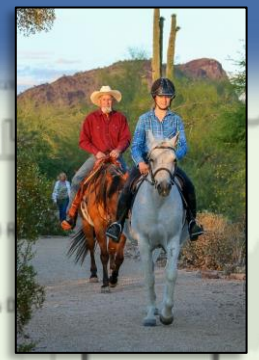
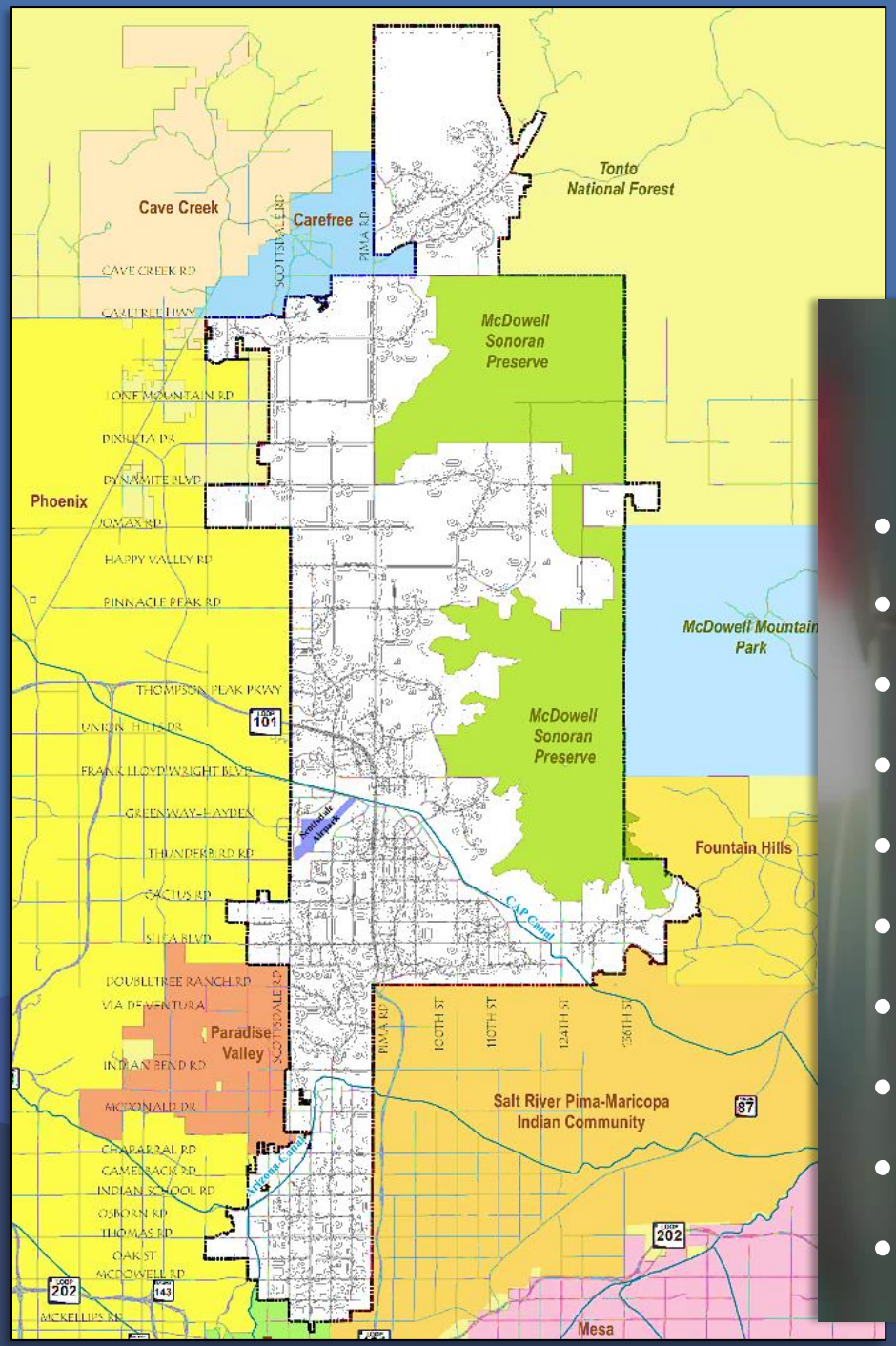


Strengthening Scottsdale's Transportation System

ASHE
January 11, 2022

What Assets do we maintain and how do we continue to address the need?



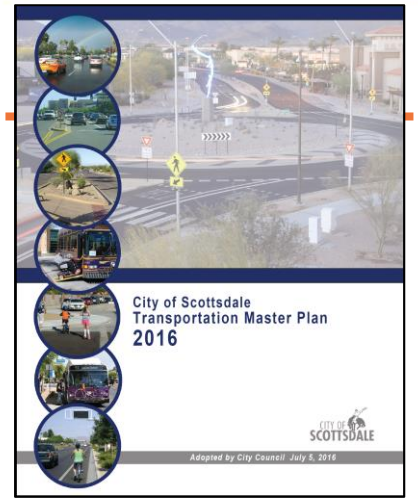
- *9000 drainage assets*
- *232 bridges and large culverts*
- *318 traffic signals*
- *8,966 streetlights*
- *48,000 signs*
- *907 center-line miles of pavement*
- *192 miles of bike lanes*
- *129 miles of shared use paths*
- *150 miles of non-preserve trails*
- *593 bus stops (197 sheltered)*

What Guides our Decision-Making Process?

General Plan

Strategic Plan

Transportation Master Plan



Lead Initiatives

Transit

Transportation Planning

Traffic Engineering/ Operations

Paving Management

Administration/ Public Information

Maintenance

Sections

Trolley and bus service, paratransit, bus stop maintenance

Active transportation, grants, studies, Capital Improvement Program,

Signals, signing, striping, street lights, ITS, Traffic Management Center

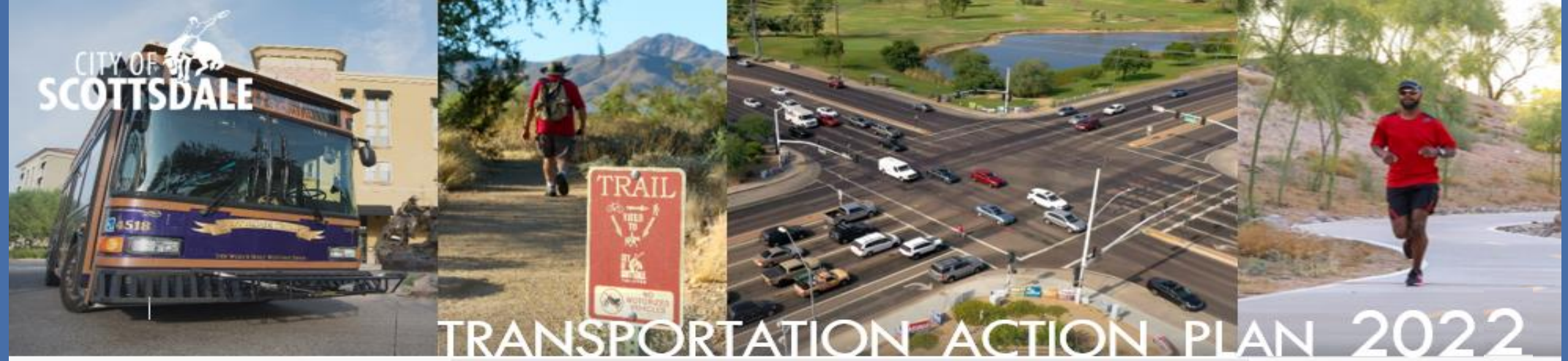
Paving, inspections, data management, modeling

Shoulders, drainage, sidewalk and roadway repair, street sweeping, emergency response

Duties, Projects, Plans

What Factors Influenced the Transportation Action Plan?

- Viability of existing infrastructure is the highest priority.
- Travel demand on most corridors has not grown significantly over the past 20 years.
- Most major roadway improvements will be completed by mid-2020s.
- Events of 2020 accelerated public demand for non-motorized options.
- Technology change is likely to further reduce congestion issues.
- Land use patterns are well defined.

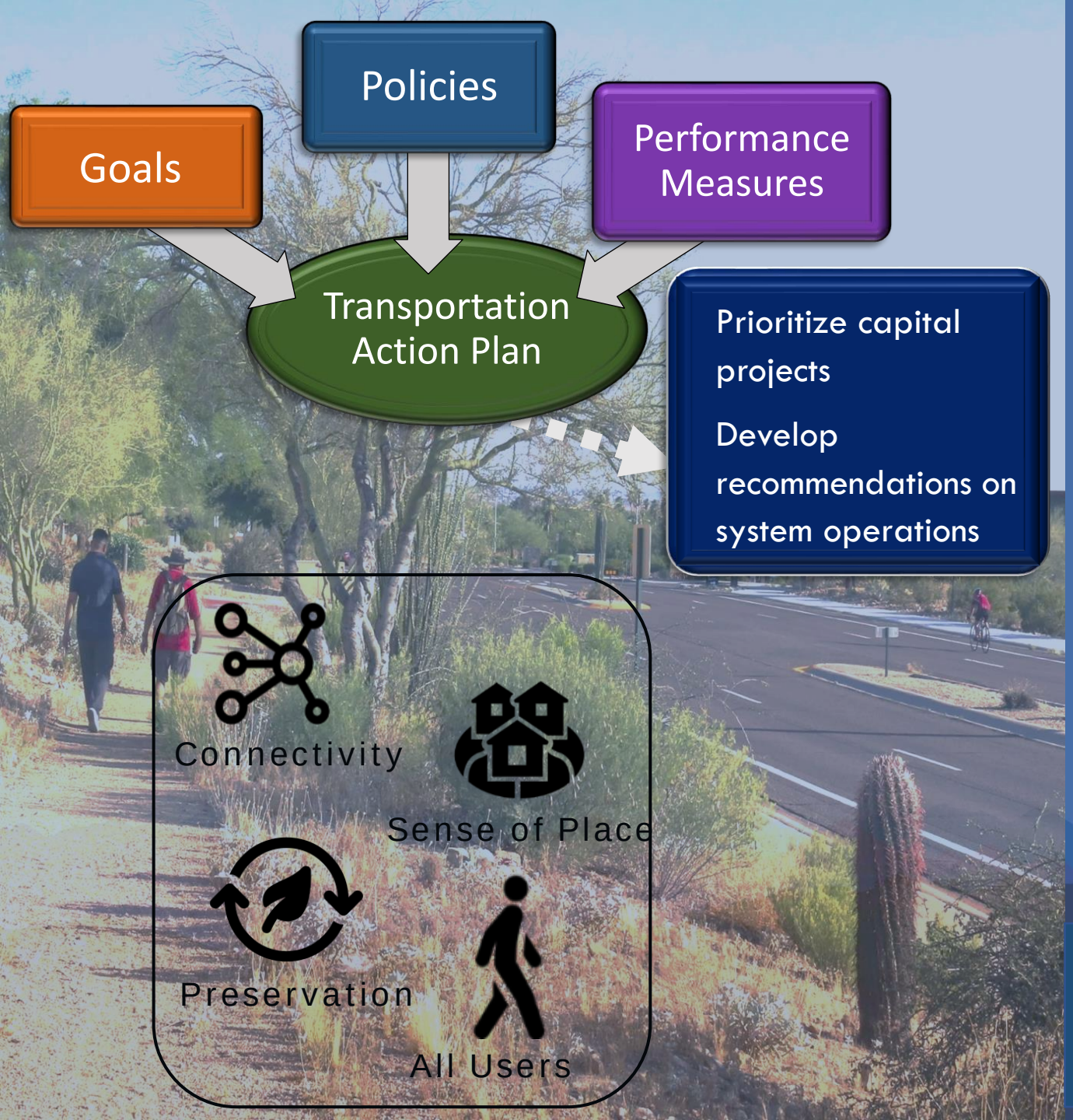


…from Master Plan to ACTION PLAN.

…from planning more to PLANNING SMARTER.

...from prioritizing cars to PRIORITIZING PEOPLE.

...from building more to PRESERVING AND IMPROVING WHAT WE HAVE.



Focal Points of the TAP

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

Modal Elements of the Transportation Action Plan

Streets

Transit

Bikeways

Preservation
Paving
Maintenance
Signals/streetlights

Trails

Pedestrians

Streets

- Street classification reductions.
- Right-of-way width map.
- 95% of travel lanes in place.
- Opportunities with removal of center turn lane.

- Expand regional connectivity.
- Minimum 30-minute service.
- Explore micro transit options.

Transit

Bikeways

- New Neighborhood Bikeway designation.
- Cohesive wayfinding.
- Complete the primary shared-use path system.
- Expand the on-street network.

BICYCLE FRIENDLY COMMUNITY
2019-2023
GOLD
THE LEAGUE OF AMERICAN BICYCLISTS

Trails

- Improve connectivity to Preserve trailheads and in rural neighborhoods.
- Integrate trails into the multi-modal network.
- Remove 48 miles due to redundancy, constructability and lack of connectivity.

Pedestrians

- Modify location of roadside trees to improve shade.
- Eliminate neighborhood barriers, such as minimizing length of perimeter walls.
- Improve pedestrian comfort through striping changes.

Key Community Input during the development of the TAP

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

Key Community Input during the development of the TAP

Citizen expenditure preferences

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

Transportation Action Plan Development

January 2021

General Plan coordination; Focus areas; Work Plan

March 2021

Early Concepts and changes from 2016 Transportation Plan

May 2021

Recommended changes to street, bikeway and trail networks

June 2021

Transit and Pedestrian network concepts and proposed changes

July 2021

System Preservation & Maintenance; Goals & Polices; Perf. Measures

August 2021

Implementation Program and first review of Draft Plan

September 2021

Input Questionnaire and second review of Draft Plan

November 2021

Review of all public input and third review of Draft Plan

December 2021

Recommended to City Council by Transportation Commission

Spring 2022

To City Council for potential adoption

Other Key Takeaways from this process

What are some simple steps for success?

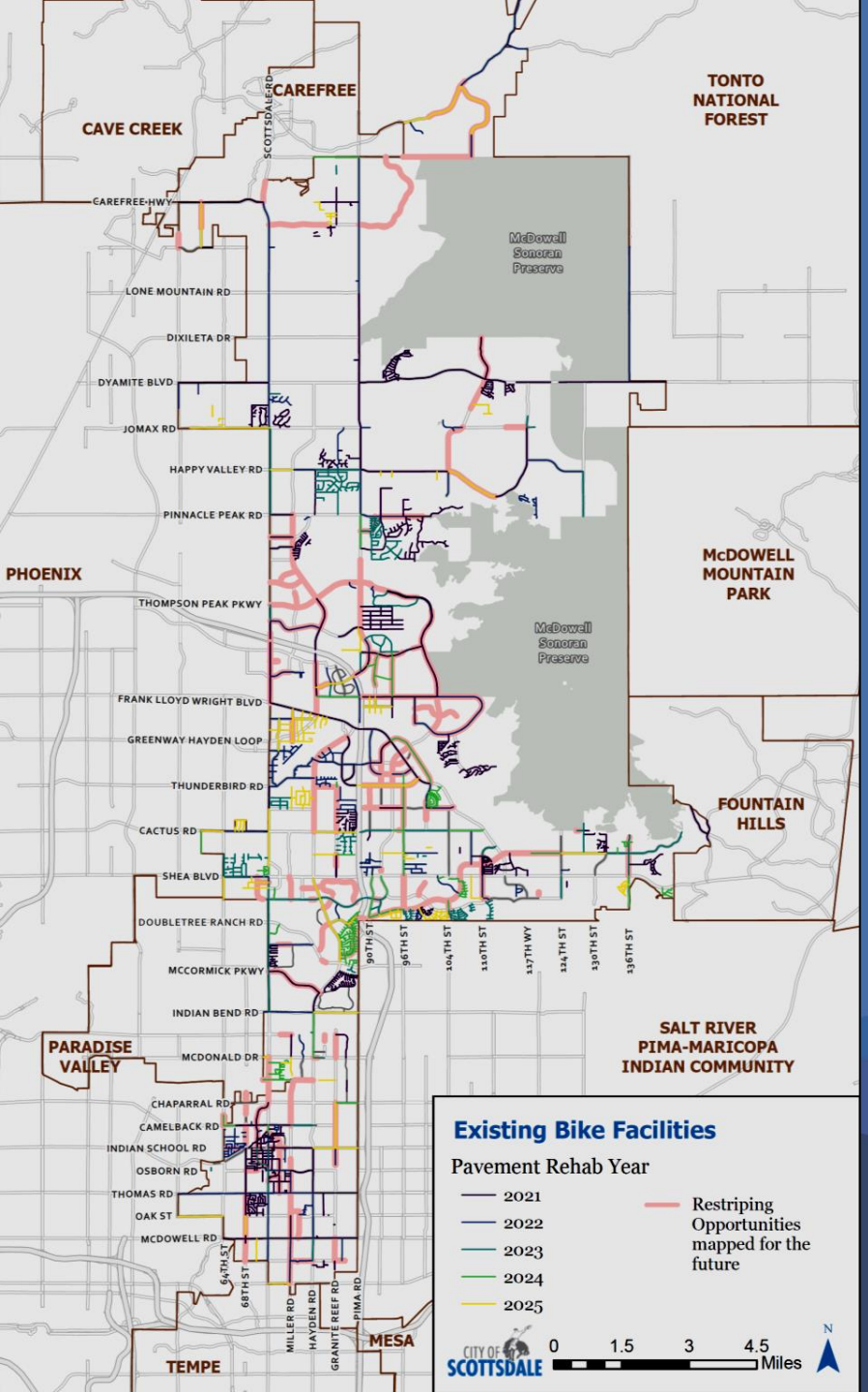
*Allocate some of your time to being **proactive,** thinking long-range instead of constantly having to be reactive.*

*Consider **pooling resources** to fully complete a corridor (signals, sidewalks, streetlights, paving etc.)*

***Develop networks** of linked improvements that emphasize, safety, mobility, revitalization and all users.*

Have Funding in Place for all phases

Planning → **Programming** → **Implementation** → **Maintenance**

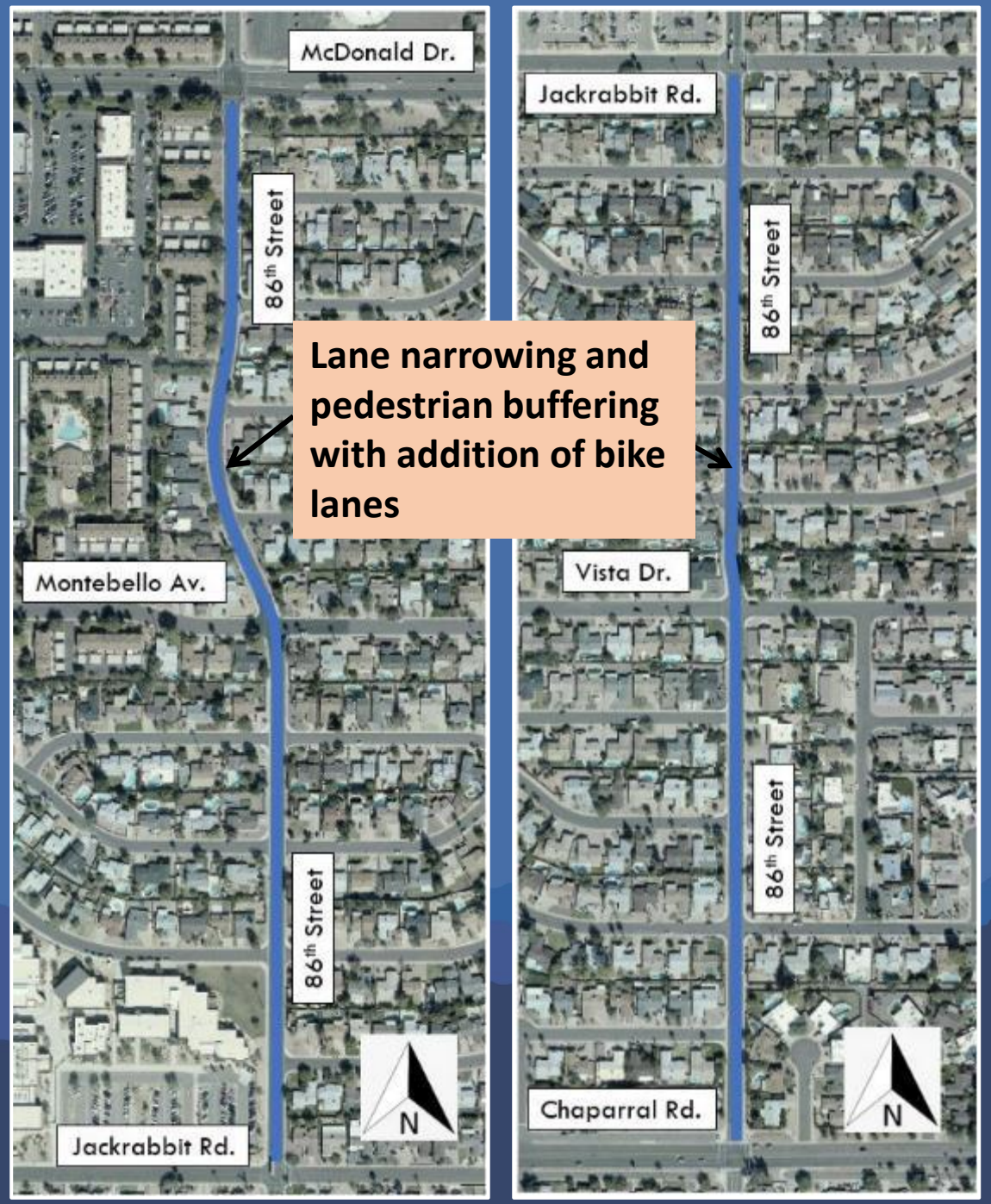


Paving project
+ Restriping for bike lanes
+ ADA/Safety improvements

Comprehensive approach

Multiple outcomes as part of one transportation solution

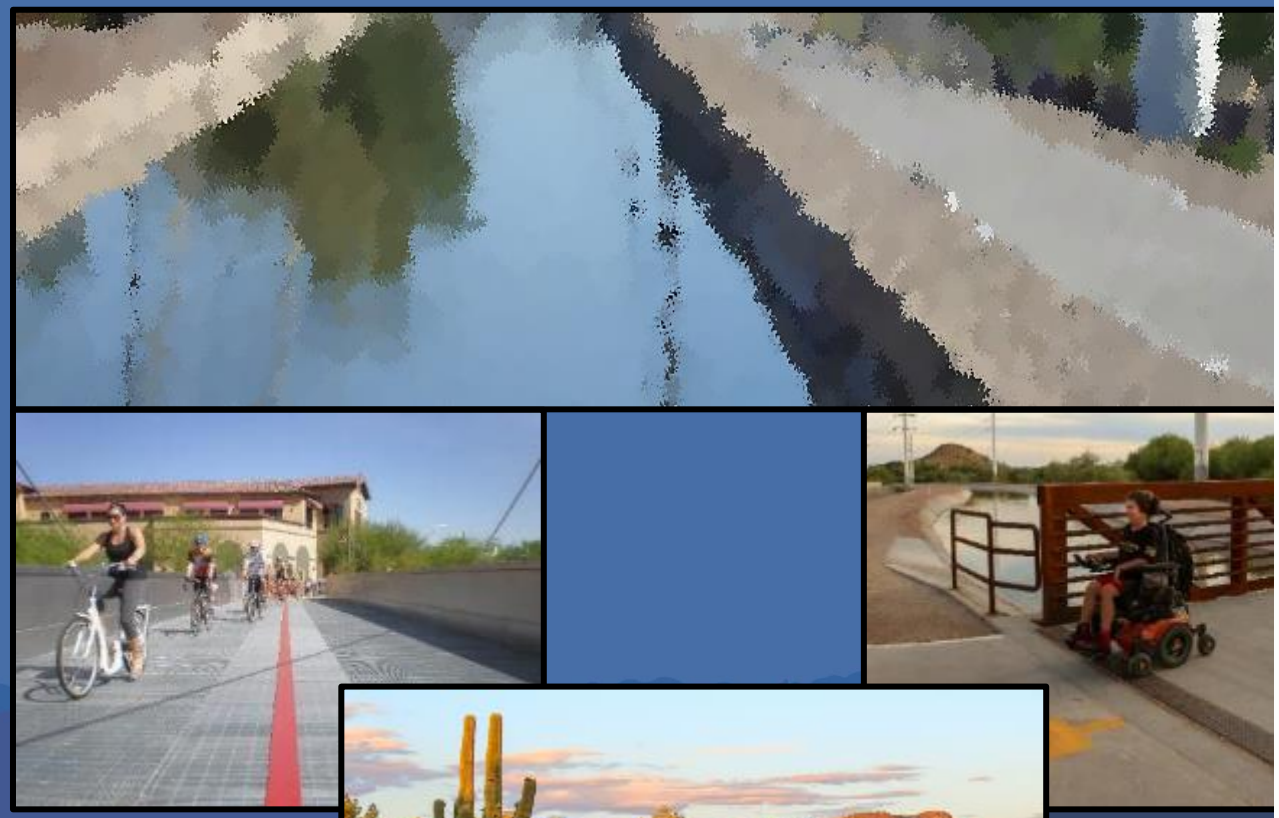
Adding Capacity and Safety



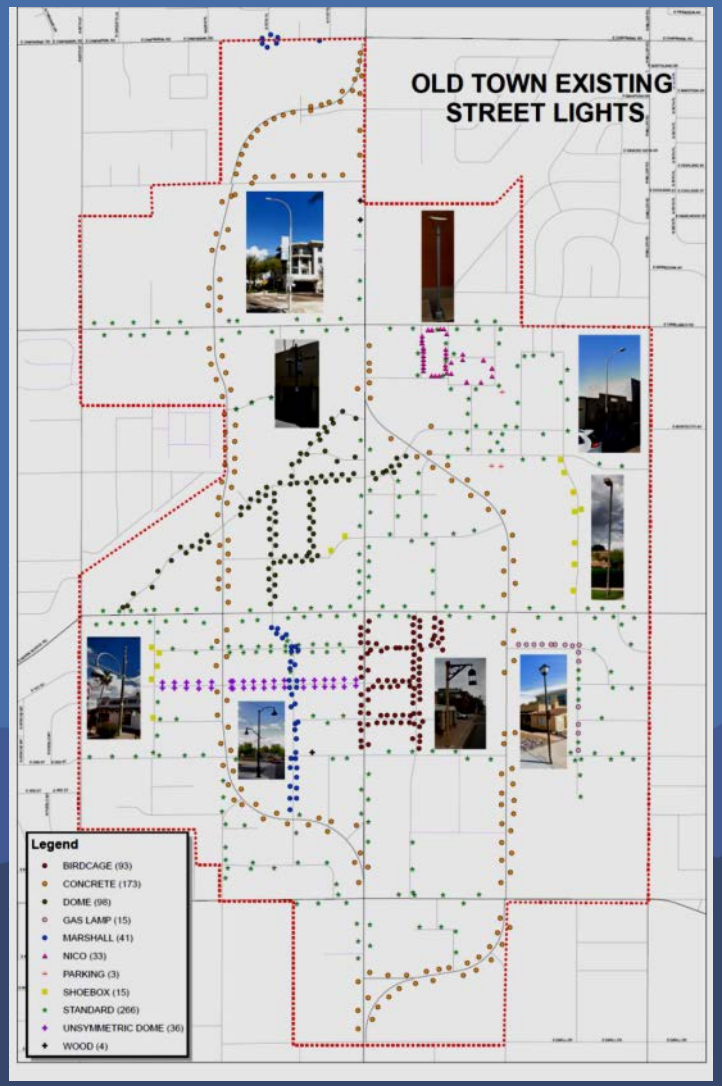
"Think outside the box"

Cost Effective Strategy to help address Speeding

Expand use of our Resources that are unique to Scottsdale



In some instances, Strive for Consistency



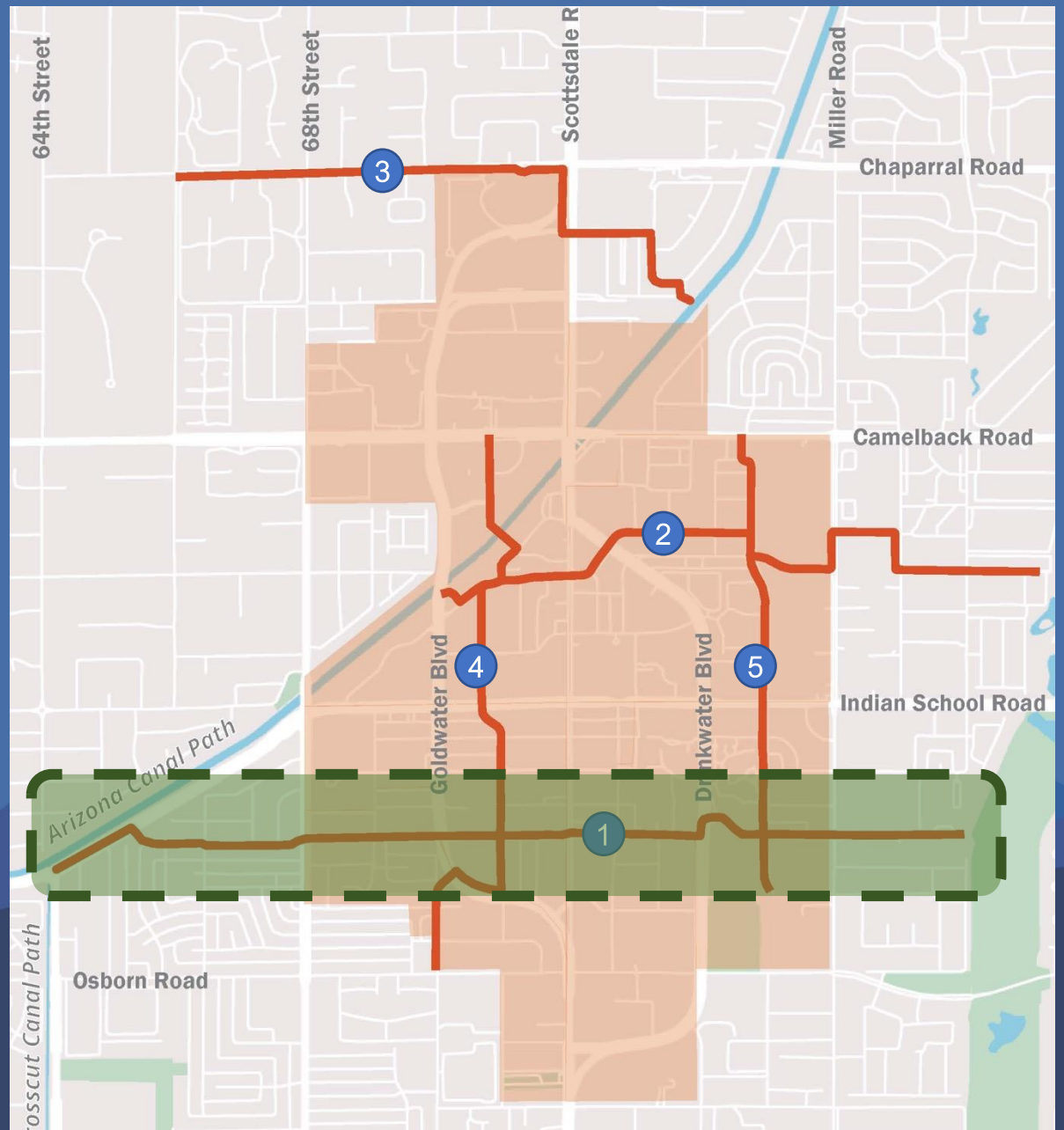
Looking at our Streets Differently

- *Using the existing right-of-way more effectively*
- *Emphasis on adding other transportation modes*
- *Addressing gaps and needed upgrades in the roadway system*
- *Data-driven solutions*

Example: Old Town Bike Plan

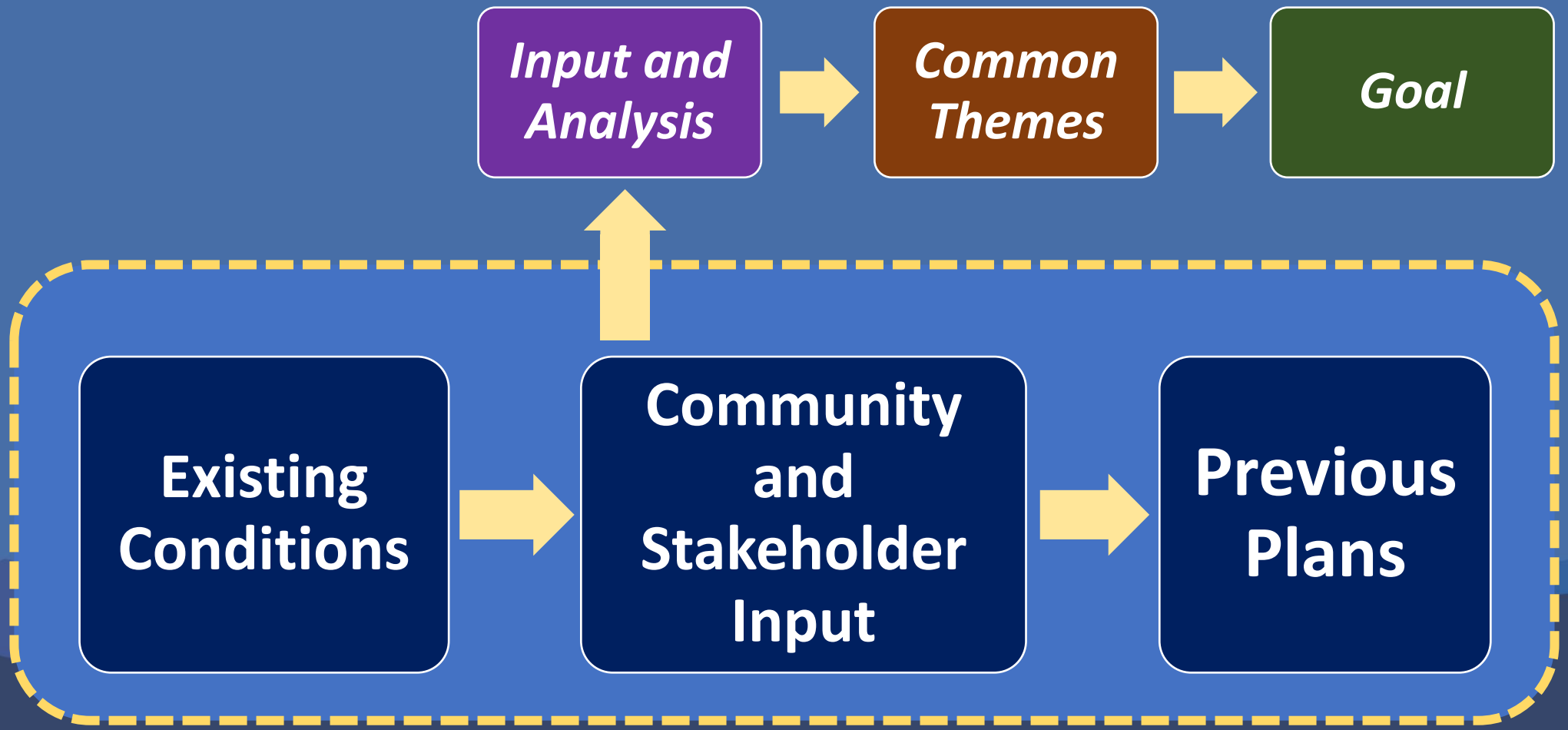
- Identify gaps in the existing bicycle infrastructure within Old Town.
- Locate opportunities to improve bicycle connectivity and comfort.
- Increase active transportation and promote health and economic benefits.

Proposed Key Routes



1. **2nd Street from Indian Bend Wash to Cross Cut Canal.**
2. Glenrosa Street, Montecito Avenue, 6th Avenue, Stetson Drive, 5th Avenue.
3. Chaparral Road and Rancho Vista Drive from 64th Street to Arizona Canal.
4. 70th Street and Marshall Way from Osborn Road to Camelback Road.
5. 75th Street from 2nd Street to Camelback Road.

Planning Process is Key



Some issues make us take a second look at expanding our system.

What does all of this equate to?

- Problem-solving
- Orchestrating all the parts
- Developing an integrated network

Thanks for the opportunity to present today.

Any final questions?

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