



APPROVED

SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

**Thursday, October 19, 2023
Kiva-City Hall
3939 N. Drinkwater Boulevard
Scottsdale, Arizona 85251**

CALL TO ORDER

Chair Anderson called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m.

ROLL CALL

PRESENT: Don Anderson, Chair
B. Kent Lall, Vice Chair
Emmie Cardella
Karen Kowal
Lee Kaufheil
Mary Ann Miller

ABSENT: Kerry Wilcoxon

STAFF: Mark Melnychenko, Transportation & Streets Director
Susan Conklu, Senior Transportation Planner
Cristina Lenko, Public Information Officer
Nathan Domme, Senior Transportation Planner
Phil Kercher, Traffic Engineering Manager
Parker Murphy, Traffic Engineer
Sam Taylor, Traffic Engineer
Kyle Lofgren, Officer Manager
Kiran Guntupalli, Principal Traffic Engineer
Derek Rogers, Capital Projects Management

PUBLIC COMMENT

There were no public comments. Written comments were included in the Commission packet.

1. APPROVAL OF MINUTES

Chair called for approval of the minutes.

COMMISSIONER MILLER MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON SEPTEMBER 21, 2023 AS PRESENTED. VICE CHAIR LALL SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR ANDERSON, VICE CHAIR LALL AND COMMISSIONERS CARDELLA, KOWAL, MILLER AND KAUFTHEIL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. APPOINTMENT TO PATHS & TRAILS SUBCOMMITTEE

COMMISSIONER CARDELLA MOVED TO REAPPOINT VICE CHAIR LALL AND APPOINT COMMISSIONER KAUFTHEIL TO THE PATHS & TRAILS SUBCOMMITTEE. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR ANDERSON, VICE CHAIR LALL AND COMMISSIONERS CARDELLA, KOWAL, MILLER AND KAUFTHEIL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. 124TH STREET UNDERPASS

Susan Conklu, Senior Transportation Planner, reviewed the project details:

- Original 2017 Project: Shea Underpass Access at 124th Street
- Design and construct concrete shared use path and unpaved trail including access to existing tunnel under Shea Boulevard
- Grade-separated bicycle, equestrian and pedestrian connection under Shea Boulevard, east of 124th Street
 - Existing box culvert
 - North of the Central Arizona Project (CAP) Canal
 - Connections to existing and planned paths, trails, bike lanes and routes
 - Destinations: Stonegate Equestrian Park, Lost Dog Wash Preserve Trailhead, schools

The project has been planned for quite some time, being referenced in the 2004 Trails Master Plan as a high priority. It was also included in the Transportation Master Plan from 2008. The 2009 Ad Hoc Citizens Trails Task Force included it in its recommendations. At that time, the Arterial Life Cycle Program (ALCP) through the Maricopa Association of Governments (MAG) had this project listed as part of a larger shade corridor project for funding. In 2012, the City applied for congestion mitigation air quality funding for bike pedestrian improvements. Construction began in 2017, with the path leading into the underpass and trail connection ultimately completed. In 2017, construction was paused due to issues with the gabion wall north of the tunnel. There were additional delays with the pandemic, mitigation and meetings. In 2022, an engineering

consultant determined that the base of the wall was sound, but the top required reconstruction. Project funding details and construction photos were reviewed. Derek Rogers, Capital Projects Management, provided an overview of the stability analysis of gabion and wall and construction process.

In response to a question from Vice Chair regarding the existence of signage to identify the existence and opening of the underpass, Ms. Conklu stated that there is no specific signage as yet, however the City promoted opening of the underpass via its web page and social media as well as a news interview. In response to a Commissioner question, a detailed account of the original condition of the incomplete wall, failures of design, litigation delays and engineering confirmations was provided.

4. PIMA ROAD: MCDOWELL TO VIA LINDA

Nathan Domme, Transportation Planning Manager, stated that the project is at 100 percent design. Funding for construction and maintenance is derived in part from intergovernmental agreements with SRP-MIC.

Details include:

- Location Pima Rd from Via Linda to McDowell
- Improvements include:
 - One additional travel lane in each direction
 - Bike lanes in both directions
 - Complete sidewalks on the western side of the corridor
 - Intersection Improvements
 - Raised center median with landscaping
- Corridor Improvements
 - 11-foot travel lanes
 - 5-foot bike lanes
 - Landscaped medians
 - New sidewalk
- Intersection improvements
 - High visibility pedestrian crossing
 - Different visual pedestrian crossing at the multi-use path
 - New right and left turn lanes at various intersections
- Bikeways along the Corridor
 - Major component to multi-use network
 - New bike lanes on street
 - Multiple connections to Indian Bend Wash Path
- Granite Reef Watershed
 - Improvements Flood Control Project Phase I
 - Phase I improvements:
 - New storm drains
 - New drainage basins
 - City of Scottsdale is responsible for the maintenance
- Granite Reef Watershed Improvements Flood Control Project Phase II A & B
 - Phase II improvements:
 - New storm drains

- New drainage basins
- SRP-MIC maintenance responsibilities
 - Blue line on the MAP (Phase IIA)
- City of Scottsdale maintenance responsibilities
 - Red and green lines on the MAP (Phase IIA and B)

The funding responsibilities breakdown and maintenance agreements were reviewed.

- SRP-MIC maintenance responsibilities
 - All pavements, markings, and medians, including curbs, gutters, and landscaping for Pima Road (not including landscaping west of the asphalt)
 - All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the eastern side of Pima
 - Maintenance of storm drain infrastructure associated with Granite Reef Phase II.A
- City of Scottsdale maintenance responsibilities
 - All street sweeping and all bridges, traffic signals, storm drains, catch basins, associated drainage appurtenances, and traffic signs for Pima Road
 - All ramps, curbs, gutters, sidewalks, street lighting, transit facilities, and back-of-curb landscaping on the western side of Pima
 - Maintain storm drain infrastructure associated with Granite Reef Phase I and II.B

In response to a Commissioner question, Mr. Domme anticipated that the project construction will be performed on a segment by segment basis in order to keep traffic routes open for the duration of the project. The project term is estimated at two years.

In light of the segment by segment completion approach, Vice Chair asked whether the contract would be written for the entire contract or on a segment by segment basis. Mr. Domme confirmed that the contract will be for the entire project, including stormwater improvements.

Commissioner asked about road speed limits as the roadway expands from two lanes to four lanes and five-foot bike lanes on either side. When bike lanes were previously added to McDowell Road after work was completed, few riders utilized the bike lanes due to automobile speeds. Mr. Domme noted the benefit to this corridor, as opposed to McDowell is access to the multiuse path throughout the whole corridor. Those who feel insecure utilizing the bike lanes on the roadway have the option to use the multiuse path all the way up and down. The lengthy process of obtaining rights-of-way and challenges with there being multiple owners of rights-of-way segments limit the ability to install bike lane buffers.

In response to a Commissioner question, Kiran Guntupalli, Principal Traffic Engineer, stated that any time a design project begins, there is always neighborhood involvement, including public outreach and submission of comments. One of the common concerns voiced about this area applies to the segment north of Via de Ventura. Residents in the area have requested higher sound walls. Unfortunately, the conditions do not meet the standards for the addition of sound barriers in the location. The City relies on SRP-MIC to provide outreach for issues on the east side, as that portion of project is within their purview.

Chair noted that the storm drain portion is on the Scottsdale side. He asked whether the stormwater is being taken toward Indian Bend Wash or towards the SRP-MIC community and therefore, SRP-MIC will have responsibility for maintenance. Mr. Domme stated that Phase I will direct stormwater to Indian Bend Wash down to Granite Reef. Other large portions of the drainage

improvements are within SRP-MIC community. Overall, the watershed is being taken towards the Salt River going south.

5. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

The following agenda items were identified:

- ALCP Plans
- CIP
- Police Department safety messaging campaign (early 2024)
- Trolley:
 - Trolley move update
 - Change patterns in trolley utilization
 - New contractor
- Cool pavement
- Old Town project update
- Bike use survey
- Neighborhood bikeway prioritization rankings and implementation strategy
- Automatic walk signals
- Complete streets/bike lane gaps/utilization of couplets
- Follow-up of traffic impacts based on 68th Street project completion
- Invasive species impacts on pavements
- Pedestrian sensing systems at intersections
- Update on sensing system on Camelback and Scottsdale Road

6. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Miller and seconded by Commissioner Kowal, the meeting adjourned at 6:33 p.m.

AYES: Chair Anderson, Vice Chair Vice Chair Lall, Commissioners Cardella, Kowal, Miller and Kauftheil

NAYS: None

SUBMITTED BY:

eScribers, LLC