit as a mode choice. It can be measured in terms of distance to transit stops or travel time on transit. Metrics typically emphasize the availability of transit where people live, where people work, and on routes that connect the two. (U26)

- Measuring the distance to transit stops captures the amount of jobs, population, trip origins, or trip destinations within a certain radius of a transit stop. The radius often represents a reasonable distance that

people are willing to walk to and from transit stops, typically between ¼ mile and ½ mile.

- Measuring the travel time for destinations accessible by transit helps determine the likelihood that people will choose transit over other modes. This metric incorporates the relationships of various land uses and the performance of the transit system.

Related Documents

Policy 5.13

To promote sustainability, consider the least impactful solutions for corridor capacity first. The priority for improvements to corridors reaching the target volume thresholds is:

1. Improve use of existing facilities through the efficient implementation of cost effective signing, striping, intersection control, and sight distance improvements
2. Improve access to, and amenities at, transit stops,
3. Upgrade pedestrian facilities to at least minimum standards
4. Upgrade bicycle facilities to at least minimum standards
5. Consider expanding existing transit service or adding new transit service if none is currently available
6. Install ITS equipment, and integrate with transit service
7. Increase access management
8. Add right-turn deceleration lanes to commercial and/or multi-family driveways
9. Add turn lanes or roundabouts, where appropriate, at intersections
10. Add travel lanes

Performance Measures

PMTransit 5.13.1 Number of transit improvements

PMTransit 5.13.2 Number of route adjustments to maximize service

Support

Sustainable transportation meets the access needs of the current population while protecting the environment, reducing dependence on nonrenewable fuels, and accommodating planned, responsible growth. Planning for sustainable transportation involves developing policies that are appropriate for a given area, whether it is an urban area with good public transit or a rural area more dependent on motor vehicles.

Strategies for increasing transportation sustainability include demand management, operations management, pricing policies, vehicle technology improvements, clean fuels, and integrated land use and transportation planning.

Related Documents

F2, I4, M4, M11, S21

Policy 5.16

During each five year capital improvement program budget, dedicate a minimum of one-third of available funding to projects that primarily serve transit, bicycle, and pedestrian system enhancements.

Performance Measure

PMTransit 5.16.1 Percentage of funding dedicated during each five-year capital improvement program for projects that primarily serve transit users

Support

Creating targets for transportation mode splits and/or annual VMT are methods used throughout the nation to promote and support transportation options. For Scottsdale, a mode split for its most active areas (e.g., Downtown, Scottsdale Road/Loop 101) could approach 25 percent by 2030. Strategies for achieving this mode split include: improving bicycle, pedestrian, fixed-route transit and local circulator transit facilities and services; and working within the *General Plan* Land Use Element to promote live, work, play, and pedestrian-oriented development types.

Effective strategies for improving mode split is to direct a larger percentage of available funding to projects that primarily serve trails

Related Documents

F1, L4

Policy 5.18

As technology changes over time, explore opportunities for alternative modes of transportation.

Performance Measures

PMTransit 5.18.1 Broaden the number of transit alternative modes

Support

A variety of transit technologies, which range from demand response service to HCT, are included as transit improvement options.

- Limited Stop/Express Bus

  Express buses operate as commuter service during the peak-hour and usually connect outlying areas with major activity centers. The routes typically serve park-and-ride lots and may parallel fixed route service with fewer stops. Vehicles may include additional amenities geared toward commuter travel, such as reading lights, and reclining seats.

- Bus Rapid Transit (BRT)

  BRT is a form of higher capacity bus service which combines the advantages of rail transit with the flexibility of buses. It uses a dedicated or shared guideway to provide limited stop service in medium to heavy travel demand corridors. Traffic signal priority is typically given to BRT vehicles as they operate in designated bus or HOV lanes.

- Light Rail Transit (LRT)

  LRT is electrically powered, high capacity transit service operating on a fixed guideway. It typically operates on two sets of tracks within exclusive or shared ROW and serves stations located

approximately every mile. LRT emphasizes speed and travel time savings and can operate using multiple vehicles linked together to accommodate large passenger volumes.

- Modern Streetcar

  Modern streetcar is also electrically powered, HCT service that operates on a fixed-guideway. However, modern streetcar systems typically operate at street level in mixed traffic in existing urban environments. Modern streetcar is usually operated using a single vehicle and can operate safely in high traffic and/or high pedestrian activity areas to link neighborhoods with activity centers. Modern streetcar is distinguished from LRT by smaller, lighter vehicles requiring less infrastructure and lower construction costs.

- Electric buses running on batteries
- Fueling technologies

Related Documents

Goal 6

Keep High Values

Maintain Scottsdale's high aesthetic values and environmental standards in the city's transportation system.

Policy 6.2

Sensitively integrate infrastructure along street rights-of-way within the local setting.

Performance Measures

PMTransit 6.2.1 Number of bus stops that incorporate environmentally friendly and context sensitive designs

PMTransit 6.2.2 Percentage of bus stops that incorporate environmentally friendly and context sensitive designs

Support

Scottsdale has long supported environmentally sensitive streetscapes and has numerous plans documenting these efforts. In 2007, the Federal Highway Administration in a joint paper with American Association of State Highway and Transportation Officials, defined context sensitive solutions to be those treatments that:

- Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Are safe for all users
- Solve problems that are agreed upon by a full range of stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources (people, time, and budget) among all parties.

Related Documents

A5, S56

Policy 6.3

Promote the use of alternative fuels and provide preferred parking for low-emitting and fuel-efficient vehicles.

Performance Measures

PMTransit 6.3.1 Percentage of fuel-efficient transit vehicles

PMTransit 6.3.2 Percentage alternative fueled transit vehicles

Support

A wide range of options are available for light-duty vehicles to reduce greenhouse emissions. Compressed natural gas (CNG) and liquid natural gas (LNG) or propane provides alternative fuel options for light-duty personal and fleet vehicles. In addition, due to the expansion of plug-in electric vehicle technology, hybrid or electric vehicles entering the market are providing more sustainable forms of transportation. Add Diesel Electric hybrid. Broaden support segment.

Related Documents

A18, F4

Policy 6.5

Promote consistent accessibility and wayfinding elements to be used throughout regional systems.

Performance Measures

PMTransit 6.5.1 Maintain a wayfinding program that helps people find transit stops, especially in the Downtown area where tourists congregate and circulator routes operate

Support

People are the single most important component in developing a wayfinding strategy. By identifying user patterns and destinations, wayfinding users understand how the street system operates and how to move through spaces and get directed via signage to their destinations.

Related Documents

S24

Policy 6.7

Incorporate environmentally sensitive materials and technologies in transportation projects/improvements and facilities, including the use of solar technology and recycled materials.

Performance Measures

PMTransit 6.7.1 Number of bus stops constructed with environmentally sensitive materials

PMTransit 6.7.2 Number of bus stops using solar technology (Do not include summertime solar heating)

Support

- Continually evaluate new technologies as they become available
- Evaluate the use of solar lighting for transit facilities

Related Documents

S39

Policy 6.9

Dedicate up to two percent of the total eligible costs of all transportation improvement projects to the selection, acquisition, fabrication, installation, and maintenance of public art.

Performance Measures

PMTransit 6.9.1 Number of transportation improvement projects incorporating public art

PMTransit 6.9.2 Total dollars spent on public art for transportation projects

PMTransit 6.9.3 Percentage of costs dedicated to public art for streets and transit

Support

Scottsdale has a long history of dedication and commitment to the arts. Some of the city's first settlers were artists, craftsmen, architects, art collectors, educators, and others who believed that art should be part of the fabric of the

community. The municipal art collection was formally established in 1967 and now includes more than 1,950 total objects (704 municipal and 1250 museum pieces). During the past 25 years Scottsdale Public Art (SPA) has transformed our 184-square mile city into an interactive outdoor gallery. Many of the outdoor installations were completed as a component of a transportation project.

Related Documents

S63

Policy 6.13

Minimize visual and environmental impacts on historic, archaeological, traditional cultural places, parklands, and other sensitive uses.

Performance Measure

PMTransit 6.13.1 Number of visual impacts avoided using Environmentally Sensitive Lands Ordinance (ESLO)

Support

The Environmentally Sensitive Lands Ordinance (ESLO) is a set of zoning regulations adopted by the City Council in 1991 (amended in 2001, 2003 and 2004) to guide development throughout the 134 square miles of desert and mountain areas of Scottsdale. These areas are located north and east of the Central Arizona Project canal.

Related Documents

S39, S73

Goal 7

Cooperate with Neighboring Communities

Actively work with adjacent jurisdictions and quasi-governmental agencies to coordinate all planned and existing regional links for streets, transit, paths, and trails.

Policy 7.1

Reduce transit mobility delays and hindrances during project construction and events by working with local and regional agencies.

Performance Measures

PMTransit 7.7.1 Staff time spent participating in local and regional project and event coordination and review activities

Support

The coordination in the design, planning and implementation for regional and local projects and events is important to maintain continuous and useful transit links between Scottsdale and its neighbors. Agencies are typically notified early in the design phase of projects and events so their concerns and related issues can be addressed. Continued coordination takes place until the project/event is implemented.

Related Documents

A2, A7, A8, A14, M5, M14, M21, M32, M33, P6

Policy 7.2

Implement regional transportation plans with adjacent jurisdictions.

Performance Measures

PMTransit 7.2.3 Staff time spent participating in current planning activities of joint regional transit projects in Scottsdale

Support

Scottsdale works closely with adjacent jurisdictions and the Maricopa Association of Governments to implement regional transportation projects related to the street network.

Related Documents

A7, A8, F3, M3, M5, M9, M10, M14, M16, M17, M19, M20, M21, M22, M23, M35, P3, P5, P6, P7, P8, P9, S1, S2, T1, U2

Policy 7.3

Support an active partnership between Scottsdale citizens, government, and businesses in the development and implementation of transportation and technology solutions.

Performance Measures

PMTransit 7.3.1 Number of partnership agreements

PMTransit 7.3.2 Number of bus shelters provided by businesses.

PMTransit 7.3.3 Number of easements for bus stops provided by businesses.

Support

Partnerships are critical in the city's effort to implement transportation and technology solutions. Businesses could help support special shuttles during events, spring training, and high tourist periods.

Related Documents

A5, S21**,** S35, S39, S55, S56, S71

Policy 7.6

Develop and implement a form of HCT along Scottsdale Road that connects to the central Phoenix/East Valley LRT system.

Performance Measures

PMTransit 7.6.1 Number of miles of HCT on Scottsdale Rd.

Support

The City in cooperation with the Regional Public Transit Authority (RPTA) is in the process of conceptualizing enhancement s to Scottsdale Rd. which eventually will transition into a BRT route. The Scottsdale Rd./Rural Rd. Alternatives Analysis study conducted in 2010, studied alignment options between the Frank Lloyd Wright Blvd. and the Tempe Transportation Center.

Later work was initiated on further study for a section between the new North Scottsdale Park and Ride and the Tempe rail station at University. Work continues to define the service criteria with an implementation date of 2016.

Related Documents

Goal 8

Enhance Neighborhood Mobility

Policy 8.2

Facilitate pedestrian linkages to transit at schools by providing public transportation stops within ¼ mile of all schools along an existing transit route.

Performance Measures

PMTransit 8.2.1 Number of schools with transit stops within one-quarter mile

Support

Schools along transit routes will each have a safe bus stop, nearside or farside of the school building and as close as possible; but, not in the school zone in front of the building. (Buses are not allowed to stop in a school zone per Arizona State law).

Related Documents

A17

Insert map showing all schools and bus routes in Scottsdale

Goal 9

Provide Universal Access

Create a transportation system that complies with the Americans with Disabilities Act and provides accessibility to all users.

Policy 9.1

Consider the needs of the entire community and the special needs of children, the elderly, and people with impaired mobility in the planning and design of the transportation system.

Performance Measures

PMTransit 9.1.1 Number of requests for ADA transportation facilities.

PMTransit 9.1.2 Percentage of requests for ADA transportation facilities that were successfully completed.

Support

- All Scottsdale transportation projects shall be constructed to meet the requirements of the ADA.
- Refuge islands should be considered for roadway locations where children, pedestrians with disabilities, elderly pedestrians or other slower-moving pedestrians (including tourists) cross regularly.
- Adjust signal timing to increase the time pedestrians have to cross the street in areas with a large population of persons with disabilities, children, persons who are elderly, or tourists.
- Additional shade should be provided in areas with more elderly persons, more children, or more persons with disabilities.

Related Documents

U3

Policy 9.2

Develop multimodal access guides, which include maps and other information on access by people with disabilities to a particular destination, including availability of transit and taxi services, and the quality of walking conditions.

Performance Measures

PMTransit 9.2.1 Number of access guides developed

Support

A *Multi-Modal Access Guide* is a document that provides concise, customized information on how to access a particular destination by various travel modes, with special consideration of efficient modes such as walking, cycling and public transport. Such a guide typically includes:*

- A map of the area, showing the destination, major roads, nearby landmarks, the closest rail station or bus stops, and recommended cycling and walking routes.
- Information about transit service frequency, fares, first and last runs, and public transportation schedules if possible; plus phone numbers and web addresses for transit service providers and taxi companies. Special transit schedule information can be provided for special events that start and end at specified times.
- Information on how long it takes to walk from transit stations, downtown area and other reference locations to your site. (e.g., “We are twenty minutes by bus from the airport, and five minutes by bike from downtown”).
- Information on how to reach the destination from major transportation terminals (bus and train stations, airports, etc.). For example, a Guide might include information on airport shuttle services and transit access.
- Access arrangements for people with disabilities on public transport routes and at train stations
- Availability of bicycle facilities, including secure bike parking, showers and changing facilities.
- Automobile parking availability and price.

Related Documents:

V6

Policy 9.3

Update Scottsdale's ADA Transition Plan for transportation facilities.

Performance Measures

PMTransit 9.3.1 Identify facilities that limit access for persons with disabilities

PMTransit 9.3.2 Number of curb ramps adjacent to bus stops retrofitted based on curb ramp schedule

PMTransit 9.3.3 Number of upgraded detectable warning signs

Support

Local governments must design and construct all new facilities to be readily accessible and useable by individuals with disabilities. Improvements must meet American Disability Act Accessibility Guidelines (ADAAG) standards including curb ramps with detectable warnings as well as unobstructed sidewalks with accessible slope and width. In addition, local governments must retrofit nonconforming curb ramps and detectable warnings to the maximum extent feasible when a roadway is altered (e.g. reconstruction, widening, or resurfacing).

Related Documents:

U3

Policy 9.4

Continue to offer efficient and effective paratransit services for senior and disabled citizens

Performance Measures

PMTransit 9.4.1 Keep number of complaints per boarding less than one percent

PMTransit 9.4.2 Mean time complaint resolution at two business days or less

Support

Paratransit is directed at two specific markets: seniors and persons with disabilities. Mobility training is a personalized training service provided to

seniors and persons with disabilities. This training matches an instructor with similar physical abilities to the user and the training is accomplished on the bus routes the consumer is most likely to use. In addition, Valley Metro provides group travel training through senior centers on routes leading to the senior centers. Continued mobility training in all forms encourages citizens to utilize the fixed route system.

Paratransit is a demand responsive transit service that does not follow a fixed route. There are three types of paratransit service in the City of Scottsdale. The East Valley Dial-a-Ride provides service for those unable to access regular transit service (passengers with disabilities and seniors). ADA requires that complementary paratransit service be provided in all areas within ¾ mile of fixed route transit service. East Valley Dial-a-Ride provides ADA and non-ADA service in Scottsdale everyday day (including holidays) from 4 a.m. to 1 a.m.

Five East Valley cities (Chandler, Gilbert, Mesa, Tempe, and Scottsdale) partnered twelve years ago to form EVDAR and contract with the Regional Public Transit Authority (RPTA) to provide the EVDAR service. In FY 12, the participating East Valley cities researched less costly alternative methods of delivering the same, or higher, level of dial a ride service. The Regional Public Transit Authority (RPTA) released an RFP based on a modified broker model where one company provides oversight, a call center, and a portion of the service. A contract with Total Transit (TT) was signed to provide 50 percent of the service and operate the call center beginning July 1, 2012. In addition, Total Transit developed sub contracts with nonprofit agencies (5 percent of service) and other transportation providers (45% of service). The vehicles used are owned by service providers instead of the RPTA. Fuel efficient taxi vehicles are used to provide the majority of the service, with larger wheel chair lift equipped vans used when client needs require.

Implemented in November 2000, the City of Scottsdale's Cab Connection program is an alternative to Dial-a-Ride for some users. This program offers

more flexibility and greater independence. The program offers a set amount of vouchers per month per user (currently 16). Vouchers are subsidized by the City of Scottsdale at the rate of 80% up to a maximum of $10.00. The Cab Connection program compared to EVDAR remains less expensive for the City to provide

Related Documents

S58

Goal 10

Invest Wisely

Focus investments on improvements which add long-term value and minimize life cycle costs.

Policy 10.2

Through the annual budget process, prioritize sufficient funding to repair and replace aging infrastructure.

Performance Measures

PMTransit 10.2.1 Number of bus shelter improvements

PMTransit 10.2.2 Number of bus shelter replacements

Support

Scottsdale is a capable steward of public assets and funds, a city that anticipates trends with provisions to address future challenges, manages resources competently, and delivers high quality public services. Scottsdale's citizens expect that public agencies will invest in the transportation system in ways that support the community's goals and values.

Related Documents

S45

Policy 10.3

Optimize the mobility of people, goods, and information for the expected buildout of the city.

Performance Measures

PMTransit 10.3.1 Miles of new "Complete Streets" added to system

PMTransit 10.3.2 Miles of transit routes in city

Support

Implement the city's "Complete Streets" policy to provide multiple modes of transportation throughout the city's transportation network; and for the city to provide connectivity between origins, destinations and various transportation modes.

Related Documents

F4, S39

Policy 10.4

Encourage partnerships between the city and other entities.

Performance Measures

PMTransit 10.4.1 Amount of grant funds acquired for transit facilities

PMTransit 10.4.2 Participation in state and regional studies

PMTransit 10.4.3 Number of joint partnership projects with other agencies

Support

- Partner with other public agencies to share regional project costs
- Participate in development agreements to share costs with private organizations such as homeowners associations, developers, and businesses.
- Apply for Federal, state, and regional funding to reduce local costs
- Work with MAG to maximize funding opportunities for Scottsdale projects

Related Documents

A16

Policy 10.5

Minimize capital, operating, and maintenance costs for transit while providing as much service as possible.

Performance Measures

PMTransit 10.5.1 Develop a transit asset management plan

Support

As a statutory regulation mandated by federal legislation known as Moving Ahead for Progress in the 21st Century (MAP-21), the National Transit Asset Management System regulation will:

- Define “state of good repair”
- Set objective standards for measuring the conditions of capital assets (including equipment, facilities, infrastructure, and rolling stock)

- Establish performance measures for state of good repair, under which FTA grantees will be required to set targets

The city of Scottsdale will be required to develop a transit asset management plan (TAMP) that must include capital asset inventories, condition assessments, and investment prioritization.

Related Documents

U24

Policy 10.6

Identify maintenance responsibility for existing trails, paths, streets, and other transportation-related facilities.

Performance Measures

PMTransit 10.6.1 Continue weekly upkeep of 600 bus stops citywide

PMTransit 10.6.2 Number of times a bus stop is cleaned as well as time spent per bus stop

Support

An affective transit system is dependent on long-term upkeep and a regular cycle of transit infrastructure maintenance. Well-documented maintenance standards, evaluation schedules, and maintenance cycles will improve the level of service for transit riders citywide. On a weekly cycle, the city currently maintains 600 bus stops that include 250 bus shelters citywide.

Related Documents

Goal 11

Manage the Right of Way

Effectively and efficiently manage and coordinate activities that occur within the public ROW in a way that enhances safety, coordinates multiple activities, protects existing infrastructure, and preserves mobility.

Policy 11.2

Review construction and barricade plans that impact transportation uses of the ROW.

Performance Measures

PMTransit 11.2.1 Staff time to review barricade plans

PMTransit 11.2.2 Staff time to review construction plans

Support

Make sure impacts to ROW that include all modes of travel are included in construction and barricade plans.

Related Documents

S39, S55

Related Documents

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Transportation Master Plan Update

Goal 1 – Draft 1

Yellow highlighted text identifies items that still need addressed

Introduction

(Text yet to be written)

Equestrians

Pedestrians

Universal Access / ADA

In-line skaters

Bicycles

Bus

Light Rail / Modern Street Car

Motor Vehicles

Large Trucks

Airport

Fire

Police

School

Transportation Master Plan Update

Goal 1 – Draft 1

Yellow highlighted text identifies items that still need addressed

Goal 1

Provide a Safe Transportation Network

Provide a safe and secure transportation network that will reduce injuries and move towards the elimination of deaths from transportation-related causes, protect neighborhood livability, promote public health, and support the function of commercial areas.

Policy 1.1

Implement a Safety Management System for transportation related collisions that is timely, accurate, complete, uniform, integrated, accessible, and multimodal.

Performance Measures

PM 1.1.1 Number of traffic crashes by mode and location

PM 1.1.2 Number of traffic fatalities by mode, facility type, and location

PM 1.1.3 Calculate collision rates for arterial streets, collector streets, and major intersections.

PM 1.1.4 Identify high collision intersections and street segments

Support

Priority should be focused on high accident locations to maximize limited resources available for improving safety and reducing the number and severity of collisions.

All modes should be included in the identification of trends and potential mitigation measures as data is made available.

Insert Maps showing collisions by mode.

Related Documents

C3, C4, C5, T4, U20, U24, U30, W4

Policy 1.2

Yellow highlighted text identifies items that still need addressed

Prioritize school areas to improve safety and efficiency.

Performance Measures

PM 1.2.1 Number of school audits performed

PM 1.2.2 Number of school related projects.

Support

Use information from the Strategic Data Collection Program to identify high incident collision locations for evaluation and evaluate all crashes in school zones.

Promoting safe access to and from the schools in Scottsdale is of primary importance. The City developed a school transportation safety audit program intended to proactively identify potential transportation issues and improvements. The program provides schools with a City of Scottsdale contact point to exchange information and ideas to help resolve school related transportation issues. City staff conduct on-site observations of school drop off and dismissal during a typical school day. Recommendations are provided to the school principal, school district Transportation Department representative, City of Scottsdale staff (technicians, planners, and engineers), and the school resource officers for their review. Implementation of the recommendations is performed by the City or the school district.

Insert Map showing school zones.

Related Documents

M36, S43, S50, U4,

Policy 1.3

Evaluate collisions to identify trends that could be addressed by engineering, enforcement, or education. Develop mitigation projects to improve safety, reduce collisions, and move towards having zero fatalities.

Yellow highlighted text identifies items that still need addressed

Performance Measures

PM 1.3.1 Number of collision locations evaluated for mitigation

PM 1.3.2 Number of regional collision trends identified

PM 1.3.3 Number of projects or programs implemented to address specific collision trends

Support

Identifying overall trends will lead to the implementation of systematic improvements to reduce the likelihood of collisions. A systematic approach to applying countermeasures derived from regional trends will have the greatest impact on behavior and greatest reduction in collisions. A broad application of these campaigns, with greater saturation within the high crash areas is appropriate. Enforcement countermeasures that help enforce the traffic laws as they relate to all modes of transportation should be addressed in an overall, coordinated, citywide, or countywide enforcement campaign.

A national strategy on highway safety, Toward Zero Deaths, is designed to eliminate highway fatalities as a threat to public and personal health. The effort is a follow up to the strategic planning activities undertaken by the American Association of State Highway Transportation Officials, and is supported by safety agencies at the U.S. Department of Transportation and other national organizations.

Policy 1.4

Provide grade-separated crossings for trails and paths whenever feasible to do so. Include as a component of major roadway or stormwater projects when possible.

Performance Measures

PM 1.4.1 Number of grade-separated crossings by type

PM 1.4.2 Number of grade-separated crossings constructed that remain closed pending future path or trail construction

PM 1.4.3 Number of grade-separated crossings with unpaved approaches

Support

A grade-separated crossing, the safest facility for moving people across major roadways, should be considered when a path or trail meets a barrier, such as a freeway, street, canal, or wash, and continuity of the route is desired.

It is more cost effective to construct grade-separated crossings during roadway and stormwater projects than retrofitting the facilities later.

A grade-separated crossing should be considered whenever a path or trail crosses an arterial street and whenever a bridge or an appropriately-sized drainage culvert is installed.

Insert map showing existing grade-separated crossings

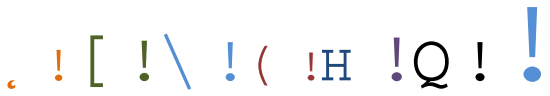
Insert map showing future grade-separated crossings

Related Documents

A2, A3, M5, M9, S22, S39, U1

Policy 1.5

Enhance at-grade crossings in locations at unsignalized intersections where grade-separation is not a viable option.



Performance Measures

PM 1.5.1 Number of at-grade enhancements by type

Support

Typical considerations for enhancing a pedestrian crossing include:

- Sight distance
- Crossing distance

- Vehicle speed and volume
- Number of lanes
- Proximity to controlled crossings
- Crossing user delay
- Crossing user characteristics
- Crossing user volumes

Typical crossing enhancements include:

- Raised median
- High visibility crosswalk markings
- Staggered crosswalks or Danish offsets
- Crossing warning signs and pedestrian warning signs
- Advance yield lines
- Appropriate pedestrian lighting
- Warning beacon
- Pedestrian hybrid beacon (HAWK)
- Pedestrian signal

Related Documents

A3, M9, U1, U18

Insert map showing at-grade crossings by type

Policy 1.6

Separate sidewalks, paths, and trails from the roadway where expected travel speeds are greater than 35 mph.

Performance Measures

PM 1.6.1 Number of miles of separated sidewalks

PM 1.6.2 Number of miles of separated paths

PM 1.6.3 Number of miles of separated trails

Support

- Sidewalks, trails, and paths should be separated from adjacent roadways with either vertical or horizontal separation. Vertical separation can be curbs, barriers, or parking. Horizontal separation can be an on-street bike lane, a landscaped area, or landscaping in tree grates or planters.
- On roadways with transit routes, the sidewalk should be brought closer to the roadway at transit stop locations to allow easy boarding and deboarding.
- Providing shade is encouraged when sidewalks, paths, or trails are separated from the roadway.

Related Documents

A2, A3, S39, U1

Policy 1.7

Improve intersection safety by installing modern roundabouts where appropriate based on traffic conditions.

Performance Measures

PM 1.7.1 Number of single lane roundabouts

PM 1.7.2 Number of multilane roundabouts

Support

The Federal Highway Administration's Office of Safety lists roundabouts as one of nine proven crash countermeasurers. Roundabouts have demonstrated substantial safety and operational benefits compared to other forms of intersection control, with reductions in fatal and injury crashes of from 60–87 percent. The benefits apply to roundabouts in urban and rural areas and freeway interchange ramp terminals under a wide range of traffic conditions. Although the safety of all-way stop control is comparable to

roundabouts, roundabouts provide much greater capacity and operational benefits. Roundabouts can be an effective tool for managing speed and transitioning traffic from a high speed to a low speed environment. Proper site selection and channelization for motorists, bicyclists, and pedestrians are essential to making roundabouts accessible to all users. In particular, it is important to ensure safe accommodation of bicyclists at higher speed roundabouts and for pedestrians with visual or cognitive impairments (U31).

Related Documents

A2, A3, A11, B2, B3, B11, B12, B13, E3, F5, G1, I1, I6, K2, M1, M26, M37, M38, M39, N7, P12, R4, R8, R9, R10, R11, R12, S39, S70, S79, U9, U31, U32, V9

Insert map showing roundabout locations.

Policy 1.8

Continue to use lagging left-turn arrows.

Q ! !

Performance Measures

PM 1.8.1 Number of intersections with lagging left arrows unless alternative signal operation is recommended where appropriate based on traffic conditions.

Support

The City of Tucson has had lagging left turn arrows since 1984. Scottsdale tested lagging arrows in 1988, and discovered that this signal operation resulted in less delay and fewer accidents in our community. Lagging left turn arrows, implemented citywide in 1989, do not work well at all intersections or in all communities. Most communities have major streets every half-mile in all directions. Scottsdale has only three major north/south streets with large left turn volumes at every arterial street intersection. Even though lagging left-turn phasing is preferred in Scottsdale for these reasons, traffic signal phasing

should be evaluated for each signalized intersection to determine the most appropriate operation.

Related Documents

S39

Policy 1.9

Maximize safety of trails and paths by improving visibility and utilizing best design practice.

Performance Measures

PM 1.9.1 Number of path and trail connections to streets

PM 1.9.2 Number of well-lit and signed access points

Support

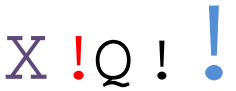
- Well-lit and signed access points improve safety for all roadway users
- Well-designed and accessible paths and trailheads can increase the attractiveness and utility for all trail and path users

Related Documents

A6, M9, S39, U1

Policy 1.10

Utilize ITS in the transportation infrastructure to decrease emergency response times and to direct vehicles away from congested locations and incidents to prevent secondary collisions.



Performance Measures

PM 1.10.1 Number of remotely adjustable signals

PM 1.10.2 Number of traffic cameras

PM 1.10.3 Number of manual signal timing adjustments

PM 1.10.4 Number of traffic event medical alerts

PM 1.10.5 Number and percentage of transit vehicles with signal priority technology

Support

Intelligent transportation systems can be defined as the integration of advanced communications technologies into the transportation infrastructure and vehicles. ITS encompass a broad range of wireless and wire line communications-based information and electronics traffic management technologies, including traffic signals, computers, integrated software systems, graphics, video walls, fiberoptic cable, closed circuit TV cameras, and vehicle detectors. ITS is used to communicate with vehicles, coordinate signals, integrate freeway and arterial operations, improve traffic progression, reduce incident clearance times, improve bus progression, and enhance special event traffic management.

Related Documents

S21, U28

Policy 1.11

Develop and implement comprehensive and proactive safety, education, and enforcement programs for bicyclists, pedestrians, equestrians, motorists, and transit users.

Performance Measures

PM 1.11.1 Number of broadcasted programs

PM 1.11.2 Number of outreach activities

PM 1.11.3 Number of participants

Support

Education programs begin with the selection of a key message and the target

audience. Target audiences could include children, adults, new drivers, children walking to school, transit riders, or elderly persons. Identifying the target audience will also help identify the appropriate means of communication, which could be media buys, printed materials, radio buys, or other means.

Pedestrians could be educated on how to use crosswalks, how to use a pedestrian actuated signal, the meaning of pedestrian signal indications, how to use a shared use path, and other safe walking behaviors. Bicyclists could be shown how to safely ride in traffic and use bike lanes, shared use paths, and how to share trails with equestrians. Motorists could learn how to share the road with pedestrians, bicyclists, and equestrians.

Other education efforts should target City staff and elected officials, along with members of City boards and commissions, to keep them informed about recent advances and best practices in pedestrian planning and facility design.

Additional educational efforts could be targeted toward encouraging people to walk or bike in particular areas, or to walk or bike instead of using another travel mode. Educating people about the health, economic, and environmental benefits of walking can help encourage more people to walk.

Promotional efforts can encourage people to walk as an alternative to driving for short neighborhood trips, such as trips from home to school, shopping centers, nearby parks, libraries and other civic spaces.

Related Documents

A6, A8, A10, M9, U1, U13, U14, U19

Policy 1.12

Use access management to improve safety, maximize roadway capacity, reduce congestion and delay, and make travel safer for all users.

Yellow highlighted text identifies items that still need addressed

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Performance Measures

PM 1.12.1 Number of driveways eliminated due to the creation of new shared access driveways.

PM 1.12.2 Number of properties with cross-access

Support

Access management seeks to limit and consolidate access along major roadways at the same time providing a street system and access to support businesses and residential development along the roadway. The result is a corridor that functions safely and is more attractive.

- 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 appropriate geometric design criteria and traffic engineering analysis to each allowable access point.
- Enforce existing access management policies and regulations that address access spacing and design.
- Locate bus stops in appropriate locations
- Improve pedestrian access to transit stops
- Improve bicycle access to transit stops
- Improve safety for drivers accessing properties or traveling in a through-travel lane
- Maximize roadway capacity
- Reduce congestion and delay

Related Documents

A6, M9, R7, S12, S39, S52, S53, S54, T2, U15, U23, U27

Transit Program Overview

Scottsdale Transportation Commission

November 15, 2012

Transit Programs

- 11 Valley Metro Bus Routes, 9 Local/ 2 Express
- 3 Trolley Circulator Routes, Fare-Free
- 2 Seasonal Trolley Routes Link Visitors to Events
- Cab Connection Personalized Taxi Vouchers
- East Valley Dial A Ride Door to Door Service
- Trip Reduction Program for City Employees
- 7 Capital Improvement Projects

Transit Team Members

- Transit Supervisor, Madeline Clemann,
- Sr. Transportation Planner, John Kelley
- Maintenance Worker II, Bobby Mansfield
- Sr. Transp. Representative, Ed Jones III
- Contract Transp. Representative, Mercedes McPherson

Transit Group Philosophy

- Collaborate Internally and Externally
  - State and regional agencies, and other valley cities
  - City departments within the organization
  - Local non-profit agencies and senior housing complexes
  - Public involvement/outreach activities
- Provide “Trademark” Customer Service
  - Reduced Fare ID Card application intake at both senior centers
  - Individualized trip planning
  - Help with connections to systems and services
- Continuously Improve Services and Facilities
  - Service enhancements and capital projects

Scottsdale Fixed Routes,
Valley Metro Service FY 13

Route	Street/Road	Route	Street/Road
17	McDowell	72	Scottsdale
29	Thomas	81	Hayden
41	Indian School	106	Shea Blvd.
50	Camelback	170	Bell
		154	Greenway
511	Scottsdale-Tempe Express	514	Fountain Hills – Scottsdale-Phoenix Express

Scottsdale Fixed Routes

FY 09 -13 Estimated Productivity

SCOTTSDALE SERVICE[1]	FY 09	FY 10	FY 11	FY 12[2]	FY 13[2-3]
Phoenix Contract	$2,084,870	$1,901,570	$1,920,648	$2,143,512	$2,009,857
RPTA/Tempe contract	$5,002,705	$3,661,644	$1,739,608	$1,094,412	$924,747
PTF (Prop 400) Service	$3,959,431	$3,214,686	$4,078,300	$4,034,150	$3,514,940
TOTAL FIXED ROUTE COST	$11,047,006	$8,777,900	$7,738,556	$7,272,074	$6,449,544
Revenue Miles	2,185,397	1,683,281	1,571,899	1,325,428	1,320,131
Boardings	2,156,876	1,699,402	1,424,148	1,643,774	1,700,220
Boardings per Mile	0.99	1.01	0.91	1.24	1.29
Fare Revenue	$1,692,745	$1,567,466	$1,571,610	$1,521,467	$1,474,336
Cost per Mile	$5.05	$5.21	$4.92	$5.49	$4.89
Cost per Boarding	$5.12	$5.17	$5.43	$4.42	$3.79
Fare Recovery Ratio[4]	15.3%	17.9%	20.3%	20.9%	22.9%

Valley Metro NextRide

- Provides Bus/Rail Arrival Time Information at Stops
- Users Phone or Text the Posted Stop # to Receive the Arrival Time for Next Two Bus/Rail Vehicles
- Currently Not Available for Trolley

Trolley System Routes, FY 13

Route	Coverage
Downtown	Districts, Hotels, Retail, Art
Miller Rd.	Multi Family Housing, Vista Del Camino Community Centers, Coronado and Saguaro High Schools, Scottsdale Community College, Boys and Girls Club, Civic Mall, Retail and connects to Tempe Orbit Earth
Neighborhood	Southern Scottsdale Housing, Vista Del Camino, Piute and Granite Reef Senior Center, Scottsdale HealthCare Campus, Saguaro High School, Boys and Girls Club
Downtown Event Shuttle	March Giants Games and April Arts Festival
Hospitality Route	Links resort residents to events (late December through March)

Trolley System

FY 09 to Estimated FY 13 Productivity

	FY 09	FY 10	FY 11	FY 12	Estimated FY 13
Contract Cost	$3,278,602	$2,754,917	$2,509,816	$2,502,659	$2,560,000
Fuel[1]	$260,904	$253,304	$372,269	$570,759	$559,117
Total Service Cost	$3,539,506	$3,008,221	$2,882,085	$3,073,418	$3,119,117
Vehicle Service Hours	51,334	41,269	54,669	54,857	57,810
Boardings	559,521	611,306	902,033	961,659	990,509
Boardings per Hour	10.9	14.8	16.5	17.5	17.1
Cost per Vehicle Service Hr.	$63.87	$66.76	$45.91	$45.62	$44.28
Cost per Boarding	$5.86	$4.51	$2.78	$2.60	$2.58

Paratransit Programs

- Cab Connection
- East Valley Dial a Ride
- Reduced Fare ID Card Application Intake
- TC Presentations 11/18/12

Title VI - Civil Rights Act 1964

- Prohibits Discrimination Based on Race, Color, National Origin, or Limited English Proficiency (LEP)
- Applies to All Programs or Activities That Receive Federal Financial Assistance
- Scottsdale Reporting Required as an FTA Grant Recipient
- Reporting Led to Improvements:
  - Brochures now printed in 5 languages (English, Chinese, Russian, French and Spanish)
  - Vehicle non discrimination information sticker
  - Website posted information

Brochure Translation

Russian Example

D DOWNTOWN ROUTE SCOTTSDALE TROLLEY

- Каждые 15 минут
- 11-18 ежедневно
- 11-21 по четвергам в связи с уличной выставкой художников
- Останавливается на автобусных остановках или по требованию

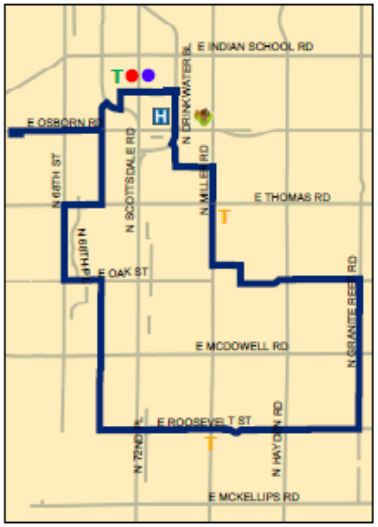
Места пересадки:

- T Пересадка на маршрут делового центра
- T Пересадка на районный маршрут
- T Пересадка на маршрут улицы миллер

N NEIGHBORHOOD ROUTE SCOTTSDALE TROLLEY

- Каждые 20 минут
- 7 до 21 ежедневно
- Останавливается на автобусных остановках или по требованию

Примечание: на улице Рузвельт маршрутное такси останавливается только на автобусных остановках



Кварталы:

- Scottsdale Fasion Square
- Waterfront
- SouthBridge

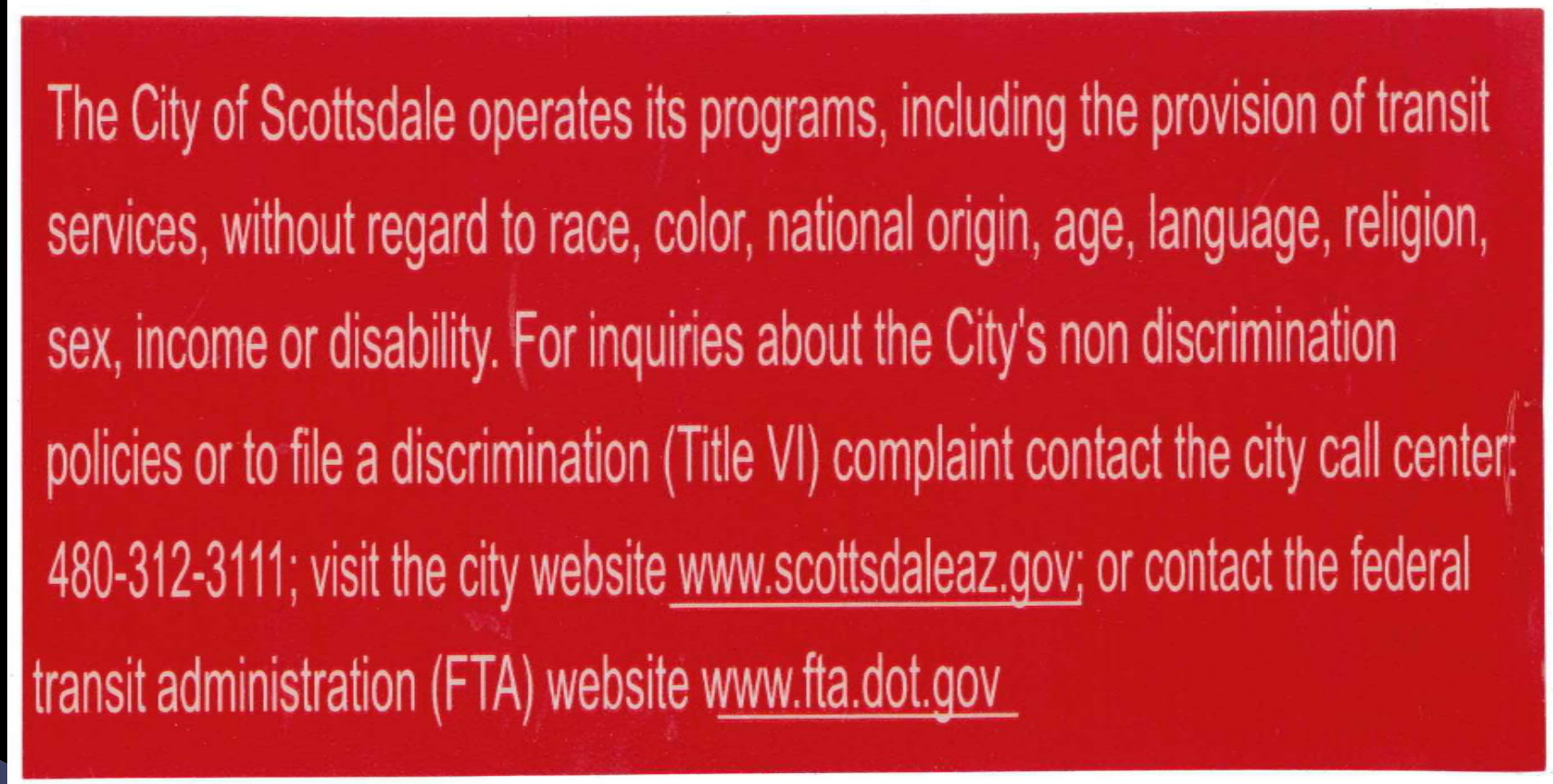
M MILLER ROAD ROUTE SCOTTSDALE TROLLEY

- Каждые 30 минут по будним дням Каждые 60 минут в субботу/восресенье/праздники
- 5:30 - 23:00 понедельник - пятница 5:00 - 19:00 суббота- воскресенье
- Останавливается на автобусных остановках

- 5-е авеню
- Развлечения
- Старый город
- искусство/ уличная выставка художников

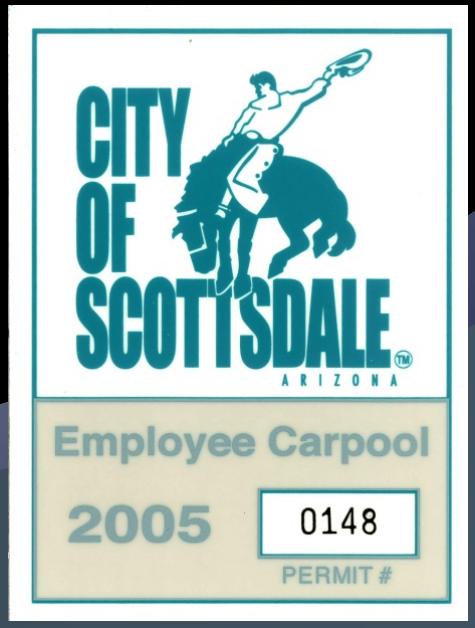
Vehicle Notification Stickers

Discrimination Complaints



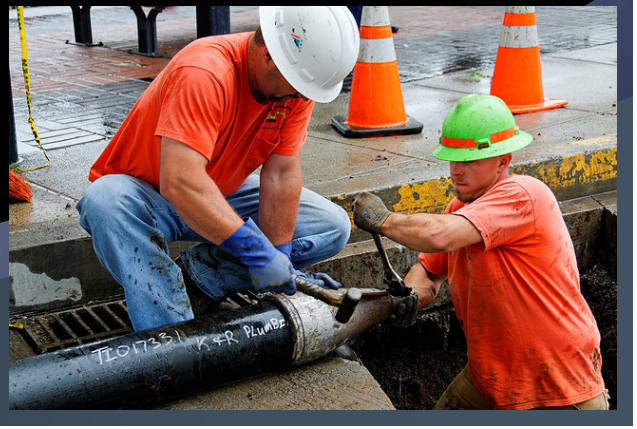
Trip Reduction Program, FY 13

- Federally Mandated Regional Program, Managed by Maricopa County
  - 81 Employee Bus Passes
    - 16 days per month, then personal use allowed
  - 2 Online Carpool Match Programs – City/Maricopa Co.
  - 28 Employee Carpool/Vanpool Spaces
  - 89 Employee Carpool Passes
  - Van Pool Subsidy Program (1 vanpool)
    - $45 per vanpool participant
  - Flexible Work Schedules
    - Estimated 35% of workforce
- Estimated Cost $28,000



Capital Projects

- Shelter/Solar Light Installation (TC 8/19/10)
- Vehicle Replacement (TC 12/15/11 & 2/16/12)
- Mustang Park and Ride (TC 6/21/12)
- Mustang Transit Center (TC 6/21/12)
- No. Scottsdale Park and Ride (TC 9/16/10)
- Thomas Rd. Streetscape (TC 2/17 & 8/23/11)
- ASU/Skysong Transit Center
- Scottsdale Rd. BRT/Enhanced Corridor Service (TC 1/20/11)



Bus Shelter Project

- Estimated 600 Bus Stops with 250 Shelters
- New Shelter Design
  - Modular Seating to Maximize Shade 365 Days/Yr.
  - Recycled Metal Components and Solar Lighting as Needed
  - Air circulation to Cool
  - Accessible and Visible
  - Anti Graffiti Powder Coating
- 15 Constructed (Indian School, Rd., Thomas Rd., Frank Lloyd Wright Blvd.)
- Annual Program Cost $200,000

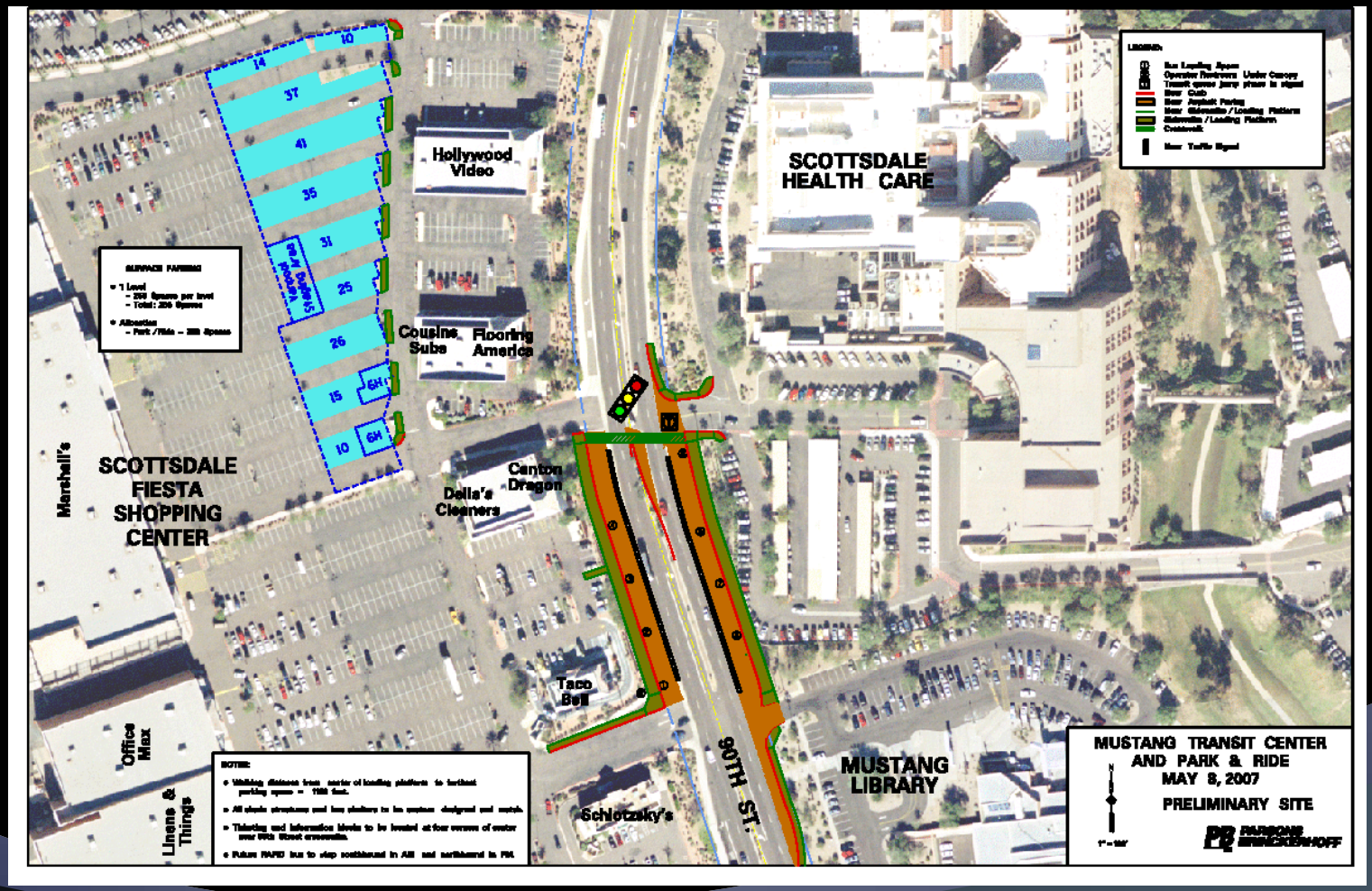
Vehicle Replacement Project

- Replace Fleet with 21 – 30&35 ft. Vehicles
  - Low Floor Design With Wheel Chair Ramp
  - Trolley Painted Exterior – All Vehicles
  - Downtown Vehicles W/Trolley Interior
  - Rest Of Fleet With Bus Interior
  - Fuel Efficient Biodiesel Electric Hybrid Powertrain
  - Global Positioning System (GPS)
  - Vehicle Management System (VMS)
  - Automatic Vehicle Annunciator (AVA)
  - Automatic Passenger Counters (APC)
- Estimated Cost $14 Million

Mustang Park and Ride, and Transit Center

- On Street Transit Centers (Bus Lane)
- Easily Accessible ADA Parking Spaces
- Low Water Landscaping
- Serves 4 Transit Routes - 81, 106, 511, 514
- Up to 250 Shopping Center Spaces
- Estimated Cost $3.5 – $4 Million

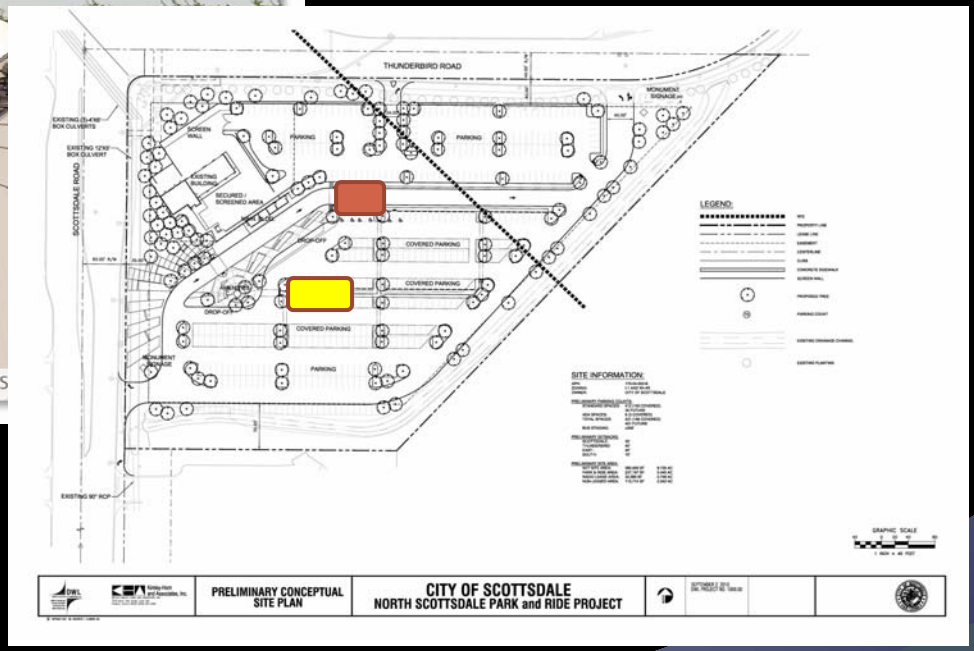
Mustang Park and Ride, and Transit Center



North Scottsdale Park and Ride

- 275 Parking Spaces, 170 Covered
- Solar Panels - Electricity for Facility Use
- Cool Pavement – Pervious Concrete
- Low Water Landscaping, Storm Water Harvesting
- Easily Accessible ADA Parking and Circulation
- Recycled Materials
- Accommodates 3 Transit Routes (72, 154, 511)
- Estimated Cost $7 Million ($5 Million ARRA)

North Scottsdale Park and Ride



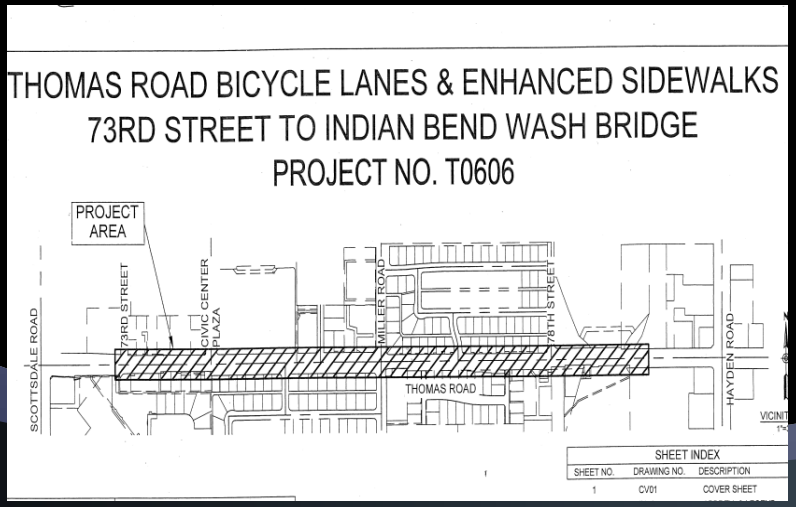
Covered ADA Spaces

Uncovered ADA spaces

Thomas Rd. Streetscape

- FTA Equity Transferred from Loloma Station to Thomas Rd.
  - New Transit Shelters
  - Bicycle Lanes
  - Improved Pedestrian Access
- Coincides with Hayden Rd./Thomas Rd. Intersection Improvements
- Estimated Transit Cost, $1.7 Million

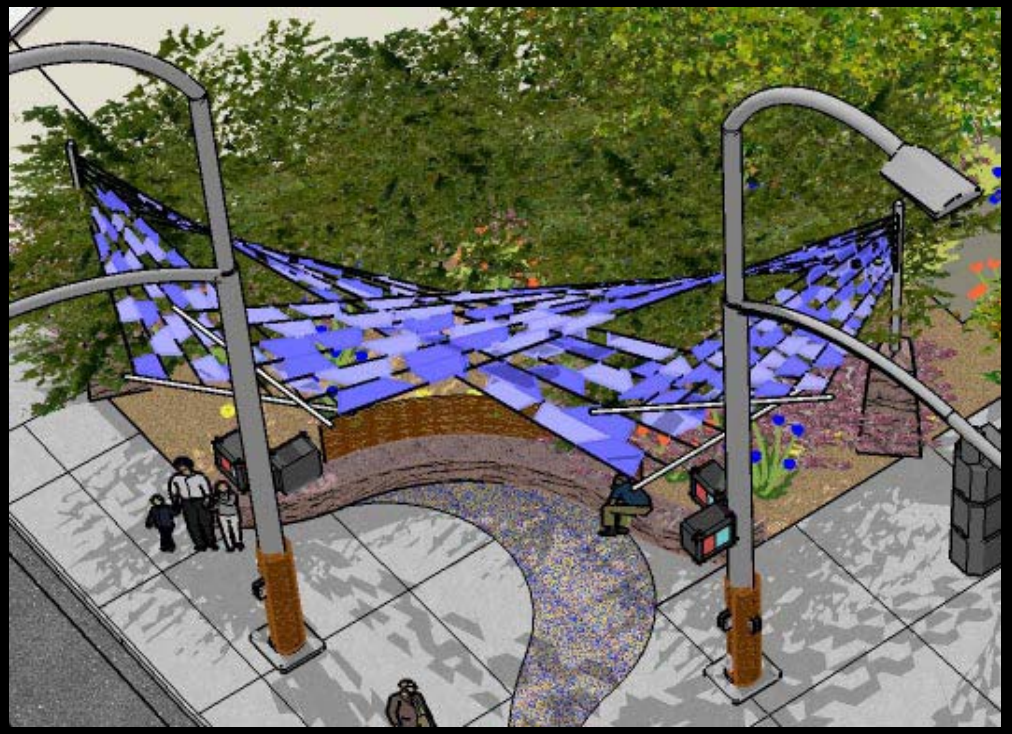
Thomas Rd. Streetscape



Skysong Transit Center

- Scottsdale Rd. On-Street Transit Bays Adjacent to the ASU Technology Center
- Adheres to Scottsdale Rd. Streetscape Design Elements, Including Shelter
- Includes Bicycle and Pedestrian Improvements in the General Vicinity
- Estimated Cost, $ 1.7 – $2 Million (

Skysong Design Elements



Skysong End Product

Scottsdale Rd. Enhancements

- Tempe to Scottsdale Corridor
  - Scheduled for FY 16 Implementation
  - Increase Level/Frequency of Corridor Service
  - Provide Faster Rail connection
  - Phased Approach, Initial Peak Hour Service
  - Use New “Link” BRT Type Vehicles
  - Utilizes Scottsdale Rd. Streetscape Guidelines

Estimated FY 13 City Costs

All Revenue Sources, All Transit Programs

- $ 2,935,000 Fixed and Express System
- $ 3,120,000 Trolley System
- $ 435,000 Cab Connection
- $ 28,000 Trip Reduction
- $ 278,000 EVDAR
- $ 330,000 Staffing
- $ 7,126,000 Total Operating
- + $ 27.8 Million Capital (FY 13-15, Enhancement
- project not included)

Upcoming Transit Events

- Jan. 2013 Express Route 514 Schedule Change
- Jan. 2013 Procure Trolley Operations Contract
- March 2013 Regional Fare Increase
- June 2013 Complete Construction of 15 Shelters with Solar Lighting

Upcoming Events (Con't.)

- July 2013 Trolley Routes Added to Google Maps, and to NextRide with Scheduled Arrival Time
- July 2014 Possible Cab Connection Smart Card Technology
- July 2015 Trolley Routes Added to with NextRide Actual Arrival Time
- FY 13 Transportation Master Plan Update

Transportation Master Plan
Transit Element Update

- Incorporated Information
  - Transit Shelter Design
  - Scottsdale Rd. Enhancements
  - Quieter More Accessible Transit Vehicles
  - Smart Card Applications
  - Regional Express Route Philosophy Change
  - Park and Ride Facility Philosophy

Transit Update (Con't.)

- Neighborhood and Business Transit Coverage
- Park Once Philosophy
- Bike–Ped–Complete Streets-Transit Emphasis
- Transit IT Relationship
  - New vehicles include equipment
- Introduces HCT Transition

Goals

Goal 1

Provide a Safe Transportation Network

Provide a safe and secure transportation network that will reduce injuries and move towards the elimination of deaths from transportation-related causes, protect neighborhood livability, promote public health, and support the function of commercial areas.

Policy 3.1 Evaluate collisions to identify trends that could be addressed by engineering, enforcement, or education. Develop mitigation projects to improve safety, reduce collisions, and move towards having zero fatalities. Rhode Island video

Goals

Goal 2

Build Complete Streets

Design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for everyone.

Goals

Goal 3

Protect Neighborhoods

Protect neighborhoods from negative impacts of regional and citywide transportation networks.

Goals

Goal 4

Increase System Efficiency

Use Transportation Demand Management (TDM) techniques to reduce traffic congestion, improve air quality, shorten the length, and frequency of automobile trips, enhance the environment, and enrich our quality of life.

Goals

Goal 5

Plan for the Future

Expand and enhance a transportation network that provides safe and inviting access to all Scottsdale destinations. Ensure that all projects are environmentally sensitive to our desert, mountains, scenic corridors, and neighborhoods while meeting the high expectations of residents, visitors, and businesses.

Goals

Goal 6

Keep High Values

Maintain Scottsdale's high aesthetic values and environmental standards in the city's transportation system.

Goals

Goal 7

Cooperate with Neighboring Communities

Actively work with adjacent jurisdictions and quasi-governmental agencies to coordinate all planned and existing regional links for streets, transit, paths, trails, and ITS networks.

Goals

Goal 8

Enhance Neighborhood Mobility

Work with schools and neighborhoods and promote opportunities to satisfy their different mobility needs.

Goals

Goal 9

Provide Universal Access

Create a transportation system that complies with the Americans with Disabilities Act and provides accessibility to all users.

Goals

Goal 10

Invest Wisely

Focus investments on improvements which add long-term value and minimize life cycle costs.

Goals

Goal 11

Manage the Right of Way

Effectively and efficiently manage and coordinate activities that occur within the public ROW in a way that enhances safety, coordinates multiple activities, protects existing infrastructure, and preserves mobility.

Discussion

Are all the goals still appropriate?

- Goal 9 is covered in other goals

Are the goals properly ordered?

Other comments?